

IMPERIAL AIRWAYS GAZETTE



Issue 66

December 2024

Contents

Editorial 1

First airmail from West Africa to UK 1942 2
By John Wilson

Mystery in Egypt 5
By Nicholas Arrow

17,000 Miles from the Shire Highland Railway to Tauranga, New Zealand 13
By Christopher J. Cooksey

Captain H.J. Horsey..... 16
By Duncan Crewe

BOAC steward Training 17
Material provided by Duncan Crewe

Imperial Airways’ Passenger Department cachet 18
Material provided by Duncan Crewe

An unusual Tuck post card 19
Material provided by Duncan Crewe

Imperial Airways’ Return Passage Rebate Certificates 20
By Peter Wingent

Opening of the new Croydon Airport..... 22
Material provided by Duncan Crewe

A tale of two timetables 23
By Duncan Crewe

How times have changed 25
By Peter Wingent

The *Artemis* crash in the pilot’s own words 29
By Peter Wingent

Book review 33
By Keith Harrop

For the record ~ our Zoom meetings, September to November 2024 34

<i>Editor:</i> Peter Wingent 30 Averon Road Alness Ross-Shire IV17 0SJ	<i>Telephone:</i> 01349 888954 <i>e-mail:</i> pwingent@googlemail.com
--	--

Front cover illustration: *Imperial Airways’ pilot Captain John Spafford. See article on page 29.*

Editorial

Another year passes and to my surprise and delight we are still discovering more and more information about the air services which entertain us during dark winter days. You will see from the contents page that we have another Gazette with a wide variety of articles with, hopefully, something for everyone. As always, I am so grateful to those who have contributed and it would be very pleasing if a few more of you could send me even a single page to include in the next issue. I can never have enough copy.

Our monthly Zoom meetings are just about surviving, but here again, the few regular contributors are fast running out of topics to show, so please make an effort to put together just a short display because I fear our stalwart regulars really are running out of gas.

If you have a friend or relative who is wondering what they can get you for Christmas: problem solved! They can send you the book on the airmails of Bulawayo written by our long-standing member John Berridge which is reviewed on page 33 by Keith Harrop. I strongly recommend it to you because it is the result of a huge amount of research which makes a fascinating read and it is fully and beautifully illustrated.

It has only just occurred to me that 2024 is the 100 years anniversary of the birth of Imperial Airways. I should have included a mention, if not an article in the June issue, so to make amends I had a look in The Times this morning and found the report, shown below, which appeared in the 1 April 1924 edition: the day Imperial Airways was formed. As you no doubt know, and will read in the report, it was an inauspicious start with the pilots on strike over pay and conditions. It was not until 1 May that the first service took place: from Southampton to Guernsey and the first service to Europe, Croydon to Cologne, the next day. I also found what I think must be the first Imperial Airways advertisement in the edition of 12 May 1924, also shown below.

Finally, I wish you all a very Happy Christmas and good health and successful collecting in the New Year.

IMPERIAL AIRWAYS, LTD. SHORT SUSPENSION OF SERVICES.

PAY OF THE PILOTS.

(By Our Aeronautical Correspondent.)

To-day the Imperial air transport company, which superseded last night the independent companies which had hitherto operated commercial air transport, begins operations, but for the moment all flying services are suspended. The reasons are explained in the following official statement issued last night:—

The first meeting of the directors of the new national aeroplane transport company, which is to absorb to-morrow (Tuesday) the four existing operating companies, was held this afternoon. The new national company with a capital of £1,000,000 and a subsidy to be paid by the State of another £1,000,000 spread over ten years is to be known as Imperial Airways, Limited. Sir Eric Geddes presided at the meeting.

It was decided by the directors, in view of the necessity of centralizing the systems of operation, inspection, and control in connexion with the various staffs and aeroplanes of different types as employed up to to-day by the four existing companies, that the aerial services to and from Croydon air station should be suspended temporarily as from to-morrow for a short period.

The terms of employment which are to be offered to the pilots who will fly for the new company were considered. In this regard statements are erroneous which suggest that any pilots at the air station were on strike to-day. Until to-night they are still in the employment of the four existing companies, and as yet the new Imperial company has made no appointments of pilots at all. The directors decided that, in the case of pilots who pass the rigorous medical tests which will be imposed, terms should be offered in the form of an annual retainer and flying pay which will ensure an annual income of £750 to £850, according to the seniority of the pilots. For this pilots will be required to fly approximately an average of two hours a day. The records of the existing companies show that the average earnings of the pilots during the past 20 months have been in the neighbourhood of £680 a year. The suggestion is quite untrue, therefore, that there is any intention to effect drastic cuts in the salaries of aeroplane pilots.

FOR ANYTHING YOU WANT TO KNOW ABOUT AIR TRAVEL—RING UP 2720 CROYDON

IMPERIAL AIRWAYS *announce*

that a complete service of British Aeroplanes is now running daily between London (Croydon) and Paris, Ostend, Brussels, Cologne, Amsterdam, Hanover, Berlin, and the Channel Islands. The machines are all of the latest British design and flown by British Pilots—the best in the world.

Imperial Airway Aeroplanes are as luxuriously equipped as the finest trains. Every Machine is fitted with wireless.

You can leave Hotel Victoria, London, any day (including Sundays), at 10.45 a.m. and reach Hotel Crillon, Paris, at 3 p.m.; or leave Hotel Victoria at 3 p.m. (Sundays excepted), arriving at Hotel Crillon, Paris, at 8 p.m.

Fares: London—Paris, Single Journey £6:6:0. Return £12

Passengers are allowed 30 lbs. of baggage. All excess baggage carried at moderate charges. Freight rates on application to any Travel Agent or to the Company.

The central booking office is at Croydon Aerodrome. London passengers are picked up by motor car at Hotel Victoria, Northumberland Avenue. All fares on Imperial Airways include Free Motor Car Conveyance for all passengers and their luggage between the Company's starting points and the Aerodromes. Motor cars await incoming passengers at all Aerodromes.

For particulars regarding other daily services to the Continent and Channel Islands, or anything you want to know about Air Travel

RING UP

CROYDON—2720, 2780, 2781 and 2789.

OR WRITE TO

IMPERIAL AIRWAYS LTD.,
The Air Port of London
CROYDON.

SEATS MAY ALSO BE RESERVED



AT ALL USUAL TRAVEL AGENCIES

First airmail from West Africa to UK 1942

By John Wilson

Following the closure of the Mediterranean in 1940, airmail services between the UK and West Africa were suspended in both North and South directions. As described in a landmark article in "The London Philatelist" of December 2006 [1] Robert May explained how the situation was eased in May 1942 with resumption of a limited northbound (only) service from Nigeria, Gold Coast and Gambia. This was announced in Government Notice No. 621 of 11 May, 1942 and published in Gazette 28 of 21 May, 1942.

At the time of writing the London Philatelist article the BOAC movement charts held at Heathrow were not generally available, although later in 2006 they did surface after much haggling with an obstructive BA Museum manager. The question of how and when the resumed service actually started, and by which aircraft the mail was carried, stayed in the back of my mind until I was listing some items for the West Africa Study Circle auction and came across two covers that I had originally collected for their Gambia censorship importance. The cover in Figs. 1 and 2 was posted in Bathurst on 15 May 1942 and thus fell right at the start of the resumed service.



Fig. 1. Bathurst to UK posted 15 May 1942.

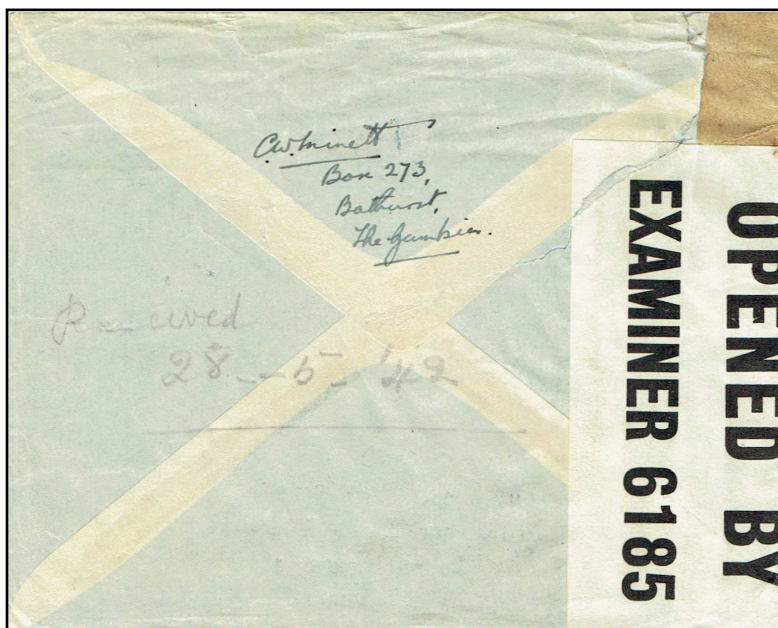


Fig. 2. Back of Fig.1 showing Imperial Examiner 6185 and pencil arrival date.

Fig. 3 shows a section of the BOAC movement chart for May 1942 and pinpoints the situation.

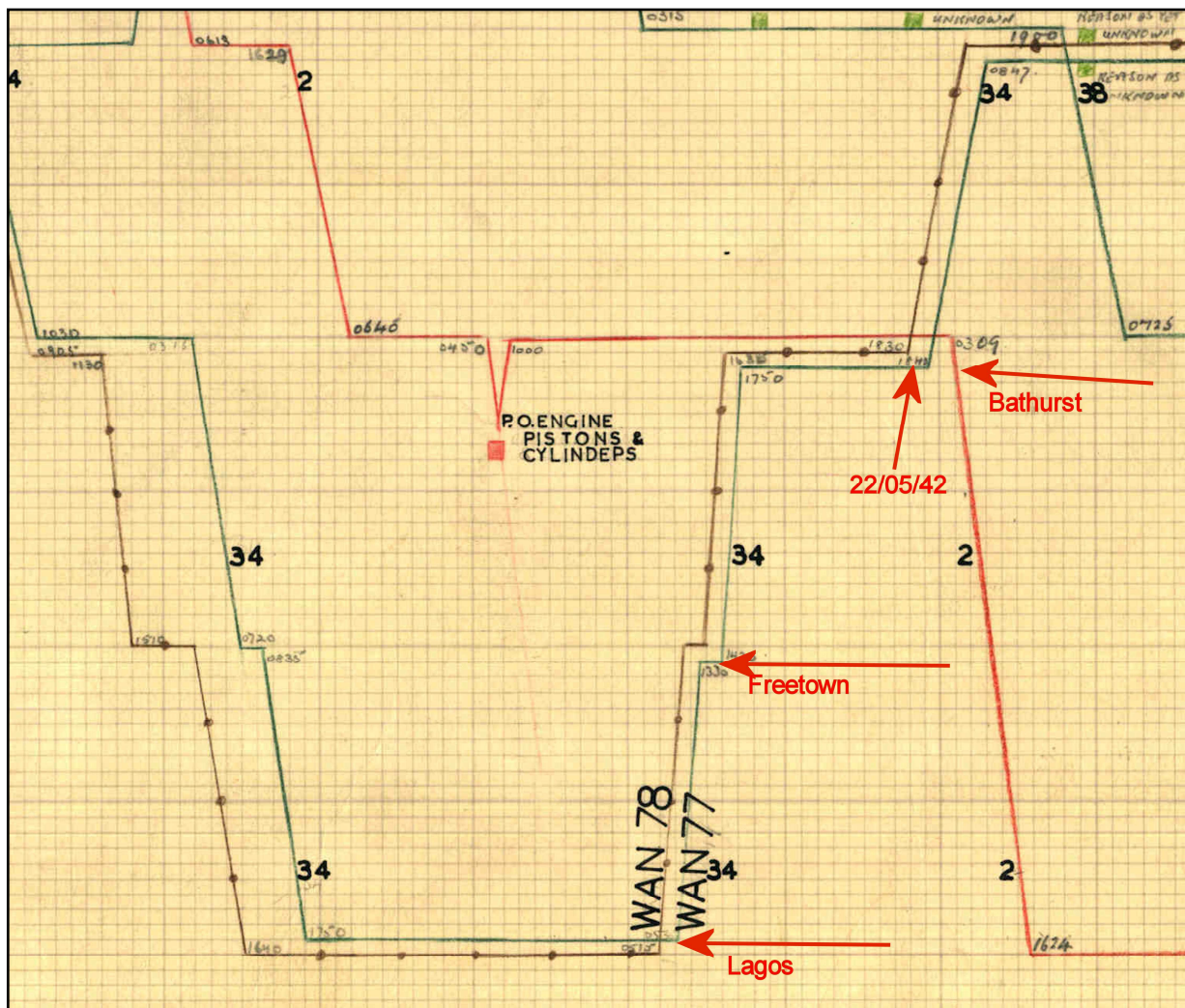


Fig. 3. BOAC movements Lagos to Bathurst May 1942.

The chart shows that two flying boats made the trip from UK to Lagos, apparently flying in close company. Flight WAS 78 was a PBY flying boat “Catalina” (brown dotted line) which arrived in Lagos on 18 May, 1942. Flight WAS 77 (34) was S-30 “Ceres” arriving a little later on the same day. Both aircraft departed Lagos on 21 May, arriving in Bathurst the same day and departing for Lisbon on 22 May, again flying together. The previous flight, WAN 76 departed from Bathurst on 14 May 1942, the day before the cover in Fig. 1 was posted and it seems reasonable to assume that the cover was carried on the 22 May flight, which must be the first mail carrying flight to UK via Lisbon. Which aircraft carried the mail?

Fortunately, the recipient noted the arrival date as 28-5-42 on the back of the cover (what luck). “Catalina” WAN 78 arrived in Hythe on 25 May, 1942 and “Ceres” WAN 77 arrived in Poole on 26 May and I have (possibly rashly) assumed that the mail must have been carried on “Ceres”, since as far as I can tell, the PBY flying boats were carrying VIP passengers and official mail only – but this is open to speculation.

My second cover, shown as Fig. 4, was posted in Bathurst on 28 May, 1942 and thus missed flight WAN 79 which was a BOAC Boeing 314 “Berwick” returning from Lagos to Foynes before flying transatlantic to Baltimore for servicing. WAN 79 departed Bathurst on 26 May.

