

IMPERIAL AIRWAYS GAZETTE



Issue 65

June 2024

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Editor: Peter Wingent

Telephone: 01349 888954

e-mail: pwingent@googlemail.com

Editorial

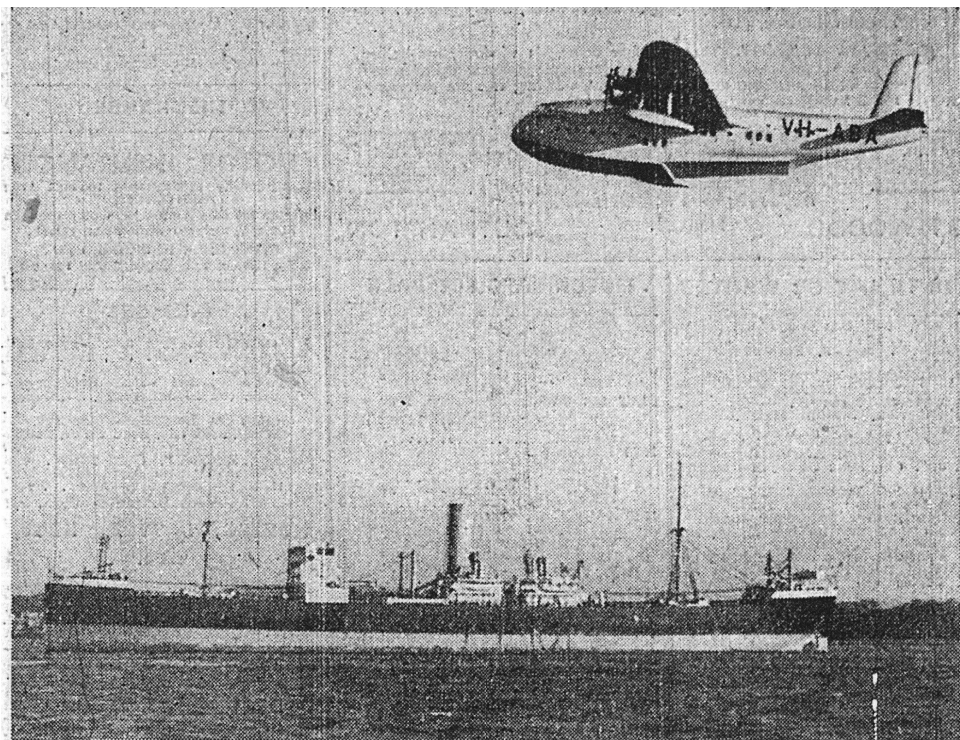
I imagine readers will have been surprised when first seeing the cover of this issue. I suspect that when you discovered the photograph is of Lady Ezra, her name will have rung a bell because many of you will have covers addressed to her. I wrote in my article (pages 10 to 15) that there are very few female aerophilatelists and the only other one I mentioned was Gertrude Collins, a contemporary of Lady Ezra. However, I must mention our very active and eminent current member Sue Burn and also a founding member of our group, Joan Widdowson, who long-standing members will remember with fondness.

Remaining on the same theme, by chance I came across another lady enthusiast on the internet: Elizabeth Greig. She started collecting aviation ephemera in the 1930s and continued to do so all her life. She was interviewed on BBC radio on 6 December 1993 in a programme titled "Unconsidered Trifles" which can be heard via the link bbc.co.uk/sounds/play/p033jzct. I discovered this through a Reading University website in a section run by their 'Centre for Ephemera Studies,' which holds Elizabeth Greig's collection.

We have to thank just Duncan Crewe, Richard Rawlingson and myself for all the contributions to this edition. I appeal to the rest of you to try to send me at least a page or two featuring a cover with a little story. We all have them. Without your contributions there will be no Gazette.

I apologise to those of you who are already aware of my long article on the Africa connections with the Eastern route. I think it was published originally in the South Africa Aerophilatelic Society journal and I know a number of you were members. I don't like including previously published articles but I did so on this occasion because some of the issues which arose in the Lady Ezra article required lengthy explanation which this article provides. If you have read it before, look at it this way: if I hadn't included it, this issue would have twelve fewer pages!

During my visits to Southampton library years ago to view the Southern Daily Echo on microfilm, I found some reports featured photos of flying boats. To the best of my knowledge, they have not been published elsewhere. Unfortunately the Echo offices in Southampton were destroyed by bombing during the war and thus the photos are now only available on very scratchy, poor-quality microfilm. A few years ago I revisited the library and discovered it had invested in a machine which can scan the microfilm and greatly improve the quality of the photos. An example is shown below from the Echo of 6 December 1937, featuring *Carpentaria* leaving Southampton on her maiden flight, operating Eastern service IE607. The quality is far from perfect but I can assure you that it is far better than the original microfilm version.



"Echo" Photo:
The *Carpentaria*, the 26th unit to join the fleet of Empire flying boats, passing over a vessel as she set out on her maiden voyage from Southampton Water yesterday. She is to take up station on the Singapore-Brisbane section of the England-Australia route, and carries Australian registration letters.

African service AS18 ~ forced landing at Kibanga Port ~ new information

By Peter Wingent

In the last issue of the Gazette (No. 64, December 2023, pp. 2–3) the reason given for the forced landing of the Calcutta flying boat *City of Khartoum* at Kibanga Port whilst operating service AS18 was bad weather. Our member Rick Green, to whom I am very grateful, sent me evidence of a very different reason with a far more interesting story.

Readers may remember that the ‘bad weather’ reason was given by the Imperial Airways’ Air Superintendent, Major H.G. Brackley in his monthly report to the I.A. Board on 15 September 1931. Rick remembered reading Brackley’s account of the incident in a letter to his wife, Frida, in her book, “Brackles, Memoirs of a Pioneer of Civil Aviation,” published in 1952. The letter is on pages 349 and 350.

I will quote the letter in full because it is a fascinating account of events. After reading it I suspect that, like me, readers will be surprised and find it very difficult to understand how Brackley could have reported to the I.A. board that the forced landing was due to bad weather when he himself had been very much involved in a far more dramatic series of events which had occurred only two months before the board meeting.

Brackley’s letter to his wife was as follows:

“Kampala, 7 July, 1931.

*This has been a week full of adventure and excitement. I trust you were not unduly alarmed if the report of our forced landing at Kampala appeared in the Press. I sent you a wire saying all’s well from Khartoum; it was hot and muggy as far as Butiaba on Lake Albert, where we met a large size thunderstorm; 150 miles on at Kampala, the weather was reasonably cool with a nice breeze off Lake Victoria. Engine trouble prevented us getting away to time and we spent last Friday night here. At dawn on Saturday we got away from Kisumu and Mwanza in rain and low clouds [Ed.: I think it should read got away **for** Kisumu and Mwanza, not **from**] and after half an hour one of the engines went phut completely. We were over the sleepy sickness country and I didn’t relish coming down in the midst of it, so turned round and tried to get back to Port Bell near here; couldn’t keep the boat in the air and after crossing the mainland had to put her down near a place called Kubanga. [sic.] It is near the sleepy sickness islands and we dropped anchor near the shore where we saw some natives. The place was lousy with crocodiles but native fishermen in a dug-out canoe came and took us off to the shore, where I found an English speaking native who said he had a motor bike and would take me to the nearest Englishman some eight miles away. This I gladly accepted because the wireless operator had accidentally dropped the generator pulley into the water and we couldn’t communicate with anyone! After a perilous ride I found the Englishman in the midst of a banana and coffee estate, living in a very pretty bungalow surrounded by lovely wild flowers growing in profusion, and the bird life wonderful. He took me in his car to the nearest telegraph station a further six miles away, and I was able, by a stroke of good luck, to find an English telegraph official who was testing the line and had a small telephone outfit with him, so I was able to speak to our office in Kampala, who as you can imagine were anxious concerning our safety, not having heard from us. The nearest spare engine was at Kisumu, some 220 miles away by road, so I decided to take a car with the mails and freight from there to Nairobi and bring the engine back. [Ed.: this does not make sense. He took the mails and freight to Kisumu, not Nairobi, and brought the engine back from there] I had arranged for a tug to tow the flying-boat back to Port Bell. I set off in the car convoy and travelling all night over the most terrible roads I have ever met, arrived at Kisumu at seven on Sunday morning.*

After breakfast we loaded the engine on to the lorry driven by two Indians. I followed in a Chrysler leaving Kisumu at noon. A very nice fellow accompanied us all the way out and back and I heard many stories of life in Kenya and Uganda. On the way we stopped to look for hippos with a spotlight and we arrived at Kampala soon after midnight. The staff were glad to see us back and the engine installation is going on steadily.”

Once again, many thanks to Rick Green for drawing my attention to this fascinating account. I am rather concerned that the record is incorrect on an official Imperial Airways’ report held in the British Airways Museum. I have always had absolute faith in primary source documents such as this but now my confidence is a little shaken.

Having said that, I thought it was only fair to Adrian Constable, the archivist at the British Airways Museum who so kindly provided me with the original information, to send him a draft of this article in order to give him the opportunity to respond. This he did and his email is reproduced on the next page.

"I was initially at a loss to explain the discrepancy. After a little thought I have a plausible concoction, but this is just my own putting-two-and-two-together:

Aircraft position and condition reports were generally sent back to Head Office by telegraph, occasionally voice radio or other means. From 1934 onwards, they were then plotted on big Slip Charts (most of which we still have). How those records were kept and presented in 1931 is, sadly, lost to us. On a Slip Chart, generally the first delay reason known is the one recorded - there is colour-coded shading to show delay reasons, and it gets messy when they try to show several at once. At the top of the account, Brackley mentions meeting a large thunderstorm - there's the weather. Engine trouble was far from unusual, so if they got it fixed before the weather cleared it may not have been reported back to the UK at all. Even a few years later, when operations were much more sophisticated, delays of a day or two were not uncommon, and the reasons are often poorly recorded.

The thing that looks incongruous to us is the fact that Brackley apparently gave two completely different accounts of the incident. The explanation for that is simple: he didn't. I'm happy to accept that the account in his diary, and thus his wife's book, is the accurate one. At the time of the Board Meeting whose minutes I quoted, Brackley was still out travelling the world. The Standing Agenda Item "Superintendent's Report" would have been delivered by a deputy, using the most up-to-date information available at the time. The Directors regularly grumbled that they were being fed too much information about minor incidents, and so it is unlikely that a later correction would have been thought necessary.

Just my supposition, as I say, but I think that fits."

I accept fully Adrian's explanation and I am happy to say my confidence is fully restored.

Three Routes to Akyab

By Richard Rawlingson

For the British, Dutch and French pilots pioneering the air routes to the Far East, Akyab in Burma (modern day Sittwe) must have been a welcome sight. After leaving Calcutta and India behind, it marked the end of a hazardous flight of over 330 miles across the open waters of the Bay of Bengal. It had already been established as a staging point for Air Orient and K.L.M. before Imperial extended its Eastern route from Calcutta to Rangoon in September 1933. In less than a decade this little known sea port became a key part of the international air transport network.

The special blue and yellow covers commemorating the first flight (IE 235) are common but I have illustrated here three slightly more unusual examples.

The first is included as it represents the shortest distance between the two points. A typically neat and understated George King cover, it was posted at Croydon Aerodrome on the morning of departure, Saturday 23rd September. The service ran to schedule and the mail was stamped on arrival at Akyab 9.0am Sunday 1st October.

