

SOUTH AFRICAN AIRMAILS

A Chronological Listing

Indicating the History and the Development

of

South Africa and South West Africa

by

CAPT. M.F. STERN.,

B.A. (ARCH), Dip. Agric., A.R.L.B.A.,

F.R.G.S., F.R.P.S.L.

THE AEROPHILATELIC SOCIETY OF
SOUTHERN AFRICA



SOUTH AFRICAN AIRMAILS

A Chronological Listing

Indicating the History and the Development

of

South Africa and South West Africa

by

CAPT. M.F. STERN.,

B.A.(ARCH), Dip. Agric., A.R.I.B.A.,

F.R.G.S., F.R.P.S.L.

President of the Aerophilatelic Society of Southern Africa

(1966-68), Member of the I.A.P.C. (Germany), New Zealand

Aerophilatic Society, American Airmail Society, La Societe

Aerophilatelique Belge, De Nederlandsche Vereeniging van

Aerophilatelisten, Cercle Aerophilatelique Francais, and

A.I.J.P.

Edited by

I.H.C. GODFREY and J.T. BURRELL

THE AEROPHILATELIC SOCIETY OF
SOUTHERN AFRICA



Printed by
Framic (Pty) Ltd
P.O. Box 11443
Johannesburg

Published by
The Philatelic Federation of
Southern Africa
P.O. Box: 375
Johannesburg



INTRODUCTION

The first aerial message dates back to Biblical times when the dove returned with a green leaf to the Ark. Since then birds have been used in many places and under various circumstances as mail carriers.

As early as 1250 and until 1517 the first recorded messages by pigeons were flown in the days of the Mamelukes in Egypt from Cairo to Damascus and in other directions in Arabia. It is doubtful if any of these messages have survived. The first known message to have been flown from Europe to Africa was in December, 1892, when Slatin Pasha, an Austrian in the service of the British in Sudan, was called before the Mahdi to open and read a message which had been recovered from a crane (recorded by N. C. Baldwin in "The Air Mails of British Africa"). South African history records the use of pigeons as from November 7, 1899 in connection with certain National events, and rare souvenirs of these historic flights do exist. From February 6 to 13, 1910 the first Air Meeting in Africa was held at Heliopolis Aerodrome, Cairo, and special pictorial postcards were issued. The first demonstration flight by plane, carrying souvenir letters, was on September 13, 1911 between Casablanca and Fez with Henri Bregi as pilot.

EARLY 1870s : WORLD'S FIRST GLIDER FLIGHT

Twenty years before Otto Lillienthal in Germany and some thirty years earlier than the Wright brothers in the United States started experiments with man-controlled glider flights, two brothers in South Africa, Archer and Goodman Household, carried a primitive glider to the Karkloof krantzies in Natal, from where Goodman Household made what is probably the first controlled, heavier-than-air flight in the history of aviation. He was airborne for almost three quarters of a mile before ending up in a tree ("Winged Courier" by Harry Klien). Unfortunately no souvenirs exist of this outstanding event in the history of aviation.

ROMAN type paragraphs relate to flights and events in connection with which cards, covers or related momentoes exist, although in a few instances only solitary examples have come to light.

ITALIC paragraphs relate to events in aviation history and to flights on which no mail was carried; consequently no collectable items are available. The paragraphs have been given serial numbers merely for the sake of reference.

Capt. M. F. Stern
Author.

FOREWORD

The current literature which a collector of South African airmails has at his disposal at present comprises "The Airposts of South Africa" 1936, by L. A. Wyndham, "The Airposts of South Africa", 1956, compiled by N. C. Baldwin and M. F. Stern, a series of articles "South African and South West African Airmail History and Development", which appeared in the "Airpost Journal", published by the American Airmail Society, from June, 1962 to March, 1967, and various "Air Mail Notes" by I. H. C. Godfrey and M. F. Stern, appearing from time to time over several years in the "South African Philatelist", journal of the Philatelic Federation of Southern Africa. Early important publications, now out of print, are the "Aero Field Handbooks": "The Airmails of British Africa - 1925/1932" and "Airmails of South Africa 1939", both edited by N. C. Baldwin of Messrs Francis Field Ltd., Sutton Coldfield, England. The above contain a wealth of detail as to quantities of mail carried on pioneer flights and other relevant matters.

For those interested in aerogrammes, there is an excellent section on South Africa, South West Africa and neighbouring countries, in Kessler's Catalogue of Aerogrammes, this being prepared by I. H. C. Godfrey. Full coverage is given and in this handbook, the main items are mentioned.

In order to keep abreast with current world developments and in accordance with the general interest displayed in the Air Mails, the Philatelic Federation of Southern Africa, in response to an approach made to its Publication Committee by the author, decided that, with the concurrence of the various authors concerned to publish an up-to-date book on the Airmails of South Africa. This undertaking comprised in bringing up-to-date the serially published "South African Air Mail" articles in the A.A.M.S. Journal by Capt. M. F. Stern, and thereafter editing by I. H. C. Godfrey and J. T. Burrell.

Every effort has been taken after intensive research into all aspects of relevant South African aero-philately with a view to present a publication as authentic and as complete as is presently possible. There may be items in existence which have not been included. Some may have escaped the knowledge of the author and the Editors, while others are probably those which are not officially authorised. Concerning the former, it would be appreciated if attention were drawn to them so that their omission could be rectified through the medium of the "South African Philatelist".

Sincere acknowledgement is extended to the various publications consulted and to individuals, especially I. H. C. Godfrey, whose contributions towards South African Aerophilately have been of great assistance in my endeavours to keep the records and carry out research into the Airmails of South Africa from where L. A. Wyndham left off. A full manuscript has been prepared giving fuller details, but the publication of this must be deferred until a later date.

A Chronological Listing, Indicating

The History and Development of the Airmails of South Africa and South West Africa

By Capt. M.F. Stern, A.R.I.B.A., F.R.G.S., F.R.P.S.L.

1. 1879 – 1913

Dr. A.J. Weston, pioneer aviator (later Rear Admiral in World War 1 and killed near Durban in July 1950) started experimenting in 1879 with weight-lifting kites, in 1888 with gas bags and in 1892 with gliders. In 1907 at Brandfort (O.F.S.) he began the construction of a Farman plane, completed in 1908 as the first plane to be built in South Africa. Dr. Weston went to Europe, returning to South Africa in 1911. He formed the John Weston Aviation Company of South Africa, after serving as consulting engineer and pilot aviator to the Aero Clubs of Great Britain and France while overseas. Demonstration flights (no airmails) were made by the Western Farman plane and a Bristol biplane. In 1913 a fire destroyed the Brandfort workshops with planes, plans and records.

1899 – 1902 Messages carried by Pigeons

2. a. 7th November, 1899. Message sent by Col. W. Royston of the besieged town of Ladysmith to the Prime Minister of Natal, Lieut. Col. Sir Albert Henry Hime in Pietermaritzburg. This Message is housed in "The Old House Museum" in Durban.
- b. 9th November, 1899. "With the Flag to Pretoria" Volume 11 page 501 states "A Feathered Postman" carried the congratulations of the beleaguered towns-people of Ladysmith to Durban and thence to England to the Prince of Wales, later King Edward VII on the occasion of his 58th birthday.
- c. 22nd January 1902. A "Flimsy" measuring 4¼" x 2½" was sent from Sutherland a village in the Cape Colony to Maatjesfontein a town on the railway line to the Transvaal. This Message is in a private collection S.A.P. Page 66 of April, 1964.
- d. A further Message was sold by auction in England and believed to be in the United States of America. Details of this are not known.

1901

- e. Balloon flights were made during the Boer War but no mails carried. However on or about July 15th, 1901 ascents were made at Leeds, Great Britain, in balloons used during the War. The writer has one of the tickets issued, which bears the name Hudson soap. (1)

3. December 28, 1909

First Aeroplane flight in South Africa: This was made at East London by the French airman, A. Kimmerling, in a 50 H.P. Voisin biplane at a speed of 30 miles per hour. Flights were also made at Johannesburg. No mails were carried.

3. **March 17, 1911**

First Meeting of the Aeronautical Society of South Africa was held.

5. **1911**

Early in the year Mr. Christiaens, a Belgian aviator, arrived in South Africa with two Bristol biplanes and sold these to the John Weston Aviation Company.

6. **1911**

The African Aviation Syndicate S. A. was formed in England to exploit the possibilities of Aviation in South Africa and composed of Capt. (later Brig. Gen.) G. Livingstone, Compton Paterson, and the South African aviator, E. F. Driver. Displays were given. See below for first airmail carried.

7. **December 27, 1911 - January 3, 1912**

First South African Official Airmail: Only special copyright postcards were used on these flights and were flown between Kenilworth and Muizenberg and return E.F. Driver was the pilot. 1st Flight - Kenilworth - Muizenberg. December 27th.

After the flight Compton Paterson who was injured, constructed two pusher biplanes, and established a School of Flying at Alexandersfontein, near Kimberley, early in 1912, under the name "The Paterson Aviation Syndicate" where pilots were trained under contract for the South African Defense Force. Nine of these officers were later to become famous and included Col. K. v.d. Spuy D.F.C. and M.C., and Air Commander A.G. Board.

7. a. 1st return flight -

7. b. 2nd flight - Kenilworth - Muizenberg. January 2nd, 1912.

7. c. 2nd return flight - January 3rd, 1912.



8. **1913**

Paterson planned a flight to Bulawayo and Salisbury and 'Aerograms' were printed for this flight. One copy is known, dated August 31, 1911, (author has a photo of same) addressed to Alex Fraser, Bulawayo (Rhodesia) but the original is lost. The plane crashed at Kimberley after a flight of seven miles and mail was then conveyed by surface mail. The 'Aerogram' above was back-stamped Bulawayo September 3. It is believed that the word 'Aerogram' was first thus used. Towards the end of 1913 the company was dissolved.

9. **May 18, 1914**

First Airmail Flight: South West Africa. The occasion was an Exhibition at Windhoek. Bruno Buckner was sent out as aviator with a Pfalz biplane, which was assembled at Swakopmund on arrival May 4. The rest of the journey was made by air. An official airmail (cards only) was organized. The plane left May 18, via the Otavi railroad to Usakos, Karibib, Okahandja to Windhoek, where he arrived May 27. Five different cachets were used. These cards are among the really great rarities.

10. **November 1917 - July 1918**

Major Miller's Royal Air Force Recruiting Tour: There was a need for pilots and Major Miller, D.S.O. (a South African) was sent out. He was accompanied by two R.F.C. mechanics and two B.E.2.E. military biplanes were brought out. The first long distance flight. Cape Town to Port Elizabeth, was made on November 8 non-stop. Many other places were visited and during this aerial tour Major Miller carried unofficial mail and also newspapers which were autographed by him. As a result of the tour 1,000 South Africans enlisted in the R.F.C. and £13,000 was collected for the Flying Corps Hospital. (the author has a copy of the East London Daily Dispatch and Frontier Advertiser, November, 1917 - special Souvenir Edition - carried and autographed by Major Miller 11/21/17). About the same time the Solomon Brothers were flying at Muizenberg and a photo is in the possession of the author showing an Avro Type 504 or 548 with Renault engine purported to be the plane used by them.

11. **October 7, 1918**

"Make your sixpence Fly". Large Wings First Cape Flight. "Our Day" Red Cross aerial post, South Africa; a special aerial post was arranged and was carried out by Lieut. A.H. Gearing R.A.F. with one of the two B.E.2.E. biplane which Major Miller had brought out previously. As before mail was limited to cards. These bore a red cross and wings measuring 3¼ inches and the wording "Make your sixpence fly". The plane had a 90 h.p. motor and was capable of a speed of 60 m.p.h. The first flight was on October 7th, 1918 from Wynberg to the Green Point Common in the Cape Province.

a. **October 26, 1918**

The second flight was advertised on the 24th October to be carried out on the 26th, again the same route was used.

Owing to the influenza epidemic some cards posted did not receive the special cancellation and were not carried.

b. November 2, 1918

A third flight was made on the 2nd November 1918. The fact that this flight was to be made, was not advertised at all, only a small number of cards were carried.

c. November 19, 1918

As a preliminary to the opening of the Military Exhibition in Johannesburg to be held from Wednesday 20th to Saturday the 23rd November, a novel method of advertising this display was used. Lieut. Gearing dropped messages to "The Public of the Transvaal". These "Telegrams" were printed by Argus Co. - Ltd. on buff paper measuring 8½ x 7 inches with a cross printed in red on the centre panel. November 20, 1918.

d. November 20, 1918.

Johannesburg Flight with "Small Wings" measuring 1½ inches.

e. November 24, 1918

Germiston Flight, Gearing landed on the Golf Course.

f. November 27, 1918

Pretoria Flight. Gearing as pilot and mechanic Way, flew to the race course with Pretoria's first air mail.

g. November 30, 1918

"Benoni Flight" on Saturday a flight to Benoni where more "Telegrams" were dropped but the pilot did not land. A special visit to deliver the mails was made the next day.

h. December 16, 1918

Cape Town flights were resumed but to the Rosebank Show grounds.

i. December 16, 1918

"Aerial News" copies of a special newspaper were carried and dropped at the Rosebank Grounds.

j. December 23, 1918

As above, from Youngsfield to Green Point Common.

k. December 30, 1918

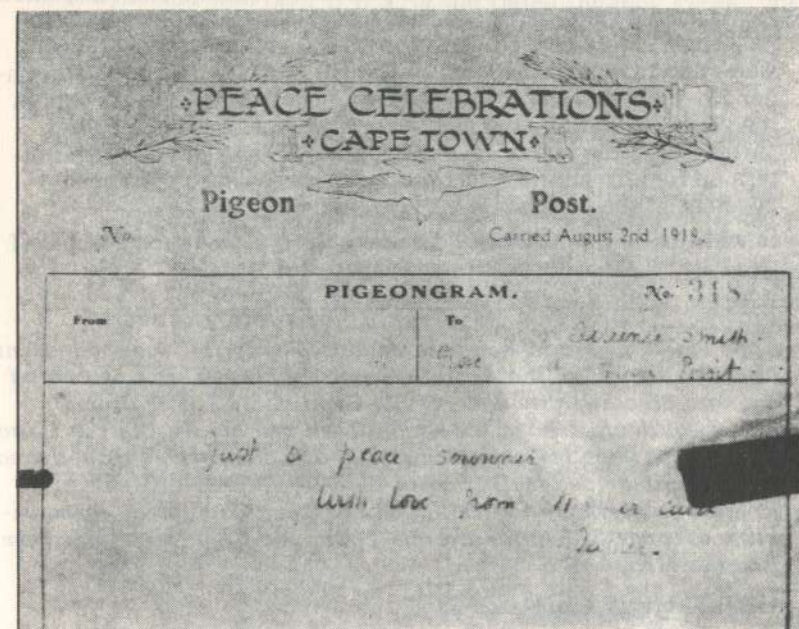
New Years Flight. The sixth and final flight was made and very few cards were carried.

Details of these flights are to be found in "The Airposts of South Africa" by Mr. L.A. Wyndham.

12. 1919

August 2: First Pigeon Post, South Africa: This was a public holiday to celebrate the signing of the Peace Treaty and an official pigeon post was arranged for Cape Town. Very little publicity was given to this and as a result these pigeongrams are

extremely rare items. Only three complete sets of messages on printed card, with covering post office envelope and band are reported in existence. One unused card is known. The charge was 2s. 6d. and message (flimsy) attached to the leg of the pigeon.



13. October 15, 1919



South African Aerial Transports and the South African Navigation Company. Upon return from France, Major Miller endeavoured to develop aviation in South Africa as a commercial proposition. He formed a syndicate with Col. R.J. Ames and Mr. H. Tatton. Four three-seater Avro biplanes were purchased and the two companies amalgamated October 15. In the first five months close to 2,000 passengers were carried and over 30,000 miles flown. A flight was made from Johannesburg to Durban by Major Miller on November 15, 1920; and the first commercial mail carried. This was in the plane "Natalia" (the one letter - a great rarity signed by Miller - is in the author's possession). This is one of a few letters carried for his friends. Not having any support from the government the company went into liquidation.

In addition to the above few letters a Special Aviation Number of the "Star" (Johannesburg newspaper) was carried.

14. 1919

Cape to Cairo: A decision was made to survey this route one month after the signing of the Armistice with Turkey. This was carried out with great rapidity under Major-General Sir W.H. Salmond, G.O.C. of the R.A.F. in the Middle East and his Air Staff in Cairo. There were three legs. A chain of 24 aerodromes was established along the route and by December 27, 1919 the All-British Air Route was available for traffic. Major Court-Treath was responsible for leg no. 3, Kitutia to Cape Town, and Capt. Shortridge from Lorenzo Marques.