The next flight from Bathurst was WAN 80 “Cathay” departing 29 May, 1942, arriving in Hythe on 1 June. Lacking an arrival date on the cover, I assume that this cover travelled on WAN 80.



Fig. 4. Bathurst 28 May, 1942 addressed to Manchester. Imperial Censor INN/5960.

Rob May [1] records a Gold Coast Post Office notice giving information on the resumed service, but in fact the BOAC aircraft flying from Lagos did not call at the Gold Coast, as confirmed by the BOAC movement records (Fig. 3) and the CAA Report for 1942 (Fig. 5).

United Kingdom - West Africa
<p>33. <u>Poole - Shannon (Ire) - Lisbon (Portugal) - Bathurst (Gambia) - Freetown (Sierra Leone) - Lagos (Nigeria)</u>: From 23rd February, 62 southbound flights and 60 northbound flights were completed. Flying boats used were as follows:-</p> <p>23rd February - 13th May, Short S.30; 14th May - 30th June, Short S.30 and Consolidated "Catalina"; 1st July - 5th August, Short S.30 and Short "G" Class; 6th August - 18th August, Short S.30 "G" Class and Consolidated "Guba"; after 18th August, Short S.30, Consolidated "Catalina", Consolidated "Guba" and Short "G" Class.</p> <p><u>Note.</u>- The Short "G" Class flying boats omitted the call at Freetown.</p>

Fig. 5. CAA Report for 1942.

Final notes.

I mentioned the censorship aspects of these two covers. The cover in Figs. 1 and 2 was opened and resealed by Examiner 6185, one of the Imperial Censors sent to Bathurst to examine transit mail carried on the Pan American "LATI substitute" flights from South America. In the event, only six northbound flights actually called at Bathurst between February and July 1942 when censorship was transferred to San Juan. The five Imperial Censors employed themselves in assisting the locally appointed civil censors as needed, until they were themselves transferred to Lagos. Covers showing opening and resealed by Imperial Censor labels are uncommon, as are those such as Fig. 4 showing the unboxed "INN/xxx" mark. [2].

References:

- [1] May R. "West African Airmail links with Europe after June 1940". ("The London Philatelist" December 2006, Royal Philatelic Society London).
- [2] Wilson J. "Imperial Censorship operations in the Gambia in 1942". (Civil Censorship Study Group, Oast House West, Hauling Way, Wiveliscombe, Somerset, TA4 2PP. 2015)

Mystery in Egypt

By Nicholas Arrow

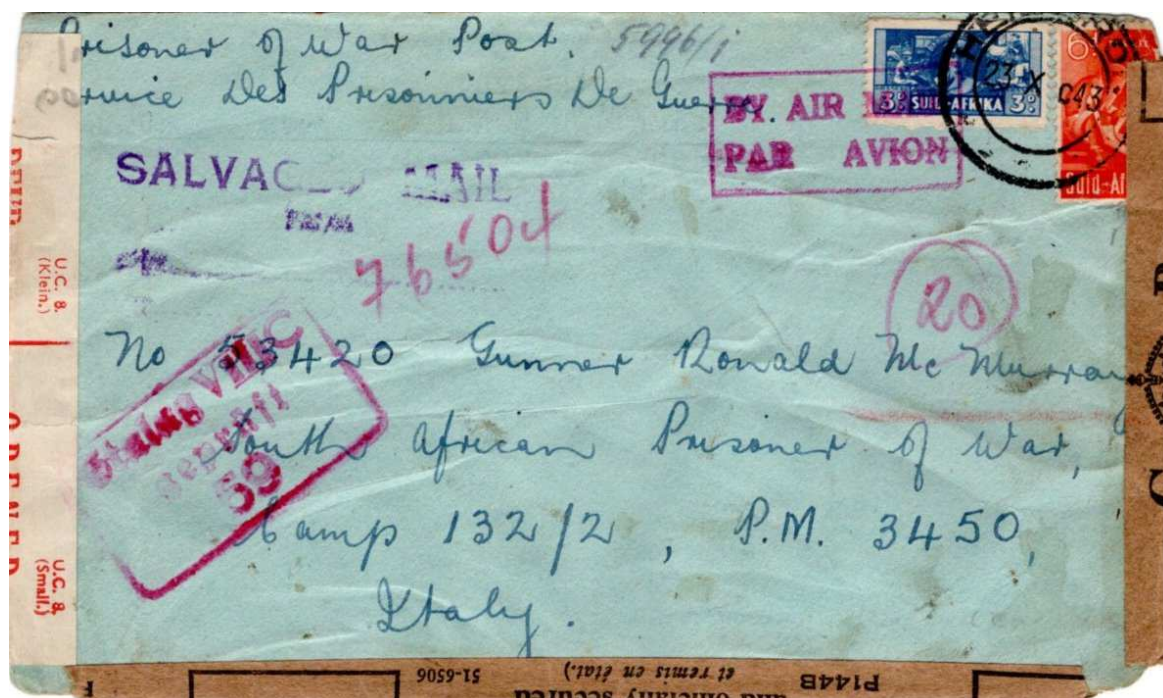


Figure 1.

I acquired the cover shown in Fig. 1 from a dealer during the 2022 London International Show. To state the obvious, it was addressed to a Gunner McMurray, a Prisoner of War in Italy and was posted on the 23rd October 1943 (by a Mrs. R. Garner who lived at Heilbron, OFS). The cover was franked 9d, the correct airmail rate for items weighing no more than ½ oz, to (or from) Prisoners-of-War.

The cover was described as a crash cover, and indeed it bears all the hallmarks of a crash cover being a bit creased, bearing the cachet “Salvaged mail / from /” and having to be resealed by the Post Office along the bottom and right edges, but no further information was given. After I acquired it, I turned to Ken Sanford, asking if he knew of this crash and for further detail if he did. He immediately responded with the appropriate reference from his enormous publication (*Air Crash Mail of the World*) as follows –

431119 November 19, 1943 Almazar, Egypt

Aircraft: Lockheed 10A Electra ‘Lea’ (G-AFCS)

British Overseas Airways Corp. (BOAC)

Route: unknown

Pilots: unknown

The aircraft crashed in unknown circumstances after take-off from Cairo. There were no casualties but the aircraft was written off.

Ken also sent me a copy of the other known copy so far recorded – see copy of front in Fig. 2.

A casual perusal of the websites available on the internet agreed with this detail [1]. It seemed therefore that my cover had been flown from Durban, on the African stages of the Horseshoe route, to Cairo, where it had been taken off and put on board the ‘Lea’, presumably for onward transmission to the Red Cross in Lisbon. I therefore wrote up the cover and inserted it into my collection, although I must admit in passing that I took the reference to “Almaza” as a reference to the town of Almaza to the east of Mersah Matruh, rather to the main Cairo Airport [2]! Job done, I thought!

Matters would have gone no further had I not acquired some months later an accumulation of Internee and PoW mail, part of the collection of the late John Dickson, which consisted mainly of items of surface mail but with some flown material as well. In researching how the Airmail letters were transmitted to and from the PoW’s etc, I was assisted concerning **surface** mail by a booklet (“World War II: Prisoner of War and



Figure 2.

Internment Camps in South Africa and their mail“ – *J.R.B. Findlay and Rory Ryan*) but this did not appear to deal with how **airmail** post was sent and I was left to do what arguably I should have done earlier, to work out for myself the routes taken by air mail items sent to or from PoW’s and internees.

It seemed to me that the normal (indeed the only practicable) route would be for airmail items addressed to PoW’s to be taken, after censoring [3], to Durban, whence they would be flown on the first stages of the Horseshoe Route, by a BOAC Short C-Class flying boat, to Cairo. There, they would be transferred to Lisbon, probably by air, where it would be handed over to the Red Cross for transmission by rail to Geneva for sorting and ultimate distribution to the appropriate Camps where the Prisoners were held. Airmail items from PoWs would simply go in the reverse direction.

In short, that is what should normally have happened (subject to the fortunes of War which could, and would, change this). In addition, it must always be borne in mind that, throughout the War, the carriage of civilian mail was subservient to the carriage of men and materials required to further the interests of the War Effort. If (but only if) there was room on a plane, then civilian mail could be carried, otherwise it could be, and was, regularly delayed because of War Effort pressures.

It is likely that these two covers were taken to Cairo by the same flight. So far as the South African cover is concerned, it is not possible to tell precisely on which Horseshoe flight it was carried to Cairo, because it is not possible to guess exactly how long the censoring procedures in South Africa would have taken before being released for onward carriage and, as for the KUT cover, the date of the postmark is illegible (possibly as a result of wartime secrecy requirements?). There were, in short, six potential flights on which these items might have been carried, of which five reached Cairo without incident.

The sixth flight, (probably the most likely to have had these two covers on board) had what might be described as an “untoward incident”, when the Short C-Class flying boat ‘*Cooee*’ had to put down at Malakal because of engine trouble, staying there for a week. Another Empire flying boat (the ‘*Caledonia*’) was sent from Cairo to Malakal to pick up the passengers and mail. It returned to Cairo without affecting the flight to Cairo [4], other than of course a short delay.

Airmail between Egypt and England was by no means regular during the early stages of the War, but by 1943, after the Siege of Malta had been relieved, transmission of mail between England and Cairo became more regular. I turned to Peter Wingent's excellent book - "Extracts from the Air Ministry Civil Aviation Intelligence Report Summaries, 27 August 1939 to 30 May 1945" - which summarises various Air Ministry Civil Aviation reports -

1943

CAIS No. 194 (3 March)

United Kingdom – Middle East, via Portugal and Africa.

On 27th February 1943, the BOAC commenced a landplane service between the United Kingdom and Egypt, over the following route:

Lyneham – Lisbon – Algiers – Cairo.

On return flights, a refuelling stop is made at El Adem (Libya). The service is operated with Consolidated Liberator landplanes which have been employed hitherto on the United Kingdom – West Africa route.

CAIS No. 229 (3 Nov.)

United Kingdom – Middle East Flying Boat Service.

On 25th October 1943, BOAC commenced a service with short Sunderland flying boats between the United Kingdom and Egypt, flying from Poole via Shannon (Foynes), Lisbon, Gibraltar and Djerba to Cairo. The service is to be operated for five weeks with a frequency of four services per week, to carry Christmas mail to the Forces in the Middle East and India.

[This service ceased in late Dec. 1943. See CAIS No. 237 under "U.K. – India" heading].

Two possible routes, therefore, but I felt that the Liberator service would generally have been used, as the Liberator is an immensely strong plane, much faster than the C-Class, with a huge payload.

However, what is particularly significant is that, although the Civil Aviation Reports give details crashes of civilian aircraft from time to time, there is **no** mention at all in any of them of an accident in Egypt or on or about the 19th November 1943.

I was now beginning to feel that the wheels were coming off the bus!

The biggest headache was yet to come, however, as I discovered that it was highly questionable as to whether the Lockheed Electra 'Lea' was flying at all. Through Peter, I was able to get in touch with the BA Archivist, Adrian Constable, who not only has been a fount of relevant knowledge, but also enormously generous with his time in researching this very problem.

On the 11th July, Adrian emailed me (after referring to the breakdown of the 'Cooee' and the rescue of the mail on board as outlined above) -

*"In fact [the Lockheed Electra] Lea had already been "written off" on 28 September [1943], due to lack of spares, and is recorded from that day as being broken down to provide parts for others. If we assume that reports of her flying after that are correct, it would appear that, in extremis, she was still deemed flyable, and sent to collect the mail, and that the accident happened on the return to Almaza. As an ad hoc, recovery flight, her routing is not recorded. ... There may have been some sort of accident, but there is no accident report in our archive, which would be unusual. This might suggest a number of things: it may be that the accident was sufficiently minor that it was not thought worth recording; it may be that there were documents or other items aboard of sufficient security that the records were suppressed; it may be that the aircraft was on the ground when the accident occurred, and was not legally BOAC's responsibility. Any of those is plausible, or a combination of them, but given other records we do hold, I'd say the secrecy angle is unlikely. For what it's worth, my guess would be the latter option, as Lea was **again declared written off**, this time due to obsolescence, on 19 November - i.e. no mention of any damage even then. There are an awful lot of loose ends in that version of the story, and frankly I don't like it." [Emphasis supplied]*

sheet 4

LANDPLANES

AIRCRAFT TRANSFERRED, SOLD, OR WRITTEN OFF

Date	Type	Registration, No. & Name	Returned to	R.A.F.
16. 7.43	Hudson	E.W.926	"	"
16. 7.43	Hudson	E.W.960	"	"
16. 7.43	Hudson	E.W.971	"	"
16. 7.43	Hudson	F.K.456	"	"
16. 7.43	Hudson	F.K.478	"	"
16. 7.43	Hudson	F.K.580	"	"
16. 7.43	Hudson	F.K.943	"	"
18. 7.43	Hudson	E.W.888	"	"
18. 7.43	Hudson	F.K.397	"	"
18. 7.43	Hudson	F.K.486	"	"
17. 7.43	Wellington	BAW.3	"	S.A.A.F.
17. 7.43	Wellington	BAW.4	"	"
22. 7.43	Wellington	BAW.1	"	"
26. 7.43	Wellington	BAW.2	"	"
18. 9.43	Lodestar	G-AGCW Lake Tana	"	R.A.F.
21. 9.43	Lodestar	G-AGCX Lake Mweru	"	"
28. 9.43	Lockheed 10a	G-AFCS Lea	Written off due lack of spares	

Figure 3.

