

HINDENBURG 1936

Written on board the first return flight by the Zeppelin *Hindenburg* from South America. *Hindenburg* had an engine fail over the Atlantic on the outwards voyage and another failed on the return voyage while over the Sahara. It limped back to Germany on two engines. No transit markings so it may be this card was forwarded to Paris to connect to Imperial Airways to Singapore, QANTAS to Darwin, MMA to Perth.



Picture postcard of starboard promenade deck of LZ 129 *Hindenburg*
Deutsche Luftpost Europa-Sudamerika Hindenburg 10 April 1936, airship cachet

Britain developed flying boats after an initial disaster with an airship and because America (the only producer of commercial quantities of helium) would not sell helium to foreign countries.

IMPERIAL AIRWAYS

This service from Penang to Hong Kong via Saigon, Tourane commenced on 14 March 1936 with connection to Shanghai by CNAC (owned by Pan American Airlines) between November 1936 and 25 September 1937 when Shanghai was invaded by the Japanese.

Hong Kong
15 July 1937
Perth
?1 July



Kobe
9 August 1937
Hong Kong
20 August
Perth
1 September

International Postal Rates

LONDON – KARACHI 6d

1½d postage, 3d registration, 6d Karachi airmail = 10½d

Perth 16 December 1929, London 9 January 1930



LONDON – BRISBANE 1/6d

1/3d postage, 3d airmail = 1/6d

Perth 11 April 1936



EMPIRE AIR MAIL SCHEME 5d

EAMS was intended to increase and expedite airmail by flying boats between Britain and the Empire. In cases of an unusually heavy airmail load, passengers were offloaded. 5d Ram stamp issued for airmail within Australia and to Britain. Australia insisted on retaining the 3d airmail charge to support RAAF expenditure.

Perth 8 June 1939, Damaged Mail ex Centurion



Menzies 18 June 1939, redirected to Lundy

Wartime Postal Rate

The Empire Air Mail Scheme was abandoned on the outbreak of war on 3 September 1939.

This flight (201) was the last to terminate at Southampton on 7 January 1940 after which the flying boat base was moved to Poole.

The censor mark has not been seen used at Fremantle but is seen on later naval mail used at Colombo. HMAS Sydney was in Fremantle from 26 November to 13 December 1939.

THE "TIMES"
4th Sept. 1939

EMPIRE AIR MAILS

SERVICES CURTAILED AND SURCHARGE IMPOSED

The Air Ministry announces that beginning this week the Empire air mail services will be restricted to two services weekly in each direction between the United Kingdom and Sydney and one weekly in each direction between the United Kingdom and Durban and between the United Kingdom and Kisumu. Corresponding modifications will be made in the overseas connecting services operated by Imperial Airways. Present arrangements under which first-class mail to certain countries is forwarded by the Empire air mail service without surcharge will be suspended, and beginning this week a surcharge will be imposed on all mail from the United Kingdom carried by air on the Empire routes.

The Postmaster-General announces that the arrangements whereby air first class mail has been forwarded by air for Empire destinations served by the England-India-Malaya-Australia and England-South Africa air mail services, and for Egypt and Iraq, have been suspended. Subject to what is stated below, all first class mail for the countries in question will be forwarded by surface route, the rates of postage being—

For all the Empire destinations in question and Egypt—	
Letters—per ounce	1s. 3d.
For each subsequent ounce	1s.
For Iraq and Kuwait—	
Letters—per ounce	1s. 6d.
For each subsequent ounce	1s. 3d.
Postcards	1s. 6d.

TIMES OF POSTING

Correspondence for any of the countries hitherto served under the Empire air mail scheme can still be forwarded by air mail, if the sender so desires, in which case it must be fully prepaid at the rate of 1s. 3d. per half ounce (postcards 7d.) and a blue air mail label must be affixed at the top left hand corner of the address side of the envelope.

The latest times of posting air mail correspondence at the Head Post Office, London, E.C.1, will be as follows with corresponding earlier times elsewhere—

London-East Africa—12 noon Tuesday.
London-East Africa-South Africa—12 noon Friday.
London-India-Malaya-Australia—12 noon Wednesday and Saturday.

Approximate times of transmission cannot be stated.

The air postage rate to the West African colonies and to certain foreign countries served by the Empire air services for which the rate has hitherto been less than 1s. 3d. per half ounce is increased to 1s. 3d.

Imperial Airways announce that civilians may continue to book seats on the company's Empire air routes, but that such bookings will be subject to cancellation in the event of the accommodation being needed for National Service.

The Empire Services embrace India, Malaya, Australia, Hong-kong, Egypt, Iraq, and West, East, and South Africa.

Intending passengers, as a temporary measure, should address written communications to the company's head office, Airways House, S.W.