15. 1920: February 4 to March 20

Flight by Van Ryneveld and Brand Flight, London to Cape Town: General J.C. Smuts arranged that these two South African pilots were to make the first United Kingdom - to - Cape flight. A Vickers Vimy bomber was purchased and named "Silver Queen", leaving February 4 from Brookland. The plane was damaged February 10 in the Sudan. Another Vickers Vimy, "Silver Queen II" left Cairo February 22, reaching Bulawayo March 5. Here it



was wrecked and a D.H. 9 'Voortrekker' sent to Bulawayo. The flight continued in this plane, arriving Cape Town March 20. Four letters were carried and copies of "Bulawayo Chronicle" of March 16, 1920 dropped over Plimtree, Rhodesia. Sir Pierre van Ryneveld was later C.G.S. of the Union Defence Force. Sir Quintin Brand in time became Director-General of Aviation in Egypt.

16. January 24 to March 22, 1920

The "Times" Flight U.K. to Cape: This was the first plane to leave on the England-to-Cape route. It was a Vickers Vimy machine, piloted by Capt. Cockerell and Broome, with Dr. Chalmers Mitchell, famous scientist, as passenger. Letters were carried. The plane crashed at Abercorn on February 27. The crew continued to Cape Town by normal transport, arriving there March 22, two days after van Ryneveld and Brand. Few people, unless they have travelled over Africa, realize how dangerous the route can be because of severe tropical storms.

17. February 15, 1920

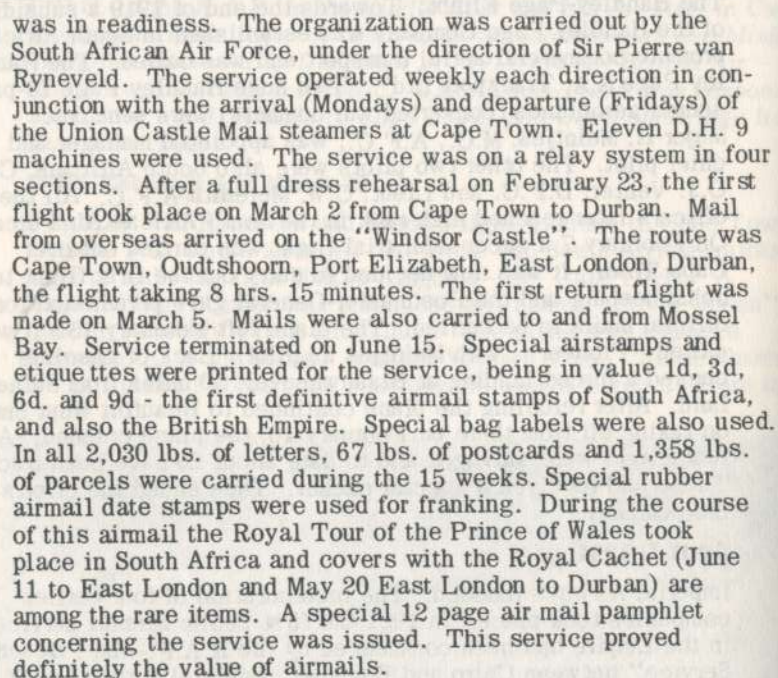
The Handley-Page Flight: Towards the end of 1919 a subsidiary of the Handley Page Company was established in South Africa to promote commercial aerial transport and was called "The Handley Page S.A. Transport Ltd". Two huge Handley Page 16-passenger aeroplanes (converted war bombers) were sent out. Major H. Meintjes, M.C., A.F.C., was appointed manager and chief pilot. The other two pilots were also South Africans, Capt. C.J. Venter, D.F.C. and Lieut. C.W. Meredith A.F.C. All these officers later reached high rank in the South African Air Force. On February 7 a successful trial flight was carried out over Cape Town. It was now decided to carry out the first flight to Johannesburg and the Postmaster-General gave permission for official mails to be carried. The plane left February 15. It was called "Pioneer", with Meintjes as pilot. Lack of gasoline caused a forced landing at Blaauwheuwel, 50 miles from Sutherland. After refueling the plane continued to Beaufort West but on taking off from there on February 10, the plane crashed. A few letters were salvaged and to date about 20 have been traced. These had received a special cachet. Thus ended the efforts of the company.

18. April 1, 1924

Imperial Airways founded: The incorporation of four earlier companies took place. In 1921 the first public airmail service in the Empire had been commenced by the R.A.F.-the "Desert Service" between Cairo and Baghdad. Imperial Airways took this over in 1927 and thus paved the way later for the route to India and still later to Cape Town.

19. March 2, 1925: Government Experimental Air Mail Service:

In 1923 the Aviation Act was passed and by this a Civil Air Board was set up. It was decided to establish an aerial service to carry goods, mail and passengers. First of all an experimental service was to be operated and by February 16, 1925 all



- Alan Cobham, accompanied by A.B. Elliot as mechanic and B.W. Emmott as photographer, carried out this survey flight in a D.H.50 machine. Route was Croydon, Paris, Lyon and Marseilles, Pisa, Athens, Sollum, Cairo, Luxor, Assuan, Wadi Halfa, Atbara, Khartoum, Malakal, Mongalla, Jinka, Kisumu, Tabora, Abercorn,

Ndola, Broken Hill, Livingstone, Bulawayo, Pretoria, Johannesburg, Kimberley, Bloemfontein, De Aar, Beaufort West, Cape Town. The aviation journal "Flight" supplied Sir Alan Cobham with souvenir cards which were posted at various points, all of which were autographed by Cobham and had special vignettes (red or green) tied down by an oval cachet.

21. February 26 - March 13, 1926: Return Flight of Cobham:

This was of interest as an impromptu race between the plane and the mail steamer "Windsor Castle". Approximately 20 letters were carried, including one to King George V. Shortly after this flight Cobham flew to Australia and back, using the same machine, fitted out with floats.

22. March 1 - April 12, 1926: First Survey Flight by the Royal Air Force: Cairo - Cape Town:

The flight consisted of four Fairey IID aircraft and under the command of Wing Commander C. Pulford. The route followed that flown by Pierre van Ryneveld in 1920. One letter was carried on the return flight.

23. December 7, 1926: Johannesburg Light Plane Club was organized.
24. December 7, 1926: Mittelholzer Africa Flight: Zurich - Cape Town.

Mittelholzer was accompanied by a mechanic and author Rene Gouzy. A seaplane was used, the route being Zurich, Pisa, Naples, Athens, Alexandria, the Nile, the Great Lakes, Nyasaland, then East Coast from Beira to Cape Town, which was reached on February 20, 1927. Mail carried had a special cachet with covers to Cape Town being extremely rare, as the majority of



mail was delivered to Egypt. No return flight was made as the plane was sent back to Europe by ship.

25. March 30 - April 27, 1927: R.A.F. and S.A.A.F. Flight: Cairo to Cape Town:

The rendezvous was made at Kisumu between the R.A.F. and the S.A.A.F. machines which then continued together to Pretoria and Cape Town.

26. September 1 - 28, 1927: First Solo Flight, England to South Africa:

This was carried out by Lieut. R.R. Bentley of the S.A.A.F. in a DH Moth. Only one letter was carried from Broken Hill to Cape Town. This was the longest solo flight thus far carried out, with the exception of the Rome - Tokyo flight in 1920. Bentley received the Britannica Challenge Trophy for this flight.

27. November 1927 - June 4, 1928: The Sir Charles Wakefield Flight of Survey Around Africa:

Sir Alan Cobham was given the 10-ton all metal flying boat "Singapore" to carry out this flight. This was then the largest flying boat in the world. Among the passengers was Lady Cobham. The plane left Rochester, England and reached Durban March 8, 1928, the first flying boat to land there. The flight continued via Cape Town and along the entire west coast of Africa. Between Cape Town and Luderitzbucht a single letter was conveyed through Lady Cobham, certified by her, and cancelled at Luderitz April 4. Cobham returned to South Africa in 1932 when he formed his "Flying Circus". One further cover has been traced.

28. March 8 - April 28, 1928: Lady Bailey Flight: London to Cape Town:

Lady Bailey was the first woman to fly from London to the Cape and back. She returned to England on January 16, 1929. She was not permitted to fly unescorted across the Sahara Desert and was followed by Lieut. Bentley over that section. The return flight on September 21 left no souvenir covers. Lady Bailey was awarded the Britannica Challenge Trophy for that year.

29. July 30 - August 12, 1928: Record Flight by Lieut. P. Murdoch, S.A.A.F., London to Cape in 13 Days:

An Avro Avian machine was used. Route was via Catania, Benghazi, Cairo, Wadi Halfa, Khartoum, Kosti, Mongalla, Kisumu, Tabora, Broken Hill, Bulawayo, Pretoria, Cape Town. On the return flight the plane crashed in the Belgian Congo. No letters were carried.

30. February 23, 1929: Verneuk Pan Air Mail (N.W. Cape):

Malcolm Campbell was carrying out his "Bluebird" speed trials at the Pan. On February 23 Capt. Campbell and Eric Penny of the Cape Town Light Plane Club left Cape Town in an Avian bi-plane. Late on the 24th, the return flight was made and 12 letters carried. The plane crashed at Clanwilliam and mail was sent on by train. The writer has the original Postmaster's record book showing entry of this special airmail.

31. August 26, 1929: Union Airways: First Regular Air Mail Service in South Africa:

Major Miller at last was able to establish an airmail and passenger service between Cape Town and Port Elizabeth with extensions from Port Elizabeth to Durban via East London and to Johannesburg via Bloemfontein. Union Airways was registered in Pretoria on July 24, 1929. Five D.H. Gipsy Moths were imported. These were to run weekly in each direction in conjunction with the Union Castle Mail Steam Ship Co. service between Southampton and Cape Town with subsidy by the Government. There was a supplementary charge of 4d. per oz. on all postal articles (exclusive of parcels). On August 26, Major Miller left Cape Town with five bags of mail. The other pilots on the service were G.W. Bellin, R.F. Caspareuthus and W.F. Davenport. At Port Elizabeth, two relay machines carried mails to Durban and Germiston respectively. Due to high winds the first mail to Germiston arrived late at Bloemfontein and carried mails sent on by the evening train to Johannesburg.



The first through trip from Port Elizabeth to Germiston was on the third flight on September 9. First return flight on August 29 connected with the mail steamer "Carnarvon Castle". The steamer "Saxon" brought the British mails on August 26. The British authorities had accepted mails for the air mail; thus 66 lbs. of mail (approx. 2,500 letters) posted overseas was carried from Cape Town and of these about 200 were 'Paquebot'. No special air mail cachets were used but the special "Air Mail Saves Time" slogan machine was reintroduced. Special airmail stamps were issued in values of 4d and 1/-. The first regular passenger service in South Africa occurred on May 2, 1930 from Port Elizabeth to Cape

Town (Maitland Aerodrome). In 1930 six-passenger Fokker Super Universal aeroplanes were introduced. Their first flight was from Port Elizabeth to Cape Town on January 29. The last flight under the contract was on August 26, 1932.

In 1932 Puss Moths were put into service, as well as Junkers F.13. Later Junkers A.50 were used in S.W.A. In 1933 Junkers W.34 machines operated in the Union in association with the F.13 machines. Towards the end of 1933 Union Airways were not able to carry on due to financial difficulties. On February 1, 1934 the assets and services of Union Airways were taken over by the Government. Major Miller and his pilots had done fine yeoman service and put up a fine record, in that only on seven times in four years did the mail reach Cape Town too late to connect with the outgoing mail steamer. Blue (as distinct from yellow for the 1925 flights) airmail etiquettes were used, after the yellow ones had been exhausted.

32. April 10, 1930: The Duchess of Bedford's Record Flight: London to Cape Town:

The Duchess of Bedford with Capt. C.D. Barnard as pilot and Mr. R. Little as navigator, left Croydon and reached Cape Town on April 19. Return was made April 21 to 30, thus setting up a record in both directions, flying the 19,000 miles in 21 days. She used a Jupiter-engined Fokker monoplane. The same machine and crew established a record in 1929 from England to India and back in under eight days.

33. October 1930: Capt. R.F. Caspareuthus' Record Flight:

This was one of the greatest light plane flights ever made from England to South Africa. Capt. Caspareuthus played a greater part in South Africa's air mail history than any other pilot. He decided to deliver by air a D.H. Puss Moth purchased in England for a friend. On October 5 he left Lympne, reaching Cape Town 8 days 10½ hrs. later, on the 13th. (He was 76½ hrs. flying in the air). This remained the fastest solo flight over the Imperial Airways route for nearly six years. He carried 22 letters and a few London daily newspapers, all of which were autographed and most of which received a rubber stamp impression "Air Post Special". Among the letters were two official documents handed to him by the late Sir Sefton Brancker on the eve of his departure in the ill-fated airship R. 101.

34. March 31, 1931 - Commander Glen Kidston's Record Flight: London to Cape:

Commander Glen Kidston, accompanied by Lieut. O. Cathcart Jones left Netheravon aerodrome on March 31, 1931 in an American Lockheed Vega monoplane for Cape Town, via Naples, Malta, Cairo, Malakal, Kisumu, Bulawayo, Lichtenburg, Pretoria. The flight was completed in 6 days 11 hours (56 flying hours). In addition to a private letter to Bulawayo, there were 20 special covers carried inscribed "The Glen Kidston London-Cape Town Flight - Lockheed Vega G.ABCK" (postmark Netheravon March 30 and b/s Cape Town April 7, 1931. Some covers are autographed. Kidston with Capt. Gladstone of the 1927 Kisumu

mails in a Puss Moth crashed on a tour of South Africa and were killed.

35. August 1931 - Provisional Internal Air Services, South West Africa:

In 1930 when negotiations were proceeding for the proposed Imperial Airways Service London to Cape Town, it was deemed necessary to establish a weekly service between Windhoek in South West Africa with Kimberley (Cape) to make connection with the Imperial Airways Service. Tenders were called and the successful bidders were the Junkers Flugzeugwerk Aktiengesellschaft of Dessau, Germany. S.W.A. Airways was formed by the Junkers Company and Junkers A-50 machines sent to operate the service. Meanwhile the Imperial Airways service was postponed and it was decided by the Administration to utilize the services of the Company for a provisional service within South West Africa. Three services were put into operation: (1) Northern Service: Windhoek-Okahandja-Omarura-Otjiwarongo-Tsumeb-Grootfontein (Weekly. August 1, 1931 to February 15, 1932) inaugurated by Capt. F.C.J. Fry, a British war pilot; (2) Southern Service: Windhoek-Rehoboth-Marietal-Keetmanshoop (weekly, August 5 to December 4, 1931); (3) Coastal Service: Windhoek-Okahandja-Karibib-Swakopmund-Walvis Bay (August 11 to December 14, 1931). Special airmail cachets were used at the twelve air mail centres. Stamps used were the two South African airmails over-printed S.W.A. and also the two South West African airmail stamps.

36. November 13, 1931 - First South African Airmail Disaster:

On Friday, November 13, 1931, Capt. W.F. Davenport with two passengers, flying the mail from Port Elizabeth to Cape Town encountered a terrific gale over the Sir Lowry's Pass, about 30 miles from Cape Town. The machine crashed into the mountains and burst into flames. The pilot and passengers were incinerated but a few bundles of mail escaped the full ravage of fire (about 600 pieces). Such as could be identified were posted by the postal authorities in envelopes with certificates. These items are particularly rare.

36. a. November, 1931: Peggy Salaman Record Flight

Mr. G. Store, a South African airman, as navigator, was engaged to pilot Miss Peggy Salaman in her Puss Moth from England to the Cape. This was over The Imperial Airways route from Lympne October 30, 1931, arriving Cape Town November 5, in 5 days 8 hrs. 27 minutes, one day less than the previous record set up by Glen Kidston. Flying time was 64 hrs. About 10 covers were carried. Mr. Gordon Store together with Capt. C. Duk started a flying school and air taxi business to Cape Town under the name of "Aero Services Ltd." but later accepted a position as a commander of Imperial Airways.

37. December 9 to 21, 1931 - Special Christmas Mail: London to Cape Town by Imperial Airways:

The extension of the Imperial Airways services in Africa to Cape



Town had been fixed for January 20, 1932 but it was decided to make use of the machines being flown to South Africa for the opening of the regular service to despatch a special Christmas mail to Rhodesia and South Africa. This mail was despatched December 9 with mail destined for East Africa. Imperial Airways had prepared a special envelope depicting a Springbok. The route was as follows: London-Paris (air), Paris-Brindisi (rail) and thence by air Brindisi-Athens-Alexandria-Cairo-Khartoum-Kisumu-Nairobi-Mbeya-Salisbury-Germiston-Cape Town. At Kimberley connection was made with South West Africa Airways to Windhoek. Approximately 518 lbs. of mail contained in 41 bags was taken off at Johannesburg and backstamped "21 Dec. 31. 3.30 a.m.". Some interesting cachets were applied several points en route. Imperial Airways sent special New Years Greeting cards to firms bearing the wording "And I finally concluded that if I did not fly thither it was impossible to make the journey". (The Travels and Adventures of Pero Tafur, 1435-39). Mail was also backstamped 21 Dec. 31. 8.0 p.m. at Cape Town.

The route December 19 to 21 in South Africa was Pietersburg-Johannesburg-Kimberley-Victoria West-Cape Town.