The second cover is from the fertile imagination of our old friend Capt. Smye. He decided to start its journey in Cardiff on the G.W.R. internal flight to Birmingham on 20th September. This service, linking Plymouth and Birmingham via Cardiff opened in May 1933 and ran through the summer months until the end of September, shortly after this flight. As was normal for internal flights, it entered the regular mail system at its destination for onward transmission to Croydon. Like the first, it is franked 8d, the G.P.O. having extended the air mail rate to Calcutta to include destinations in Burma.

Cover 3 followed an even more interesting route. Prepared by Dutch collector H.L.S. Adama, whose name I have seen on other IA related material from this period, it was posted on 23rd September just across the German border at Essen Mulheim Airport. From there it was flown to Munich, probably via Dortmund and Frankfurt, where it received the red 'Sent by air mail Munich 2' cachet. Unfortunately there are no further transit stamps to show its onward journey. My most likely theory is that it travelled by rail to Athens via Vienna 24/25th September. This would certainly have allowed sufficient time to connect with IE 235, which left Athens on the morning of 26th September. I am open to any alternative proposals! Like the other covers it has the 1st October arrival stamp.

Akyab continued as a call on the Eastern route up to the outbreak of war and indeed beyond for a time. By then the Empire flying boats had reduced the crossing of the Bay of Bengal to a short hop of under three and a half hours.



Cover 1.



Cover 2.



Cover 3.



From Caribou to cycle: an unusual first flight cover

By Duncan Crewe

I recently acquired the cover below. It is one of the withdrawn first flight envelopes used from Canada to Nyasaland. It was picked up on 10 August 1939 by *Caribou* operating NAE 1 and reached Southampton next day. There it was transferred to DS 222 which departed on 12 August, three hours late as *Coriolanus* had been delayed to allow maintenance to be completed. The aircraft was further delayed at Rome and Athens by mechanical trouble and was a day behind schedule when it reached Kisumu. There *Cambria* took over the service and this cover was offloaded when the aircraft reached Beira on Thursday 17 August. It was flown to Salisbury the same day by the RANA service and then on to Blantyre by the next morning's RANA flight. It completed its journey to Limbe by cyclist. The 1937 timetable allowed the cyclist 40 minutes to make the journey! I am very grateful to Peter Wingent for his help with the Beira end of the journey.





Figure 2.

The cover shown in Fig. 2 is datestamped Wallasey-Cheshire, 12 June 1940. It was sent from the G.P.O., London to Southampton on 19 June and was part of the first despatch of mail sent from the U.K. It was carried to Cape Town by the Union-Castle ship *Arundel Castle*, which sailed 20 June and arrived 7 July. The mail was flown to Durban by South African Airways and the cover connected with Horseshoe service NE4, operated by the S.23 flying boat *Ceres*, which departed at 04.35 on 10 July and arrived Juba on the 12th.

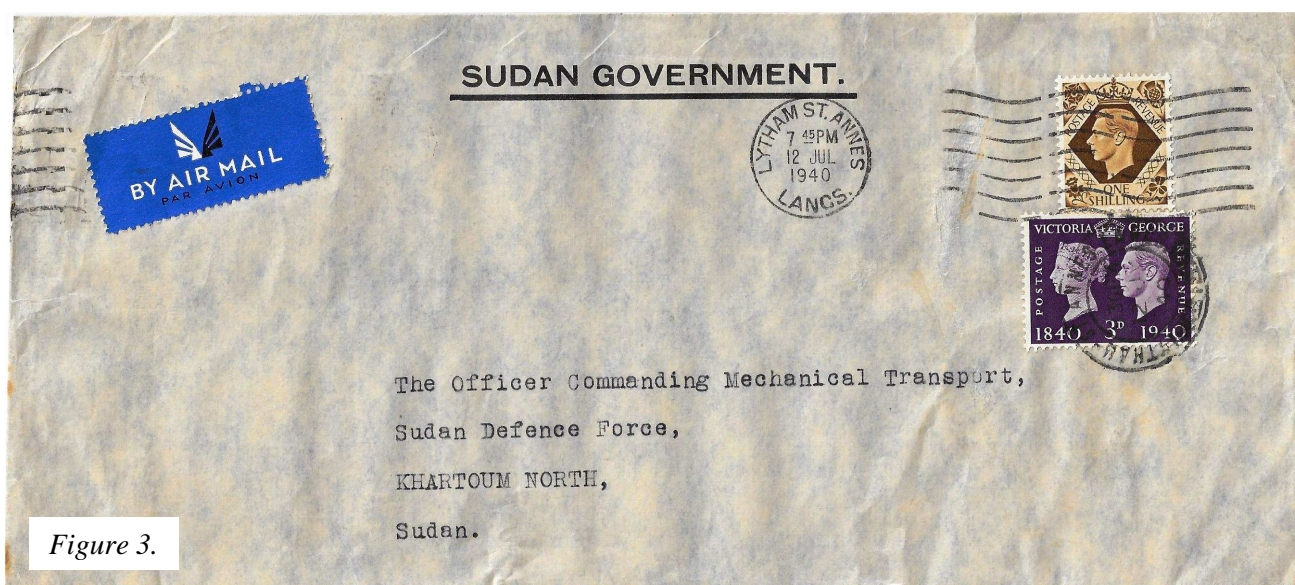


Figure 3.

The cover shown in Fig. 3 is datestamped Lytham St. Annes, 12 July 1940. It was sent from the G.P.O., London to Liverpool on 17 July and was part of the fifth despatch of mail sent from the U.K. It was carried to Cape Town by the Union-Castle ship *Windsor Castle* which sailed 18 July and arrived on 5 August. The mail was flown to Durban by South African Airways and the cover connected with Horseshoe service NE8, operated by the S.23 flying boat *Circe*, which departed on 8 August and arrived Khartoum on the 10th.



References:

The BOAC letter in Fig. 1 is held at the British Postal Museum & Archive, London, in file ref. Post 33/5608, "1939-1940 Empire Air Mail Wartime Arrangements."

Details of the Horseshoe services were obtained from BOAC aircraft movement charts for July and August 1940, held at the British Airways Archive at Speedbird Way, Harmondsworth.

Post card of the new Singapore Airport building

By Richard Rawlingson

Richard sent me the post card shown below which he described as follows:

It is a recently acquired post card showing the Qantas DH86 'Brisbane' at Singapore's Kallang Airport. Kallang opened on 12th June 1937 and the DH86s had been replaced by the Empire flying boats by early July 1938 so it can be dated quite accurately. It is a splendid view of what was considered the finest airport in the Empire at the time and an image I haven't seen before on a post card.



The City of Teheran crash at Gaza 14 February 1930

By Duncan Crewe

The three photographs shown on the next page were acquired recently from eBay. They were described as showing an Argosy in Egypt but in fact the wrecked aircraft is a DH66, the *City of Teheran*. A further photograph taken from behind the wreckage is shown on page 37 of Ken Sanford's book on Imperial Airways crashes. The *City*



of Teheran had taken over the operation of IW 45 from the *City of Karachi* at Basra on the 14 February. It left Gaza late the same day but developed engine trouble and the pilot turned back. Unfortunately, as he attempted to make a night landing he came down short of the aerodrome and hit a mound, damaging the aircraft beyond repair. The nine people on board all survived with only minor injuries. The mail was forwarded to Egypt by surface and then flown to Athens by the *City of Khartoum*. From there it was railed to Britain reaching London on 20 February. The cover below, which is the first example of mail identified from the crash, received a Godmanstone arrival cancel next day. It is correctly franked with the 2a per oz. surface fee and 6a per ½ oz. air fee.



Lady Ezra of Calcutta: a well-connected aerophilatelist

By Peter Wingent

To the best of my knowledge there were very few female aerophilatelists in the 1930s, or indeed now. The story of Gertrude Collins of Newcastle has been told by Stan Wheatcroft [1] but the activities of Lady Rachel Ezra have only just caught my attention, thanks to two covers which I have acquired recently and shown later.

Rachel Sassoon was born in Bombay in 1877 and in 1912 married Sir David Ezra, a banker and community leader in Calcutta. It is recorded that their marriage represented the coming together of India's two most powerful Jewish families. They established a tradition of philanthropy by building hospitals, synagogues, etc. and both of them received various honors and titles from Great Britain and the Indian government. Sir David died in 1947 and Lady Ezra in 1952 [2].

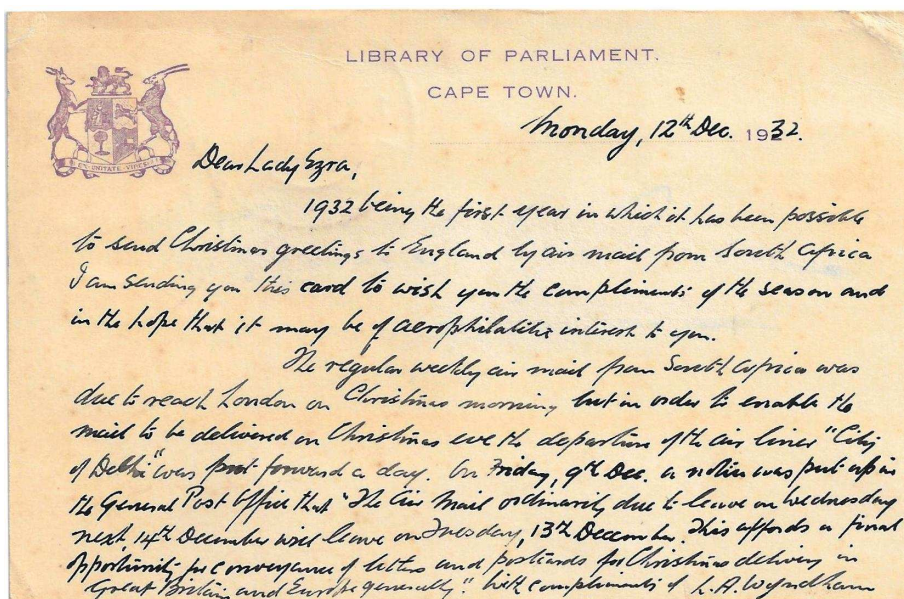
George Bailey [3] of Romano Auctions, Tel Aviv, wrote the following in 2013 in a forward of the sale catalogue of Lady Ezra's air mail collection, "At some point the couple became acquainted with Stephen Smith. Smith was also the secretary of the Indian Airmail Society on Elliot Road in Calcutta and it was through him, I believe, that Lady Ezra became a collector. She was meticulous about clipping from newspapers regarding whatever cover she received and wrote them up on pre-printed pages designed for flight covers. She used her connections around the world to have covers addressed to herself or her husband (c/o whoever she knew at a given destination)."