Fremantle 10 December 1939, naval censor cachet

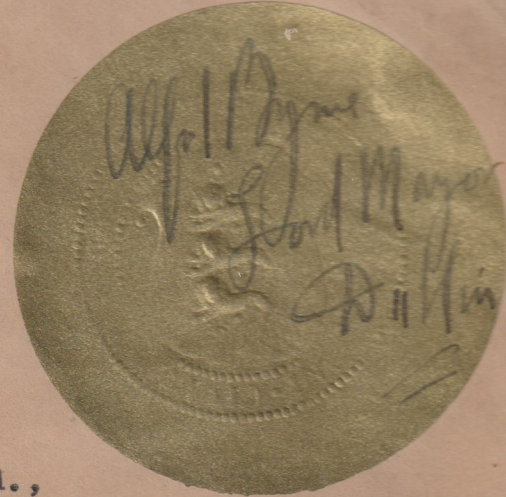
C.T.P. ULM 1898 – 1934

Cover to be carried by Ulm from Dublin to New York but flight abandoned. Signed by Lord Mayor Dublin, A. Bryne and inscribed 'Per "Faith in Australia" Australia – England 6 days 17 hrs 56 min. Oct 1933 CTP Ulm'. Ulm, G.U. Allen and P.G. Taylor carried ten such covers from England and landed at Derby, WA on 19 October 1933 breaking Kingsford Smith's record.

*Faith in Australia
Australia-England
6 days 17 hrs 56 min.
Oct 1933*

Per Capt. C.T.P. Ulm.

Ulm



W. R. Graham, Esq.,

Messrs. C.C. Wakefield & Co. Ltd.,

Wakefield House,

30-32 Cheapside,

LONDON, E.C.2.

Ulm formed Great Pacific Airways but died in 1934 when flying between San Francisco and Hawaii attempting to establish a Sydney to San Francisco airmail service. Australian National Airways was founded in 1929 by Kingsford Smith and Ulm but closed in 1931 after the crash of *Southern Cloud*. They were unable to submit a tender for the extension of the England – Australia route due to government tender conditions.

The following are quotes from Commonwealth Hansard 25 October 1933:

'The recent [1931] air mail test to England... unfortunately demonstrated how uncertain aviation still is in every way and indicate that, taken in conjunction with the impossibility of providing the necessary subsidy, an air mail service between England and Australia is not likely to be established for many years - if at all.'
Auditor General

'I say without any hesitation that... it is desirable that any overseas air service operating to Australia should be all-British. The Government was unable to accept the offer made by the Dutch authorities' [to fly to Darwin and connect with West Australian Airways and QANTAS]. Archdale Parkhill (Post Master General)

'Flight Lieutenant Ulm was able to break the record of Air-Commodore Sir Charles Kingsford Smith between England and Australia with a plane built in Australia. Surely this justifies the Government in giving first consideration to the claims of Australian organizations.' Riley (Member for Cook)

'*The Aeroplane*, a leading British trade journal, complimented Westralian Airways... upon its speed and regularity, and added that its service was the fastest in the Empire.... [In February 1933 Australian Empire Airways was formed as an 'agent' of Imperial Airways and within a fortnight merged with QANTAS] "Imperial Airways Limited has been anxious to ally itself with the established and responsible interests in Australia."
Beasley (Member for West Sydney)

Adventurers and Crashes

The Australian, Sir George Hubert Wilkins expedition was funded by American financier Lincoln Ellsworth and set out in the US submarine *Nautilus* on 4 June 1931 to reach the North Pole underwater. Mechanical problems prevented them reaching the North pole and the *Nautilus* was scuttled off Bergen on 30 November 1931. Cover paid for airmail London-Karachi.



Bergen 3 August 1931, Ludgate Circus B.O. 19 October, Perth 17 November, stamp with Perth cancel removed to reveal Wilkins signature

James Dickson in a Lockheed Orion *The Spirit of Fun* (the first US civil aircraft to fly in Australia) departed Mascot on 15 October 1932 with MGM Vice-President Loew and attorney Rostal for a Round the World Tour. Departed Wyndham for Bali on 17 October and arrived Johannesburg 11 November via Hong Kong, Shanghai, Hanoi, Calcutta, Bombay, Karachi, Baghdad and Khartoum. Crashed at Victoria Falls killing the pilot. 5 Sydney-Johannesburg covers recorded.



Johannesburg
13 November 1932

BERTRAM 'ATLANTIS' 1932

On 15 May 1932
 Bertram and
 Klausmann left
 Koepang for
 Darwin on a
 demonstration
 flight but spent
 53 days stranded
 on the Kimberley
 coast.