38. December 19, 1931 - Upington-Kimberley ex Windhoek by S.W.A.A.:

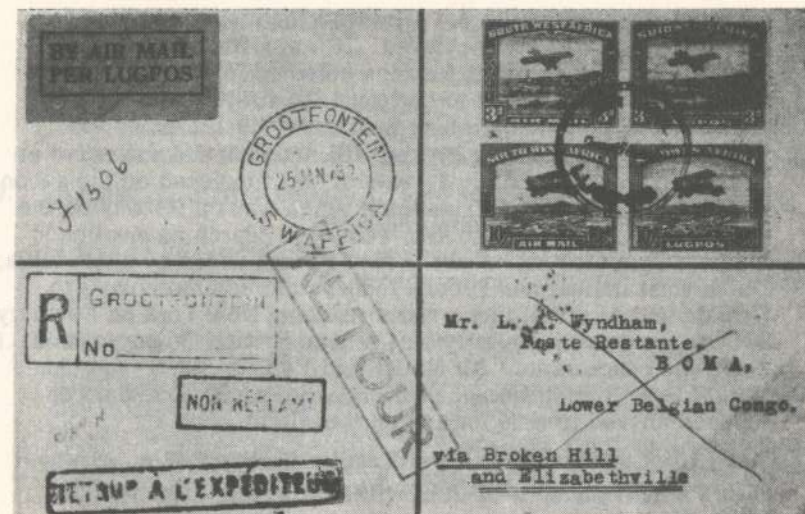
Some of this mail was addressed to Cape Town and connected with the Christmas mails carried by Imperial Airways.

39. December 21, 1931 - Kimberley-Windhoek by S.W.A.A.:

This was the connecting mail with the Christmas mails carried by Imperial Airways. A special cachet was applied at Windhoek. Mails were also addressed to other points such as Grootfontein. The route was Kimberley-Upington-Keetmanshoop-Mariental-Windhoek.

40. January 20 to February 2, 1932 - First Regular Service: London-Cape Town by Imperial Airways:

The same route as the Christmas flight was utilized. The section



Paris to Brindisi was still by rail due to political considerations. At Moshi the mails and passengers were taken to Mbalazi aerodrome 10 miles away as the plane was unable to take off the rain-soaked aerodrome at Moshi. Space here does not allow for the interesting story of the mails to Cape Town. Owing to difficulties the mails to Southern Africa were carried from Broken Hill to Johannesburg by a Puss Moth piloted by M.H. Pearce of the Rhodesian Aviation Company, the passengers having to go by rail. Mails were carried from many countries including the United States. Again special cachets were applied en route, and a special envelope was issued by Imperial Airways showing the Speed Bird and wording "Eerste Gereelde Lugpos London-Kaapstad". Circular letters were sent by Imperial Airways to business firms in South Africa to announce the establishment of the service. Mails were backstamped Cape Town 2 Feb. 32. 8 p.m.

41. January 26 to 27, 1932 - Regular 'Feeder' Service: Windhoek-Kimberley: operated by S.W.A. Airways:

Of interest was an airmail from Grootfontein despatched January 25th. Capt. A.O. Wright was the pilot. The machine waited over at Kimberley for the mails from England, until February 2. Although there had been previously an airmail flight between Windhoek and Kimberley, a "First Air Mail" cachet was applied to the mail despatched (January 26) and received (February 2) at Windhoek; in addition a small metal die 'Air Mail' postmark was placed on despatches from Windhoek. For three years S.W.A. Airways operated the service until February 1, 1935 when it was taken over by South African Airways. An interesting and rare cover is that carried from Grootfontein to Boma (lower Belgian Congo). This was via the air route S.W.A. Airways to Kimberley and then by Imperial Airways to Broken Hill from whence despatched to the Congo.

42. January 27 to February 16, 1932 - First Cape-London Mail:

Cecil Rhodes had envisaged a transport system from Cape to Cairo and this was now achieved. It was a fitting gesture to South Africa that Imperial Airways selected for its commander Capt. R.F. Caspareuthus to command the first section of the flight. After leaving Salisbury on January 29 the plane was stranded in a swamp near Broken Hill and mail did not arrive at Broken Hill until February 4, when it was conveyed on the second flight from Cape Town. The plane which was on its way on the first regular flight from London went on a search as mentioned before. This mail included the first through mails by air to India, Dutch East Indies, and French Indo-China, as also covers to Canada and America, these mails reaching New York on February 23. An interesting cover is that sent to British Guiana, which bears the cancellation 'Air Mail Field Feb. 24, 1932' and 'Air Mail G.P.O. British Guiana 28 Feb.'. Some 200 Speedbird envelopes arrived in time for use on this flight.

43. February 2, 1932 - Return first Regular flights; S.W.A. Airways: Kimberley-Windhoek:

Mails were also sent to Grootfontein. Due to a mistake some mails were not carried until the second flight on February 9.

44. March - James Mollison's Record Flight: London-Cape:

He left Lympne in a light D.H. Puss Moth and completed the West Coast route in 4 days 17 hours 30 minutes. The only souvenir is the cover of a package addressed to the Rand Daily Mail. This flight broke the previous record held by Mr. Gordon Store and Miss Salaman, but was by a shorter route.

45. March 5, 1932 - First mail: Athens-Windhoek:

Covers bear a special cachet in three lines 'Inauguration of Air-mail Service/Greece-South West Africa/5. III. 1932'.

46. April 17, 1932 - Flight Goulette and Salel: Paris to Cape Town:

This was also a record flight. They left Bourget airport (Paris) on April 17 arriving Cape Town on April 21, 1932 - a record of 3 days 17 hours 15 minutes in a Farman F. 190 monoplane. Route was via Niamey, Libreville and Walvis Bay. They remained in Cape Town and apparently attempted no record flight on the return flight. Goulette and Salel were well known for previous famous flights.

47. April 21, 1932 - Attempted Record Flight: Oscar Garden: Cape Town-London:

Garden left Wynberg, Cape Town in a light Spartan Hermes biplane to fly to London via Bulawayo, Salisbury, Mpika, Lake Victoria, Juba, Khartoum, Cairo and Southern France. News was received that he reached Broken Hill on April 22. The next and final news was that he had crashed at Abercorn on April 22 and the flight abandoned. 20 covers were carried and these received a three-line cachet 'Accident at Abercorn - 22nd April 1932 - Flight abandoned'. Garden ran the first South African Flying Circus.

48. May 18, 1932 - Special De Aar Mail:

On the occasion of the opening of the aerodrome (40th registered in South Africa) at De Aar, special arrangements were made for airmails to be conveyed by the "City of Delhi" from Cape Town and Victoria West to De Aar, and from De Aar to Johannesburg and destinations beyond South Africa by Imperial Airways. The plane was commanded by Capt. F.C. Elliot-Wilson, a South African pilot.

49. August 26, 1932 - Feeder Service Broken Hill-Elizabethville (Belgian Congo):

There is no record of any connecting mail having been despatched from South Africa by the service which left Cape Town on August 24.

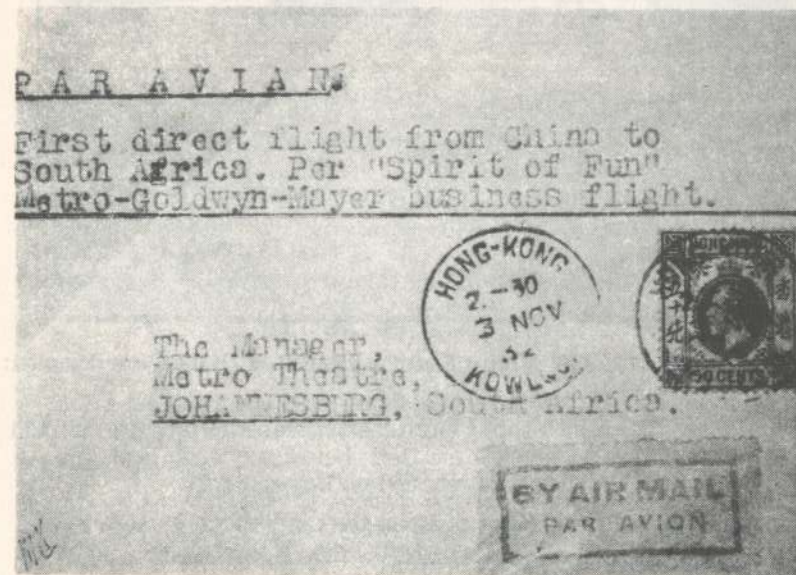
50. October 1, 1932 - Special Air Mail Rate for Postcards:

This was introduced by Britain but first use in South Africa was the Pietersburg-Germiston stage of Imperial Airways. The first flight Cape-London was that leaving Cape Town October 5th and Windhoek October 4, arriving London October 16. Rate of 5d. was half that applying to letters. The rate in South Africa was 2d. and was in use on October 1.

51. September 28, 1932 - Extension Imperial Airways and Tata Sons: London-Karachi-Ahmedabad-Bombay-Bellary-Madras:

This left London on October 8, 1932. The connecting mail from South Africa left Cape Town on September 28, waiting over at Cairo for five days. A small mail was sent from South Africa. Mail received the special cachet and reached Madras on October 18. The return flight left Madras on October 17 and mail reached Cape Town on October 30.

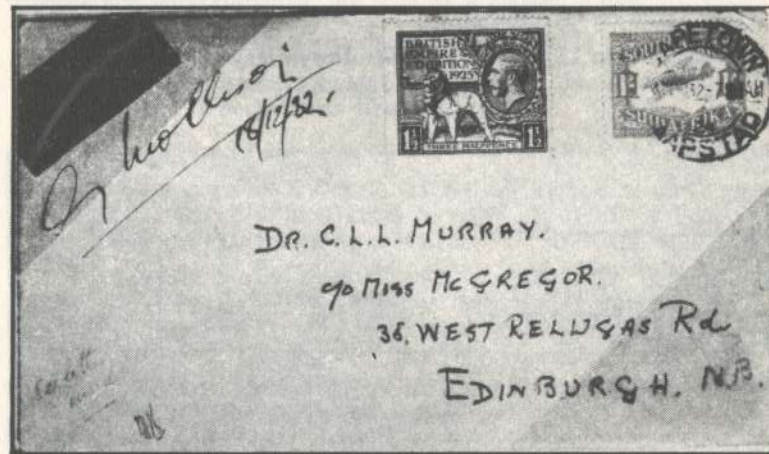
52. November 3 to 11, 1932 - Metro-Goldwyn-Mayer Films flight: Hongkong-Johannesburg:



On November 3 the American Lockheed Orion cabin monoplane "The Spirit of Fun", piloted by Capt. J. Dickson, with A.M. Loew, vice-president of M.G.M. Films, and J. Rosthal, a New York attorney as passengers left Hongkong and completed a memorable trip in eight days arriving at Germiston on November 11. This was a business trip. The route was Hongkong-Hanoi-Calcutta-Bombay-Karachi-Baghdad-Assouan-Khartoum-Dodoma-Salisbury-Germiston. The speed can be appreciated when it is realized that South Africa was reached in just over three days after leaving the Indian border and within four days from Bombay. This machine earlier in the year had created a record of just over 14½ hours from New York to Los Angeles. It then put up a record from Australia to Hongkong in flying Sydney to Hongkong in four days, the record being the trans-Australian flight in about 7 hours. Two letters are known to have been carried from China to South Africa. The one in the possession of the author is autographed by Loew.

53. November/December 1932: Mrs. Amy Mollison's Record Flights:

Flying the same D.H. Puss Moth renamed 'Desert Cloud' used by her husband on his record flight to the Cape, Mrs. Mollison left Lympne on November 14, and flying via the West Coast, reached Cape Town in 4 days 6 hrs. 54 mins. The return flight commenced on December 11, but delayed by bad weather, Mrs. Mollison did the journey in 7 days 7 hrs. 5 mins., which beat the record for the northbound trip set in 1930 by the Duchess of Bedford. A few covers were carried by the aviatrix as personal souvenirs.



54. November 13, 1932: Victor Smith's attempted flight Cape-London:

On November 13, Victor Smith, South Africa's youngest pilot, left Cape Town in a Gipsy Moth. After splendid progress he had to make a forced landing near Dori, between Niamey and Timbuctoo. Croyden was reached on November 24.

55. January 2, 1933: Opening of Rand-Durban Service by Union Airways:

Union Airways established a tri-weekly air mail service between the Rand (Johannesburg) and Durban. The mail from Durban (416 articles to Joburg and 21 to Germiston) was flown by G.W. Bellin. From the Rand to Durban, there were 352 articles from Joburg and 71 from Germiston also flown by Bellin. Mails from other points were also included; from Cape Town, Victoria West, Upington and Kimberley, (carried to Johannesburg by Imperial Airways). These items however were only on the second flight, Johannesburg to Durban, being b/s Durban 5, Jan.

56. January 2, 1933: "City of Jodhpur" accident: Rand airport:

A fire developed in the engine a few minutes before leaving for Cape Town. The flames were extinguished and mails and passengers transferred to the Imperial Airways 'City of Cape Town'.

57. January 25, 1933: The "Helena's" visit to South Africa:

This was the Imperial Airways Hannibal class - a 42 seater - carrying Sir Eric Geddes and Mr. Woods Humphrey, Chairman of Imperial Airways. No mails were carried on the outward flight but on the return flight on January 25, it carried mails as far as Cairo.

58. February 6, 1933: R.A.F. Record non-stop flight Cranwell to Walvis Bay:

This was carried out by Squadron-Leader O.R. Gayford, D.F.C., A.F.C., and Flight-Lieut. G.E. Nicholletts, A.F.C., in a Fairey (Napier) Long Range monoplane. This beat the previous non-stop record of Boardman and Polando in July, 1931 from New York to Constantinople. But for head winds, Cape Town would have been reached. 5411 actual miles were covered in 57 hours 25 minutes and some 20 covers were carried on this memorable flight.

59. February 8, 1933:

Alexandria-Cairo rail section was replaced by air transit in both directions. The Imperial Airways service which left Cape Town on February 8, first benefited. The first connecting flight was that from Croydon on February 15.



60. March 8, 1933: Victor Smith's Record Flight: England-South Africa:

In London, Victor Smith purchased the Comper Swift machine in which C. Butler had established his record flight from England to Australia in 9 days. This machine was the smallest type of light aeroplane in the world. Victor Smith left Lympne on March 9, and reached Walvis Bay on the 12th; with the record well within his grasp, he left there the same evening. Owing to heavy headwinds and shortage of gasoline, he had to land at Van Rhysdorp, about 130 miles from Cape Town and was only able to finish the journey the next day. This was not recognized officially as a record flight but definitely was the fastest flight to date. Six letters were carried for friends.

61. March 1933:

Atlanta class planes were placed in service by Imperial Airways and operated over the Cairo-Cape route.

62. April 26, 1933: London-Cape Town Service accelerated one day:

Effective with services which left Croydon and Cape Town on Wednesdays, April 26 and May 3, 1933, respectively, the time taken between Croydon to Cape Town was reduced from 11 to 10 days. This was effected by doing the 1,181 miles as from Cairo to Khartoum in one day instead of two, and in the northward direction by cutting out the train section between Cairo and Alexandria and the night stop at Athens.

63. May 1933: Port Elizabeth - Johannesburg Service discontinued:

With the 'Imperial Airways' direct service between Cape Town and Johannesburg and the Rand-Durban service, the usefulness of the Port Elizabeth-Bloemfontein-Johannesburg service as a feeder of the Cape-Durban Service was considerably lessened and from the end of May, 1933, was discontinued.

64. May 26, 1933: First Flight Poona-Cape Town:

Effective May 26th, the airmail service between Karachi and Madras operated via Poona instead of via Bombay. Covers are back-stamped, Cape Town 17 Jun. 33 1.30 p.m.

65. June 12, 1933: World Monetary & Economic Conference:

An interesting cover is in the possession of the writer posted from the Conference June 12, and b/s Cape Town 25 Jun. 33 4 p.m., autographed by General J.C. Smuts.

66. June 22, 1933: Cape Town to Calcutta by extension of Imperial Airways Service to Calcutta:

This mail connected with that which left London on July 1. The mails received the special cachet and b/s Calcutta Dely. 9 Jul. 1933 10.30 and Calcutta 9 Jul. 33 9 a.m. The return mail left Calcutta July 11, 1933, arriving Cape Town July 22.

67. July 1, 1933: Daily service between Durban and Rand.

68. September 18, 1933: Cape Town to Rangoon by extension of Imperial Airways Service:

This mail connected with the service which left London on September 23, arriving Rangoon October 1. Mail left Rangoon October 2, and letters to Cape Town were b/s 14 Oct. 33 7.30 p.m.

69. September 26, 1933: Accelerated Service to India from South Africa:

Cairo was reached a day earlier, thus affording immediate connection with the Indian Service.

70. November 1, 1933: First acceptance 10d. rate South Africa to England and 3d. airmail rate in South Africa.

71. December 9, 1933: Extension of Imperial Airways London to Singapore:

Mails arrived on December 17. Connecting mails were despatched from Cape Town on December 6, Windhoek, November 28. The return mail left Singapore on December 31, arriving Cape Town January 13, 1935.