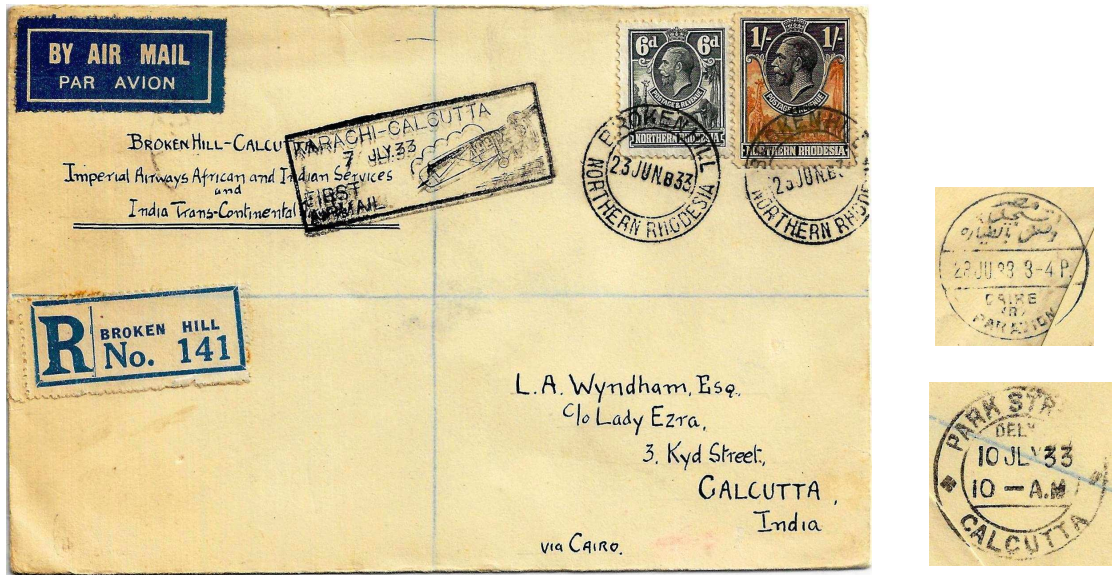
L.A. Wyndham of Cape Town, who was a Committee Clerk in South Africa's House of Assembly, was one of Lady Ezra's connections. The post card shown here was sent by him to one of her London contacts and flown by AN93, operating one day early. The service departed Cape Town on 13th December and arrived at Croydon at 11.33 on the 24th. The card is franked at the reduced rate of 5d. for post cards which was introduced in South Africa on 1 Oct. 1932.

In case some readers find it difficult to read, the most important part of his message is his word for word quotation of the South African P.O. notice which Wyndham stated was put up in the General Post Office on Friday, 9th December.

"The Air Mail ordinarily due to leave on Wednesday next, 14th December will leave on Tuesday, 13th December. This affords a final opportunity for conveyance of letters and postcards for Christmas delivery in Great Britain and Europe generally."



An example of reciprocal co-operation is provided by the cover shown below which Wyndham arranged to be posted at Broken Hill and flown by AN120 to Cairo. There it connected with IE223, which was the first Eastern service to be extended from Karachi to Calcutta. No doubt Lady Ezra posted the cover, along with a number of others, back to Wyndham in Cape Town.



In my opening paragraph I wrote that two covers brought Lady Ezra to my attention. The first of these is shown below.



Most notably, this cover is signed on the left-hand side by Amy Johnson. As is evidenced by the letter shown on the next page, Lady Ezra must have asked Mr. B. Van Riet to obtain Amy's signature whilst she was residing in Cape Town.

Amy Johnson married Jim Mollison on 29 July 1932 and whilst Amy signed her letter A. Mollison, the signature on the cover is A. Johnson, perhaps because Lady Ezra specifically asked her to sign using her more famous maiden name.

The cover was paid for carriage by air only to Egypt: 2 x 10d. per ½ oz. air fee + 4d. reg. and so inscribed on the reverse. However, the Calcutta arrival datestamp of 24 Dec. means that after arriving at Cairo on 15 Dec., via AN92, it could only have been flown by KLM service no. 108 to Karachi (dep. 18 Dec.; arr. 20th). From there it was sent by train to Calcutta. In 1929, the 1,574 miles journey took 77 hours [4].



Shown below is the letter which was enclosed in the cover from Cape Town shown on the previous page. In it, Amy quite rightly notes that pilots normally only sign covers which have been flown by them.

"KISMET,"
AVENUE BRITTANY,
SEA POINT,
CAPE TOWN.

3rd December, 1932.

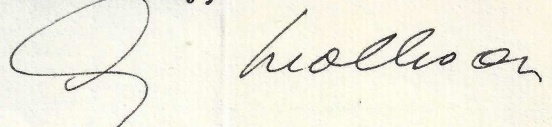
B. Van Riet Esq.,
45 Trafalgar Buildings,
Woodstock.

Dear Mr. Van Riet,

I have your letter of the 1st inst., and
regret the delay in returning the envelope to you. This
was due to the fact that I was in doubt as to where to sign.
As a rule, only Pilots carrying letters affix their signatures
thereto.

Best wishes,

Yours sincerely,



P.S. Envelope returned herewith, duly signed.

On the next page is shown the second cover which drew my attention to Lady Ezra. It is signed by Alan Cobham and it is addressed in the same hand as the previous cover which, no doubt, is that of Mr. B. Van Reit. It was posted the same day but it has a Calcutta arrival datestamp three days later than that on the Amy Johnson cover, i.e. 27 December.



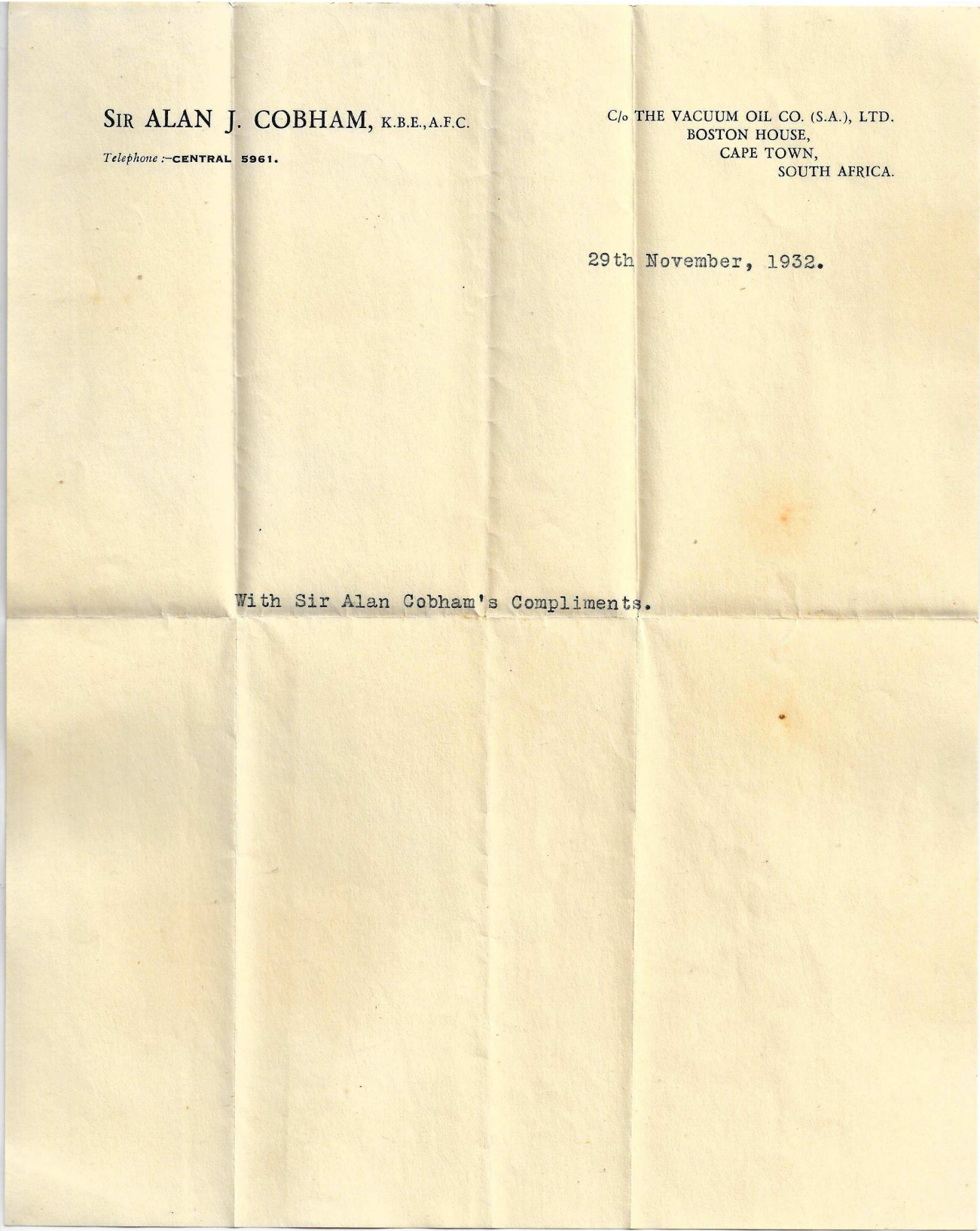
The Cape Town datestamp on this cover is exactly the same as that on the Amy Johnson cover, including the time slug of 9.30AM. Unlike that cover, there is no *jusqu'a* handstamp for carriage by air only to Egypt. The 4d. registered envelope has an additional 1/5d. postage, which is puzzling since the two air mail rates from South Africa to India at this time were 1/- per ½ oz. for by air to Karachi and 1/3d. per ½ oz. for by air to Karachi and in India. The only two air services in India at this time were the Tata service from Karachi to Madras and the Delhi Flying Club service from Karachi to Delhi. Certainly, the former would not have offered advantage for mail for Calcutta and I doubt that the latter would have done either.

The cover must have been flown to Cairo by I.A. service AN92, arriving on 15 Dec. and was then flown by I.A. Eastern service IE195. This departed Cairo on 20 Dec. and arrived Karachi on the 24th. From there, the approximately 3½ days train journey to Calcutta explains the arrival datestamp of the 27th.

It is unclear why the Cairo Post Office treated the two covers differently, causing them to arrive in Calcutta three days apart. Perhaps the *jusqu'a* handstamp on the Mollison signed cover played a part. Readers may wonder why that cover was off-loaded at Karachi when the KLM service called at Calcutta. The answer is that KLM were permitted to drop mail only at Karachi on eastbound services. The reason for this is rather complicated and a full explanation can be found in my article on pages 14 to 26 of this edition.