Batavia 6 May 1932
 Wyndham 6 July



BERTRAM ATLANTIS

EXPEDITION

**Deutsch-Amerikanische
 Petroleum-Gesellschaft**
 BERLIN NW 6
 Schiffbauerdamm 15

Eustis lists (# 233)
 Wyndham - Perth
 but the plane was
 disassembled for
 transport by sea to
 Perth for repairs so
 there could be no
 such flight covers.

Adventurers and Crashes

LONDON TO MELBOURNE AIR RACE 1934

21 aircraft left England on 20 October 1934 competing for the MacRobertson Trophy as part of the Melbourne Centenary Celebrations. 13 aircraft reached Australia and KLM DC3 Uiver the only one carrying official mail. It made a forced landing on Albury racecourse.

Batavia
22 October 1934
Batavia
Race cachet



SCIPIO 1936

Flying boat *Scipio* crashed on landing at Crete on 22 August 1936, killing two passengers. About a dozen cachets were used at London on recovered mail.



Perth
8 August 1936

CITY OF STONEHAVEN 1936

Imperial Airways West 482 departed Brisbane 23 September 1936 but en route from Alexandria to Athens the City of Stonehaven made a forced landing near Rhodes.
Perth 18 September 1936, Athens 4 October



RAF WELLESLEY L 2639 1938

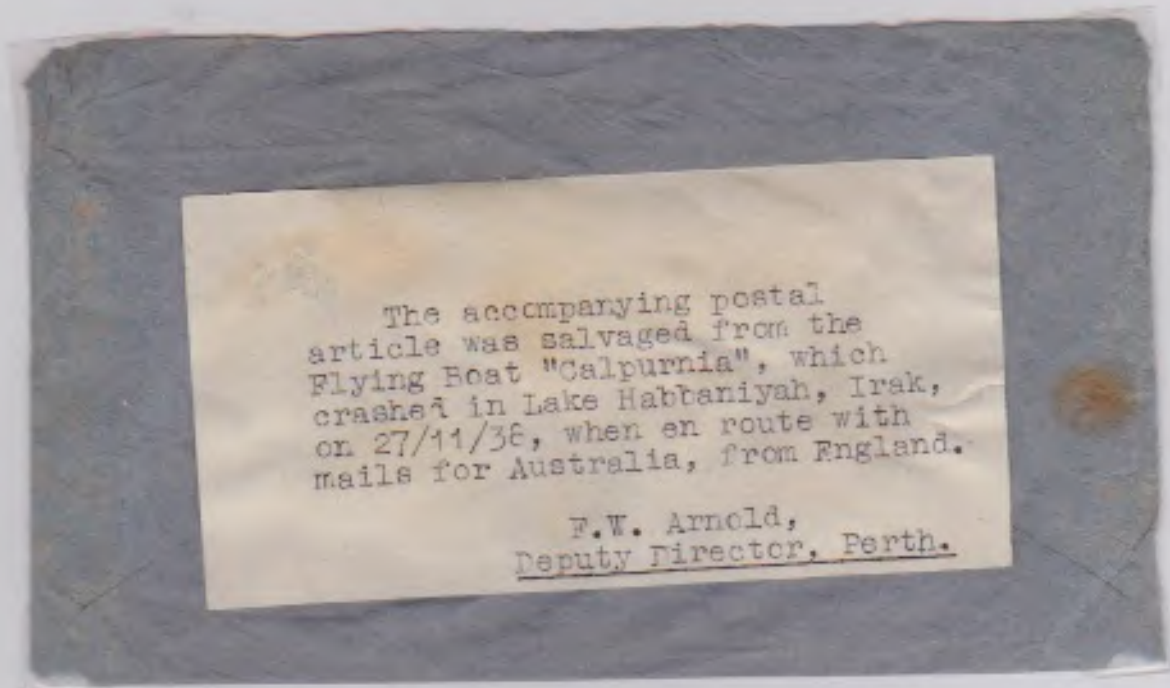
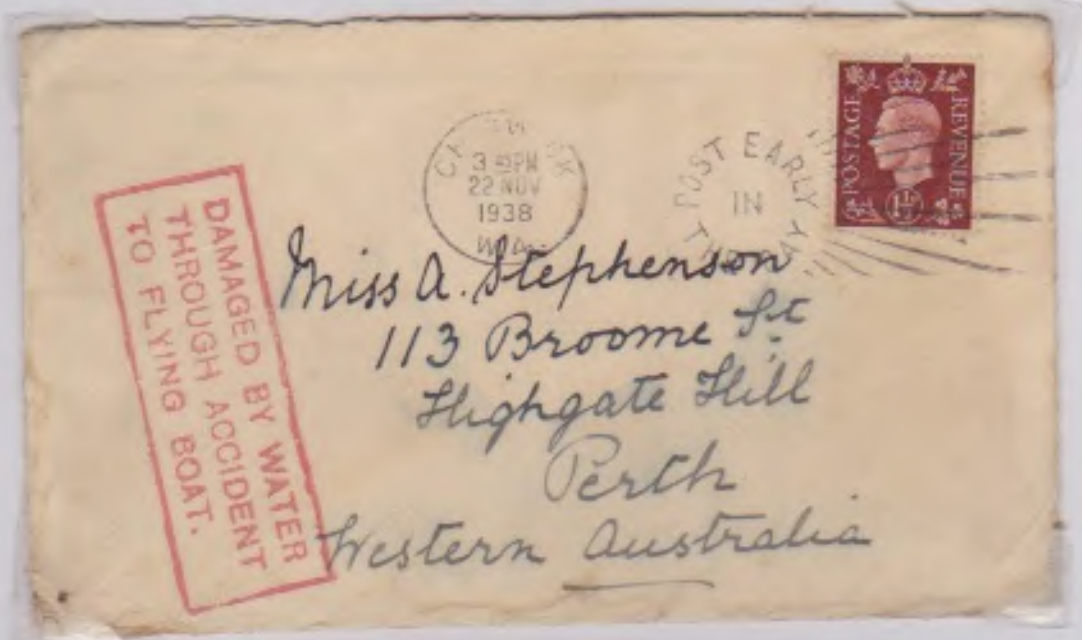
Three Vickers Wellesley bombers broke the world distance record flying from Egypt to Darwin. They began a round Australia flight commencing in Darwin before they were due to return to Egypt. Wing Commander Gayford in command in L2639 made a forced landing 130 miles north east of Derby and the aircraft was abandoned there. One aircraft was already withdrawn and the other was dismantled and shipped out. The cover was one of six flown from Sydney and posted on return in London to Miss Coffill (became Mrs Crome a week later).