72. December 14, 1933: The Eshowe Air Disaster, South Africa:

This was the second airmail disaster in South Africa. The six-seater Junkers flying from Durban to the Rand crashed in a cane field on a hillside seven miles from Eshowe and was completely wrecked, the pilot, wireless operator, and three of the four passengers being killed. Capt. F.H. Hiscock, the pilot, was one of those who had taken part in the Experimental Service. The mails were recovered intact and sent on to Johannesburg by rail.

73. December 27, 1933: Batavia to Amsterdam: Pelikan Flight:

K.L.M. flight. Mails included letters for Cape Town. Mails arrived in Holland December 31.

Mails to Cape Town were carried from Cairo by Imperial Airways, and bear special stamp and cancellation.

74. January 5, 1934: First Flight from Bandon (Thailand):

Mails were carried on the flight addressed to South Africa and went via Singapore and Cairo. Covers were b/s Bangkok Jan. 5 and Kimberley Feb. 7. 34.

74. a. January 5, 1934: Durban-Cape Town via Uitenhage: Union Airways:

Mail postmarked Durban, January 5, 1934 and b/s Uitenhage 5. Jan 34 was flown. The license for the Port Elizabeth aerodrome was cancelled at the end of 1933, necessitating Union Airways landing at Uitenhage. First flights via the new route (Durban to Cape Town) was January 4 and 5. Mails for Uitenhage were still included in the Port Elizabeth bag. Covers also exist Uitenhage to Cape Town.

75. January 20, 1934: S.W.A. Airways: Windhoek to Gobabis: Flood Air Mail:

During the early part of 1934, torrential rains in South West Africa caused numerous washouts on the railroad system. All surface transport ceased. To alleviate the congestion of mails,

a special arrangement was made with Gordon Store of Aero Services (Pty.) Ltd., Cape Town, to carry mails. The first flight was made from Windhoek to Gobabis on January 20. Only a few covers actually were franked specially to distinguish this mail. This was by a rubber stamp cancellation 'Per Aero Services (Pty.) Ltd'. These covers were carried Keetmanshoop to Windhoek on February 3, and b/s Windhoek 8.2.34. Only prepaid airmail matter was carried by S.W.A. Airways. Other ordinary mail was carried by any available plane, including a flight by Dr. Schroeder from Keetmanshoop to Windhoek on one occasion.

76. February 1, 1934: Union Airways taken over by S.A. Airways (South African Railways and Harbours):

The subsidy terminated August, 1932 and by the end of 1933, it had been found that Union Airways could no longer carry on financially. The assets and services of Union Airways were taken over by the Government.

77. February 11, 1934: Madras - Calcutta: Madras Air Taxi Service:

Mail on the first flight was addressed to Cape Town. The mail was b/s Cape Town 3 Mar. 34 5 p.m.

78. February-April, 1934: Visit of H.R.H. Prince George in Africa:

Airmail received a special cancel in the form of a cachet to be used on mails carried from the Royal Train. Of interest are the covers posted at Durban on March 7 which connected with the first R.A.N.A. Salisbury-Blantyre flight. Covers are autographed (a) Durban to Joburg, S.A. Airways, pilot Lt. G.W. Bellin. 7.3.34: (b) Joburg to Salisbury, Imperial Airways Commander E.H. Attwood 8.3.34: (c) Salisbury-Blantyre, first R.A.N.A. service, pilot M.H. Phillip, 9.3.34. These covers received a one line cachet "First Official Air Mail".

79. March 8, 1934: Blantyre (Nyasaland) to Salisbury Service: Nyasaland 'Feeder':

Inaugurated by Rhodesian and Nyasaland Airways (R.A.N.A.), composed of Imperial Airways, the old Rhodesian Aviation Company and Rhodesian Railways. The plane left Chileka Airport (Blantyre) on March 8. Mails to South Africa arrived Windhoek 11.3.34, Cape Town 10.3.34. The return flight was made on March 9, and mails were conveyed from South Africa (see visit of H.R.H. Prince George).

80. April 10, 1934: Second Acceleration Cape-London Service: Reduced from 10 to 9 days:

Mail was delivered in London on April 19. This was as a result of a special arrangements made with Italy to speed up the Paris-Brindisi train as well as the flight of 1,300 miles from Brindisi to Cairo in one day. The first accelerated flight from Croydon was on April 11.

81. May 1, 1934: Airways Air Radio Telegrams:

These were accepted for transmission from persons on board and to such persons on Imperial Airways aircraft while in flight from

Alexandria to Cape Town, the tariff being 11d. per word.

82. May 26, 1934: Basutoland: Quitting to Maseru:

Dr. D. Valet chartered a small plane in answer to an urgent call from Maseru and carried, in addition to an official letter, one other letter, now in the author's collection. The pilot was a Swiss, D.W. How, who shortly afterwards lost his life in a flying accident. There were no licensed aerodromes and permission was only granted to alight in cases of urgency.

83. July 26, 1934: West Coast Air Mail: Cape-London: Victor Smith:

This was the first official mail carried by Victor Smith, who was flying from Cape Town to London on a business trip. The S.W.A. Postal Administration entrusted official mail on the flight. Rate was 10d. per half oz. Only 12 letters were despatched, which received cancellation July 27. When 100 miles from Port Etienne (boundary of Mauritania and Rio-de-Oro) a forced landing was made and finally 50 miles from Port Etienne, the plane finally gave out. Mail was carried to Port Etienne on foot and then flown to Dakar by Aeropostale and thence by boat to England, where it was handed in on August 20, 1934. It is believed that 8 covers exist autographed by the pilot.

84. July 29, / August 2, 1934: Madagascar 'Feeder' Service:

Early in 1934 the two famous Frenchman, Lefevre and Assolant, flew from Paris to Madagascar to establish a service between Madagascar and Broken Hill, linking up with the Imperial Airways Service. This was inaugurated by Service de la Navigation Aeriennne de Madagascar. The route was Tananarive-Majunga-Mozambique-Quelinane-Tete-Broken Hill. The service was inaugurated on July 29 and the first return flight reached Antanarive on August 4. A small connecting mail was sent from South Africa and also to South Africa. The third flight from Antanarive is of interest as it left August 18 and mail was carried in a record time from Rand to Cape Town in 6¼ hours by Capt. Elliot Wilson in the "Atlanta."

85. August 20: Glasgow-London-Cape Town:

There is one cover from this flight by the first Railway Air Services Ltd., autographed by pilot John D. Loch. This arrived Cape Town b/s 31 Aug. 34. 4 p.m.

86. September 4, 1934: First mail ex Mauritius:

Carried to Cape Town b/s Cape Town 21. Sep. 34 5 p.m. By ship to Madagascar and thence by air.

87. October 29, / November 16, 1934: Delivery of 3 Junkers JU52 to Cape Town:

These were delivered and flown from Dessau (Germany). They were numbered ZS-AFA, ZS-AFB and ZS-AFC.



88. November 17, 1934:

Reduction in Postal Air Rate to 6d. per half oz. South Africa to England, first acceptance being on November 27, (b/s London 6 Dec. 34).

89. November 30, 1934: Flight Windhoek to Swakopmund (S.W.A.):

This was made in a Junkers Junior plane by the crew which delivered the Ju-52s to South African Airways.

90. December 4, 1934: First Lahore-Karachi-Cape:

This mail was b/s Cape Town 14 Dec. 34 6 p.m. The service Karachi-Lahore was carried out by Indian National Airways. This was also a Sukkur internal service. Mails received a special cancellation. The first mail from Cape Town to Lahore via Karachi was on November 26.

91. November 16, 1934: S.A.A.: Grahamstown's First Air Mail:

The landing of the JU-52 plane "Jan van Riebeeck" ZS-AFA on November 16, at Cape Town was a milestone as this now displaced the single-engined aircraft on the main services by multi-engined machines. The aircraft flew from Durban, where it was decided to make a stop at Grahamstown. A direct mail made up from Grahamstown to Cape Town consisted only of 14 letters. These covers were autographed by the crew of the plane - that is, six of them. This stop was later made optional. These historic covers are among the rare items.

92. December 4, 1934: Imperial Airways: & Qantas: Extension to Brisbane (Australia) via Singapore, Dutch East Indies, Darwin.

This was a weekly regular service and carried Christmas mail. The service left London on December 8th, the mails from South Africa being picked up at Cairo. Approximately 2,000 letters came from Southern Africa, b/s Brisbane 7:45 p.m. 21 Dec. 1934. Qantas Empire Airways was formed in Australia by a concordat between Imperial Airways and the Queensland and Northern Territories Aerial Services Ltd. and was responsible for the section from Singapore. This also was the first British



Travelling Post Office of the Air, as the last bag of mail was made up on the R.M.A. "Hengist" on the way from Croydon to Paris by a Post office official. Some mail was despatched to Wellington, New Zealand, b/s Sydney Air Mail Section G.P.O. 10 p.m. 12 Dec. 1934 and Wellington Delivery 27. Dec. 1934 11.15 a.m. The return mail from Brisbane left on December 10, 1934 and b/s Cairo Par Avion 22 Dec. 34 and Cape Town 28 Dec. 34 6 p.m. Special covers were issued by Imperial Airways.

93. December 20, 1934: Flight by Ken Waller and Franchomme from Belgium to the Congo (Raid Rubin):

Of interest is one card owned by the author flown from Cape Town September 2, to France by Imperial Airways, thence 20.IX 34 by Air France to Brussels 13/12/34 and thence by Raid Rubin to Leopoldville and finally back to Cape Town, a total of 15,000 miles.

94. January 1, 1935:

The internal rate for letters by air in South Africa was reduced from 3d. to 1½d. and for postcards from 2d. to 1d. (see Govt. Notices 1798 - 21, Dec. 1934 and 1849-28, Dec. 1934).

95. January 5, 1935: Duplication of Rand-London Service:

This twice-weekly service was now extended to Cape Town; the return flight from the Rand to London and back was now effected in 20 days.

96. February/March 1935: Imperial Press Conference: South Africa:

Covers were flown from the Conference, Cape Town 9.2.35, and Port Elizabeth 18. III, 35 bearing a special cancellation Imperial Press Conference - Imperiale Perskonferensie - South Africa - date - Suid-Afrika.

97. **March 1, 1935: First Mail by S.A. Airways: Kimberley to S.W.A.:**
S.A. Airways took over S.W. African Airways on February 1. There was a delay largely due to non-payment of subsidy. The first mails on this agreement were flown on March 1 from South Africa, b/s Windhoek Lugpos 2.3.35 9. From Windhoek mails were carried by surface, b/s Swakopmund and Walvis Bay 4. Mar. 35 and also Karibib.
98. **March 11, 1935: First mails S.A.A.: Windhoek-Mariental-Keetmanshoop-Upington-Kimberley:**
Mails were b/s Kimberley 14, Mar. 10:15 a.m.
99. **March 18, 1935: Record one day flight by Imperial Airways: Moshi - Germiston:**
Capt. Sheppard flew 2,075 miles to make up lost time during the period of "Flying round a Rebellion". This beat the previous record African flight of 1,840 miles set up a week previously.
100. **May 1935: The "All Air" Service: Imperial Airways:**
Owing to political considerations the Paris-Brindisi sector of the Empire Airmail Service was not flown, the journey being made by train in both directions. On April 28, a supplementary service from London to Brindisi via Marseilles and Rome was opened for passengers and freight only. On May 16 "late mails" to South Africa were carried. This was a Thursday. On Wednesday, 15th May letters posted too late, (after 10:45 a.m.) were carried under the new arrangement. The first South African mail to do the "all air" journey was that dispatched by the service which left Cape Town on May 7th.
101. **May 7th/11th, 1935: Souvenir Postcards: South Africa:**
In conjunction with the first P.O. Exhibition held in Cape Town, souvenir postcards were issued free to all visitors to the Exhibition. These were for airmail propaganda and all received a special cancellation before being sent by airmail. The latest dated card was that of May 17th.
102. **May 16th, 1935: Cairo to Cape Town: R.A.F. Flight:**
Four R.A.F. Troop carriers and 8 S.A.A.F. Wapitis arrived in Cape Town on May 16. 4 covers were flown on return.
103. **May 15, 1935: New Zealand to South Africa:**
Air Commodore Sir Charles Kingsford-Smith carried a special Jubilee airmail of 28,279 covers. When halfway between Sydney and New Zealand halfway across the Tasman Sea, the machine had to turn back. All but 1,000 letters were jettisoned. Some of these were later salvaged. He was not permitted to make another attempt and the New Zealand mails were conveyed by surface and flown from Brisbane and Sydney. This mail arrived Cape Town b/s 7 June 35. 5 p.m.
104. **May 18th, 1935: S.A. Airways: flying around a flood:**
During the early part of May the coastal region of South Africa was in the grip of almost unprecedented severe floods. This

disorganized all forms of transport.

Air liners were bogged down on May 13th. A plane was sent on May 18th, landing at Queenstown and Beaufort West, carrying 200 letters and a small mail of 11 letters from Queenstown, this being the first airmail from that town. There was a flight over the same route from Cape Town to Durban on May 20th but no mails were made up on or from Beaufort West or Queenstown. It is of interest that the flight from Durban to Cape Town on the 18th was the first to be flown in one day.

105. **May 31/ June 1, 1935: Special Post Office Exhibition: Windhoek:**

Similar postcards as those issued in Cape Town 7/11 May, 1935 were issued as airmail propaganda.



106. **July 30, 1935: First Flight: Cape Town - Salisbury - Beira:**

This mail was conveyed on the inaugural flight from Salisbury by R.A.N.A. to Beira and to Salisbury by Imperial Airways 'Adromeda' (Commander: F.C. Elliot-Wilson) Cape Town to Johannesburg, July 30; 'Adromeda'. Johannesburg to Salisbury 31st; Salisbury to Beira August 1 (Pilot R.A.C. Florence) b/s Beira 1 Ago. 35. This was an important feeder service.

First return flight was on August 3 from Beira to Cape Town, b/s Cape Town 6. VII. 35 16.00. This was flown on the first flight S.A.A. over Beaufort West, between Johannesburg and Cape Town.

107. **August 3, 1935: Cape Town - Salisbury - Blantyre - Beira:**

The service between Salisbury and Blantyre took place on August 5 and the connecting mail from Germiston was made on August 3, 1935 on the "duplicate" service. The return flight was made on August 6 and 7 from Beira to Salisbury via Blantyre. Mails arrived Cape Town on August 9.

108. **August 5, 1935:**

The Rand Airport (Johannesburg) was opened.

109. August 2, 1935: Rand-Durban-Cape Town: 'One Day' Service:

S.A. Airways retimed their schedules to provide a twice-weekly service from Johannesburg to Cape Town via Durban in one day. Capt. F.C.J. Fry was the pilot. No connection as previously was now made with the mail steamer at Cape Town.

110. August 6, 1935: Rand - Cape "Shuttle" Service: S.A. Airways:

Concurrently with the decision to duplicate the coastal service, arrangements were made to operate a weekly "Shuttle" service between Germiston and Cape Town connecting in both directions with Imperial Airways "Duplicate" Rand - London service. First flight on August 6 (Commander: L. Inggs.) left the Rand Airport for Cape Town. Imperial Airways landed at Victoria West but S.A. Airways made their stop at Beaufort West, already associated with historic flights. Only a small mail was sent each way to Beaufort West (91 covers to B.W. from north and 147 south). The mail by the "Duplicate" service of Imperial Airways which left London July 28, arrived on the Rand August 5, and connected with the first 'Shuttle' service of the S.A.A. on August 8. The return flight was made the next day. Only four letters were carried from England.

111. August 7, 1935: The Ovamboland Air Mail (S.W. Africa):

On August 7 a machine was placed at the disposal of Justice van Zyl, Chairman of the South-West Africa Constitution Commission, who was unable to go with the other members by road, because of illness. This plane carried him to Ondongwa, where the Commission sat. Official mail was carried on this flight (pilot: J.N. Cooke) (mail 439 grammes). The return flight was started on August 9, a night stop being made at Otjiwarongo and flight completed at Windhoek on August 10. (mail 361 grammes).

112. September 1935: Ordinary mail airborne South Africa & S.W.A.:

In collaboration with S.A. Airways the Post Office put out a novel form of propaganda whereby at certain principal centres a small number of letters (20 to 30) were selected at random from ordinary mail and included in airmail. These received a special cachet: rectangular "Sent by air mail to demonstrate the rapidity of the air service (also in Afrikaans)". No additional charge was made.

113. September 1935: South Africa: Telegrams as Air Mail Propaganda:

Another unique method of propaganda was introduced, telegrams being impressed at back with wording "Use the air mail and save time and money" (Also Afrikaans). Also envelopes bore the inscription either in English or Afrikaans. The special cachet used on selected letters in South West Africa was circular: "This article reaches you by airmail-Heirdie Posttuck arriveer per lugpos." First use was on August 31.

114. September: Stamp Booklets: South Africa: Airmail Propaganda:

A page used for interleaving in the new 'Advertising' stamp booklets was devoted to "Use the Airmail" propaganda, the design

being a "Speedbird" label and a winged letter with wording "Give your letter wings - Voorsien u briewe van vlerke."