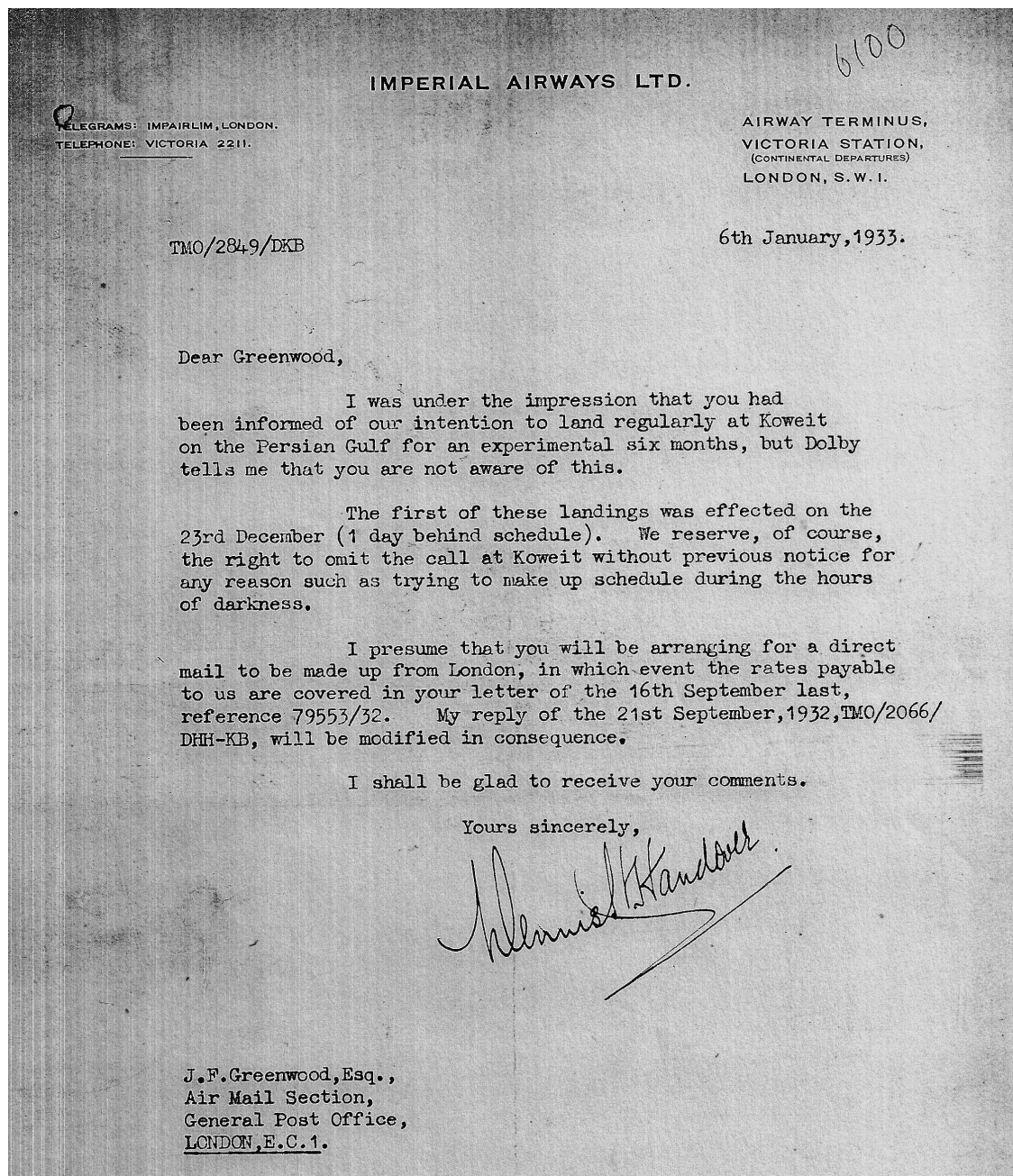
Also of relevance in the article is that the cover shown in Figure 15 is addressed to W.E. Wheatcroft, c/o. Lady Ezra. It shows that Stan Wheatcroft's Uncle Will was another of Lady Ezra's worldwide contacts.

Shown below is the 'compliment letter' from Alan Cobham which was enclosed in the cover he signed.



I suspect many readers will have at least a few Lady Ezra covers in their collections. I would be delighted to receive copies and details of any unusual ones for inclusion in a future Gazette.

Of added interest to the Cobham signed cover is that it was flown by the first I.A. Eastern service to call at Kuwait, which was made on 23 December 1932 whilst HP42 *Hadrian* was flying the Galilee to Bahrein section that day. Writers such as Gisburn [5], Walker [6] and Brown [7] all record that the first call at Kuwait by an eastbound service was made on 14 January 1933 (service IE198). However, evidence that it was made on 23 December 1932 is provided in a letter from Dennis Handover, Imperial Airways' Traffic Manager, to J.P. Greenwood of the G.P.O. Air Mail Section, which is shown below.



References:

- 1] Wheatcroft, Stan, *The Airmails of Gertrude L. Collins*. Published by the author, circa 1986.
- 2] Website: https://en.wikipedia.org/wiki/Rachel_Sassoon_Ezra#
- 3] Website: <https://romanoauctions.blogspot.com/2013/09/india-aerophilately-collection-of-lady.html>
- 4] *The Railway Gazette*, 11 November 1929. (Copy held at the British Postal Museum & Archive).
- 5] Gisburn, H.G.D., *The Story of Imperial Airways*. Pub. F.J. Field, 1950.
- 6] Walker, Douglas, *Airmails of New Zealand, Volume 2*. Pub. Air Mail Society of New Zealand, 1986.
- 7] Brown, Jeffrey, *Indian Air Mails*. Pub. Indian Study Circle for Philately, 1995.

Air mail connection between Africa and India/Ceylon in 1932 – 1933.

By Peter Wingent

Introduction:

Between January 1932 and October 1933, the connection between Imperial Airways' African and Eastern services was very poor. At worst, there was a five days delay to mail after arrival at Cairo on a northbound African service before the departure of an Eastern service to Karachi. This delay was the subject of a letter of complaint written by the Director-General of the Indian G.P.O. to the British Post Office and is shown in Fig.1 [1].

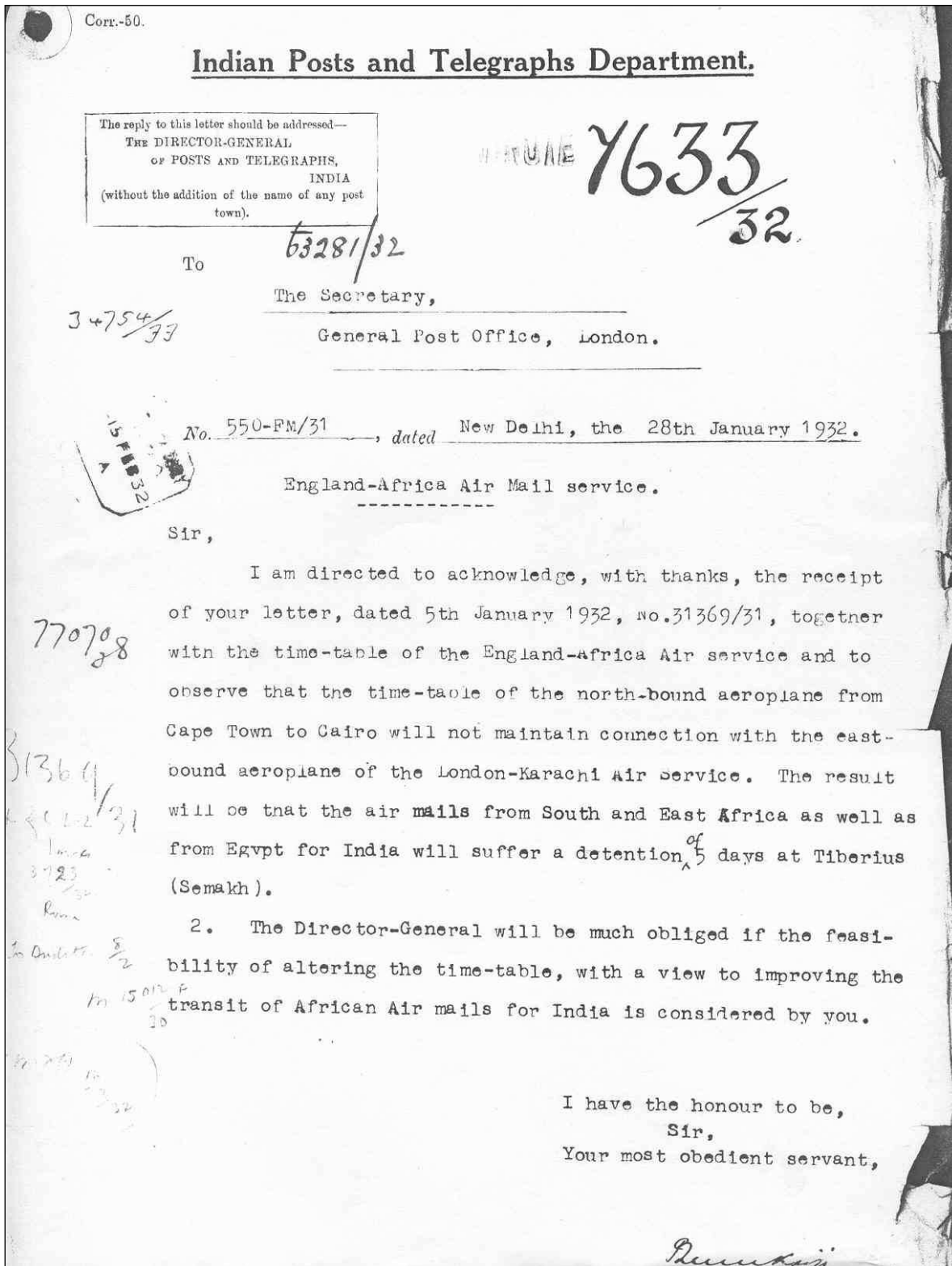


Figure 1.

The reply from the British G.P.O. is shown in Fig.2 [2]. Being unable to provide adequate reply facilities for the South African public and at the same time a fast connection with the Eastern service, preference was given to the former.

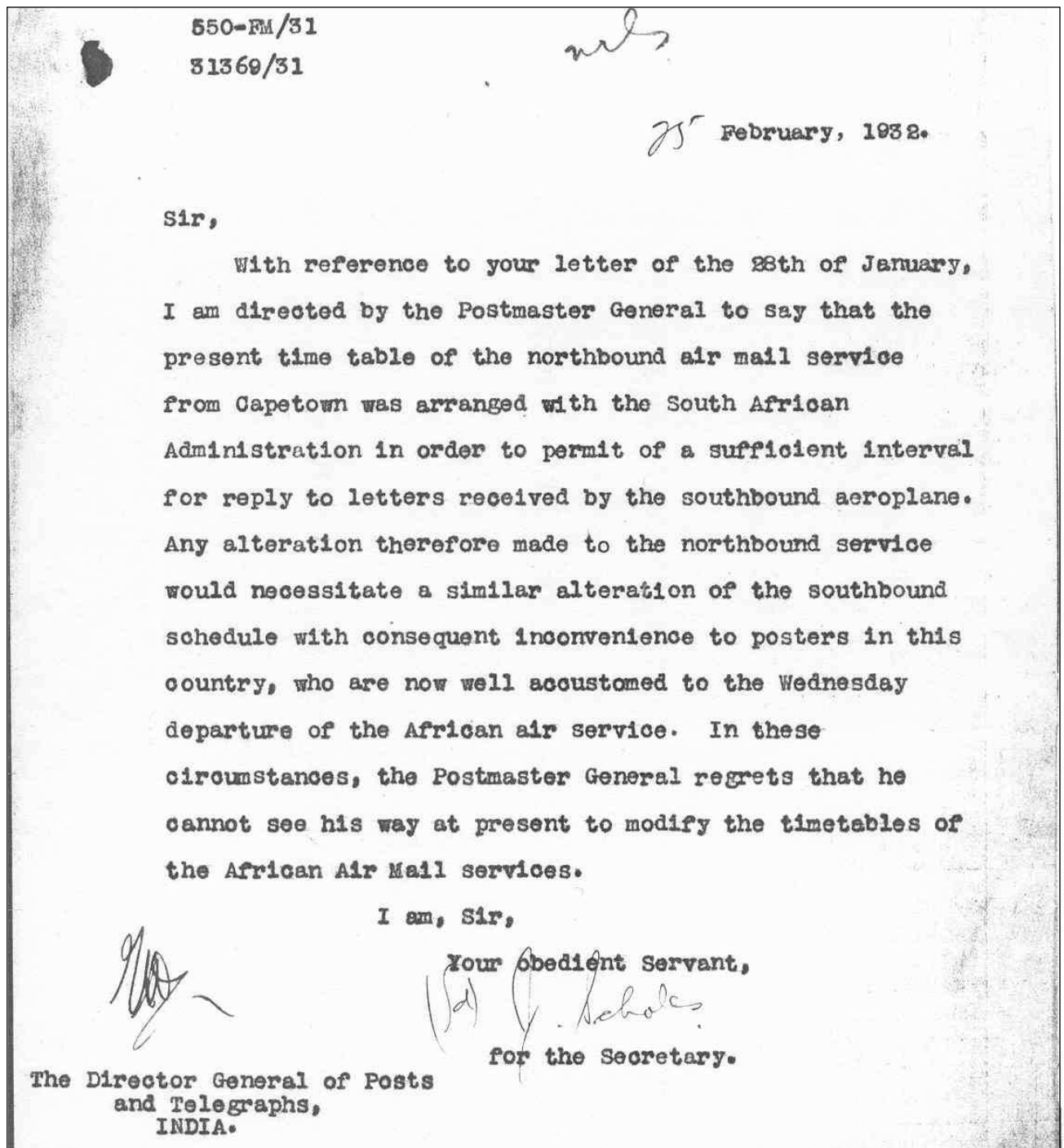


Figure 2.