London 17 February 1939



CALPURNIA 1938

Imperial Airways flying boat Calpurnia crashed on 27 November 1938 while attempting to land at Lake Ramadi, 20km from Lake Habbaniyah. The informational sealing label was produced in various settings, both covers on this page have the same setting that differs from those on the next page. It is not obvious why the top cover required a cachet as well. London 22 November 1938



London 22 November 1938

Adventurers and Crashes

CAPRICORNIUS 1937

Imperial Airways *Capricornius* en route from London to Egypt on 24 March 1937 was caught in a snowstorm in the Rhone Valley and killing 5 persons. Recovered mail was forwarded by *Cygnus*. Few covers recorded as no cachet applied.

London
23 March 1937
Perth
7 April



KORANGA 1939

Perth explanatory label (reverse) with F over y indicates article recovered from Mail Plane which crashed in Katherine River on 18/1/39. This cover would have been flown from Colombo to Madras, Calcutta and Darwin before the Lockheed of Guinea Airways *Koranga* en route to Adelaide crashed killing 4 persons.

Colombo
Paquebot
10 January
1939



CENTURION 1939

This flying boat left Sydney for London but crashed in the Hoogly River, Calcutta on 12 June. Eustis records a cachet in red 'Salvaged mail ex Centurio' Centurio Perth 2 June 1939



Centuria
Perth 5 June 1939

MACKAY AERIAL SURVEY 1935

Donald Mackay led several aerial cartographic surveys, some of which included the interior of Western Australia. Some souvenir covers were posted along the route.



Rawlinna 10 July 1935, Laverton 12 July, Forrest 13 July, Oodnadatta 15 July, Oodnadatta 18 July, Sydney 22 July, Petersham 23 July



GUBA II SURVEY FLIGHT

The Australian Government chartered the PBY-2 Catalina from the American Museum of Natural History for its return flight from the third Archbold Expedition from Hollandia to Rose Bay, Sydney and on to New York. Captain Taylor was in charge of the survey and P.G. Percival was the official Government Correspondent.

Unofficial mail is recorded from Rose Bay, Port Hedland, Batavia, Cocos Islands and Seychelles. The Kenya Post Office at Mombasa refused to handle mail which was carried on privately from there but mail was handled at Kisumu (see previous page).

Port Hedland 4 June 1939
C & W Cocos 8 June
Unofficial mail so
rates were fanciful

First flight across the Indian Ocean



6 covers recorded posted at Port Hedland

The route was subject to last minute change. Onslow was originally planned as the first stop but then changed to Port Hedland. GUBA failed to find the Cocos Islands as they were covered in cloud and diverted to Batavia. En route from Batavia to Cocos GUBA surveyed Christmas Island for a suitable landing place. From Cocos GUBA anchored alongside HMS Manchester at Diego Garcia before proceeding to Seychelles, Mombasa, Kisumu, Coquilhatville, Lagos, Dakar, diverted due to bad weather to St. Thomas, West Indies, New York, San Diego.