115. September 2, 1935: First Regular Airmail between Windhoek and Cape Town:

The timetable of the "feeder" service, Windhoek to Kimberley was altered to afford S.W.A. the full advantage of the "Shuttle" Service between Germiston and Cape Town, thus taking 2 days between Windhoek and Cape Town. Previously mails from Kimberley were sent to Cape Town by rail. Mails left Cape Town for Windhoek on September 3. This flying schedule was altered again in April, 1936.

116. September 20, 1935: First twice-weekly service London to Singapore:

Mail left Cape Town on September 20 to connect with the above Imperial Airways service.

117. October 24, 1935: Post Office Radio Exhibition, held at Johannesburg:

Propaganda cards were reissued and received a special Exhibition cancellation.

118. November 5, 1935: Record Flight: Flight Lieut. D. Llewellyn and Mrs. Jill Wyndham: Cape to London:

This was done in 6 days 12 hrs. 17 mins. They left England on October 8 but due to mishaps did not set a record to South Africa. Three letters were carried.

119. December 9, 1935: Special Flight: Windhoek to Swakopmund:

A special charter flight was made. Mail was despatched in both directions. In addition to the normal postmark the circular propaganda cachet used on August 31 for S.W.A. was applied. The return flight was made on December 10 (pilot: Capt. J.N. Cooke). These are rare items.

120. December 1935: Post Office Exhibition, East London (Cape):

Propaganda cards were again issued and received special cancellation.

121. January 2, 1935:

South African Airways put Port Elizabeth on its schedule.

122. January 12, 1936: Scout Jamboree, East London:

There was a special delivery of the "Sunday Tribune" by plane to the Jamboree site (the writer was one of the Scout Commissioners who received this mail). The bundles of newspapers bore a label marked "By Air" in red. Unfortunately only one label was preserved.

123. February 6, 1935: Record Flight by Ft. Lieut. Tommy Rose: London to Cape:

This was carried out by West Coast in 3 days 17 hrs. 38 mins. Rose left Cape Town on March 3 and made the flight in 6 days 6 hrs. 57 mins. despite strong headwinds and a whole day's delay

at Benghazi, thus breaking the record set up by Capt. Llewellyn and Mrs. Jill Wyndham.

124. February 10, 1935: The Pietersburg Crash: Imperial Airways:

This was the first serious mishap suffered by Imperial Airways in Africa. The south-bound liner "Artemis," carrying mails, (London February 2) left Pietersburg for Germiston and crashed in trees near the aerodrome, being totally wrecked. There was no loss of life. Mails were brought to Germiston by a Dragon Rapide of African Air Transport, Company.

125. February 15/16, 1936: West African Link: Imperial Airways:

This joined Khartoum and Kano with a D.H. 86 aircraft piloted by Capt. O.P. Jones. Mails from London February 9 and Cape Town February 7 (arriving Khartoum 11th) were carried. Rate fixed was 1s. per ½ oz. for South Africa. Total mail from South Africa was 37 covers. The return flight was made on February 17/18, mails arriving London the 25th and Cape Town February 24. No special cachets or postmarks were applied. The route was via Maiduguri, Fort Lamy, Ati, Geneina, El Facher and El Obeid.

126. March 1936: Air Mail Folders: South African Airways:

Two types of folders were issued.

127. March 23, 1936: Penang to Hongkong Airmail:

No mails were carried from South Africa on this first flight.

128. March 27, 1936: Hongkong to Penang: First Flight:

Mails were carried to South Africa. This was operated by Imperial Airways and mails were b/s Cape Town 12. IV 36 19.15, and received a special rectangular descriptive cachet.

129. March 20, 1936:

This was the last through service by Imperial Airways to Cape Town from London, arriving Cape Town on March 29. The service from Cape Town on March 31 was the last through service by Imperial Airways and flown by Capt. R.F. Caspareuthus.

130. April 1, 1936:

The section Cape Town to Germiston was taken over by South African Airways from Imperial Airways, and four weekly services were arranged in South Africa, including Bloemfontein. Coinciding with this the third S.A.A. Air Mail Folder was issued. (Germiston -CT April 1 and CT-Germiston April 3).

131. July 2 to 5, 1936: Transvaal Gliding Club:

This was the first glider towing flight from Cape Town to Johannesburg. 1,000 copies of the Club pamphlets were carried but only No. 1 and No. 1000 were autographed by the pilots, A. Furstenburg (S.A.A.F. Wapiti plane) and also by the pilot of the glider, Grunau Baby II, with wing span of 45 ft.

132. September 15, 1936: Empire Exhibition, Johannesburg Cards:

South Africa was the pioneer of the "All Up" mail and these

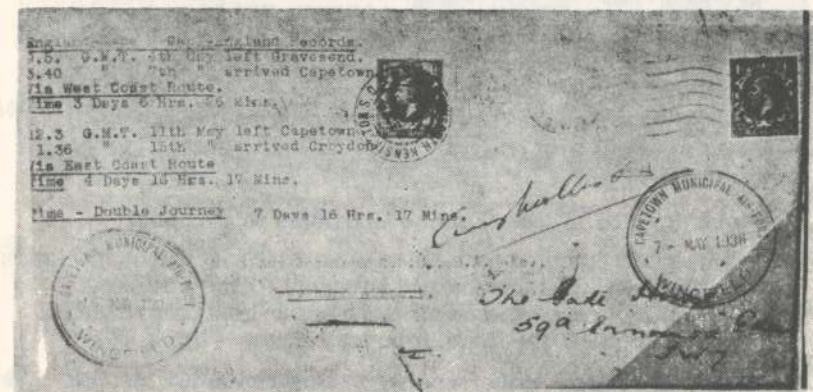
cards could be flown anywhere in the world for ½d. This offer was unique, as later in the "All Up" scheme franking of post-cards was 1d. A rare item in the writer's collection is a card flown where the green plane is inverted.

133. April 7 / May 15, 1936: Records recaptured by Mrs. Amy Mollison:

Using a Percival Gull, she made the London to Cape trip in 3 days 6 hrs. 26 mins. and return in 4 days 16 hrs. 17 mins. She carried 10 round flight covers, as well as three from Windhoek to Cape Town and two from Cape Town. She only broke Rose's record which was by the longer East Coast route by 11 hrs. from London to Cape Town.

134. June 1, 1936: First acceptance of letters at airports:

Late mail was accepted at the rate of 2d. up to 10 minutes of departure of planes. This was both in South Africa and S.W.A.



135. September 25, 1936: "Boadicea" Accident: Imperial Airways:

Mails to South Africa were included in the mails carried. The plane was lost in the English Channel and mail bags washed ashore November, 1936. Letters received cachets. The plane was en route to India and Australia.

136. September 29 to October 3, 1936: The Schlesinger Air Race: London to Johannesburg:

The start was from Portswood on September 29, 1936. The race was held in conjunction with the Empire Exhibition in Johannesburg. Eight of the nine competitors failed to complete the flight. Aviators Findlay and Morgan were killed on taking off from Abercorn. C.W.A. Scott accompanied by G. Guthrie in a Percival Vega were the only competitors to complete the course. They won the Trophy and the prize of £4,000. The time was 52 hrs. 56 mins. 48 secs. Mails were carried, but were small in number and are quite rare items.



137. October 8, 1936: Feeder Service Germiston to Windhoek:

This was now operated by twin-engined Airspeed Envoy machines via Bloemfontein, Kimberley and Upington. This new service afforded direct connection with incoming and outgoing Imperial Airways aircraft at the Rand airport.

138. October 11, 1936:

The S.A.A. service Germiston to Cape Town was also re-arranged, flying direct without stop at Bloemfontein.

139. October 12, 1936:

First flight S.A.A. weekly service direct from Germiston to Port Elizabeth via Bloemfontein.

140. November 2, 1936: Johannesburg International Philatelic Exhibition:

This was held November 2 to 14. Stamps were overprinted "JIPEX 1936" in ½d. and 1d. denominations. Covers received a special cancellation. Special covers and stickers were issued. The special Empire Exhibition cards were also posted at the Exhibition and franked ½d.

141. November 12, 1936: The 1½d. Airmail Stamp:

This special stamp bearing minehead was issued for use in franking correspondence intended for conveyance by air within South Africa and S.W.A. On close inspection it will be noted that in the upper spandrels are planes in the design.

142. November 29, 1936: Mollison Flight: London to Cape Town:

This was made by J.A. Mollison and his co-pilot E. Cornington-Molinier. They had to land at Bredasdorp (about 100 miles S.E. of Cape Town) on December 2, 1936. A few souvenir covers were carried.

143. December 12, 1936: Imperial Airways: First Flying-boat Dispatch:

From Southampton (Hythe) by the R.M.A. "Centaurus" for Alexandria, only with mails for Alexandria, Australia and South Africa. This was an experimental flight. Regular services commenced in 1937.

144. 1937:

Junkers JU 86 machines introduced by South African Airways, effected speedier services and also carried larger loads in South Africa. On January 25, 1937 the first Mobile Postal Unit operated in South Africa at Johannesburg, with covers flown on mails posted for the flight.

145. March 1, 1937: South West Africa: 1½d. stamp:

Following South Africa's example, a 1½d. stamp was issued to cover internal airmail letters of ½ oz. This shows an engine and in the background a ship, with plane overhead.

146. April 9 to August 19, 1937: Flight Mrs. H.B. Bonney: Brisbane to Cape Town:

Souvenir mail was carried and posted back to Australia at each of her 32 stops enroute.

147. May 12, 1937: South West Africa: Postal Exhibition, Windhoek:

Special cancellation and cards bore first day issue Coronation stamps.



148. May 12, 1937: Coronation Day Pigeon Post: Worcester to Strand:

This was organized by the Hottentots Holland Homing Union. A

fee of 4s. 6d. was charged and a "flimsy" with printed greetings carried by the birds. This was placed in a special commemorative cover franked with the Coronation stamps. A souvenir program was issued. The winning bird was owned by J. Jennings; its time was 2 hrs. 2 min. 10 secs.

149. May 22, 1937: 1000th Flight Imperial Airways on Empire Service and 450th to Africa:

Mails arrived in Johannesburg on May 29. These are minor crash covers as the "Castor" was involved in a collision with a yacht before leaving Hythe and mails. Its passengers were transferred to the "Cygnus".

150. June 2 to 8, 1937: Opening of Empire Flying Boat Service: England to South Africa: Imperial Airways:

The Company discontinued operation of their overland service from Kisumu to Johannesburg and replaced it by flying boat service to Durban, via Mombasa, Dar-es-Salaam, Lindi, Mozambique, Beira, Inhambane, Lourenco Marques, to Durban. The new service was inaugurated on June 2 when "Canopus" left Southampton. It arrived at Durban on June 8 under command of Capt. E.H. Attwood. The first northbound service was made by the "Courtier" which left Durban on June 6, 1937 under the command of Capt. E.S. Alcock. The last Imperial Airways mail overland route Johannesburg to England via Kisumu occurred on June 7.

151. June 9, 1937: R.A.N.A. First Salisbury - Bulawayo - Johannesburg Temporary Service:

This filled in the gap until later service.

152. June 9, 1937: S.A.A. Johannesburg to Lusaka:

This was via Pietersburg, Bulawayo and Livingstone. Thus S.A.A. took over that portion of the Imperial Airways' former route. The first return flight from Lusaka was made on June 12. These were the first external flights of South African Airways.

153. June 14, 1937: The Germiston Disaster: South Africa:

A new Junkers plane which left Johannesburg for Durban crashed a few minutes later about two miles away. This plane was on loan by the Junkers Company. One passenger was killed. 112 letters were rescued, but although charred, had identifiable addresses. These were enclosed in official envelopes to addresses with covering letter dated June 15. Complete sets are rare and hardly more than six sets exist, although covers without supporting evidence exist. Three of these complete sets are in the writer's collection.

154. June 16, 1937: S.A.A. Feeder withdraw Imperial Airways Service:

Johannesburg to Durban. Until this time, mails were conveyed by rail to connect with the flying boat service to England from Durban.

155. June 16, 1937: First flight S.A.A. Johannesburg to Port Elizabeth:

Via Bloemfontein, Graaf Reinet and Kroonstad via weekly service. Stops were made at Uitenhage to set down or pick up passengers. Air mileage, 568 miles.

156. June 19, 1937: S.A.A. Rand - Kimberley - Upington - Keetmanshoop - Mariental - Windhoek:

New direct service operated twice weekly.

157. June 25, 1937:

Last surcharged airmails from England to South Africa. Thereafter mails were conveyed at a flat rate of 1½d. per half oz. and postcards 1d. each. The last surcharged mail from South Africa to England was that flown on June 26.

158. June 1937: Empire Air Mail Scheme:

Stage 1 came into effect with mails to South Africa after June 25. The last surcharged mails left Durban (6d. rate) on June 29, 1937 in the "Courtier" for England. The first "All-up" mail left Windhoek July 1. The first "All-up" mail left England for Durban on June 29 in the "Centurian", arriving Durban July 5. The first "All-up" mails to leave for England from Durban was on July 4, in the "Corsair". Mails cancelled up to July 1 were carried on this mail.

159. June 30: Johannesburg to Blantyre by R.A.N.A.:

This was the first through flight made by R.A.N.A. Meanwhile the last Imperial Airways service between Salisbury and Kisumu overland was on July 1, awaiting local services to take over the route.

160. July 14, 1937: Experimental Flight Johannesburg to Lourenco Marques:

This first experimental flight connected with the "Calpurnia" on July 15, carrying mails overseas. The S.A.A. waited at Lourenco Marques for the southbound plane which arrived July 19 when mails for South Africa were transferred. The second experimental flight was made by S.A.A. on July 17, when mails were accepted for Portuguese East Africa. In this way mails were expedited to Johannesburg from England.

a. October 13, 1937: Desoutter Flight:

Lieut. Michael Hansen (Royal Danish Air Force) landed at Cape Town Airport October 29, 1937 at 5.30 p.m. after leaving Copenhagen October 13, 1937 in a silver and red monoplane in which he competed in the London-Melbourne Race three years previously. He was accompanied by Aage Rasmussen, an architect and private pilot. Two days were spent in Cairo, five in Nairobi and one night in Johannesburg. The Desoutter was of British manufacture though of Dutch design, fitted with D.H. Gipsy III 120 h.p. engine, cruising 120 m.p.h. This was the first Danish registration mark seen in Cape Town. The plane left for Denmark 8.00 hrs. on October 30, 1937. The author has a cover with a set of

five Danish airmail stamps, and with wording 'Per Desoutter Aeroplane from Copenhagen direct - (signed) M. Hansen. A. Rasmussen - Arrived Cape Town 5.30 p.m. 29th Oct. 1937' and bears also S.A. stamp cancelled 2.XI.37.

161. October 16, 1937: The "Sir George Grey" crash at George Cape Town:

The S.A.A. single-engined mail plane Junkers "Sir George Grey" crashed carrying mails from Port Elizabeth to Cape Town near the aerodrome at George. The occupants, pilot J.L. van Wijk, and mechanic, W.A. Hartig, were killed. The mails were undamaged and sent on to Cape Town by rail, being b/s Cape Town 18-10-1937.



162. November 14 to 20, 1937: Record Flight London to Cape and return:

This was carried out by F/O A.E. Clouston and Mrs. Kirby Green. Covers are known flown in each direction and a few on the round flight. This was via the central African route. Total time was 5 days 17 hrs. 28 mins. (outbound 45 hrs. 2 mins. and return trip, 57 hrs. 23 mins.). The plane, a D.H. Comet, won the MacRobertson England - Australia Air Race.

163. December 10/25, 1937: Xmas Concession Labels:

Christmas Concession Labels were affixed to underfranked letters on arrival in country of destination owing to the fact that the public did not at once accustom itself to the new rates in connection with the E.A.M.S. The South African one was black printing on salmon, rouletted in strips of five. Very few covers bearing these labels have been preserved but some unused labels have become available. 19,400 strips were issued by the Government Printer, Pretoria.

164. February 1, 1938: S.A.A. Services:

The services were now (a) Rand - Kimberley - Beaufort West - Cape Town (811 miles); (b) Rand - Bloemfontein- Port Elizabeth

(568 miles); (c) Rand - Kimberley - Upington - Keetmanshoop - Mariental - Windhoek (1008 miles); (d) Durban - East London - Port Elizabeth - Cape Town (863 miles); (e) Rand - Pietersburg - Bulawayo - Livingstone - Lusaka - Broken Hill - Mpika - Mbeya - Dodoma - Moshi - Nairobi - Kisumu (2316 miles); (f) Rand - Pietersburg - Bulawayo (440 miles): A booklet giving general information was issued. This refers for the first time to the "Blue and Silver Way" (colors of S.A.A.) and shows on the cover the "Flying Springbok" (badge of S.A.A.). A service was also operated on that date by R.A.N.A. Salisbury - Bulawayo - Johannesburg.