Fig. 3 is a copy of BOAC's record cards covering aircraft written off in the period in question, from which it appears that the 'Lea' (G-AFCS) is the final entry, on 28 September 1943. It does not appear again as can be seen in Fig. 4 which is a copy of the next sheet, which covers the period to 19th November 1943.

sheet 5

LANDPLANES

AIRCRAFT TRANSFERRED, SOLD, OR WRITTEN OFF

Date	Type	Registration, No. & Name	Returned to	R.A.F.
29. 9.43	D.H.91	G-AAFDJ Falcon	} Written off due obsolescence (as a result of accident to Fortuna.)	
29. 9.43	D.H.91	G-AFDM Fiona	}	
5.10.43	Lodestar	G-AGBO Lanark	Released to R.A.F.	
9.10.43	Lockheed 14	G-APKE Lothair	Transferred to R.A.F.	
13.10.43	Lodestar	G-AGCT Lake Timsah	Returned to R.A.F.	
18.10.43	Oxford	BG.543	Returned to R.A.F.	
20.10.43	C.W.20	G-AGDI St. Louis	Handed over to Airspeeds.	
30.10.43	Lodestar	G-AGDD Loch Losna	Transferred to Norwegian Government	
30.10.43	Lodestar	G-AGDE Loch Lesja	"	"
30.10.43	Lodestar	G-AGEI Loch Loen	"	"
3.11.43	Oxford	P.8996	Returned to R.A.F.+	
3.11.43	Oxford	R.6263	"	"
3.11.43	Oxford	P.1985	"	"
13.11.43	Lodestar	G-AGBP Leicester	Transferred to R.A.F.	
26. 1.44	Mosquito (Dual)	HJ.985	Returned to R.A.F.	
26. 6.44	Anson	4280	Returned to S.A.A.F.	
6. 7.44	Liberator I	A.M.259 (G-AGCD)	Returned to R.A.F.	

Figure 4.

An interesting comparison can be made between the entry referring to the 'Lea' on the 28th September (due to lack of spares) and the entries at the top of the following page (due to obsolescence and an accident to another aircraft).

Concerning the question of the aircraft being “written off,” this literally means "removed from the books," an accounting nicety, not necessarily having any relationship to damage or destruction, although that more focussed interpretation is its modern usage. There was in fact another Lockheed 10A G-AEPR, being part of the BOAC fleet in the Middle East, which continued in use until it was written off in an accident in April 1944. Adrian also sent me a copy of the ‘Lea’s registration document (Fig. 5, taken from the CAA website), noting that it was written off as “Obsolete” on 19 November 1943, an accounting exercise, tidying up documents in the UK which refer to events in Egypt [5]. One can observe in passing that the use of the word “obsolete” is powerfully persuasive that the introduction of a mythical accident is rubbish!

NATIONALITY AND REGISTRATION MARKS **G-AFCS**

DESCRIPTION OF AIRCRAFT *Lockheed Electra 10A
Twelve-seater Monoplaner*

FILE No. *74024/27*
No. *R. 1857/46*

CONSTRUCTOR'S No. *1025*

CERTIFICATE OF AIRWORTHINESS (if any) No. _____

CERTIFICATE OF VALIDATION (if any) No. *V. 140*

CATEGORY *Normal*

SUB-DIVISIONS *(A) (B) (C) (D) (E)*

Certificate No.	Full Name, Nationality and Address of Owner		Usual Station	Date of Registration	From the Date Shown, Registration Lapsed on Account of:		
	Full Name and Address	Nationality			Change of Ownership or Aircraft	Expiration or Permanent Withdrawal from Use of Aircraft	Cancellation by the Secretary of State
C.A. Form 113	8182	<i>BRITISH</i> British Airways Ltd, Terminal House, 52, Grosvenor Gardens, London, S.W.1	<i>REGISTERED</i> British	<i>Croydon</i>	<i>8.2.38</i>	<i>22.8.40</i>	
	8182	<i>British Overseas Airways Corpn</i> Grand Spa Hotel, Chalfon. Bristol 8.	<i>British</i>	<i>Whitehurst</i>	<i>22.8.40</i>		<i>19.11.43</i> <i>obsolete.</i>

Figure 5.

Turning to the two covers, apparently both involved in whatever happened in the Middle East and whenever it happened, unfortunately the transit mark on the cover from South Africa is very faint and the illustration in Fig. 6 is heavily magnified. It is somewhat unclear but the date seems to show the 19 Nov 43 with the time letter “A” (morning). The British Army Post Office number is illegible, although it is just possible to make out “..RMY PO..” The transit mark on the cover from KUT (Fig. 7) shows the date as the 21st November 43, with the time letter “B” (afternoon), along with the Army Post Office number which is ‘4’ (Cairo) - that on the South African cover is illegible.



Figure 6.



Figure 7.

It would seem that, at the very least, that (a) the incident (whatever it might have been) took place on or shortly before the 19th November 1943 and (b) the letters were serviced at different times (and possibly different places although that would be extremely unlikely in my opinion).

The information online is rather skimpy. When I first researched the background of this “crash”, I referred primarily to the websites of the Bureau of Aircraft Accidents Archives and the Aviation Safety Network, both of whom indicated that the accident took place at Almaza on the 19th November 1943. When I realised that all might not be as I had originally thought, I queried with ASN as to what, if any, was their source of information, indicating that the ‘Lea’ had been written off in September. I note that ASN has since altered the date of the crash to the 28th September, although this was **not** what I had intended when I made the enquiry! I also noted that the website <https://sussexhistoryforum.co.uk> includes a reference to the plane landing on Pevensey Beach in 1938, and also states that afterwards “evidently the Electra was repaired, and flew again, because it went on to service BOAC and, on 19 November 1943, be written off, as damaged beyond repair, in a **landing at Cairo Almaza Aerodrome**“ [emphasis supplied] – the first (and only) claim that I have seen which attributes the crash to a landing at Cairo Almaza Aerodrome [6].

So what actually happened? I floated this conundrum to a meeting of the South African Collectors Society in November 2023 without any positive outcome at all, although one member, David Morrissey, suggested the idea that this all happened during wartime, when many strange activities were unrecorded, and that whatever may have happened was simply one such event. Other than a belief that something happened, possibly at Almaza Airport, Cairo, possibly in the morning of the 19th November, I have no idea what the answer is to my question, hence this article.

During some very interesting and extremely helpful correspondence with Adrian, I floated the possibility (however unlikely) that the ‘Lea’ had been pressed into service to collect the mail from the stranded ‘Cooee’, Adrian’s email continues -

“There [was] no need for a retired Lockheed Electra to be hastily reassembled and pressed into service. A much more elegant solution, not to say much more plausible. Another point is that there is no indication from the details you've supplied as to which aircraft the letter was considered "salvaged" from. It may well be that the stamp relates to the recovery from the stranded flying boat - I'd regard that as over-enthusiastic use of the term "salvaged", because Cooee was undamaged apart from a dead engine, but you may know better how such things were applied.”

I do not feel that the problems of the ‘Cooee’ would qualify the mail transferred as “salvaged”, nor affected by a mishap, such as a mail bag being dropped in the Nile – see below.

With total dedication to helping me, Adrian advised that the BA Archive did not contain any further pertinent records, but that he would check the National Archive at Kew, and after doing so, he emailed me again -

“Having checked a number of documents, including the Operations Record Books for Almaza and Heliopolis, I find no record of an accident to a Lockheed 10 in November 1943. I have to admit that there are simply no surviving records that show exactly the day in question, which is frustrating. However, in the records which have survived, there is no mention of it. Specifically, there is no record, in what seems to be reasonable timescales, of recovery of a wreck; no investigation; no Board of Inquiry; no reports of casualties. I have also looked through some of the ORBs [7] for units based at Heliopolis and Almaza (primarily 2 PRU [Photographic Reconnaissance Unit]), which had close links with 2 BARU [8] - such records often report accidents to other units aircraft as they caused delays and so forth. Again, there is nothing.

“I remain convinced that the Lockheed had been retired some days previously, and that a later observer has misunderstood the meaning of "written off", and concocted a non-existent accident to fit. That means that the "Salvage" stamp on your envelope must relate to recovery from Cooee after her engine failure. To me, that use of "salvage" seems overkill, as the aircraft was only temporarily out of action - perhaps a mail bag was dropped in the water while being transferred?”

Adrian does however make one point which may be more than a little pertinent, which is –

“There is nothing unusual about routing through Cairo, which was a major “hub” before and during the war. The Horseshoe route had Cairo as a night-stop, and many services switched aircraft there. If heading for Lisbon, your letter might well have been scheduled to go on the weekly(ish) Liberator flight Cairo-Castel Benito-Gibraltar-Lisbon-Lyneham. The Liberator services also went through to Teheran and Moscow as required - in fact while your letter was having its adventure, there were three Liberators in Moscow in support of a conference, and another unserviceable at Algiers, so services would have been a bit more ad hoc than usual due to lack of aircraft.” [Emphasis supplied and see below]

To restate the problem, how is it possible that the two covers shown above came to be carried on any other aircraft, let alone an aircraft which had at the very least been decommissioned, and why is there no record of the crash in any official record made?

I must add some very persuasive information gleaned from a later email from Adrian –

“Almaza was an RAF airfield, and even the nominally civil operations were under RAF control - indeed, that was true across the Empire during the war. The pages listing the movement records for 19 November are missing, which is unfortunate, but there is much we can fill in without. Had there been an accident involving the wrecking of an aircraft, there would have been records. A runway would have been shut, perhaps a whole airfield, there would have been disruption. There would have been a board of enquiry, which would have involved RAF Officers from other units elsewhere. There would have been records of these officers being allocated to that duty, of them arriving at Almaza, of them conducting the enquiry and of its findings. It would be quite likely, although not certain, that there would be records of the wreckage being cleared and disposed of. Even in wartime. None of this exists. The only sensible conclusion is that there was no accident.”

It may be worth mentioning that, in considering the terminology of where an accident took place, the use of a particular zone (e.g. “Almaza” to mean the Cairo Airport) is somewhat generalised to include an area within 5-10 km. of the airport, not necessarily within the airport perimeter, a comment which I recognise as being a straw clutching exercise!

A few random thoughts, none of which I believe are very realistic, bearing in mind Adrian’s research and findings –

1 – The covers were almost certainly on the ‘Cooee’ when it put down at Malakal. It is clear that ‘Caledonia’ was sent to enable the passengers and cargo to continue their journey without undue delay. I am not comfortable with Adrian’s theory of a bag of mail being accidentally dropped with consequent damage, but it cannot be discounted. However, suppose that for some reason the mail was left behind. It seems possible, however unlikely, that some aircraft (but almost certainly not the ‘Lea’) was sent to Malakal to pick it up and that on its return the plane crashed at Cairo (or at least within roughly 10kms of the airport!) on its approach to landing.

2 – Adrian refers to things being a bit chaotic at the time, with 3 Liberators in Moscow and a 4th out of service in Algiers, which was the first stop of what I believe to be the preferred airmail route at the time. Might some aircraft (whether a clapped-out Electra or not) have been pressed into service for the stage from Cairo to Algiers as a useful and entirely temporary stopgap? The crash then could have taken place at the town Almaza, near Mersah Matruh, thus not interfering with the smooth running of Cairo Airport, which might explain the absence of other records. Again, I recognise that this is likely to be another example of straw clutching, bearing in mind the general unimportance of the transport of commercial mail and I **must emphasise** that I have NO intention of “concocting a non-existent accident” (to borrow a phrase from Adrian) just to fit a theory!!

3 – Concerning the cover from KUT, this was at one stage advertised on a dealer’s website, and I happened to see the dealer recently. He said that he recalled the cover, and it came with considerable detail of the research done by the previous owner about the cover. Did he have the detailed research – no, unfortunately. Had he kept a copy – no. Did he have any recollection of the detail – alas, no, again!

There is of course the possibility that the covers which are the subject of this article could be forgeries, but I feel that this is not the case. Fig. 8 shows a copy of the reverse of the South African cover.

As is clear, it is fairly detailed and I wonder why should anyone go to the trouble of forging such a complicated cover, such as this, as opposed to the much simpler cover from KUT? Frankly it does not feel as if it is a fake and I do not underestimate the value of the opinion of David Morrissey, a philatelic dealer experienced in South African postal history.

If anyone can help with positive information and answers, I would be very grateful to hear from them. In particular if anyone else has a cover from this incident, and has made better progress in researching it, again, I would appreciate hearing from them.

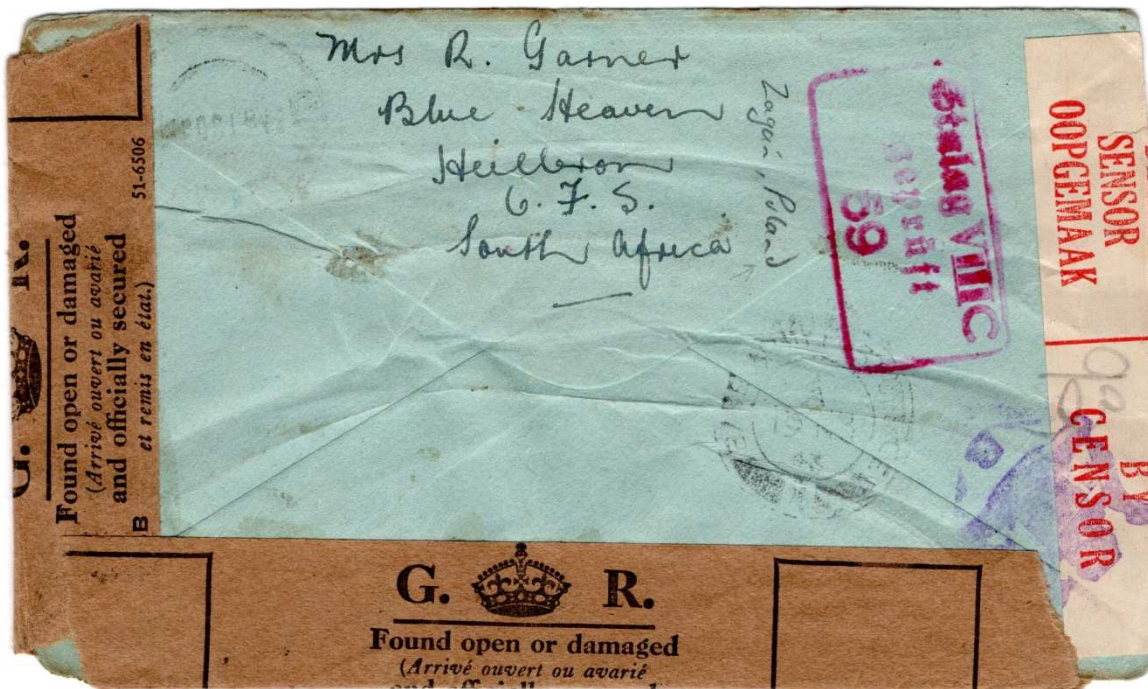


Figure 8.