The table in Fig. 3 shows the duration of delay to mails at Cairo. The October 1931 data is included to show that prior to the extension of the Africa service to Cape Town, the connection at Cairo was fast. The October 1933 data again shows a fast connection and was the final resolution of the problem. Commencing with service AN135, which departed Cape Town on 4 October 1933, a day in transit time was saved between Cape Town and Cairo and was achieved by flying the Johannesburg – Nairobi section in two days instead of three. No doubt this was facilitated by the introduction of the AW XV Atalanta aircraft on the Cape Town – Kisumu section, which replaced the slower DH66s.

Date	African service arrived Cairo	Eastern service departed Cairo	Delay to mail to India, etc.
October 1931	17.40 Mondays	12.00 Tuesdays	Nil
January 1932	17.40 Wednesdays	12.00 Tuesdays	5 days
October 1932	Aftn. Wednesdays	12.00 Tuesdays	5 days
January 1933	Aftn. Wednesdays	04.00 Wednesdays	5 days
February 1933	Aftn. Wednesdays	17.30 Tuesdays	5 days
May 1933	Aftn. Wednesdays	16.30 Tuesdays	5 days
October 1933	12.15 Tuesdays	17.30 Tuesdays	Nil

Figure 3.

A further complication to the story is that although the African services passed through Cairo during this period, the Eastern service did not for part of it. From October 1931 to January 1933, the Eastern service passed through Tiberius, on the Sea of Galilee (referred to just as Galilee on I.A. timetables), and a 'link service' was operated between Cairo and Galilee. Thus the days of departure from Cairo shown in the table in Fig. 3 are actually the days of departure of the link service to Galilee. For clarification, a map of the link service with days of arrival and departure of the services in January 1932, is shown in Fig. 4. Incidentally, the map also shows there was a good connection between mail coming from India for onward conveyance by southbound African services.

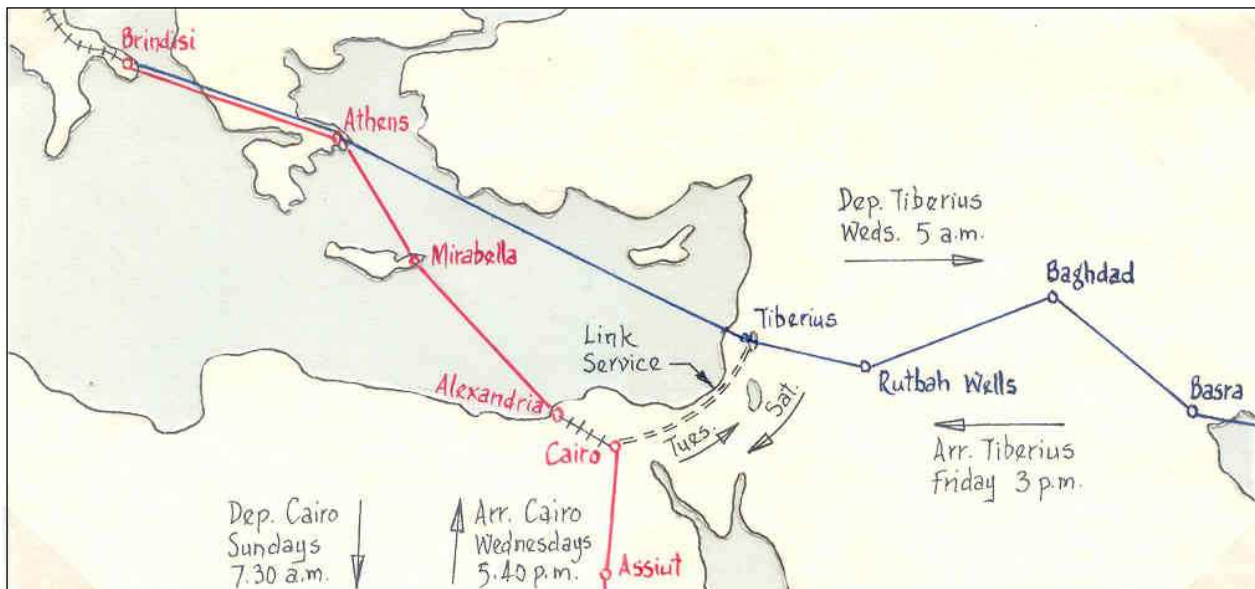


Figure 4.

Carriage of African mail by K.L.M.:

From 1928, K.L.M. had operated irregular flights between Amsterdam and Batavia but on 1 October 1931, a once-weekly service was inaugurated. Very quickly the Egyptian Post Office arranged to utilise the K.L.M. service as evidenced by the notice published in the Egyptian "Journal Officiel," of 2 November 1931 [3], which contained the following announcement:

"The Post Office will utilise, effective 1st November 1931, the Dutch Air Line for the conveyance of mails between Egypt and Iraq, Persia, British India, Siam, Straits Settlements and Dutch Indies. Eastward, the aircraft leaving Cairo (Almaza aerodrome) on Sunday early in the morning will arrive at Baghdad the same day, at Bushir and Jask on Monday, at Karachi on Tuesday"

However, there were restrictions placed upon K.L.M. following an 'Exchange of Notes' between the British, Indian and Netherlands Governments which resulted in Treaty No. 42, signed in London on 3 June 1930. The clause relevant here, concerning the carriage of mail by K.L.M. within India, was as follows:

"The carriage of mail by K.L.M. across India to places beyond India in either direction will be permitted but air mails for delivery in India must be handed over to the Indian authorities at Karachi (eastbound) and in Burma (westbound)." [My thanks to John Berridge for providing the information re this agreement].

The writer believes that the restriction that K.L.M. had to hand over mails at Karachi for delivery in India remained in place until September 1939. India Post Office Guides published between 1933 and September 1937, under the heading "Dutch and French Air Services," all contain the statement that, "*The mails from countries in the West for India and Burma are dropped at Karachi.*" However, the September 1939 P.O. Guide states that, "*The mails for India are unloaded at all airstations in India where the planes of the Dutch and French services call.*"

Apart from the notice in the Egyptian "Journal Officiel," the only other reference I have seen in official documents from all of the British Colonies in Africa to the carriage of mail from Cairo by K.L.M. is in a Sudan Air Mail Leaflet, dated April 1933. An extract relating to air mail to India and Ceylon is shown in Fig. 5 by kind permission of Duncan Crewe.

INDIA AND THE FAR EAST.
BY IMPERIAL AIRWAYS AND BY DUTCH AIR SERVICE.

NOTE 1:—
Imperial Airways Service to India leaves Cairo on Tuesday. There is therefore no connection by air from the Sudan as the Air Mail from Khartoum on Tuesday arrives in Cairo on Wednesday evening. Correspondence by this Service should be endorsed "BY AIR FROM CAIRO" and should be posted to connect with the ordinary mail from Khartoum on Wednesday.

NOTE 2:—
The Dutch Air Service (K. L. M.) leaves Cairo for Dutch East Indies on Saturdays and correspondence forwarded to Cairo by air mail endorsed "BY DUTCH AIR MAIL" will connect with this service.

CEYLON:—(See India).

INDIA:—

By Imperial Airways Service.

(A) By Air Cairo-Karachi (10 days).
Postage: 40 m/ms. not exceeding 20 Grammes.
38 " each additional 20 Grammes or fraction.

(B) By Air Cairo-Karachi and in India endorsed "By Air in India". Delhi and Bombay (11 days); Madras (12 days); Colombo, Ceylon (14 days).
Postage: 60 m/ms. not exceeding 20 Grammes.
58 " each additional 20 Grammes or fraction.

(C) By Imperial Airways Khartoum-Cairo and Dutch Air Service Cairo-Karachi.

(i) BY AIR KHARTOUM-KARACHI (7 days).
Postage: 50 m/ms. not exceeding 20 Grammes.
48 " each additional 20 Grammes or fraction.

(ii) BY AIR KHARTOUM-KARACHI AND IN INDIA ENDORSED "BY AIR IN INDIA". DELHI AND BOMBAY (8 days), MADRAS (9 days), COLOMBO CEYLON (11 days).
Postage: 70 m/ms. not exceeding 20 Grammes.
68 " each additional 20 grammes or fraction.

Figure 5.

The delay to mail caused by the poor connection at Cairo between Imperial Airways' African and Eastern services is stated in Note 1 and the alternative of carriage by K.L.M. is offered in Note 2 and section (C) of the rates.

Note 1 includes the statement that correspondence intended for carriage by the I.A. service from Cairo on Tuesdays will be sent by ordinary mail from Khartoum on Wednesdays. I have had occasion to check whether or not a cover was sent by this 'ordinary mail' and I found that the timetable in Fig. 6 is very useful. It is taken from "Cook's Continental Timetable, March 1932" [4]. It shows that there were two services per week, leaving Khartoum on Sundays and Wednesdays. The mail leaving Khartoum by the Wednesday trains and arriving at Cairo on Sundays thus waited in Cairo one day for the Tuesday departures of the weekly Imperial Airways Eastern service.

The 1,342 miles journey from Khartoum to Cairo consisted of three stages:

Khartoum – Wadi Halfa	579 miles	Sudan Government Railway.
Wadi Halfa – Shellal (Aswan)	208 miles	River steamer.
Shellal – Cairo	555 miles	Egyptian State Railway.

SUDAN RAILWAYS.

CAIRO—KHARTOUM.