165. February 3, 1938: Mails to Tristan da Cunha:

These were flown on February 3 by Imperial Airways from Durban to England, where connection was made with H.M.S. Milford before she sailed for Tristan about February 10. On April 4, the British Post Office accepted airmails for Cape Town, where connection was made with the S.S. "Carinthia". These were the two airmails to date for Tristan flown in opposite directions.

166. February 18, 1938: Second Stage E.A.M.S.:

Mails were dispatched from South Africa to Egypt. Also to India and Malaya.

167. March 26, 1938: S.A.A. New Service:

Cape Town to Rand in five hours via Victoria and Bloemfontein. The return flight was on March 28.

168. April 9, 1938: Accelerated Service to England:

The Imperial Airways schedule was introduced and service accelerated from Cape Town to London by S.A.A. and I.A., the flight via Durban taking 5 days 2 hours. This was conveyed from Durban on April 11 in the "Calpurnia" (pilot Capt. W.R. Aldersen). First southbound accelerated mail was that leaving England on April 14.

169. June 1938: South African Slogan Postmarks:

These were used to educate the public in the E.A.M.S. rate: "Please advise sender that letters should be prepaid 1½d. for each HALF ounce". This was applied to the back of correspondence and to those letters which were underfranked.

170. July 28, 1938: Third and Final Stage of E.A.M.S.:

This was to Australasia. Mails on that date connected with the "Calypso", the plane which left Southampton on July 29 for Australia. The first mails left Australia for South Africa on August 9.

171. September 16, 1938: Mails Mossel Bay to Cape Town:

This was by S.A.A. Covers are autographed by Capt. J.D. Rademan and b/s 16-9-38.

172. September 1938: Survey Flight Kalahari:

This was made over the Desert by Lt. Col. A.J.E. Brink, between Johannesburg and Windhoek via Palapye, Maun and Gobabis. As

Director of Civil Aviation he flew in a Junkers JU 86 "Sir Gordon J. Sprigg".

173. November 1, 1938: Kalahari Feeder Service:

This was inaugurated by the "Sir Gordon J. Sprigg" piloted by Capt. R. Stewart. Covers from Great Britain postmarked October 24, connected at Johannesburg with the first service. Route was Johannesburg - Palapye - Maun - Gobabis - Windhoek. He left Windhoek on November 2 and reached Johannesburg on the same day via Keetmanshoop, Upington, and Kimberley. The return flight was made from Johannesburg November 4 to Windhoek by the southern section and on November 5 from Windhoek by the northern Kalahari section to Johannesburg. Mails on the return flight reached Britain on November 12. No cachets were applied.

174. December 6, 1938: K.L.M. Flight Amsterdam to Pretoria (Tvl.):

This was in connection with the Dingen Day Celebrations at Pretoria. The plane was the Douglas DC 3 "Reiger" (commander, Capt. J.B. Scholte), and Pretoria was reached December 12, 1938. Special covers (doubled-faced) after being franked on the reverse side with Voortrekker stamps, were flown back to Amsterdam, where they received the arrival postmark of December 31. 2,300 special letters were carried to Pretoria. The "Reiger" went to Durban (without mails) and Cape Town, left for Pretoria on December 26, where the return mails were picked up, and reached Amsterdam on December 31. A special cachet was applied to post ex Holland (ox-wagon). Mails were cancelled at Voortrekker Monument, Pretoria and also some at Blood River (Natal) which was a special cancellation.

175. December 16, 1938: South Africa: Pigeon Mail: Pretoria to Johannesburg:

Pigeons were used to carry films of the Voortrekker Ceremony from Pretoria to Johannesburg. The ceremony took place at 11.00 a.m. and the photographs were published at 1.00 p.m. This was by far the quickest method owing to traffic congestion, and to the fact that there was no telephoto apparatus in South Africa.

176. January 2, 1939: Barotseland's First Air Mail:

This was flown by Mr. H.R. Kirkman of R.A.N.A. from Lusaka to Mongu and was little advertised so that only a small mail was carried, of which seven were from Johannesburg addressed to Mumba and Mongu.

Johannesburg covers were posted on December 30, 1938 and arrived at destination January 3, 1939. Most covers were autographed by the pilot.

The return flight was made on January 3, 1939.

177. January 3, 1939: Lusaka to Fort Jameson:

Carried out by R.A.N.A., pilot Mr. A.H. Downing. Again a very small mail was carried on the flight and return on January 4, of which a few letters were conveyed from and to South Africa. These are rarities. Most covers were autographed by the pilot.

178. February 6, 1939: Barberton Flood Mail:

"Rand Daily Mail" flight carried out by aircraft chartered from the Johannesburg Light Plane Club, pilot Mr. Wulfsen. Towards the end of January abnormally heavy rains fell in the Northern and Eastern Transvaal and by February 2, all rivers were flooded, roads were impassable, and railway lines washed away. A reporter of the Rand Daily Mail, G.A. Morris, was sent in the chartered plane. Mails at Barberton had accumulated and the postmaster there used the opportunity to convey mail back to Johannesburg - one bag containing approx. 1,000 letters. Few of these covers have been preserved and the one in the writer's collection is authenticated by signatures of the pilot and reporter.

179. February 9-13, 1939: S.A. Airways: Emergency Flood Mails: Johannesburg to Barberton:

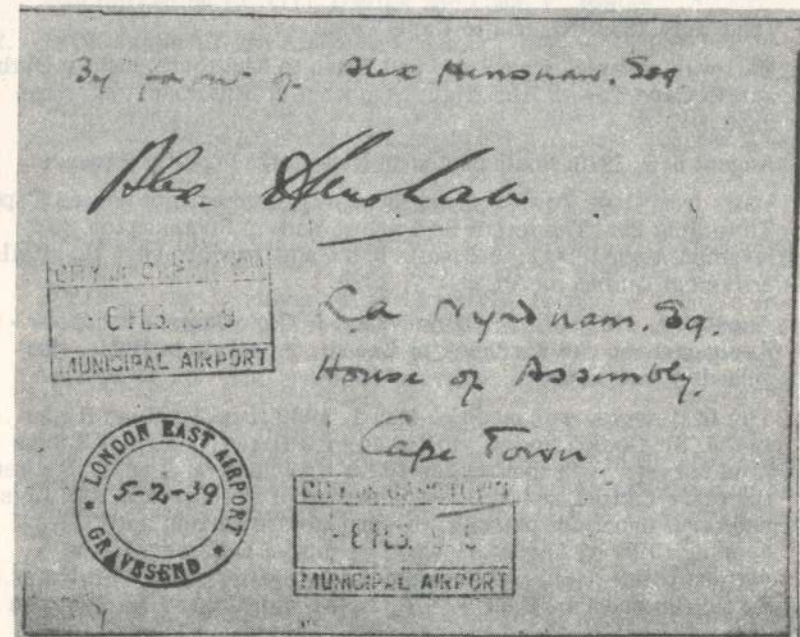
A mail was arranged officially and letters carried can only be identified by the date of departure and postmark of arrival, when these were sent Poste Restante.

180. February 10, 1939: Flood Mail: Johannesburg to Lourenco Marques: and return:

This was carried out by S.A.A. although D.E.T.A. carried passengers, being precluded from carrying mails.

181. February 5-9, 1939: Henshaw Record Flight: England-Cape-England:

Alex. Henshaw left Gravesend at 3.35 on February 5 in the morning and flew via Oran, Colomb Bechar, Niamey, Libreville, Mossamedes, to Cape Town and back. The total time was 4 days 10 hrs. 16 mins.



182. March 15, 1939: The 'Corsair' Accident: Imperial Airways:

South African airmails which left Durban March 12, were involved in an accident to the flying boat 'Corsair', which landed off course on the river near Faradje, on the border of the Belgian Congo on March 15, hitting a muddy bank and sank in a few feet of water. Mail was salvaged and various cachets were applied to mail to indicate this crash mail. Eventually on January 6, 1940 Capt. Rogers flew the 'Corsair' home. To work on recovering this plane, a new village came into being called Corsairville (near Juba).

183. May 1, 1939: 'Challenger' Accident: Imperial Airways:

Flying boat 'Challenger' carrying mails from Britain posted April 21 to 25 for Africa including South Africa, crashed when alighting at Mozambique on May 1. The flight clerk was killed and Radio officer missing, and commander and the first officer were injured, with the rest of the crew and passengers un-injured. Mails were marked in English and Afrikaans "Flying Boat Correspondence Damaged by Seawater." Mails were carried to Durban by Flying-boat 'Canopus'.

184. May 20/22, 1939: New York-Azores-Lisbon-Marseilles: P.A.A.:

Mail on the first flight FAM 18 also was addressed to South Africa.

185. June 24/28, 1939: New York-Shediac-Botwood-Foynes-Southampton:

This was the first North Trans-Atlantic service of P.A.A. and mails were accepted for South Africa and such mail was back-stamped Cape Town 6. VII. 39.16.30. Mails also from Bottwood reached Cape Town. On June 29 mails from Cape Town connected with the first return flight from Southampton to New York, June 30/July 1.

186. June/July 1939: Nigeria to Cape Town:

Mail was accepted from Kano and flown to Khartoum, then to Durban and to Cape Town. The flight from Kano to Khartoum took three days.

187. August 5/6, 1939: Southampton to New York: Imperial Airways:

Mails from Cape Town connected with this first flight posted Cape Town July 29. The return flight New York to Southampton was effected August 9/11, and mails b/s Cape Town August 18. Mails arrived at Durban on August 17, 1939.

188. August 21, 1939: S.A.A.: Direct Service Cape Town - Windhoek - via Keetmanshoop and Windhoek to Luanda (Angola) via Outjo, Mos-samedes, and Lobito:

The first survey was made on May 1, 1939 from the Rand Airport in the 'Sir Gordon Sprigg', followed by a flight on August 8 for a final survey. A further survey flight was made on August 10 when the plane carried Mr. O. Pirow (Minister of Defence and Railways) and other important persons. No mails were carried until the opening flight of August 21 when 69 lbs. of mail went to the various points. This was carried in the Junkers JU86 'Sir Harry Smith' (commander, Capt. K.S.P. Jones with Capt. J.A. Rademan

as first officer) from Cape Town. At Windhoek mails were transferred to another plane which had arrived with further mails from Johannesburg, the 'Major Warden' in which were N.C. Havenga (Minister of Finance) and Senator A.P.J. Fourie (Minister of Railways). Mails were b/s Luanda 22 Ago. 39. The first return flight was commenced on August 25. This was also an extension of the Kalahari Service and mails were flown from points on that Service. Mails on the return were b/s Cape Town 26. VII. 39.14.30. The service was only operated for three flights each way and was then discontinued due to lack of support.

189. August 31, 1939:

Imperial Airways ceased their Continental services and only Empire services were continued as usual. Croydon was evacuated and service transferred to Bristol. Empire mail was only carried on payment of a surcharge and the flying boats operated from Poole Harbour instead of from Southampton. The service to Durban was now twice-weekly taking 4½ days.

190. September 2, 1939: 'All-up' Services suspended:

The scheme was supposed to have had a duration of 15 years. The rate 1s. 3d. per ½ oz. was revived and the first flight from South Africa at this rate was the mail which left on September 5. In the African Postal Union this did not apply until October when the Empire Postal rate was raised to a flat 1s. 3d. per ½ oz.

191. December 22, 1939: 'Leaflet Raid': Cape Town:

This was for the S.A. Mayor's National Fund. The leaflets depict a bursting bomb with "This might have been a bomb" superimposed and a message urging support of the Fund. The Puss Moth flown was piloted by Lt. O.G. Davies and Capt. C. Money.

192. 1940: South African Airways:

Lockheed Lodestars arrived after the outbreak of war and the fleet was transferred to the S.A. Air Force for military duties. Only in 1944 were some Lodestars returned to S.A.A. and operated a skeleton schedule of public services.

193. January 8, 1940: Naples to Johannesburg: K.L.M.:

Mails were handed in at Amsterdam but only flown from Naples owing to conditions in France (mails left Amsterdam Jan. 8) and the flight was to strengthen commercial relations. These envelopes contained return covers which could be returned by sea or by air. Mail left Naples January 15 and was b/s Johannesburg 19.1.40 11.00. The enclosed covers were flown by Imperial Airways.

194. April 1, 1940:

Imperial Airways was absorbed into B.O.A.C. and the first flight South Africa to England was on April 5, at the same time the new Durban Air Port was opened. The first B.O.A.C. to South Africa was on April 3.

195. April 30, 1940: First New Zealand to South Africa:

This was mail carried on the inaugural flight in the Trans-Tasman

Service in the 'Aotearoa' (Capt. J.W. Burgess) by Tasman Empire Airways from Auckland to Sydney. Mails were b/s Cape Town May 16. 40 Covers have special cachet.

196. June 11, 1940:

Empire services were suspended on June 11, following Italy declaring war on June 10. An emergency service was a matter of urgency and the Empire Reserve Route was operated for one flight from Mombasa to Australia via Seychelles, Chagos and Cocos Islands. Then a decision was made to carry mails by sea to Durban, from where mails were flown via Cairo, Basra, Karachi, Calcutta, Rangoon, Singapore, Darwin, Brisbane, Sydney to Auckland, with intermediate stops. This became known as the Horseshoe Route. Qantas operated the Singapore - Sydney section and T.E.A.L. Sydney to Auckland, the balance being B.O.A.C., the first mail leaving England on June 14, 1940. From now on it is difficult to map all the routes and services in Africa but this has been effected by the writer from masses of covers and research into records. On July 23, 1940 there was the first acceptance of mail over the emergency route from New Zealand to England via Cairo and Durban.



197. December 1940: 'Bomphlets' dropped over Cape Town by war-plane:

These read 'The Army's Coming Soon! Watch Units of South Africa's New Mechanised Army in action! See armoured cars, artillery, infantry, signallers, engineers, Air Force, Technical Services, Field Musicians, Q Services, Military Bands - 80 musicians. Get to know S.A.'s New Mechanical Army!'

198. December 17, 1940: Johannesburg-Cape Town-Windhoek-Luanda:

S.A.A. resumed this service suspended early in 1940 with new Lockheed Lodestars and arrived at Luanda on December 18. No internal airmails were carried owing to suspension of the E.A.M.S.

This was weekly, calling at Mossamedes and Lobito.

199. December 17, 1940: S.A.A.: Johannesburg to Entebbe (Uganda):

This was via Bulawayo, Lusaka, Kasama, Dodoma, Nairobi, and Kisumu and operated twice a week in each direction. Entebbe was reached on December 18.

200. January 8, 1941: B.O.A.C.: Stop at Vaaldam: Sydney to Durban:

Vaaldam is an artificial lake 45 miles from Johannesburg. This was now used by B.O.A.C. for the flying boats instead of the direct route from Lourenco Marques to Durban. This detour was made on the inward services to Durban. On the outward route the direct route was followed. The flying boat 'Castor' (commander: Capt. E. Poole) inaugurated this service, after an experimental flight on January 1, 1941 by the 'Canopus' (Capt. F.J. Barley). Mails from Lourenco Marques were b/s Durban 13. Jan. 41. and bear censor markings.

The first acceptance over this route actually from Lourenco Marques was on February 3, 1941 (b/s Johannesburg 4. II 41. 2.30.)

201. March 14, 1941: Sabena: Leopoldville-Elizabethville-Johannesburg:

This was the inaugural service from the Congo to South Africa by Sabena. b/s Johannesburg 18 March 8.45. A cachet was applied 'Premier liaison aerienne / Leopoldville - Johannesburg / 14 Mars 1941' and from Elizabethville 'ler depart liaison aerienne Congo - Afrique du Sud 14 Mars. 1941'.

202. April 9, 1941: Hongkong to Cape Town:

These were conveyed by sea to Singapore, thence by B.O.A.C. to Durban and then by surface to Cape Town.

203. June 6, 1941: Lourenco Marques-Johannesburg-Entebbe-Leopoldville:

20 covers were flown by S.A.A. on this first flight and b/s Leopoldville June 12, 1941 18th.

204. July 28, 1941: First Active Service Airletter Card:

Issued by South Africa. This bore imprinted blue 3d. stamp showing Groot Schuur (residence of the Prime Minister).

205. September 1941: South Africa: Active Service Letter Card:

As previously issued but stamp redrawn - the tree does not touch frame.

206. December 6, 1941: P.A.A.: Miami to Leopoldville: FAM 22:

The mail was extended to Leopoldville from the U.S.A. and mails for South Africa were included. Such mail was probably flown from Leopoldville to South Africa by Sabena.

No mails were accepted for the return flight from South Africa.

207. January 1942: Mail Service from South Africa to Singapore:

Covers posted in Cape Town 24. Jan. 42 10.30 addressed to Singapore were returned 13. IV. 42, bearing a two-line violet

cachet: 'Mail Service Suspended / Posdiens gestaak'.

208. January 12, 1942: South Africa: 1½d. Stamp:

This stamp depicts Lieut. Bob Kershaw, after a painting by Neville Lewis. Kershaw was the first S.A. airman in World War II to be decorated with the D.S.O.