References:

- [1] It is also recorded in "Airliner Crashes" - Terry Derham.
- [2] Cairo Airport was always known as "Almaza" but is now also known as "Cairo-Almaza Airport" - the habit of referring to an airport (such as London-Heathrow rather than just Heathrow), is a modern phenomenon which only started in (probably) the 1980's.
- [3] The cover to Gunner McMurray was censored in Johannesburg – see copy reverse of cover at the end of this article. The censor label is tied to the cover by the Coat of Arms seal bearing the letter 'B.'
- [4] It did involve the cancelling of a scheduled flight that "Caledonia" was to undertake, Cairo-Khartoum-Stanleyville-Leopoldville-Lagos.
- [5] In wartime, it was not at all uncommon for such tidying to take place sporadically, regardless of actual events, and months or even years afterwards. Given the obsolescence of the Lockheed 10 in 1943, it is, perhaps, fortunate that this did not wait for "the grand reckoning" in 1945 and 1946, as many others did.
- [6] <https://1000aircraftphotos.com> refers to this crash as taking place at "Almaza, Egypt", but also to the second Electra which BOAC was using in Egypt at the time (G-AEPR) also being written off following "a crash at Almaza on 14th April 1944."
- [7] ORB - Operations Record Book, comprised mainly of RAF Forms 540 and 541, with anything the compiler fancied bundled into occasional Appendices. The two forms are supposed to provide an overview of each day's events, and the detail of each operational sortie, etc - usually giving a clear picture of what went on.
- [8] British Airways Repair Unit, not a unit dedicated to repairing airliners, but a more-or-less pre-existing organisation which the RAF co-opted to do any repair, and then gave any airliner-related work to anyway. The "British Airways" of the title relates not to the company formed in 1935 and merged into BOAC in 1940, but to a more generic "airlines of Britain" - any local civilian air organisation. For 2BARU, these would have been mainly staff previously employed by Imperial Airways and Airwork.

17,000 Miles from the Shire Highland Railway to Tauranga, New Zealand

By Christopher J. Cooksey

This cover had an interesting journey from Nyasaland and I am grateful to Peter Wingent for much of the research in developing its remarkable 17,000 mile journey. The journey was traced from the only two transit marks on the cover.



28th December 1934 Air Mail cover to New Zealand carried on the Shire Highland Railway



Postmark of the S.H.R.T.P.O.

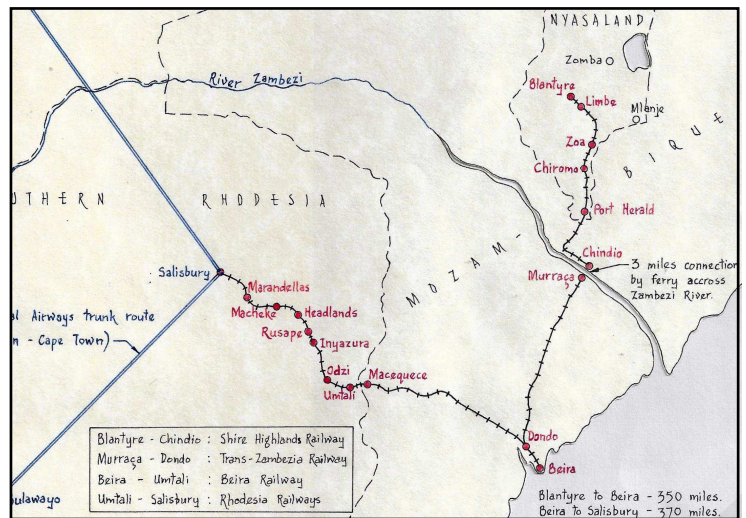


Printed address on reverse of cover

The Shire Highland Railway (named after the river Shire) was a 3ft. 6in. gauge railway completed in 1914 to connect landlocked Nyasaland to the coast at Beira by linking into the Trans-Zambesi Railway via the Zambezi Bridge at Mutarara.



Zambezi River Bridge at Mutarara



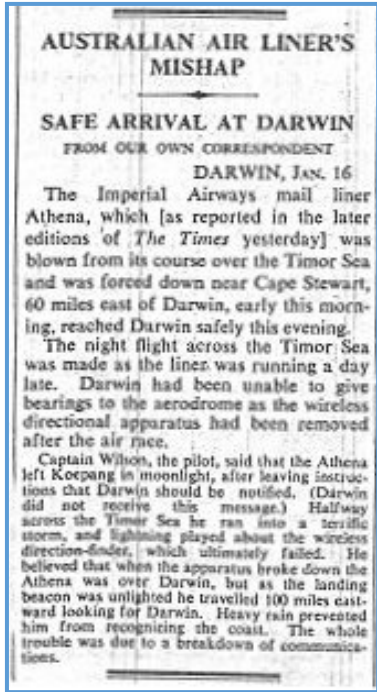
Map of the Shire Highland Railway, The Trans Zambesi Railway, the Beira Railway and Rhodesia Railways

The cover would most likely have been posted on the railway at Mutarara and carried north on the train which had left Beira at 19.00 on 27th December and arrived at Blantyre at 5.30am on 29th. There the Post Office would have had two options as to how to forward the cover to Salisbury:

1. By train via Beira on 1st January, thereby retracing the rail journey and continuing to Salisbury via Umtali on Rhodesian Railways (see Map.)
2. By the RANA feeder service direct to Salisbury on 2nd January.

There is no indication on the cover as to which of these two services was used.

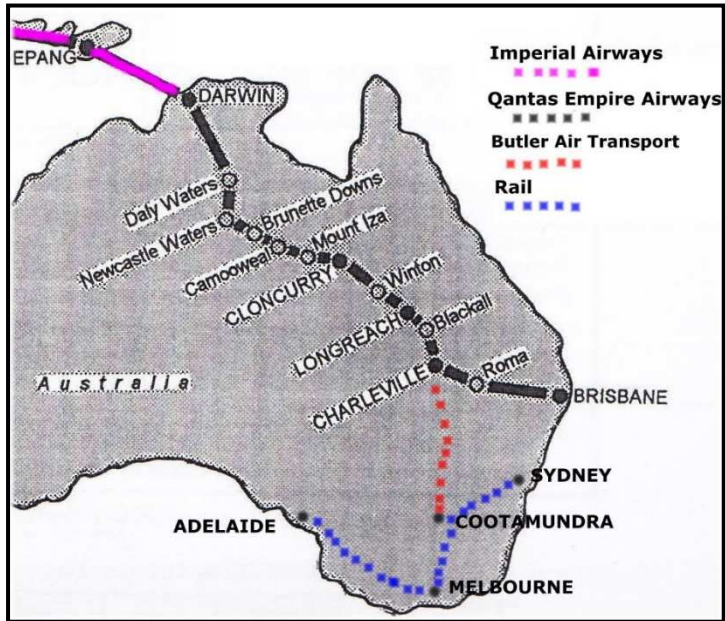
At Salisbury the cover was transferred to Imperial Airways flight AN200 which left for Alexandria on 2nd January arriving on the 7th January. (*Amalthea* flew the stages to Kisumu then *Hengist* the final stages to Alexandria).



The Times, 17th January 1935

The cover left Alexandria on 10th January on Imperial Airways Eastern Services IE303, *Horsa* undertook the stages to Karachi from where *Arethusa* continued to Singapore arriving on 14th January. At Singapore *Athena* took over the service to fly to the Dutch East Indies and across the Timor Sea. Crossing the Timor Sea the *Athena* encountered a terrific storm and was forced to land at Cape Stewart 60 miles east of Darwin as reported in the Times of 17th January 1935. The pilot of the *Athena* (Captain V.G. Wilson) told a graphic story of the ‘plane’s flight through the storm.

“The thunder and lightning were the worst I ever experienced,” he said. “The lightning played about our wireless aerial, and we had to draw it up to prevent risk of fire. Our wireless direction finder broke down, and because of the terrific thunder we could not receive Darwin’s wireless messages. It was a terrible night.”



Internal Flights within Australia



De Havilland DH50J VH-ULG (Hippomenes) of Qantas Empire Airways

The cover arrived in Darwin on 16th January and departed the following day to Charleville on the *Hippomenes* of Qantas Empire Airways.

It left Charleville on 19th January for Cootamundra by Butler Air Transport. This company had been formed by Arthur Butler in 1934 and won the contract for the Charleville to Cootamundra leg of the route using a De Havilland D.H.84 Dragon VH-URG.



De Havilland DH84 Dragon VH-URG of Butler Air Transport at Charleville Airport

The mail left for Sydney by overnight train arriving the following day as confirmed by the Air Mail date-stamp of 20th January 1935.



The M.S. Wanganella

On arrival in Sydney the next ship sailing for New Zealand was the *M.S. Wanganella*. She had been built by Harland and Wolff and entered service on the trans-Tasman route in 1933. She had a gross weight of 9576 tons.

The two press cuttings below show the departure of the *M.S. Wanganella* from Sydney on 21st January and her arrival in Auckland on 29th January.



Sydney Morning Herald, 17th January 1935



Auckland Star, 28th January 1935

On arrival in Auckland the cover was despatched to Tauranga, a city 137 miles distant, arriving on 31st January as confirmed by the date-stamp.

This remarkable 17,000 mile journey has been traced from just the two transit marks of Sydney and Tauranga.



Auckland to Tauranga

Captain H.J. Horsey

By Duncan Crewe

Croydon Airport Imperial Airways connections

Pilot postcards

Herbert John Horsey



Having served with the RNAS and RAF during the First World War, he joined Supermarine Aviation in 1919 offering joy rides out of Southampton. In 1920 he rejoined the RAF as an instructor on flying boats but left in 1923 to start a private flying company. This however failed and in 1924 he joined the British Marine Air Navigation Company operating their services between Southampton and Guernsey flying the Sea Eagle. He became an Imperial Airways pilot on the merger in April 1924 and at various times flew Calcuttas in Africa, Kents in the Mediterranean and HP 42s on the India route. In the Second World War he became a member of the Air Transport Auxiliary but sadly lost his life in January 1941 when the aircraft he was ferrying suffered engine failure and he received fatal head injuries in the resulting crash.

BOAC Steward Training

Material provided by Duncan Crewe

Duncan Crewe sent me the wartime press photo shown below, which is new to me and I suspect will be to many readers. I wonder if BOAC had difficulty in recruiting young stewards given that most young men were being called up for National Service.



15

200 030 1

E.M./MCN.

BOYS TRAIN AS FLIGHT STEWARDS.

A limited number of boys are now being trained by British Overseas Airways for duty as Flight Stewards. The boys, who are drawn from elementary schools, are known as catering apprentices and start their training in a passenger restaurant under Mr. F.V. Browne, the Catering Supervisor, who was formerly assistant manager at a large Park Lane Hotel. Following this they are taken out to one of the flying boats by Mr. Browne and an experienced steward, who show the trainees their duties on board an aircraft. These duties include knowing how to put on a lifebelt in 30 seconds, strapping passengers in seats - precautionary measure for take-off and landings, handling emergency rafts, fastening hatches and bulkheads and how to serve food and the general care of passengers.

Photo shows:- Acting as a passenger, Mr. Browne gives instructions to John Hears of Bristol and Kenneth Monaghan of Allentown, Penn., on how to serve at table. 284842.

FOX. 30th November, 1942.

L.P.104^D

BRITISH
OVERSEAS
AIRWAYS

AS PASSED BY CENSOR
PRESS AND CENSORSHIP BUREAU

Imperial Airways' Passenger Department Cachet

Material provided by Duncan Crewe

Duncan kindly sent me scans of the cover to Calcutta shown below which was posted in London on 27th November 1927. What he found unusual, in fact the first he has seen, is the Imperial Airways Passenger Department cachet on the reverse. I wonder if any reader has another example of this cachet, or indeed, of any other unusual Imperial Airways cachet? If so, please send me a scan for inclusion in the next edition.

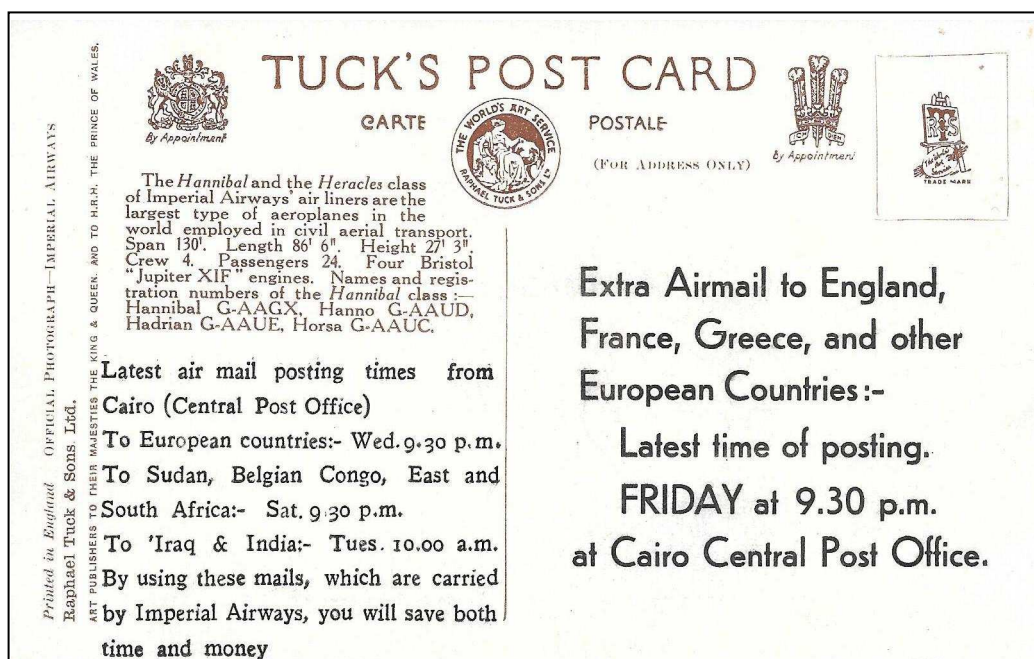
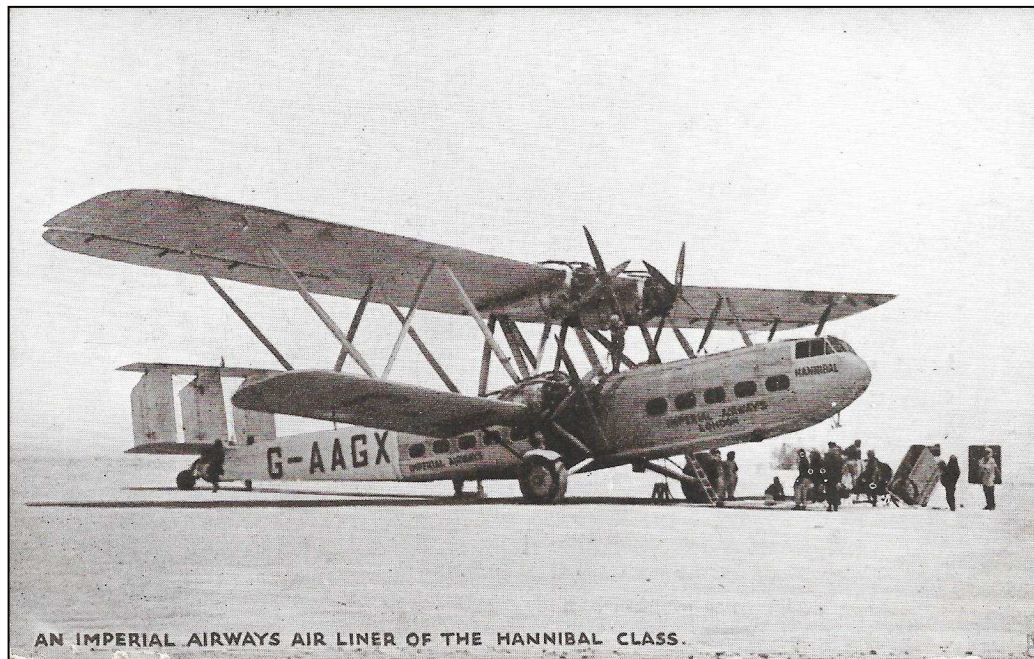