Wed. 1930	Sun. 1930	dep. Cairo.....	arr. 7 0	Thur. 7 0	Sun.
Thurs. 7 40	Mon. 7 40	dep. Luxor.....	dep. 19 5	Wed. 19 5	Sat.
" 1210	" 1210	dep. Assuan.....	d.p. 1430	" 1430	"
" 1225	" 1225	arr. Shellal.....	dep. 14 0	" 14 0	"
" 14 0	" 14 0	dep. Shellal.....	Stea-arr. 11 0	" 11 0	"
Sat. 8 30	Wed. 1230	arr. Wadi Halfa.....	mer dep. 1930	Mon. 1330	Thur.
" 10 0	" 1420	dep. Wadi Halfa.....	arr. 1815	" 1155	"
Sun. 1 40	" ..	arr. Atbara.....	dep. 2 40	" ..	Wed.
" 3 30	" ..	arr. Shendi.....	d.p. 2247	Sun. ..	"
" 10 0	" 18 5	arr. Khartoum.....	dep. 1815	" 8 45	"

*For Sleeping and Restaurant Car Services Cairo to Shellal and v.v. see page 188.
Sleeping and Restaurant Cars run from Wadi-Halfa to Khartoum and v.v.*

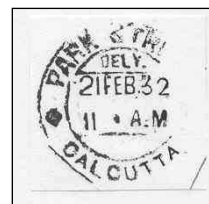
Figure 6.

First northbound African service from Cape Town:

The first Imperial Airways northbound service from Cape Town (AN47) arrived at Cairo at 12.15 on 12 Feb. 1932. Mail to India had two possible connections: the 'link service' to Galilee to connect with I.A. Eastern service IE151 which departed Cairo 16 Feb. and arrived Karachi 20th, and K.L.M. service no. 64, operated by the Fokker FVIIb *Reiger*, which departed Cairo 17 Feb. and arrived Karachi 18th.

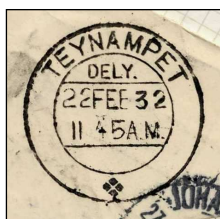
From the evidence of an albeit small range of examples, it would appear that mail sent from South and South-West Africa to destinations in India was flown from Cairo by the K.L.M. service and mail from the Rhodesias was flown from Cairo by IE151.

Covers flown from Cairo by K.L.M. service 64:



Both covers have Karachi cancelled h/s. of 18 Feb.

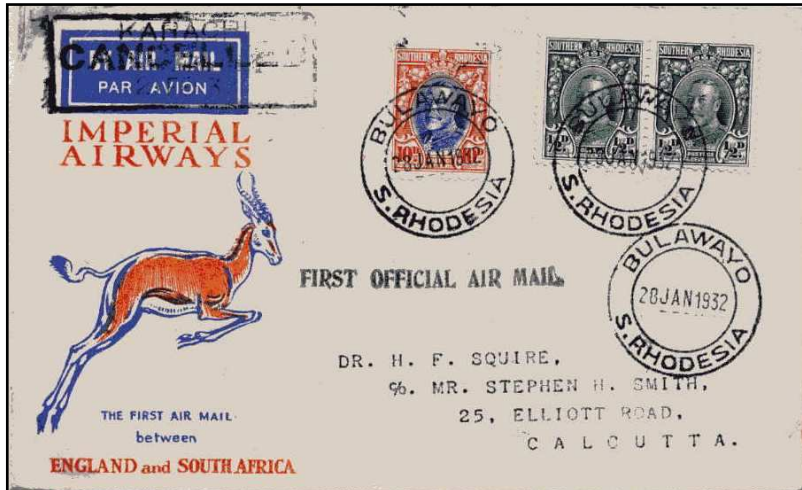
Figure 7



Cover by courtesy of Terry Hare-Walker.



Covers flown from Cairo by Imperial Airways service IE151:



Cover by courtesy of Terry Hare-Walker.



Figure 8

Both covers have Karachi cancelled h/s. of 20 Feb.



Cover by courtesy of Terry Hare-Walker.



Covers courtesy of John Berridge.



Figure 9.

The examples in Fig. 7 show clearly that the South and South-West Africa mail was flown by K.L.M. from Cairo to Karachi and arrived on 18 Feb. and mail from the Rhodesias, in Fig. 8, was flown by I.A. service IE151 and arrived Karachi 20 Feb. Additionally, the mail via K.L.M. arrived in Calcutta on 21 Feb. whilst that via I.A. arrived 23rd. Similarly, the mail via K.L.M. arrived in Madras on 22 Feb., whilst that via I.A. arrived on the 24th.

The covers from South and South-West Africa are franked 1/3d., this being the rate per ½ oz. for air mail to be carried by air in India. There was also a 1/- per ½ oz. rate for mail to be flown only as far as Karachi. Clearly the covers were flown only as far as Karachi despite being franked at the higher rate.

There were also two rates to India from Southern Rhodesia: 11d. per ½ oz. to Karachi and 1/2d. per ½ oz. by air to Delhi. The upper cover in Fig. 8 is franked at the 11d. per ½ oz. rate but the two covers shown in Fig. 9 are inexplicably franked 1/3d.

The 10d. franking on the cover from Broken Hill in Fig. 8 cannot be confirmed because a rate to India was not included in the Northern Rhodesia Gazette notices published in 1932.

It is also of interest to consider whether or not advantage would have been gained if the covers had been flown within India, which at this time would have been from Karachi to Delhi. In a table extracted from the Indian Railway Gazette of 11 Nov. 1929, the following railway distances and transit times are given:

Karachi to Calcutta	-	1,574 miles	77 hours (3 days, 5 hours)
Karachi to Madras	-	1,774 miles	83½ hours (3 days, 11½ hours)
Delhi to Calcutta	-	902 miles	27½ hours (1 day, 3½ hours)
Delhi to Madras	-	1,569 miles	71½ hours (2 days, 23½ hours)

It would seem that advantage would have been gained had mail for Calcutta been flown to Delhi, but there was no advantage for mail to Madras. The transit datestamps on all the covers show a journey time of three days between Karachi and Calcutta and four days between Karachi and Madras, which compare well to the times given in the Railway Gazette.

The table shown in Fig. 10 shows details of covers addressed to India and flown by Imperial Airways' first northbound service from Cape Town. They have been kindly provided by the friends listed in the "Acknowledgements." Where details of two covers are exactly the same, it is because similar covers are held by two different people.

<i>Point of origin</i>	<i>Cairo transit</i>	<i>Karachi cancelled</i>	<i>Destination cancel</i>	<i>Rate</i>
Cape Town	12 Feb.	18 Feb.	Delhi 20 Feb.	1/4d. (air stamps)
Cape Town	12 Feb.	18 Feb.	Calcutta 21? unclear	1/3d.
Cape Town	12 Feb.	18 Feb.	Kotal NWFP 21 Feb.	1/3d.
Cape Town	12 Feb.	18 Feb.	Kotal NWFP 21 Feb.	1/3d.
Windhoek	12 Feb.	Not cancelled	Delhi 20 Feb.	1/8d. registered (2 x 10d. air stamps)
Windhoek	No	18 Feb.	Madras 22 Feb.	1/3d.
Windhoek	No	18 Feb.	Calcutta 21 Feb.	1/3d.
Windhoek	No	18 Feb.	Calcutta 21 Feb.	1/3d.
Windhoek	No	18 Feb.	Calcutta 21 Feb.	1/3d.
Kimberley	12 Feb.	18 Feb.	Madras 22 Feb.	1/3d.
Lobatsi	12 Feb.	18 Feb.	Madras 22 Feb.	1/5d.
Pietersburg	No	20 Feb.	Calcutta 23 Feb.	1/3d.
Bulawayo	No	20 Feb.	Kotal NWFP 23 Feb.	1/3d.
Bulawayo	No	Not cancelled	Madras 24 Feb.	1/3d.
Bulawayo	No	20 Feb.	Calcutta 23 Feb.	11d.
Broken Hill	No	20 Feb.	Madras 24 Feb.	10d.

Figure 10

Having written earlier that it appears that mail from South and South-West Africa was flown from Cairo by K.L.M. and that from the Rhodesias by Imperial Airways, the table includes one exception: the cover from Pietersburg to Calcutta, which arrived at Karachi on 20 February. The reason for this could be that the Johannesburg post office sorted and re-bagged mail arriving there from Cape Town, etc. because a number of the covers have a Johannesburg backstamp of 27 Jan. However, as Pietersburg was the call after Jo'burg., mail from there was bagged differently, resulting in the mail being carried by Imperial Airways from Cairo.

Commercial mail carried by K.L.M. from Cairo to Karachi:

Example 1:

Mail flown from Africa to destinations on the eastern route is not particularly common in the period under consideration. I have two examples of covers which I believe were flown by K.L.M. from Cairo to Karachi. The first, shown in Fig. 11, requires a rather complicated explanation of the rate and routing. The Sudan introduced combined rates of postage on 5 March 1932 and I am assuming that these were the same as those given in the Air Mail Leaflet in Fig. 5. The cover is franked 90 mil. of which 20 mil. paid for registration, leaving a 70 mil. air fee. According to the leaflet, this was the rate for the first 20 grm. by air via K.L.M. from Khartoum to Karachi and in India. However, the cover was posted in August 1932 and the only air service in India at this time was from Karachi to Delhi, which would offer no advantage for mail to Ceylon.

The cover was flown by I.A. African service AN77, which departed Khartoum 1 Sept. and arrived Cairo the next day: two days late due to the forced landing of the *City of Stonehaven* at Malakal. The following is the pattern of I.A. and K.L.M. services from Cairo at this time:

I.A. service IE179 dep. Tiberius 31 Aug. (link service dep. Cairo 30 Aug.)

K.L.M. service 93 dep. Cairo 4 Sept.; arr. Karachi 6 Sept.

I.A. service IE180 dep. Tiberius 7 Sept.; arr. Karachi 9 Sept. (link service dep. Cairo 6 Sept.)

The train journey from Karachi to Colombo took a minimum of six days and thus the Colombo arrival datestamp of 13 Sept. proves the cover could not have been carried by IE180 because arrival at Karachi on the 9th would have given only four days for the train journey. K.L.M. service 93 was operated by the Fokker FXVIII *Pelikaan* (PH-AIP).



Figure 11.

Example 2:

The cover shown in Fig. 12 was posted at Johannesburg on 5 July 1933 and is franked 7/-, comprising 7 x 1/- per ½ oz. air mail rate from South Africa to Karachi only and must have weighed between 3 and 3½ oz. It was flown by I.A. service AN122, which departed Jo'burg. at 07.30 on 6 July and arrived Cairo in the afternoon of the 12th. The following is the pattern of I.A. and K.L.M. services from Cairo at this time:

I.A. service IE224 dep. Cairo 11 July.

K.L.M. service 138 dep. Cairo 15 July; arr. Karachi 17 July.

I.A. service IE235 dep. Cairo 18 July; arr. Karachi 22 July.

The Indo-Ceylon T.P.O. operated between Talaimannar Pier and Colombo. The T.P.O. backstamp on the cover of 23 July configures well with the arrival at Karachi on the 17th to give the usual six days transit time for the rail journey. K.L.M. service 138 was operated by the Fokker FXVIII *Kwartel* (PH-AIQ). Had the cover been flown by the Tata Karachi – Madras service (for which the postage would have been 8/9d.) the cover would have arrived two days earlier.