209. January 28, 1942: Sabena: Leopoldville to Cape Town:

Via Elizabethville, Lusaka, Bulawayo and Johannesburg. S.A.A. soon commenced operating to Leopoldville under a reciprocal arrangement, for it was announced on February 28, 1942 that letters and postcards were accepted for despatch to U.S.A. at 4s. per ½ oz. for letters and 2s. each for postcards. The mail was carried on alternate weeks by S.A.A. and Sabena to Leopoldville where P.A.A. took over. The plane arrived Cape Town on January 29.



210. February 3, 1942: Last flying-boat into Singapore:

The Horseshoe Route was now broken when Capt. Crowther took in the last flying-boat and on February 6 the Singapore – Batavia shuttle service was stopped. Singapore surrendered on February 14 and by February 24 the Horseshoe Route was completely broken. However Catalinas were delivered to Australia from the U.S.A. and as will be seen later reopened the route from Australia and New Zealand via Colombo (Ceylon) to Cairo and South Africa.

211. May 1, 1942: First Civilian Airgraphs: South Africa to Great Britain:

These arrived in England May 18 and delivered on May 19. Franking was 8d. but this was reduced to 3d. on October 3, 1944.

212. June 19, 1942: First Lourenco Marques to Luanda via Johannesburg Leopoldville and Pointe Noire:

Censored mail b/s Luanda 30 Jun. 42, and Leopoldville 25.6.42.17.

213. September 11, 1942: First Airgraph from Britain to South Africa:

First message was sent by Winston Churchill to Field Marshall Smuts. This arrived September 29 but ordinary deliveries were made on October 7 Pretoria and elsewhere October 9, 1942.

214. October 9/10, 1942: Press Mail: New York to Cape Town:

This was flown from New York to Miami, thence by P.A.A. Clipper to Leopoldville, and thence either by Sabena or S.A.A. to South Africa.

215. December 2, 1942: Special flight: Sabena: South Africa – Congo – Brazzaville – French Cameroons:

Left Cape Town Dec. 2.; Johannesburg 4.XII.42.; Elizabethville 5.12.42; Leopoldville 6.12.42.17; Brazzaville 7 Dec. 42; Douala 15 Dec. 42.

216. January 3, 1942: South Africa: New 1s. 3d. stamp:

This showed a radio operator at his signal board. Six planes in formation flight may be seen through the window.

This was for use on the Empire Air Service.

217. February 25, 1943:

The P.M.G. of South Africa announced that an air mail service was available to Madagascar, letters 1s. 3d. per ½ oz. and postcards 7½d. each.

218. April 9, 1943: British 6d. Air Letter Service extended:

This service now was extended to H.M. Forces and the men of merchant ships calling at ports in South Africa.

219. July 18, 1943: Koggala (Ceylon) to Perth (Australia):

This service operated by Qantas and B.O.A.C. and seven experimental flights were made over this 3,000 mile non-stop ocean route. The first southbound flight with official mails was on July 18, (flight of 17 hrs. 50 mins.). This was carried in Catalinas mentioned before and the link with Australia forged again.

220. August 25, 1943: First Airgraph despatches from South Africa to Australia:

The charge were 10d. for civilians and 5d. for members of the Forces. First dispatch to New Zealand was on September 1, 1943.

221. September 1943: S.A. Red Cross:

The Red Cross Society inaugurated a special Airgraph service for British patients in hospitals within South Africa. The messages were transmitted free of charge.

222. September 9, 1943: S.A. Mails to Mauritius and Seychelles:

The P.M.G. announced that the mails to Madagascar would be extended to Mauritius and Seychelles, the inclusive rates being 1 sh. 3d. per ½ oz. and postcards 7½d.

223. September 1943: Jewish New Year: S.A. Aerograms:

S.A. "Active Service Letter Cards" were additionally printed (probably in Palestine) with greeting in Hebrew and English on the reverse side of panel. (Kessler catalogue 151 and 152). In September 1944 these were issued in a new form.

224. 1943/1944: S.A. Gifts and Comforts Fund:

Military aerograms were overprinted in red in English and Afrikaans on front panel: 'With best wishes from the S.A. Gifts and Comforts Fund' (Kessler Catalogue Nos. 109-110/111-112).

225. S.W.A. Aerograms:

On November 10, 1941 the basic sheets of South Africa were overprinted "S.W.A."

226. Basutoland, Bechuanaland, Swaziland Aerograms:

The basic Active Service Air Letters of South Africa were post-marked in these three territories from 1942 until overprinted issues were made later.

227. 1944: "Golden Hind":

This flying boat was transferred to Durban from the ferry service Poole (Dorset, England) to Foynes (Ireland, where connecting with the Boeing trans-Atlantic service) for services to Madagascar. Seychelles Via Mombasa over the Indian Ocean. Mails were carried from Madagascar to Mauritius by Free French service.

Lancastrians came into use on the B.O.A.C. service Ceylon to Australia.

A cover in the writer's collection from Tananarive March 11, 1944, had backstamps Mombasa 16. Mr. 44 and Cape Town 22. Mar. 44. Mail was by surface from Durban to Cape Town.

228. May 23, 1944: South African Mail to Great Britain and Eire:

Airmail was again accepted for Great Britain and Eire, letters 1sh. 3d. per ½ pz. postcards 7½d. No assurance was given that letters would be carried entirely by air and no airmail labels were available, but letters had to be endorsed 'By Air Mail'. Although civilian airmail service from South Africa to England was resumed in October 1944, it was not until September 14, 1945 that it was found possible to restore a similar service from Great Britain to South Africa.

229. May 1944: New Format: Aerogram South Africa:

The military aerograms were now in a format, the heading 'Active Service Letter Card' being changed to 'Air Mail Letter Card.' (Kessler Catalogue Nos. 115, 116).

230. October 3, 1944: First Civilian Aerogram: South Africa:

This had heading 'Air Letter' 'Lugbrief' and had pair of imprinted South African War Effort stamps of 3d. each, forming 6d. (Kessler catalogue 1 and 2). These were overprinted for use in S.W.A., Basutoland, Bechuanaland, and Swaziland on the same date.

231. November 1944: Christmas Military Aerograms:

These were issued free of charge for use by South African troops in North Africa and Middle East. These bore suitable inscriptions with also a pictorial imprint on back. (Kessler. No. 153).

232. December 1, 1944: S.A.A.: Civilian Service resumed:

These were suspended in May 1940. Six Lodestars were returned by the Defence Department and a restricted air service was again introduced between Johannesburg and Cape Town direct and via coastal towns, as well as a regular service between Johannesburg and Durban, and Johannesburg-Bulawayo - Salisbury.

233. May 1945:

A number of letters was reported as arriving from Great Britain marked 'By Air' and franked 1s. 3d., but as there was no air service in the southern direction at that time, they had come by sea and were endorsed 'Please inform sender air mail not available'.

234. July 31, 1945:

The Airgraph Service came to an end. This had a brief but useful life of about 4½ years.



235. November: 1945: Air Letters for British West Indies from S.A.:

These were now accepted for delivery, but an extra 6d. franking was required. These were probably flown by the B.O.A.C. Winter trans-Atlantic route which commenced on October 20.

236. November 10, 1945: 'Springbok' Service S.A.A.; Johannesburg to Hurn (Britain):

Operated by S.A.A. and B.O.A.C. aircraft. The York machine piloted by Capt. F.C.J. Fry was utilized. Stops were made at Nairobi, Khartoum, Cairo and Castel Benito. Mails were only accepted for U.K., most of Europe, and countries in the western hemisphere. Mails to Cairo and intermediate points were still

carried by the B.O.A.C. flying boats. Air letters were not carried on this mail. In January 1946 the call at Castel Benito was omitted in favour of Malta, and from March 31, 1951 the S.A.A. planes changed to Khartoum, Lydda (Israel) and Rome. The return flight was made on November 12. Mails arrived in London on November 14. (Total time for flight was 63 hours, with a 1½ hrs. delay due to head winds).

237. November 1945: Special Christmas Aerogram:

A different form was issued for use free of charge by service personnel in North Africa and the Central Mediterranean countries including Italy.

238. January 16, 1946: Lancastrian Record Flight England to Cape:

The Avro Lancastrian 'Aries' took off from Thornley Island near Portsmouth on January 16, 1946 and landed Cape Town after refuelling at Cairo on the 17th. Time was 32 hrs. 21 mins. including the 40 minutes stop at Cairo. Commander was Wing. Commander C.M. Dunccliffe and navigator Capt. M.H. Short. This lowered Henshaw's record by 7 hrs. mins. which was in February 1938.

239. January 7, 1946:

'Springbok' service now called at Malta.

240. February 7, 1946:

B.O.A.C. resumed service England to Singapore.

241. March 22, 1946: Mails Batavia to Pretoria:

This mail was carried without charge. Covers in the possession of the writer were addressed to the South African Reserve Bank from the Javasche Bank, Batavia. It can be presumed that this was an official mail carried from Batavia to Singapore by K.L.M. and thence by B.O.A.C. This indicates the gradual resumption of normal services after the War. It has also been suggested that this mail was carried by military planes.

242. April 9, 1946: First resumed flight Australia via Singapore by Qantas and B.O.A.C.:

243. April 30, 1946: South Africa: Internal Air Mail Services were resumed:

These were now regular, postage rates being the same as those for surface rate. Daily airmail services were operated between the big cities of South West Africa and Rhodesia. Cape Town could now make efficient use of the 'Springbok' service to London, as previously mails were sent by rail to Johannesburg. On the same date Dakotas were introduced by S.A.A. and on May 1, 1946 Douglas Skymasters were introduced.

244. May 12, 1946:

Flying boat route England to Australia was re-opened.

245. July 11, 1946: First England - Salisbury 'Springbok' Service:

Mails were dropped at Salisbury (Only 9 covers have been traced)

On July 12 the first call was made at Salisbury on the northward route but no mails were accepted for Salisbury in South Africa until July 24.

246. October 6, 1946: Proving Flight K.L.M. Amsterdam to Johannesburg:

Special envelopes were utilized for the flight and a violet cachet applied showing ox wagon and plane with wording "Proefvlucht K.L.M. - Amsterdam - 6 Oct. 1946: - Nederland - Zuid Afrika," This arrived back in Amsterdam on October 15. The DC-4 "Edam" was commanded by K.D. Parmentier, Pilot of the K.L.M. plane which won the MacRobertson Air Race, England to Australia 1934. Besides a large mail from Europe, there was a small mail addressed to S.W.A. b/s Windhoek 17.X.46. The return flight was October 14/15. No mails were carried on the return flight via Algiers, Tripoli, Kano and Leopoldville.

This proving flight was followed by six trial flights and a special flight: December 7, 1946 in 'Friesland'; January 4, 1947 in the 'Paramaribo'; February 8, in plane 'Schiedam'; March 1, in 'Edam'; April 9, in 'Schiedam'; April 23, in 'Rotterdam'; May 15. Special mails in every case were carried and some also to S.W.A. There was also a mail from Amsterdam on August 16, and a letter addressed to Swakopmund was b/s 22 Aug. 47. The official inauguration flight was on October 7.

247. February 12, 1947: P.A.A.: Twice-weekly service to Leopoldville from the U.S.A. extended to Johannesburg:

No mails were carried until the flight of May 4, 1947 when only 75 covers were carried. The date for the inauguration of this extension is also given as March 7. It is known that the first call at Accra was made en route on March 8.

248. April: South Africa: R.A.F.:

Personnel of the 'King's Flight' during their Tour, used a special circular cachet on their mail which was sent without franking. It reads "The King's Flight - Royal Air Force' with date at centre (14 Apr. 47).

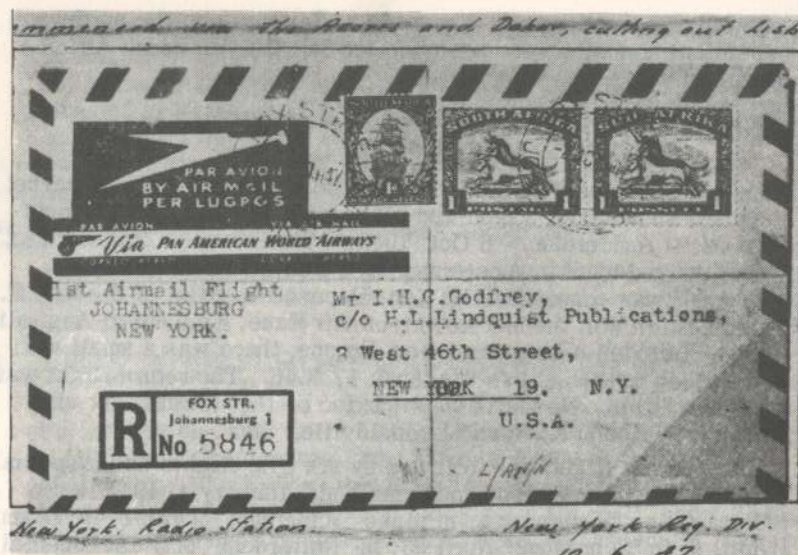
249. March 10, 1947: Reduction of Airmail fee:

The air fee from South Africa to England was reduced to 9d. per ½ oz.

250. August 3, 1947: Swissair: First flight: Geneva - Johannesburg:

A cachet in blue was applied to mails 'Premier Vol - postal special - de La Swissair - Suisse - Afrique du Sud - 3 Aout 1947'. Covers addressed to Johannesburg were b/s 11.VII, 47 15.00. The double flight philatelic covers were not permitted to be backstamped by the South African authorities and are only b/s Geneva August 14 on return. The route was via Cairo. Khartoum, Nairobi and Elizabethville, and was flown in a DC-4. No South African mails were flown on return flight.

251. October 2, 1947: P.A.A.: First acceptance mails: Johannesburg to New York:



These were b/s 6 Oct. 47. Franking was 2sh. 1d. (including 4d. registration). Less than 20 Covers are known which are indeed rarities.

252. October 20, 1947: German Occupation Cover:

This was posted from Field Post Office 237 to the Passport Office Control Officer, Govt. of South Africa.

253. October 7, 1947: Official Inauguration: K.L.M.: Amsterdam-Johannesburg Service:

This was carried out in a DC-4 plane "Rotterdam" PH-TAR. commanded by K. Rupplin von Keffikon. The journey took 57 hours, with a flying time of 32 hours. No mails were permitted for carriage from South Africa. On October 25, Tunis was a regular halt on this service and on December 18, Lockheed L-749A Constellations were introduced.

254. November 21/22, 1947: Swissair: Second Flight: Geneva - Johannesburg:

The route was via Tunis, Kano and Leopoldville. The return flight was made on November 27.

255. December 1, 1947: Central African Airways: Ndola - Johannesburg:

This route was opened by C.A.A. and return. Previously a stop was made at Salisbury. The flight was now 7 hours.

256. January 1, 1948: New Form: South Africa: Aerogram:

The 3d. War Effort stamps 3d. are now with simulated perforations on all sides, and set-out redesigned. (Kessler. No. 5.).

257. January 29, 1948: New Aerogram: South Africa:

This was now redesigned, having an 6d. imprinted stamp showing globe and scroll superimposed "Air Mail - Lugpos." (Kessler

No. 6, 7). This was re-issued, slightly altered on August 1948 (Kessler No. 8 & 9).

258. January 13 - April 15, 1948: Global Goodwill Tour of the Atlas Sky Merchant:

5,000 air letters were carried and the tour was planned for 100 days. These letters were b/s Cape Town 22.1.48 - 16.15 and Johannesburg 26.1.48 - 9.00.

259. February 14, 1948: K.L.M.:

This was mail picked up at Tunis which carried cachet "Vol Special - de la K.L.M. - Amsterdam - Tunis - Johannesburg." Again the authorities in South Africa refused to backstamp the special mail.

260. February 25, 1948: P.A.A.: Johannesburg - New York:

Clipper "Southern Cross" left La Guardia Airport and flew via Azores, Dakar, Accra and Leopoldville, thus cutting out Lisbon and shortening the route by 1,000 miles. The route via Lisbon was still operated so that Johannesburg had two services per week.

261. March 2, 1948: K.L.M.: Amsterdam - Johannesburg:

There were now two services twice-weekly with mails for South Africa and S.W.A.

262. March 10, 1948: B.O.A.C.: Proving flight of Solent flying boat: Hythe to Vaaldam (Johannesburg):

After this proving flight the inaugural flight was on May 11, 1948 when the Short Solents flew from Johannesburg to Southampton via Victoria Falls, Port Bell, and Cairo. No mails were carried.

263. April 17, 1948: Amsterdam - Johannesburg - Lourenco Marques:

This was the first acceptance by K.L.M. for mails on their service to Johannesburg for Portuguese East Africa. Mails were carried to P.E.A. by D.E.T.A. or S.A.A. from Johannesburg and b/s L.M. 20.4.48 - 5H.

264. May 4, 1948: 'Sunday Times' service: Johannesburg - Ndola:

C.A.A. inaugurated this service and 450 copies were flown on the first flight.

264. a. November 1, 1948: "Rand Daily Mail" service: Johannesburg-Bulawayo.

S.A.A. inaugurated this daily service using Skymaster planes. The newspaper was imprinted "Air Mail Edition - Price 3d" - (normally 2d.)