An unusual Tuck post card

Material provided by Duncan Crewe

Duncan sent me scans of the front and reverse of the post card shown below. In his email he said he has not seen another card like it and wondered if any other members have. Duncan suspects it dates to 1932-33 and is not sure whether it was produced by Imperial Airways Egypt or by the Egyptian post office. He suspects IA given that Egypt also dispatched mail by KLM and the card seems to be favouring the British airline.

By comparing the latest posting times given on the card with IA timetables, it has been possible to narrow down the time frame to between March and December 1933.



Please write to the editor if you can add anything to the background story of this card or have seen one similar.

Imperial Airways' Return Passage Rebate Certificates



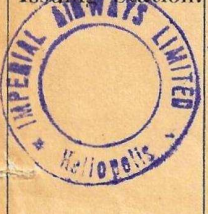
By Peter Wingent

Imperial Airways' passenger tickets are occasionally offered for sale but the Rebate Certificate shown below is only the second I have seen, so I snapped it up when it appeared on Ebay recently.

The passenger, Mr. Fouad Aboza Bey, paid a £69 fare to fly from Cairo to Kisumu on board service AS149 which departed exactly on time at 03.00 on 7 January 1934 and arrived Kisumu at 12.45 on the 9th. The section was operated by the HP42 *Horsa*.

The option for passengers who purchased a single ticket to claim a 10% discount on the return journey, is given in every IA timetable from March 1933 through to 1939. In this case the passenger could save £6-18s. if he chose to fly back to Cairo within twelve months of his arrival at Kisumu.

The "Return Tickets" paragraph from the "Important Information for Passengers" page of the December 1933 timetable is shown below the certificate. The penultimate sentence refers to Return Passage Certificates.

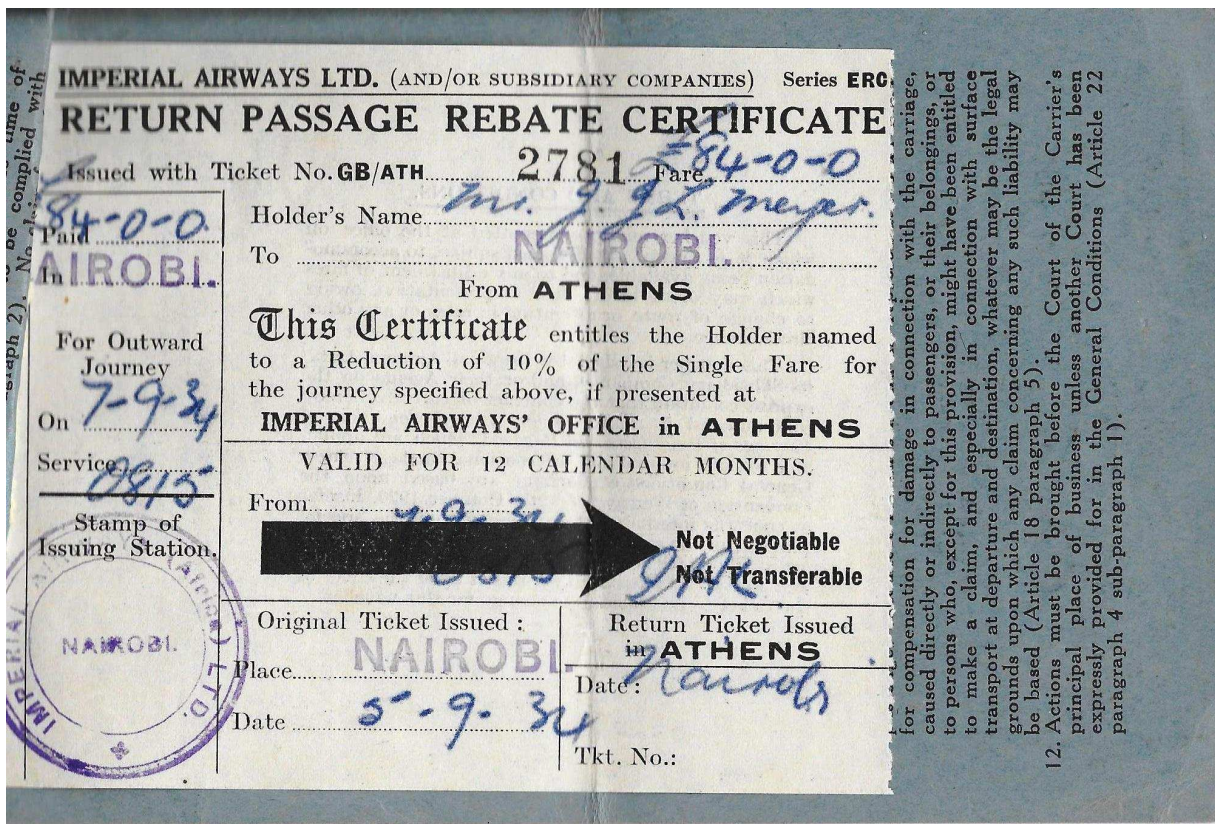
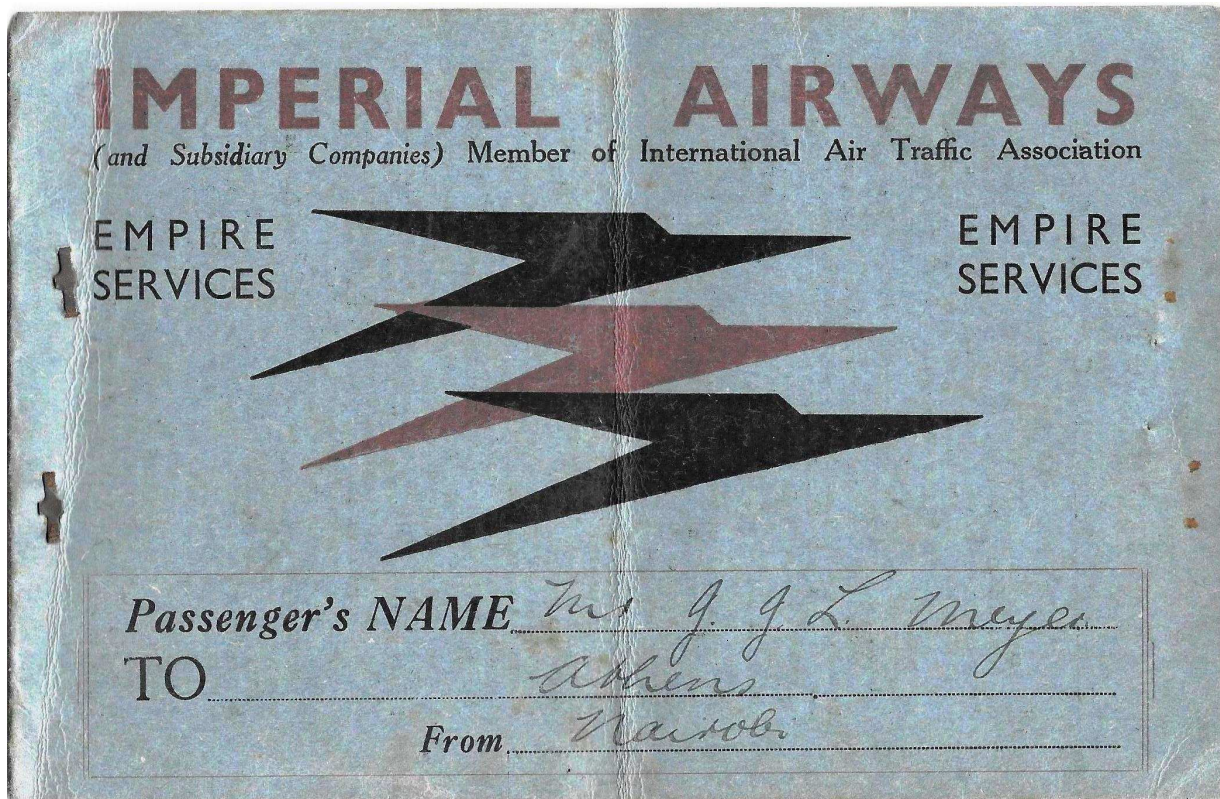
<p>C Imperial Airways Ltd. No. GB/KIS 17230</p> <p>Fare <i>£69.</i> From <i>Cairo</i> To KISUMU</p> <p>Date <i>7.1.34</i> Departure <i>3 AM</i></p> <p>Stamp of Issuing Station. </p>	<p>IMPERIAL AIRWAYS LTD. (AND/OR SUBSIDIARY COMPANIES) Series ERC</p> <p>RETURN PASSAGE REBATE CERTIFICATE</p> <p>Issued with Ticket No. GB/KIS <i>17230</i> Fare <i>£69.0.0.</i></p> <p>Paid <i>£69.</i> In <i>Cairo</i> Holder's Name <i>Mr. Fouad Aboza Bey</i> To <i>Cairo</i> From KISUMU</p> <p>This Certificate entitles the Holder named to a Reduction of 10% of the Single Fare for the journey specified above, if presented at IMPERIAL AIRWAYS' OFFICE in KISUMU</p> <p>VALID FOR 12 CALENDAR MONTHS.</p> <p>From <i>7.1.34</i>  Not Negotiable Not Transferable</p> <table border="1"> <tr> <td>Original Ticket Issued : Place <i>Cairo</i> Date <i>7.1.34</i></td> <td>Return Ticket Issued in KISUMU Date : Tkt. No.:</td> </tr> </table> <p>Stamp of Issuing Station. </p>	Original Ticket Issued : Place <i>Cairo</i> Date <i>7.1.34</i>	Return Ticket Issued in KISUMU Date : Tkt. No.:
Original Ticket Issued : Place <i>Cairo</i> Date <i>7.1.34</i>	Return Ticket Issued in KISUMU Date : Tkt. No.:		

Left: I suspect this is the stub from which the ticket was torn. Right: the Rebate Certificate.

7. RETURN TICKETS are issued at a reduction equivalent to 20% (twenty per cent) of the *single* fare quoted for the return half of the journey. These are available for a period of one year starting from the date of the outward journey unless otherwise stated. A passenger who holds a return ticket and who is unable to use the return portion is entitled to claim from Imperial Airways a refund of the difference between the cost of the single and return fare paid, provided that the Company's regulations regarding cancellations have been properly observed. Passengers who do not prepay the cost of the return ticket at the original station of departure are given a certificate with their outward ticket which entitles them to a rebate of 10% (ten per cent) of the fare for the return half of the journey. This certificate is also valid for twelve months

In my opening paragraph I mentioned that mine was the second certificate I had seen. The first is in the collection of Duncan Crewe who kindly sent me scans of his example which are shown on the next page. This certificate is still in the folder in which the original ticket was issued.

Mr. Meyer was flown by Imperial Airways' service AS184 which departed Athens on 7 September 1934 and arrived Nairobi at 16.25 on the 10th.



Of additional interest are the IA Heliopolis and Nairobi Station handstamps on the certificates. In Gazette Issue no. 47 (June 2015, pp.28-29) I illustrated the twelve IA Station handstamps known to the group at that time. The Heliopolis and Nairobi ones can now be added to our listing and I will be very grateful if any reader can provide illustrations of other handstamps which have been found during the intervening years.

Opening of the new Croydon Airport

Material provided by Duncan Crewe

Duncan sent me this fine press photograph taken during the official opening on 2 May 1928 of the new Croydon airport. Duncan wrote that in fact the new terminal had been in use since January.



LADY HOARE OPENS NEW LONDON AIR PORT 504829
 Accompanied by Sir Samuel Hoare, LADY MAUD HOARE opened the re-constructed Air Port of London at Croydon on May 2nd. The picture shows Sir Samuel and Lady Hoare on the steps of an Imperial Airways liner with the Mayor and Mayoress of Croydon when inspecting the aerodrome and aeroplanes after the opening ceremony.

Caption on the reverse.