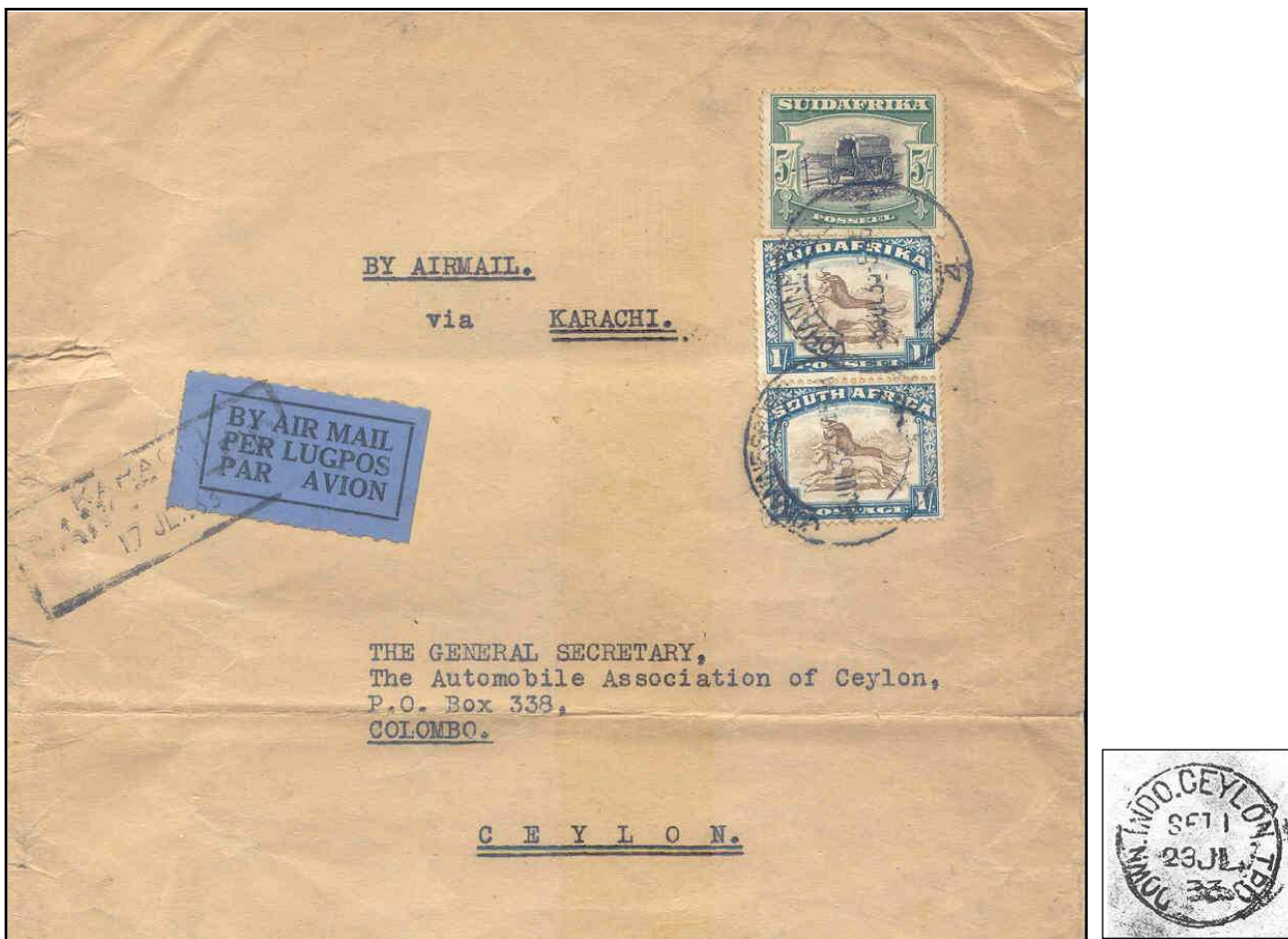


Figure 12.

Commercial mail carried by Imperial Airways from Cairo to Karachi:

Example 1 (delayed 5 days at Cairo):

The cover shown in Fig. 13 has no backstamps but the 'Karachi Cancelled' handstamp on the front is dated 26 Feb. 1932, proving arrival by an I.A. service. The cover departed Nairobi on 15 Feb. via service AN49 which arrived Cairo at 16.25 on the 19th. (The link service to Tiberius to connect with Eastern service IE151 departed Cairo 12.00 on the 19th). The cover was flown from Cairo to Tiberius by the link service on 23 Feb. to connect with I.A. Eastern service IE152, which departed 24 Feb. and arrived Karachi 26th.



Figure 13.

Example 2 (delayed 5 days at Cairo):

The cover shown in Fig. 14 was posted in Cape Town on 4 October 1932 and was flown by I.A. service AN83 to Cairo, where it arrived at 14.35 on the 12th. (The link service to Tiberius to connect with Eastern service IE185 departed Cairo 12.00 on the 11th). The cover was flown from Cairo to Tiberius by the link service on 18 Oct. to connect with I.A. Eastern service IE186, which departed 19 Oct. and arrived Karachi 21st, as confirmed by the Karachi arrival backstamp of that date. Cover is franked at the 1/- per ½ oz. rate.



Figure 14.

A final irony:

As stated earlier, the Imperial Airways African service was accelerated in October 1933 in order to facilitate an immediate connection at Cairo with the Eastern services. This commenced with service AN135, which departed Cape Town 4 Oct. 1933 and arrived Cairo at 11.55 on the 10th. The cover shown in Fig. 15 was sent by this service and should have been carried by Eastern service IE237 which departed Cairo on 11 Oct. and arrived Karachi on the 12th. However, the 'Karachi Cancelled' handstamp on the front is dated 16 Oct., the day that K.L.M. service 151 arrived, having departed Cairo on the 14th, operated by the Fokker FXVIII *Snip* (PH-AIS). Why was the cover not flown to Calcutta by I.A. service IE237??? It is yet another example of a cover which was paid at the higher 1/3d. rate for carriage by air in India but was flown only to Karachi by K.L.M., apparently at the whim of the Cairo Post Office.



Figure 15 (Courtesy of Terry Hare-Walker)

The cover shown in Fig. 16 was flown from Nairobi by African service AN135 and forwarded from Cairo by Imperial Airways service IE237, as evidenced by the Calcutta arrival datestamp of 14 October: two days before the cover from Cape Town, shown in Fig. 15, even arrived at Karachi. It seems that the Cairo Post Office continued to forward mail in a random fashion by both K.L.M. and Imperial Airways.

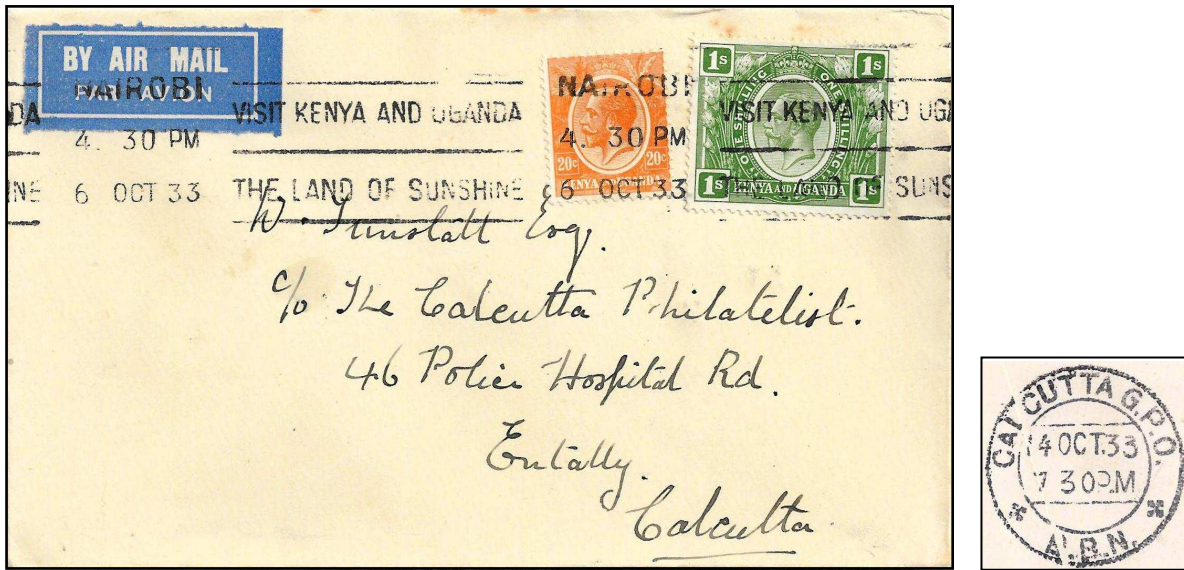


Figure 16.

Conclusions:

It is difficult to draw any firm conclusions from such a small sample of covers and without documentary evidence to explain why some mail was forwarded via K.L.M. from Cairo and some via Imperial Airways. I have been surprised to find examples of commercial mail apparently randomly sent via the K.L.M. service given that the norm in the 1930s was for countries to go to great lengths to ensure that air mail from the mother country and its colonies was carried by their own airlines.

In addition, whilst Egypt and The Sudan advertised carriage by the K.L.M. service, albeit at higher rates than via I.A., I have never seen a mention in any form of official document or correspondence of carriage by K.L.M. from any other British African colony.

I would welcome any comments, corrections, further information and examples of interesting covers relating to this subject.

Acknowledgements:

My thanks are due to Terry Hare-Walker, Duncan Crewe, John Berridge, Stan Wheatcroft and Bryan Stokoe for supplying illustrations and details of covers in their collections. Of the covers listed in the table in Fig. 10, only one is mine and thus it is obvious that without their help I could not have written this article. (Covers shown in Figs. 7 (top), 11 to 14 and 16 are from the author's collection).

References:

- 1) British Postal Museum and Archive, Post 33/5367, African route, mail service arrangements.
- 2) Ibid.
- 3) Copy from F.J. Field files, obtained by Norman Clowes.
- 4) Thomas Cook Archive, *Cook's Continental Timetable, March 1932*, copy provided by archivist.

Postscript

Since writing the above, which relates only to air mail from Africa to India in the period 1932 to 1933, more information has come to light regarding the restrictions placed on K.L.M. (and indeed on Air France) on the carriage of mail to and from India over a broader period. It seems a pity not to share this information and so my additional findings are given below. Thanks are due to John Berridge, Jeffrey Brown and Max Smith for guiding me to reference sources.

First acceptance of mail carried from and to Calcutta by K.L.M.

As described previously, Treaty No. 42 of 3 June 1930 required K.L.M. to hand over westbound mails for India in Burma (Rangoon). TSchroots [5] states that in October 1932 there was an important change in attitude by the British India government regarding mail carried by K.L.M. which came about due to the endless work of Consul-General Visser in Calcutta and the Java – Bangalau Line. An agreement was reached allowing K.L.M. to carry mail eastward from Calcutta and also to land westbound mail from Rangoon and Akyab at Calcutta.

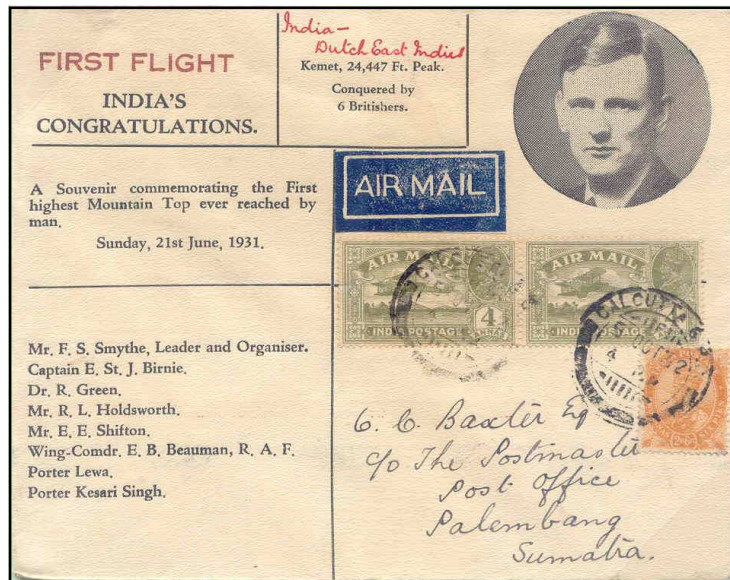


Figure 17

Cover courtesy of
John Berridge.