A tale of two timetables

By Duncan Crewe

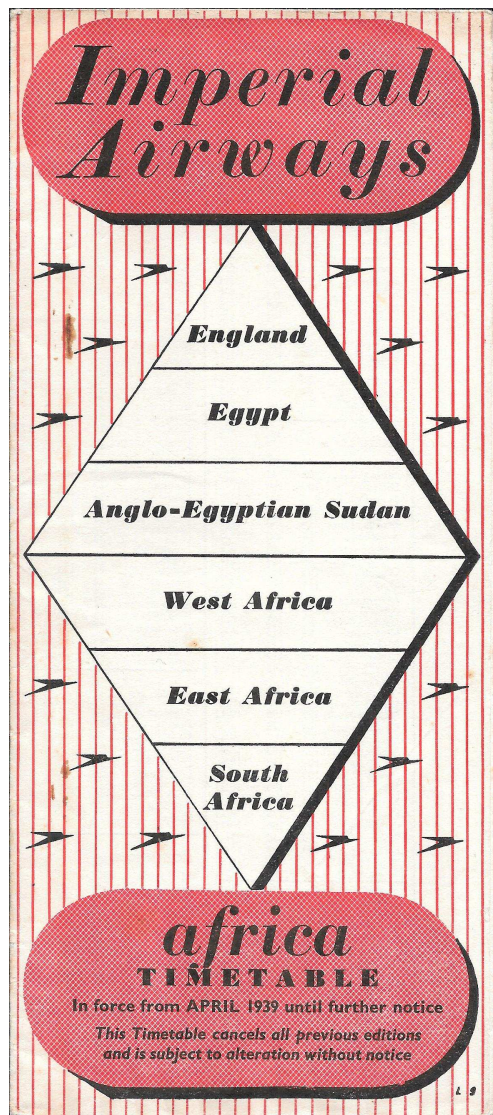
I recently acquired a copy of the April 1939 African timetable on eBay, the main interest being the amendment slip that had been attached to the inside. I already had an example of what I thought was the same timetable without the amendment. On comparing the two however I found that they were different. The original one without the slip was printed in London by the Curwen Press and had the Imperial Airways code IA/T/320 and the date code 2/39. The newly acquired item was endorsed on the back Published by Imperial Airways Limited and had the code -8000/3/39 and below was William Brown & Davis Ltd, presumably the printers.

In addition, the new acquisition has a purple handstamp that read:

BOOK THROUGH PARRY LEON 7 HAYHOE LTD
St George's St. – Phone 2-8171
CAPE TOWN

I am now wondering if Imperial Airways printed a South African version of the timetable using a printer in South Africa or is it simply a second printing in March that was sent out to South Africa. I have April 1938, July 1938 and October 1938 African timetables and they were all printed by the Curwen Press and were coded IA/T/253, IA/T/277 and IA/T/301 respectively. I have also checked back through to 1936 and they were all printed by Curwen and had the IA/T code.

Does anyone else have examples printed by William Brown & Davis with a different format of code?



ENGLAND - SOUTH AFRICA SERVICES						SOUTH AFRICA	
ENGLAND, EGYPT, ANGLO-EGYPTIAN SUDAN, BRITISH AND PORTUGUESE EAST AFRICA, UNION OF SOUTH AFRICA operated throughout by Imperial flying-boats						ATHE ALEX	
Southbound ENGLAND - EGYPT - SOUTH AFRICA				Northbound SOUTH			
Beginning Tuesday 18 April 1939				Beginning Thursday 13 April from KISUMU			
Miles from South-ampton	PORTS OF CALL Junctions and Termini shown in CAPITALS (See Notes on the right)	Local Standard Time	Greenwich Mean Time	Days of Services	Miles from Durban	PORTS OF CALL Junctions and Termini shown in CAPITALS (See Notes on the right)	
	LONDON (Waterloo)	dep. 19 30	18 50	Every			
	Southampton England	arr. 21 28	20 28	Tues. Thur. & Fri.			
				Every			
	SOUTHAMPTON	dep. 05 30	04 50	Wed. Fri. Sat.	286	DURBAN Natal	
624	Marseilles France	dep. 10 40	09 40		803	Lourenco Marques Portu	
1005	Brindisi Italy	dep. 13 45	12 45		1316	BEIRA Portuguese East	
1325	Rome Italy	dep. 16 30	15 30			Mozambique Portuguese	
1704	Athens Greece	dep. 20 29	18 20				
	Athens Greece	arr. 05 00	03 00	Thur. Sat. Sun.	1666	Lindi Tanganyika Territ	
2291	ALEXANDRIA Egypt	dep. 10 00	08 00		1887	Dar-es-Salaam Tangany.	
2403	Cairo Egypt	dep. 11 25	09 25		2081	Mombasa Kenya Colony	
2992	Wadi Halfa Anglo-Egyptian Sudan	dep. 15 35	13 35		2519	KISUMU Kenya Colony	
	Wadi Halfa	dep. 04 45	02 45	Fri. Sun. & Mon.	2665	Kisumu	
3441	KHARTOUM Anglo-Egyptian Sudan	dep. 08 15	06 15		3001	Port Bell (Kampala) Ug	
3867	Malakal Anglo-Egyptian Sudan	dep. 11 40	09 40		3334	Juba Anglo-Egyptian Suda	
4200	Juba Anglo-Egyptian Sudan	dep. 14 30	12 30		3760	Malakal Anglo-Egyptian	
4536	Port Bell (Kampala) Uganda	dep. 18 05	15 20			KHARTOUM Anglo-Eg	
4682	Mombasa Kenya Colony	dep. 19 20	16 35		4209	Khartoum	
	Kisumu	dep. 06 00	03 15	Sat. Tues.	4798	Wadi Halfa Anglo-Egypt	
5135	Mombasa Kenya Colony	dep. 09 50	07 05		4910	Cairo Egypt	
5329	Dar-es-Salaam Tanganyika Territory	dep. 11 55	09 10			ALEXANDRIA Egypt .	
5550	Lindi Tanganyika Territory	dep. 14 10	11 25		5497	Athens Greece	
5900	Mozambique Portuguese East Africa	dep. 16 10	14 10		5876	Brindisi Italy	
	Mozambique	dep. 05 30	03 30	Sun. Wed.	6196	Rome Italy	
6413	BEIRA Portuguese East Africa	dep. 10 05	08 05		6577	Marseilles France	
6930	Lourenco Marques Portuguese E. Africa	dep. 14 25	12 25			Marseilles	
7216†	DURBAN Natal	arr. 16 35	14 35		7201	SOUTHAMPTON Eng	
						LONDON (Waterloo) .	
ENGLAND - EGYPT (Additional Services) By Imperial flying-boats				EGYPT - ENGLAND (EGYPT - ENGLAND (
These services go on to India, Hong Kong, Malaya and Australia Beginning Saturday 15 April 1939				These services have come from Australia, M.		These services have come from Australia, M.	
AMENDMENTS							
	(1) The service leaving Southampton on Fridays and terminating at Kisumu will depart at 0500 local time instead of 0530 as shown and will operate 30 minutes earlier as far as Athens.			Sat.			
	(2) Under ENGLAND-EGYPT (Additional Services) amend days of departure from London to read Sundays, Tuesdays, Wednesdays, Fridays, Saturdays and alter days of departure from Southampton and arrival at Alexandria accordingly.			Sun.			
	(3) In table of fares substitute fares and rates shown under Alexandria/Port Bell for those printed against Nairobi in the same column and vice versa.			Mon.			
					587	ALEXANDRIA Egypt	
					966	Athens Greece	
					1286	Brindisi Italy	
					1657	Rome Italy	
						Marseilles France	
					2291	Marseilles	
						SOUTHAMPTON Eng	
						LONDON (Waterloo) .	
				LACON, MIRABELLA, LUXOR, KARREIMA, K		at or departure from subsequent stations will be la	

Above: The amendment slip.

Left: The front covers are identical.

SOME OF THE OFFICES AND AIRPORTS OF IMPERIAL AIRWAYS

GREAT BRITAIN
LONDON: PASSENGER DEPARTURE STATION, Airway Terminus, Victoria, S.W.1. Telephone: VICTORIA 2323 (Day and Night). Telegrams: Impairlim Telex London
WEST END BOOKING OFFICE, Airways House, Charles Street, Lower Regent Street, S.W.1. Telephone: VICTORIA 2323. Telegrams: Impairlim Telex London
SOUTHAMPTON: Imperial Airways, New Docks, Southampton. Telephone: Southampton 5411/2. Telegrams: Flying Southampton

FRANCE
PARIS: PASSENGER DEPARTURE STATION, Airway Terminus, Rue des Italiens. Telephone: Taitbout 6050/1/2/3 (Day and Night). Telegrams: Flying Paris
MARSEILLES: Imperial Airways, Marignane Air Port. Telephone: Colbert 89-12/3/4/5/6. Telegrams: Flying Marseilles

ITALY
BRINDISI: Imperial Airways, Idroscalo Civile. Telephone: Brindisi 1023 and 1467. Telegrams: Flying Brindisi
ROME: PASSENGER DEPARTURE STATION, 64 Piazza Dell'Esedra. Telephone: 487-205. Telegrams: Flying Rome

GREECE
ATHENS: Imperial Airways, Phaleron Bay Air Port, P.O. Box 162. Telephone: Old Phaleron 9266. Telegrams: Flying Athens

EGYPT
ALEXANDRIA: Imperial Airways, Central Administrative and Booking Offices, Airways House, 3 Rue Fatimites, Rue Fouad 1er, Telephone: 23086. Telegrams: Airways Alexandria
MARINE AIR PORT, Ras-el-Tin. Telephone: 23077/8/9 Telegrams: Airways Alexandria
CAIRO: Imperial Airways, Rod-el-Farag. Telephone: 55167. Telegrams: Airways Cairo

ANGLO-EGYPTIAN SUDAN
KHARTOUM: Imperial Airways, Gordon Avenue, P.O. Box 250, Telephone: (Office) 700, Airport 482, Flying-boat Base 720. Telegrams: Airways Khartoum

UGANDA
PORT BELL/KAMPALA: Imperial Airways, Kampala, P.O. Box 523, Telephone: (Office) Kampala 325, (Airport) Port Bell 377. Telegrams: Flying Kampala

There are also AIRPORTS AND OFFICES at LUXOR, WADI HALFA, KAREIMA, KOSTI, MALAKAL, JUBA, LINDI, MOZAMBIQUE, QUELIMANE, LOURENÇO MARQUES, EL OBEID, EL FASHER, GENEINA, ABESHER, FORT LAMY, MAIDUGURI, KANO, KADUNA, MINNA, OSHOGBO, ACCRA, FREETOWN AND BATHURST on the routes across Egypt, Anglo-Egyptian Sudan, Uganda, Kenya Colony, Tanganyika, Portuguese East Africa, Union of South Africa. French Equatorial Africa, Nigeria, Gold Coast, Seirra Leone, Gambia, French Guinea and Portuguese Guinea

AIR LINES IN AMERICA
Imperial Airways are agents in Great Britain for United Airlines, Transcontinental Western Airways Inc., and American Airlines Inc. Reservations can be effected on all routes operated by these Companies and full information obtained from Imperial Airways, Airway Terminus, London, S.W.1. Telephone: VICTORIA 2323 (day and night service)

You can book your seat without fee through
BOOK THROUGH
PARRY, LEON & HAYHOE, LTD.
 St. George's St. — 'Phone 2-8171.
CAPE TOWN.

Published by Imperial Airways Limited. -8,000/3/39-6017.

William Brown & Davis, Ltd.

Back of IA/T/320.

SOME OF THE OFFICES AND AIRPORTS OF IMPERIAL AIRWAYS

GREAT BRITAIN
LONDON: PASSENGER DEPARTURE STATION, Airway Terminus, Victoria, S.W.1. Telephone: VICTORIA 2323 (Day and Night). Telegrams: Impairlim Telex London
WEST END BOOKING OFFICE, Airways House, Charles Street, Lower Regent Street, S.W.1. Telephone: VICTORIA 2323. Telegrams: Impairlim Telex London
SOUTHAMPTON: Imperial Airways, New Docks, Southampton. Telephone: Southampton 5411/2. Telegrams: Flying Southampton

FRANCE
PARIS: PASSENGER DEPARTURE STATION, Airway Terminus, Rue des Italiens. Telephone: Taitbout 6050/1/2/3 (Day and Night). Telegrams: Flying Paris
MARSEILLES: Imperial Airways, Marignane Air Port. Telephone: Colbert 89-12/3/4/5/6. Telegrams: Flying Marseilles

ITALY
BRINDISI: Imperial Airways, Idroscalo Civile. Telephone: Brindisi 1023 and 1467. Telegrams: Flying Brindisi
ROME: PASSENGER DEPARTURE STATION, 64 Piazza Dell'Esedra. Telephone: 487-205. Telegrams: Flying Rome

GREECE
ATHENS: Imperial Airways, Phaleron Bay Air Port, P.O. Box 162. Telephone: Old Phaleron 9266. Telegrams: Flying Athens

EGYPT
ALEXANDRIA: Imperial Airways, Central Administrative and Booking Offices, Airways House, 3 Rue Fatimites, Rue Fouad 1er, Telephone: 23086. Telegrams: Airways Alexandria
MARINE AIR PORT, Ras-el-Tin. Telephone: 23077/8/9 Telegrams: Airways Alexandria
CAIRO: Imperial Airways, Rod-el-Farag. Telephone: 55167. Telegrams: Airways Cairo

ANGLO-EGYPTIAN SUDAN
KHARTOUM: Imperial Airways, Gordon Avenue, P.O. Box 250, Telephone: (Office) 700, Airport 482, Flying-boat Base 720. Telegrams: Airways Khartoum

UGANDA
PORT BELL/KAMPALA: Imperial Airways, Kampala, P.O. Box 523, Telephone: (Office) Kampala 325, (Airport) Port Bell 377. Telegrams: Flying Kampala

There are also AIRPORTS AND OFFICES at LUXOR, WADI HALFA, KAREIMA, KOSTI, MALAKAL, JUBA, LINDI, MOZAMBIQUE, QUELIMANE, LOURENÇO MARQUES, EL OBEID, EL FASHER, GENEINA, ABESHER, FORT LAMY, MAIDUGURI, KANO, KADUNA, MINNA, OSHOGBO, ACCRA, FREETOWN AND BATHURST on the routes across Egypt, Anglo-Egyptian Sudan, Uganda, Kenya Colony, Tanganyika, Portuguese East Africa, Union of South Africa. French Equatorial Africa, Nigeria, Gold Coast, Seirra Leone, Gambia, French Guinea and Portuguese Guinea

AIR LINES IN AMERICA
Imperial Airways are agents in Great Britain for United Airlines, Transcontinental Western Airways Inc., and American Airlines Inc. Reservations can be effected on all routes operated by these Companies and full information obtained from Imperial Airways, Airway Terminus, London, S.W.1. Telephone: VICTORIA 2323 (day and night service)

You can book your seat without fee through
BOOK THROUGH
PARRY, LEON & HAYHOE, LTD.
 St. George's St. — 'Phone 2-8171.
CAPE TOWN.

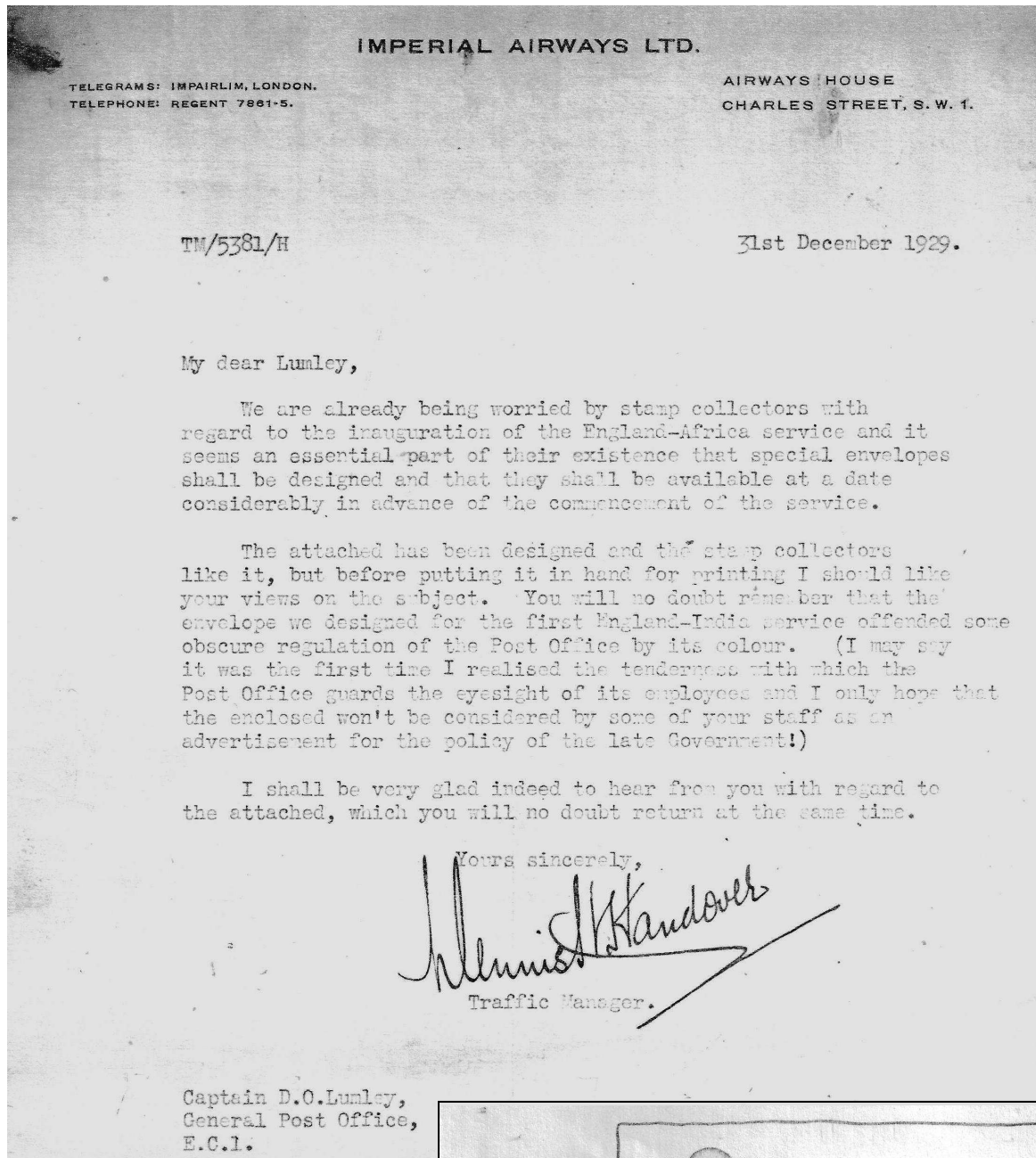
Printed in England by the Curwen Press Ltd., London, and published by Imperial Airways Limited, Airway Terminus, London IA/T/320 100m 2/39 Stuart

Back of -8000/3/39.

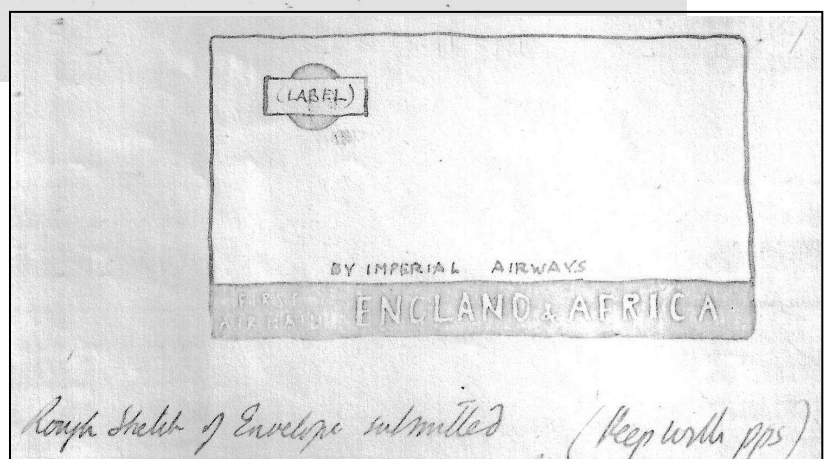
How times have changed

By Peter Wingent

Whilst searching my files for something else, I came across the four, long-forgotten copies of correspondence which are shown below between Dennis Handover, Imperial Airways Traffic Manager, and Captain D.O. Lumley, Head of the Post Office Air Mail Department. The letters reflect an attitude towards philatelists and postal historians which would cause modern day Post Office officials to blush at the very least.



I found these documents in Post Office Archives many years ago (it is now the British Postal Museum and Archive). Unfortunately, I did not record the file name and number.



Letter sent 13 January, 1930.

Signed by:- Capt. Lumley

Regd. No. 38074/29
Your ref. TM/5381/H.

Write to :-

D. H. Handover, Esq.,
Imperial Airways Ltd.,
Airways House,
Charles Street, S.W.1.

Dear Handover,

We have considered the special envelope for the
England-S. Africa first flight which you submitted in your
letter of December 31st. Our rules about "embarrassing
postal packets" are given on pages 23 and 24 of the current
Post Office Guide, ^{where} and you will see ^{it is laid} ~~down~~ ^{inter alia} that
the right-hand half at least of the address side must be
reserved exclusively for the postage stamps and the
address.

*as I explained to you verbally we made an exception in the
case of the special envelopes for the Indian Service: but I fear we cannot
reason for taking this line. Printing of any kind on the
do the same in the present instance, in view of the awkward
right hand side would not only cramp the address space, and
precedent that would be set up. However, I have no doubt
tend to make the address smaller and less easily legible,
you will be able to alter the design to fit in with the
regulations. but it would also mislead the eye of a sorter and slow down
rate of sorting.*

The number of these ~~particular~~
(in this particular instance)
envelopes used would no doubt be small and the

~~inconvenience~~

IMPERIAL AIRWAYS LTD.

TELEGRAMS: IMPAIRLIM, LONDON.
TELEPHONE: REGENT 7861-5.

AIRWAYS HOUSE
CHARLES STREET, S. W. 1.
18th February 1930

TM/219/H

Dear Lumley,

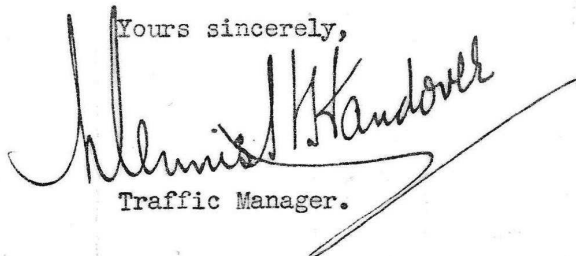
Some of our never-to-be-sufficiently-execrated-stamp-collecting friends are worrying about a special cachet for the first England-Africa air mail.

I am not quite certain if this falls within the prohibited category of air mail stamps or whether there is any possibility of the General Post Office arranging some kind of special cancellation stamp for this service. Perhaps you would let me know your views.

As I see it, you would be pandering to stamp collectors if you did this and it would probably upset your routine, as I believe the stamps of air mail letters are cancelled at the Head Post Office of the town of origin and are not sent in bulk to the General Post Office for cancellation. However, on the other hand, the stamp collectors do produce a considerable revenue for you on any first service, because all their envelopes are considerably below the half ounce and you should be getting somewhere about fifty to sixty letters to the pound.

You may think it worth while to comply with their wishes in this case.

Yours sincerely,



Dennis Handover

Traffic Manager.

Captain D.O.Lumley,
General Post Office,
E.C.1.

GENERAL POST OFFICE, LONDON, E.C. 1.

Sent 19 February, 1930.

Signed by D.O.L.

Dear Handover,

Your letter of the 18th instant about a special cancellation stamp in connection with the opening of the England-Africa Air Mail. Let me say at once that there is no possibility of anything of the kind being allowed. There are, as you realise, strong general and practical objections. ~~to any such proposal.~~

Purely as a personal opinion I should say that approximately the same number of letters would be sent by these people, whether there was a special cancellation stamp or not.

Yours sincerely,

D. Handover, Esq.

The *Artemis* crash in the pilot's own words

By Peter Wingent

I bought recently on Ebay a book published privately in 1989 by its author John Spafford, titled "The Comings and Goings of John Spafford." Whilst this article is concerned with the AW XV *Artemis* crash at Pietersburg in February 1936, on which John Spafford was Commander of the aircraft, I will take the opportunity to first give a potted history of his life and career as he relates it in the book.

He was born in 1902 in Scunthorpe, joined the RAF in 1919 and received his wings in 1924. He left the RAF and joined Imperial Airways in 1928 and after initial training began flying on the Cairo – Basra service in 1929. He flew the HP42 *Hannibal* from Croydon to Cairo in December 1931 and from then onward flew HP42s on the Cairo – Karachi section of the India service until March 1933 when was he transferred to flying the same type of aircraft on the Cairo – Kisumu section of the Africa service.

In September 1935 he returned to the UK where he was employed on the Croydon – Paris – Cologne service but after three months he was transferred back to Africa to fly the *Atalantas* on the Kisumu – Johannesburg section. As will be described later, his flying career ended when he was pilot of the ill-fated *Artemis*.

The serious injuries he sustained in the crash led to a long hospitalization, resulting in him not being able to return to England for just over a year. Fortunately for him, he already had a partnership in a building firm in Scunthorpe and in this he became actively involved until the building trade declined abruptly with the onset of war with Germany.

He then bought a 100-acre farm stocked with cattle, pigs, chickens, ducks and geese but he sold the farm at the end of the war and put the proceeds into his old building firm which had been dormant since 1940. This developed into a large construction company and Spafford became a well-off company director.

Back to the *Artemis* crash! Typical of contemporary press reports is that which was published in The Times of 12 February 1936, shown in figure 1. Whilst it gives basic details of the crash, John Spafford's account, which I will quote in full from his book, really conveys the drama and the horror of the incident in graphic detail. The book also contains three photographs, with captions written by Spafford, which are shown in figures 2 and 3.

"February 7th, 1936, a day to be remembered as the most catastrophic of my whole career, the day I was lucky to escape with my life! I had taken off from Nairobi with a fairly full load on Atalanta G-ABTJ Artemis. We were approximately one and a half days behind schedule because of adverse weather conditions experienced in Europe. On these occasions we were expected to make up lost time by night flying and in this instance, by the time we touched down at Pietersburg, we still had a little time to make up. The picture there was one of thundery weather and heavy rain, added to which there was the prospect of taking off again in darkness. I realized that with this particular aircraft I was going to need the full length of the aerodrome for take-off. There were no floodlights, just a row of flares which consisted of buckets or drums containing paraffin and rags, ignited at the last moment by ground staff.

A local doctor was in the office when I was completing the normal procedures and I asked him if he would help by focusing his car headlights in front of me so that I could see the boundary wire fence. This he agreed to do. After a wave to the doctor from the cockpit window I applied full throttle to the four engines and away we went into the darkness and rain.

AIR LINER'S CRASH INTO TREES

THE WRECKED ARTEMIS

FROM OUR OWN CORRESPONDENT
JOHANNESBURG, FEB. 11

A detailed account of the wreck of the Imperial Airways liner *Artemis* at Pietersburg last night says that the aerodrome was sodden from recent rains and the *Artemis* had difficulty in taking off. The machine left the ground before reaching the boundary fence, but when rising steadily suddenly lost height, and its undercarriage touched the fringe of a blue-gum plantation.

The passengers were thrown out of their seats as the aeroplane struck tree after tree, carving a path for itself for 100 yards. On striking a particularly large tree it spun round and buried its nose in the earth. The passengers were unable to open the door of the cabin and clambered through the shattered fabric. Captain Stafford, the pilot, and Mr. Beckman, the chief officer, each with a broken leg, were unable to extricate themselves and were helped out. The engines had been shut off by Mr. Ridgewell, one of the company's engineers, who was a passenger in the machine.

The two officers and one passenger, who is suspected to have received injuries to his spine, are in Pietersburg hospital.

Figure 1.

I was hoping to be airborne by the time we reached the last flare but one, but that was not to be. Nevertheless, we were off the ground by the time we reached the last flare and I was about to settle down with a sigh of relief when, to my horror, the control column was wrenched violently out of my hands. In the next fleeting seconds I thought the first officer had done this through the dual controls, but a quick glance showed this was not to be the case. I knew we were going to crash and First Officer Beckman immediately switched off the engines. All sorts of things were happening at the same time. The cockpit began to disintegrate, followed by a final crunch which left me and Beckman tangled up in a whole heap of debris.