Souvenir covers were carried by K.L.M. on the first acceptance from Calcutta. An example is shown in Fig. 17 which was flown by K.L.M. service no. 97 which departed Calcutta 6 October 1932 and arrived at Palembang on the 8th. It is franked 7as. per ½ oz. air fee to D.E.I. + 3½as. first oz. ordinary postage.

In the westbound direction, K.L.M. were limited to carrying air mail from Karachi only to Persia (Jask and Bushire). This applied from 1 March 1933 [6].

Indian Post Office regulations

The Indian Post Office Guides set out the rules governing carriage of mails by both K.L.M. and Air Orient/Air France very clearly and those from a 1933 edition are quoted below:

- “1. Correspondence, both registered and unregistered, for Siam, the Malay States, the Straits Settlements and the Dutch East Indies, are accepted for transmission by air by the Dutch (K.L.M.) air service.
2. Correspondence for Siam and French Colonies in Indo-China are also accepted for transmission by air by the French (Air Orient) air service.
3. In the above-mentioned cases, articles originating in India are carried by air from Calcutta. Articles originating in Burma are loaded at Akyab and Rangoon, whichever is found to be the nearest airport. In the event of there being an Indian internal air service which will expedite carriage to Calcutta, the articles will also be carried by air by that internal service.
4. Internal air mail within India and Burma is not carried by the K.L.M. or Air Orient services. As an exception to this, only correspondence posted in Burma for transmission by air to countries west of India will be accepted for transmission by air from Rangoon or Akyab to Calcutta by the Dutch or French air services. Such correspondence will be carried also by air in India from Delhi to Karachi by the Indian internal air service, if and when that service offers any advantage, and from Karachi by Imperial Airways. The Dutch or the French service is not used for the despatch of air mails from India to countries west of Karachi except Persia. In the opposite direction, the mails from countries in the West for India and Burma are dropped at Karachi. Mails from the East for Burma are unloaded at Rangoon or Akyab and for India at Calcutta.”

The copy of the 1933 Guide which I hold, quoted above, gives no indication of the month in which it was written. However, from the text it is possible to conclude that it was before August 1933 since the French

service is stated to be operated by Air Orient, which was one of the airlines absorbed into Air France when it was created in August 1933.

The regulations given above were also published in the 1934 and September 1937 Indian P.O. Guides. However, the April 1935 Guide differs in that paragraph 1 is omitted, i.e. the K.L.M. service was no longer permitted to carry air mail eastward from Calcutta. In this Guide paragraph 4 above became paragraph 3 and all the other regulations still applied. Rogers [7] sheds some light on this, stating that,

“Coincident with the duplication of the K.L.M. service to Europe, the British postal authorities forbade the conveyance of mail by this service from London to India and Malaya as from October 2nd 1935. The reason given was that there was insufficient air mail traffic on this route to justify the use of two airlines. Fears were expressed in Singapore that the prohibition would also be applied in the homeward direction but apparently this did not occur. The prohibition was lifted in early 1936.”

Clearly there is a disparity between the dates given by Rogers (October 1935 – early 1936) and the date of the Indian P.O. Guide (April 1935). However, The P.O. Guide is referring to mail from India sent eastwards and Rogers is referring to mail from the U.K. I cannot provide a definitive answer but can only conjecture that perhaps it was circa April 1935 that mail from India ceased to be sent from Calcutta eastwards and that it was October 1935 that mail from the U.K. ceased to be accepted. Probably both were accepted again early in 1936. Can any reader provide a more precise explanation of these events?

The Sept. 1937 India P.O. Guide confirms that the restrictions upon K.L.M. had returned to those which applied prior to April 1935. I surmise that they then applied until they were lifted in September 1939 but I have no documentary evidence to support this. Again, any further information would be appreciated.

Further references:

- 5) TSchroots, *Luchvaart en Luchpost Encyclopedie, Deel 1*, Netherlands, 1990.
- 6) Indian P.O., Director-General's Circular No. 55, 23 February 1933.
- 7) Rogers, J.M.F., *The Air Mails of Sarawak, 1926 – 1941*, Sarawak Specialist's Society, 1996.

Cabot photograph question.

By Duncan Crewe

Editor: I received the following email from Duncan:

“Attached is a scan of a photo I have just got from eBay. It is a quite large 18 x 8 by Charles Brown. I do not know what the aircraft is venting - it seems odd to be venting fuel over the countryside. Did they discharge water from the bilges?”

Can any reader provide an answer please?



Check list of Numbered Tuck Postcards of Imperial Airways

By Duncan Crewe

For some time I have been collecting the numbered cards produced by Tucks for Imperial Airways. I started with trying to acquire the cards of the C Class flying boats and the lowest number I have come across is No 38, *Canopus*. It got me wondering what the earlier numbered cards were and a trawl through my collection managed to fill some of the gaps. Perhaps the most intriguing discovery was that No 14 exists in two different versions, one showing *Dryad* and the other *Draco*. Apart from the registration and name the photo images are the same. If you can fill any of the gaps I would be pleased to hear from you.

Aircraft	Registration	Card details	No.
			1
Scipio	G-ABFA	From astern silhouetted sunset	2
Hannibal	G-AAGX	In air ahead below	3
City of Stonehaven (Alexandria)	G-EBVH	Taxiing portside ahead	4
City of Glasgow	G-EBLF	In air from portside over a town	5
City of Karachi	G-AARY	On ground portside nose	6
			7
			8
			9
			10
			11
			12
			13
Dryad	G-ADUH	Same image as Draco	14
Draco	G-ADCM	On ground portside nose	14
Atalanta	G-ABTI	In air from above portside	15
Helena	G-AAXF	In air starboard slightly above	16
Satyros	G-ABFC	In airport above	17
AVRO Type 652		On ground head on	18
Britomart	G-ACQY	Ground portside nose	19
Short L 17		Boarding passengers at Croydon	20
Heracles	G-AAXC	Boarding passengers at Croydon	21
Short L17		Steward serving lunch to passengers	22
Through Africa series		Sudd Southern Sudan	23
Through Africa series		Mount Kilimanjaro Tanganyika	24
			25
Through Africa series		Victoria Falls	26
Through Africa series		Queen Hatshepsut's Temple	27
Through Africa series		Mount Kenya	28
Through Africa series		Rand Airport Johannesburg	29
Through Africa series		Elephants in the Sudan	30
Through Africa series Scylla	G-ACJJ	The start Leaving London in Scylla	31
			32
			33
			34
			35
			36
Through Africa series Hannibal	G-AAXC	With Shiluk natives port side	37
Canopus	G-ADHL	Taking off port ahead	38
Centaurus	G-ADUT	Taking off starboard rear	39
Canopus	G-ADHL	Flying from below port side	40
Cassiopeia	G-ADUX	In flight viewed from below	41
Castor	G-ADUW	Aerial view above port side taxiing	42

Aircraft	Registration	Card details	No.
Capella	G-ADUY	Moored portside with launch	43
Caledonia	G-ADHM	In flight starboard below	44
Cambria	G-ADUV	Moored from starboard	45
Cavalier	G-ADUU	Below port in air	46
Cygnus	G-ADUZ	Take off left	47
Capricornus	G-ADVA	<i>Bastin list</i>	48
Corsair	G-ADVB	Take off left	49
Courtier	G-ADVC	Moored from ahead port side	50
Challenger	G-ADVD	In flight viewed from below	51
Centurion	G-ADVE	In flight port side	52
Calpurnia	G-AETW	Taking off starboard view	53
Ceres	G-AETX	Aerial view above coastline	54
Coriolanus*	G-AETV (VH-ABG)	In flight port above	55
Cassiopeia	G-ADUX	Moored on water viewed from port side	56
Castor	G-ADUW	Water left unnumbered	57
			58
Cambria	G-ADUV	<i>Bastin list</i>	59
Cavalier	G-ADUU	Moored on water portside view	60
Challenger	G-ADVD	Portside moored	61
Centurion	G-ADVE	Water left <i>Bastin list</i>	62
Calpurnia	G-AETW	Air left front <i>Bastin list</i>	63
Ceres	G-AETX	Take off right ahead	64
Coriolanus	G-AETV	<i>Bastin list</i>	65
Corinthian (Cotswold)	G-AEUF	Water right <i>Bastin list</i>	66
Corinna	G-AEUC	Water left	67
Cordelia	G-AEUD	Starboard side moored	68
Cameronian (Cairngorm)	G-AEUE	Moored viewed from starboard side	69
Circe	G-AETZ	Taking off port side view	70
Calypso	G-AEUA	Moored viewed from ort side	71
Clio	G-AETY	Ground right Galilee <i>Bastin list</i>	72
Camilla	G-AEUB	Moored viewed from portside	73
Coriolanus	G-AETV	Moored starboard side	NN
Cordelia	G-AEUD	Moored port side	NN
Calypso	G-AEUA	Cutaway from port side	NN
Cavalier	G-ADUU	Central vignette in 5 shots	NN

Entries in **Red** in column 4 indicate that the card exists both with and without a number.

NN in column 4 indicates that the card is so far only reported without a number.

Green indicates I have the card.

There are two number 14s in the table because there are two cards showing exactly the same photograph, both numbered 14, but on one the name and registration of Draco is featured and on the other the name and registration of Dryad is featured.

For the record ~ our Zoom meetings, January to May 2024

January 2024:

- Duncan Crewe - Mail from the USA by IA to destination.
- Christopher Cooksey - RANA Salisbury – Umtali - Beira service.
- Laurence Kimpton - Capella at Luxor, 1938.
- Robert Duns - Airmail to New Zealand from the UK via the USA, 1939-1944.
- Peter Wingent - Airmail from Africa to Australia & New Zealand, pre-December 1934.

February 2024:

- Peter Richards - Gold Coast air mail via Imperial Airways.
- Duncan Crewe - Flying boat photographs from glass plate originals.
- Rick Green - The City of Birmingham crash at Aswan, 1931.
- Peter Wingent - Mail to H.M. ships, plus two recent finds.

March 2024:

- Christopher Cooksey - 1934 feeder service from Broken Hill to Madagascar.
- David Bradley - Redirected via Imperial Airways seaplane at Moçambique.
- Chris Hawley - Athena fire cover.
- Sue Burn - Recent acquisitions.
- Robert Duns - Empire air services, Sept. 1939 to May 1940.
- Tony Plumbe - Runner services in Nyasaland.

April 2024:

- Duncan Crewe - An Imperial Airways miscellany recent acquisitions.
- Laurence Kimpton - P.G. Taylor's Indian Ocean survey flight, 1939.
- Nick Arrow - The night we went to Birmingham by way of Beachy Head.
- Victor Millard - An update of my philatelic literature recording project.
- Peter Wingent - Redirected air mail.

May 2024:

- Duncan Crewe - An incident at Hua Hin.
- Sue Burn - After the War.
- Peter Wingent - Air mail to unadvertised destinations.