From my trapped position in the cockpit I was amazed and terrified to see one of the engines still revving away with broken props and vibrating severely in its damaged supports. My immediate thought was of fire, for we had only just refuelled. To my great relief the engine petered out. I turned my attention to the first officer but in the wreckage I could only get a glimpse of him and when I called out to him there was no reply. That had me extremely worried. Things were happening at the rear of the plane. It was a relief to hear passengers talking. They had found the exit door jammed and had had to cut away fabric to make their escape. They came round and pulled me away from the aircraft. I knew I had seriously injured my leg as I was unable to move. It was still raining very heavily but one of the passengers, a woman of about 50 years of age, held my head on her lap and I could hear her saying something – I got the impression that she was saying a prayer in Afrikaan. I found that very touching indeed. I kept asking about my first officer and they told me again and again that he was all right, but having seen his inert body in the cockpit I still had my doubts.



The crash at Pietersburg, Northern Transvaal, February 7th, 1936, brought my flying career to an abrupt and painful end. The passengers escaped with minor bruises but my first officer George Beckman and I were severely injured and had to spend many months in Johannesburg General Hospital. I arrived back in England on March 3rd, 1937, two days before my 35th birthday. I hobbled off the boat wearing leg calipers — but thankful to be alive. Beckman was less fortunate, he had to have a leg amputated.

Figure 2

Then I could see car headlights approaching and the first to arrive was the doctor who had spotlighted the boundary fence for me. He laid me on the back seat of his car and took me to hospital. I could see there was a lot of blood on my uniform and indeed on the interior of the car, for which I was duly apologetic, but he told me not to worry. I was taken to a long ward in the single-storey Pietersburg hospital, a timber building with a corrugated roof. There I was delighted to see my first officer, even though he was covered with cuts and bruises, but at least alive. Neither of us realised at the time the real extent of our injuries. The current problem was one of thirst, but there was a constant supply of tinned pears, the thirst being attributed to loss of blood. Next morning we were moved to a small ward where it was virtually impossible to get any sleep because of the noise of crying babies. I mentioned this to the doctor who explained that because of a shortage of accommodation we had had to be transferred to the maternity ward. The hospital was equipped with a small X-Ray machine and examination revealed that my left leg was little more than a bag of crushed bones, in addition to which I had a broken knee.

Spafford's account of his treatment and recovery continues for five pages in his book, which is rather too long to quote in full here so I will provide a summary.

Both he and Beckman were quickly transferred to Johannesburg General Hospital where they were both told that one of their legs might have to be amputated. After a week or so gangrene had set in to Beckman's leg and it was amputated.

The doctors also wanted to amputate Spafford's left leg but he doggedly refused to allow it to happen and insisted on obtaining a second opinion. It emerged that parts of his broken femur had overlapped and been allowed to knit together in that position. He had an operation which separated the pieces of femur and then his muscles were gradually stretched over a period of months until the ends were in a position for plating. The stretching was done by a contraption involving overhead weights and pulleys. The process was extremely painful and he took a lot of morphine.

After six months he was discharged from hospital, convalescing with a metal calliper fitted to his left leg. The operation had left him with one leg half-an-inch shorter than the other.



Two more views of the wreck of the Atalanta "Artemis". In normal conditions this was an aeroplane in a class of its own, a sleek monoplane of the very latest design. Taking off from high-altitude aerodromes, however, I always felt that the Armstrong Siddeley engines lacked power. The wreckage of "Artemis", weighing seven tons, was shipped back to England, arriving several months before I did.

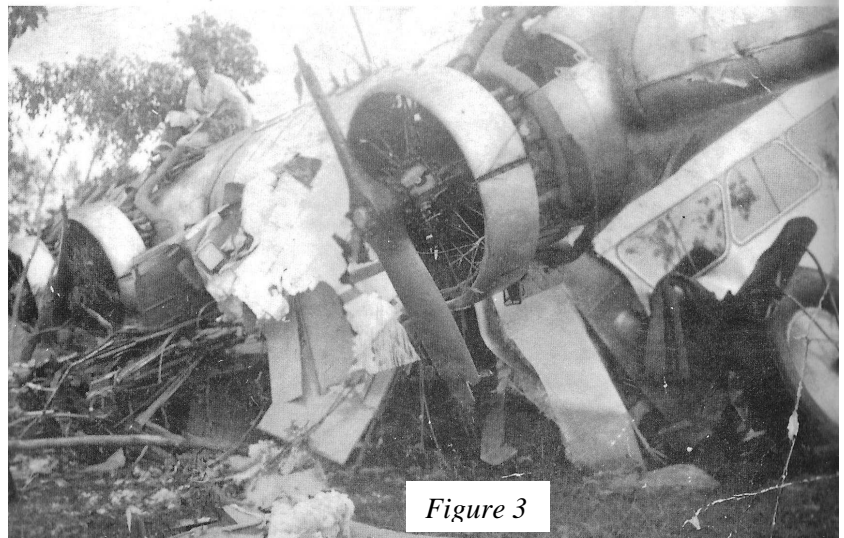


Figure 3

Spafford arrived back in England on March 3rd 1937 on the *Windsor Castle*. The wreckage of the *Artemis*, packed in twelve large crates, arrived in Durban on March 22nd 1936, carried in four trucks. The total weight of the consignment, including the engines, was seven tons. It was shipped back to England in either the *Edinburgh Castle* or *Llangibby Castle* towards the end of that month. That was the end of John Spafford's career with Imperial Airways but *Artemis* was rebuilt and continued in civilian service until she was transferred to the R.A.F. in March 1941.

L.A. Wyndham [1] provides a detailed account of the handling of the mail following the crash. He wrote, "A *Dragon Rapide* of the African Air Transport Company was immediately chartered by Imperial Airways to take their manager and engineering superintendent to the scene of the accident and to bring the mails to Germiston. The machine left at daybreak on Tuesday [this would be 11th March, the day after the crash] but owing to petrol shortage was forced to land in the veld six miles from the Pietersburg aerodrome. South African Airways had arranged to postpone the departure of their connecting services to Cape Town and Durban until the mails arrived, but on learning of the mishap to the machine that was to have brought them on, it was decided to despatch the liners without the north mail. After the official inspection had been made by the Civil Air Board officials the mail was taken from the wrecked machine and forwarded by train. The Cape portion was sent all the way through to Cape Town by rail where it arrived on the Friday morning. The closed mail bags for Durban were specially taken off the train at Germiston shortly after 7 a.m. on Wednesday morning and rushed to the airport to be placed on the South African Airways liner, "Lord Charles Somerset," which then took off for Durban. No mail had been posted in Pietersburg itself



Figure 4.

The cover shown in figure 4 was carried by Imperial Airways' service AS315 on which the *Artemis* crashed. It is datestamped LONDON F.S. AIR MAIL, 29 JAN. 1936 and is timed at 8.15 PM. The time is important because service AS314 departed Croydon on the 29th but at 12.30 so the cover can only have been carried by AS315 and after the crash, as described above, was sent by train to Germiston and flown from there to Durban by the South African Airways' Ju.52 *Lord Charles Somerset* on 12th February.

An up-to-date itinerary of AS315 is shown in figure 5. Apart from the crash, another interesting feature of the service is the employment on the Mediterranean section of two short Kent flying boats. This can only have been due to an excessive load of either passengers, freight, mail, or combinations of the three.

Whilst *Satyrus* departed Brindisi to schedule on the 4th, *Scipio* left one day late on the 5th, the reason being that she did not arrive at Brindisi until 10.00 on the 5th, operating service AN312, which was one day late having been delayed at Athens by bad weather. She made a quick turn around on the 5th but was only able to return to Athens on AS315 that day.

Reference:

[1] Wyndham, L.A. *The Airposts of South Africa*, 1980 reprint published by The Aerophilatelic Society of Southern Africa. (Originally published by The Cape Times in 1936).

Flight No. AS 315

Croydon	dep.	12.30	02 Feb.	Horatius	
Paris	arr.	14.45	02 Feb.	Horatius	
Brindisi	dep.	-	04 Feb.	Satyrus	
	and	-	05 Feb.	Scipio	1 day late
Corfu	arr.	-	04 Feb.	Satyrus	
Corfu	dep.	-	05 Feb.	Satyrus	1 day late
Athens	arr.	-	05 Feb.	Satyrus	1 day late
	and	-	05 Feb.	Scipio	1 day late
Athens	dep.	08.10	06 Feb.	Scipio	2 days late
	and	-	06 Feb.	Satyrus	2 days late
Alexandria	arr.	15.15	06 Feb.	Scipio	2 days late
	and	-	06 Feb.	Satyrus	2 days late
Alexandria	dep.	-	06 Feb.	Hannibal	1 day late
Cairo	arr.	18.30	06 Feb.	Hannibal	1 day late
Cairo	dep.	04.45	07 Feb.	Hannibal	2 days late
Khartoum	arr.	19.25	07 Feb.	Hannibal	2 days late
Khartoum	dep.	02.30	08 Feb.	Hannibal	2 days late
Juba	arr.	11.45	08 Feb.	Hannibal	2 days late
Juba	dep.	-	08 Feb.	Artemis	1 day late
Kisumu	arr.	18.30	08 Feb.	Artemis	1 day late
Kisumu	dep.	06.30	09 Feb.	Artemis	2 days late
Mbeya	arr.	17.25	09 Feb.	Artemis	1 day late
Mbeya	dep.	06.15	10 Feb.	Artemis	1 day late
Pietersburg	arr.	-	10 Feb.	Artemis	
Pietersburg	dep.	-	11 Feb.	Train	1 day late
Jo'burg.	arr.	07.00	12 Feb.	Train	2 days late

Figure 5.

Book review

By *Keith Harrop*

Rhodesian Study Circle Handbook

Memoir 43

The Aviation History and Airmails of Bulawayo to 1940

By **John Berridge**

Published by the Rhodesian Study Circle. Wire bound. 172 pages. A4 size, high-quality gloss paper. Price £25 + p&p or £10 for PDF copy. (Price same for members and non-members of the Rhodesian Study Circle). Available via Robert Gallimore. Email enquiry to gallimore4@gmail.com

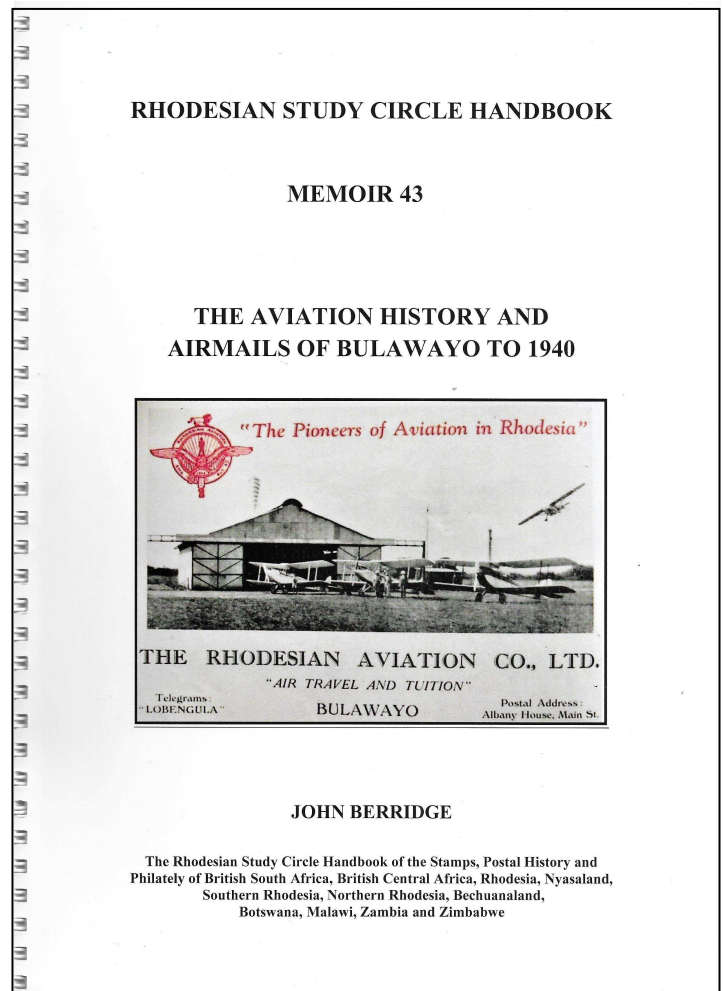
This memoir is the history of the development of aviation in Southern Rhodesia most of which took place around Bulawayo in the early days.

It is profusely illustrated with the characters, aircraft and events, plus covers from the author's collection which were produced privately or by the aviation companies to mark the introduction of new services, all of which either emanated from, or passed through Bulawayo.

The Memoir is well-researched and provides much in-depth background information. It is divided into twelve Chapters, starting with the early days from 1896 to 1920. Following on is the story of Silver Queen II, the first aircraft to reach Bulawayo. Then there are details of the fledgling companies that came and went during the 1920s, the 1929 railway strike, the flights of Imperial Airways Ltd. from 1931 to 1937, the background to Rhodesian and Nyasaland Airways and its routes, including the May 1934 Southern Rhodesia – Northern Rhodesia experimental flights.

Personalities and the stories of their association with Rhodesian aviation are listed and include Major Alister Miller, Sir Alan Cobham and all of the annual R.A.F. training flights. These are just a few of the many listed.

Also included is a chronological listing of the aviators who visited Bulawayo from 1925 to 1931. If you are a collector of aviation material, or just wish to learn more about the history of aviation in Southern Rhodesia, then you could not do better than have a copy of this Memoir for reference.



For the record ~ our Zoom meetings, September to November 2024

September 2024:

- Christopher Cooksey - My thanks to Mr. Koslowsky.
- Chris Hawley - EAMS covers from the UK with a map cachet.
- Duncan Crewe - Capricornus crash.
- Laurence Kimpton - I.A. and the connection to Tehran.
- Peter Wingent - Trans-Atlantic air mail, 1937 ~ 1939.

October 2024:

- Christopher Cooksey - Miscellaneous air mail covers from Southern Rhodesia to India and the Far East, 1933-1945.
- Sue Burn - New acquisitions.
- Peter Richards - New acquisitions and questions.
- Peter Wingent - Blue air mail pillar boxes.

November 2024:

- Duncan Crewe - Some interesting African photos.
- Adrian de Bourbon - The Broken Hill mails, February 1932.
- Pete Halmkin - Flight AS1 VIP cover to the Wynne-Eytons.
- David Bradley - Air mail from northern PEA 1934-1937: SNAM/ Régie to Broken Hill.
- Peter Wingent - BOAC Horseshoe service – the first two months.