265. May 13, 1948: K.L.M.:

First flight by DC-6 Amsterdam to Johannesburg. b/s Cape Town and S.W.A. 22 May 48.

266. May 26, 1948: Sabena: Accelerated service: Brussels to Johannesburg:

The weekly service was now operated with DC-6 planes. The

July 1, 1948: Commercial Air Services Ltd.:

268. August 1948: New South African Stamp Booklets B. 19:

269. August 8, 1948: S.A.A.: Johannesburg to Nairobi:

270. August 14, 1948: First Internal South African Air Letter Sheet:

271. August 31, 1948: S.A.A.: Cape Town to Alexander Bay:

272. September 13, 1948: K.L.M.: *noa 'soomT' yshnu2' :849f, 4- yam* .43

273. November 14, 1948: Survey Flight: Qantas: Direct Australia to South Africa and return:

52.



273. a. November, 1948: South West Air Transport (Pty.) Limited:

274. February 2, 1949: S.A.A.: Johannesburg - London:

275. January 30, 1949: S.A.A.: Inaugural flight Johannesburg to Cairo:

276. February 12, 1949: S.A.A.: Durban - Lourenco Marques:

277. April 1949: Proving flight of East African Airways: Nairobi to Durban:

This was carried out in a Lodestar with stops at Dar-es-Salaam, Lindi, Mozambique, Lourenco Marques before reaching Stamford Hill (Durban). Soon after, a weekly Dakota service was put into operation via Lindi - Dar-es-Salaam - Mombasa. This was the first contact of E.A. Airways with South Africa.

278. June 21, 1949: South Africa: Aerogram:

As issued September 1948 but with 'Sender's Name and Address' on reverse printed vertically. (Kessler's Nos. 12 & 13). These were overprinted for Swaziland.

279. August 30, 1949: K.L.M.: Amsterdam - Johannesburg:

This was the 250th flight on the service and was followed on February 8, 1950 by the 300th flight.

280. September 26, 1949: South Africa: Aerogram:

A Completely new 6d. air letter sheet was issued showing in the imprinted stamp "The Flying Springbok", which had replaced the B.O.A.C. Speedbird. This was the insignia of S.A.A. This is also called the first definitive issue. (Kessler's Nos. 14 & 15). The last of this type was issued February 25, 1959 (Kessler's Nos. 26 & 27).

281. November 3, 1949: B.O.A.C.: First regular call at Cape MacLear (Nyasaland):

Call was made at Cape MacLear at the southern end of Lake Nyasa, when a northbound Solent from Johannesburg touched down in Nyasaland for the first time. The first southbound flying boat to call there left Southampton November 10, 1949. Thus a weekly regular service was inaugurated. Feeder services were started by Rhodesian Air Maintenance Service Ltd. between Cape MacLear, connecting with C.A.A. service at Blantyre. Monkey Bay was also served by R.A.M.S.

282. December 1949: E.A.A.C.: Nairobi - Durban via Blantyre:

The routing of East African Airways Nairobi - Durban service was altered to provide for a call at Blantyre.

283. December 14, 1949: K.L.M.: Second Dingaans Day Flight:

4-engined Douglas DC-6 'Koningin Juliana' PH-TPJ (Capt. Overlander for Amsterdam-Kano, Capt. Whiting for Kano-Johannesburg). Route was via Tunis, Kano, and Leopoldville. Special covers were issued by K.L.M. which received cachet showing the Voortrekker Memorial. Plane arrived Johannesburg December 15, 1949, 5:30 p.m. Covers also received a special circular cachet at the Voortrekker Monument Post Office 16.XII.49. No mails were carried on the return flight.

284. January 1950: South African Services:

These were now (a) B.O.A.C. Johannesburg - Southampton via Victoria Falls, Kampala, Khartoum, Luxor Alexandria, Augusta, in Solents: (b) B.O.A.C. Johannesburg - Southampton via Cape MacLear, Kampala, Khartoum, Luxor and Alexandria with Solents: (c) S.A.A. Skymaster Johannesburg - London via Nairobi, Khartoum

and Tripoli: (d) S.A.A. Skymaster Johannesburg - Cairo via Nairobi and Khartoum: (e) K.L.M. DC-6 Johannesburg - Amsterdam via Leopoldville, Kano, and Tunis: (f) Sabena DC-6 Johannesburg - Brussels via Leopoldville, Kano, with return via Tripoli and Kano: (g) P.A.A. Constellation Johannesburg - New York via Leopoldville, Accra, Monrovia, Dakar, Lisbon and Santa Maria: (h) E.A.A.C. (East Coast) Durban - Nairobi via Lourenco Marques, Blantyre, Mozambique, Lindi, Dar-es-Salaam and Mombasa: (i) S.A.A. and D.E.T.A. (1) Johannesburg - Lourenco Marques - Durban (2) Johannesburg - Bulawayo also Bulawayo - Salisbury, as well as Salisbury - Lusaka - Ndola - Tabora - Nairobi. These were the international routes while S.A.A. served the main centres of South Africa and Windhoek, South West Africa.

285. 1950: S.W.A.: Aerograms:

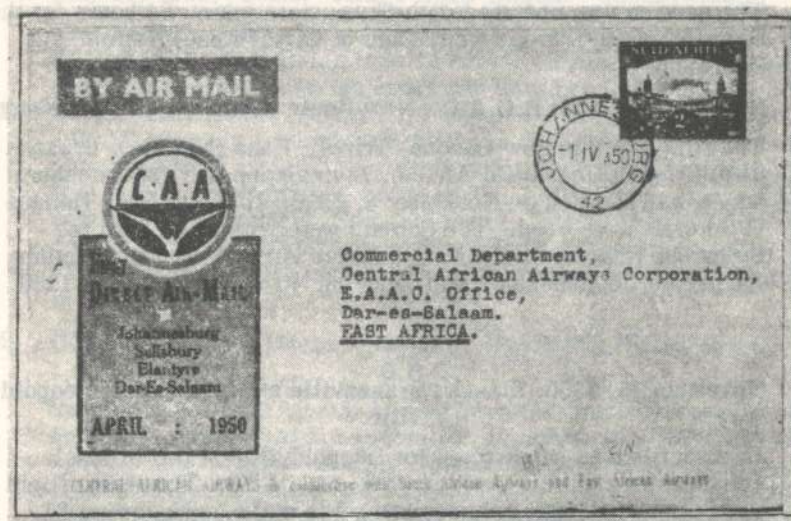
The basic South African type was overprinted S.W.A. (Kessler's Nos. 2 & 3), which was followed by similar types until 1954 (Kessler's No. 9).

286. February 22, 1950: Tristan da Cunha Mail:

Carried by sea to Cape Town and thence by air. The writer has a 1½d. airletter sheet postmarked Cape Town Paquebot 22.II.50 and bearing the rectangular cachet "Tristan Da Cunha - Settlement of Edinburgh - South Atlantic," flown to Johannesburg.

287. April 1, 1950: Empire Air Mail re-introduced:

The E.A.M.S. was reintroduced to all territories within the African Postal Union, the airmail rate of 9d. per ½ oz. being superseded by a charge of 2d. per oz. on an 'all-up' basis.



288. April 1, 1950: C.A.A.: Inauguration new direct service: Johannesburg - Salisbury - Blantyre - Dar-es-Salaam:

Operated with Viking 27-seater aircraft. The return flight was made on April 5 (Pilot: R. Ethdoph). Service was weekly.

289. June 2, 1950: Drakensburg Air Service Pty. Ltd.:

This Company was located at Ladysmith and the pilot was Mr. George de Wet, ex-member of the famous S.A.A.F. Cheetah Fighter Squadron. From Ladysmith to Mokhotlong 332 lbs. of mails were carried. From there 72½ lbs. of mail picked up was flown to Maseru (Basutoland). On the return flight 37 lbs. of mail was from Maseru and 103 lbs. from Mokhotlong. Only a very few covers (24 airletters) seem to have been retained posted at Ladysmith on June 2, 1950, bearing the cachet of the Company and signature of the pilot and also a few letters on the return flight. This was the first airmail between South Africa and Basutoland, but there is a record of an internal airmail in 1934, when the Medical Officer at Quithing chartered a plane to fly him to Maseru. The Assistant Commissioner at Quithing took advantage of the flight to send a letter to the Resident Commissioner, which is filed for record at the Secretariat at Maseru. One other letter is known addressed to Natal which was carried by the Medical Officer, Dr. Vollett, from Quithing and posted at Maseru.

290. July 1, 1950: C.A.A.:

Air parcel post service was inaugurated Colon Central Africa to Johannesburg.

291. August 26, 1950: S.A.A. 'Springbok' Route:

Constellations (Gold Plate) were introduced on the run from Johannesburg to London, via Nairobi, Khartoum and Rome. The flight was in under 30 hours.

292. October 29, 1950: El-Al: Weekly service Lydda - Johannesburg:

The service was operated with Skymasters taking 24 hours for the through journey. Stops were made at Livingstone, Nairobi and Khartoum.

293. November 7, 1950: B.O.A.C.: New Route: London - Johannesburg:

The itinerary was now London, Tripoli, Kano (Nigeria), Brazzaville (French Equatorial Africa), Livingstone and Johannesburg which was reached on November 8, 1950. Handley Page Hermes IV aircraft were used. The Solents were withdrawn from the Springbok route down the east coast of Africa. The first return flight from Johannesburg was made on November 10 to 12, 1950.

294. November 15, 1950: K.L.M.: Brazzaville stop instead of Leopoldville:

Brazzaville was substituted for Leopoldville on the Brussels - Johannesburg route. Mails were b/s 16.11.50. The return flight via Brazzaville from Johannesburg was made on November 21, 1950.

295. November 16, 1950: S.A.A.F. in Korea:

No. 2 Squadron under the command of Commandant S. van B. Theron, consisting of 49 officers and 157 other ranks, sailed from

Durban for Japan, arriving at Yokohama November 4, 1950. Training in Mustangs was carried out at Johnson Base (20 miles north of Tokyo). The Squadron flew to Korea on November 16, 1950, and on November 19, Major Theron made the first sortie from Pyongyang.

In December, 1952, they were re-equipped with Sabre Jet fighters, and the first sortie in these planes was made on February 18, 1953. The Squadron's last mission was on July 27, 1953 (Armistice Day). The last of the squadron returned to South Africa December 23, 1953. As mentioned before, 86,400 Union of South Africa 1½d. inland letter cards were overprinted in Pretoria for use of the members of the Squadron. The value was obliterated by bars and printed 'Free Forces Mail/Posvry Vanaf Magte'. Six different types were issued. This free postage concession was withdrawn in January, 1953. (Kessler's Nos. Korea 101-106).

296. March 31, 1951: S.A.A.: Constellation Service: Johannesburg - London: Stop at Lydda instead of Khartoum:

As of March 31, 1951, S.A.A. Constellations stopped at Lydda, Israel, instead of at Khartoum, and then went on to Rome. The return flight from London was also made on the same date. Some covers posted too late to connect with the first service from London, travelled on the second flight, which owing to a dense fog landed at Cyprus on April 2, 1951.

297. July/ August 1951: Reunion (Durban) Airport:

Nearing completion after five years of work, had been used by a Skymaster in June for a proving landing.

298. July 17, 1951: 'Comet' Trial Flight: London - Johannesburg:

This landed on July 18 at 13.03 hrs. (S.A.) having flown in 17 hours, 33 minutes (actual flying time 14 hours, 42 minutes). The commander was Capt. A.M. Majendie and distance 6,212 miles. The DeHavilland Comet (B.O.A.C.) took off for the return flight on July 27, 1951 via Livingstone, Entebbe, Khartoum and Rome. One cover has been reported carried from Sir Godfrey de Havilland to B.O.A.C.'s South African manager, Mr. J. Davidson, franked 1sh. postmarked Harpsfield, Herts. at 5 p.m. July 17, 1951. This received a rubber stamp 'Airport Supervisor - Palmietfontein 18.7.51', on arrival at Johannesburg with signature and '13.01 hours' in manuscript.

299. October 14, 1951: Death of Major A. McAllister Miller, D.S.O., O.B.E.:

He died at Port Elizabeth, having been the first European to be born in Swaziland (at Schombeni) on September 10, 1892. 20 years later he was a trooper in King Edward's Horse and in 1914 an officer in the 5th. Cavalry Reserve (Royal Scots Greys and 1st Royal Dragoons). In March, 1914, he transferred to the Royal Flying Corps. The remainder of his history in the air in South Africa was recorded previously in this article. In 1924 he was elected as Member of Parliament for Durban and appointed to the Civil Air Board in 1925. It was Major Miller and his men who had laid the foundations of the great South African flying organization.

In the 1936 Empire Exhibition Air Race from England to South Africa, Major Miller competed in a Percival Mew Gull plane.

300. October 15, 1951: S.A.A. Kokstad Crash:

S.A. Airways Dakota 'Paardeberg', commanded by Capt. Douglas Ellis, crashed in the Ingeli mountains near Kokstad, involving the loss of all on board – four members of crew and 13 passengers. S.A.A. aircraft had flown 35,000,000 miles since 1937 (Junkers 52 Crash) without mishap. Covers posted Cape Town October 14, 1951 bear violet cachet 'Salvaged Crashed Plane 15/10/51'. The plane was en route from Cape Town to Durban.

301. December 10, 1951: Durban Airport reopened:

The No. 1 runway had been lengthened to 4,000 feet. This was used by both the Skymasters and Lodestars.

302. January 1, 1952: C.A.A.: Nairobi - Victoria Falls - Johannesburg:

This new service was inaugurated.

303. January 2 to 31, 1952: Construction of Cocos Islands Airbase:

500 men of the No. 2 R.A.A.F. Airfield Construction Squadron were shipped from Australia to the Cocos Islands, under the command of Wing. Cmdr. A.G. Lings, in the steamer 'Palikonda', in order to build a new £700,000 airbase, following a visit in May, 1951, by a Qantas Catalina flying boat, which left Rose Bay, with a combined survey party. Here evidence was found of the R.A.F. occupation - a 7,500 foot airstrip made of perforated steelplate, at the end of which was a remarkably well-preserved Liberator bomber. There was also an excellent three-story concrete control tower. A new sealed coral runway 10,000 feet long and 150 ft. wide was finally built. By January 31, 1952 the first of a series of flights was made to the Cocos Islands when a Qantas Lancastrian left Sydney with mail and supplies.

304. February 8, 1952: Manila - Cape Town:

A cover is in the writer's collection bearing as franking three – 5 centavos Peace and Security Philippine stamps and five – 30 cent Lions International stamps and bearing a single-line cachet 'By Special P.A.A. Pouch'.

305. March 25, 1952: K.L.M.: Special Flight: Amsterdam to Cape Town: Johan van Riebeeck Celebrations:

This was the first time that K.L.M. carried mails to Cape Town. The plane was the DC-6, PH-TPM 'Princess Marijke', commanded to Brazzaville by T. Verhoeven, and thence by A.G. Ekels, arriving in Cape Town March 26. The plane returned with mails from the Tercentenary Celebrations of the founding of Cape Town on March 28, 1952, the route being via Lison, Kano, Brazzaville, and Johannesburg. Special covers were issued and cachets applied in addition to the special cancellation. Some 40,000 items were carried; mails came from every part of the world. On this occasion mails were permitted from South Africa on the return flight (mails overseas to Europe being normally carried by B.O.A.C. or S.A.A.) Special stamps were issued on March 14,



1952, for the Exhibition and overprinted in addition for the Philatelic Exhibition 'Satise / Sadipu'. The return covers received a special Culemborg (birthplace of Van Riebeeck) cancellation and also a special circular commemorative cachet 'Herdensing Jan van Riebeeck's Landing-aan de Kaap de Goede Hoop - 6 April 1652-1952' (illustrated). There was also a special Culemborg cachet.

306. April, 1952: South Africa: Durban to Margate:

Commercial Air Services (Natal) Pty. Ltd. were running a scheduled service along the south coast of Natal.

307. April 17, 1952: Jan Smuts Airport: Johannesburg:

This was the new international air terminal near Kempton Park, Johannesburg. This cost £6,000,000 and was first used by an airliner at 11.37 a.m. on April 17, 1952, namely the S.A.A. Sky-master 'Tafelberg' (commander Capt. Piet Nel, veteran flyer and former personal pilot to General Smuts). The main runway is 10,500 feet long and 200 feet wide, with 400-foot grass strips on either side.

308. May 2/3, 1952: B.O.A.C.: First Flight: London - Johannesburg: Regular Comet Service:

Souvenir mail was flown over 42 stages, with a charge of 5sh. per cover. The complete itinerary was London, Rome, Beirut (not Cairo due to political tension at the time), Khartoum, Entebbe, Livingstone, and Johannesburg. The pilots were Capt. A.M.A. Majendie (London - Beirut); Capt. J.T.A. Marsden (Beirut - Khartoum) and Capt. B.C. Alabaster (Khartoum - Johannesburg). On May 1, 1952 the airmail rates to South Africa from England were increased. The distance of 6,724 miles was covered in 23 hours, 55 minutes. (Compare this with times since 1932: January 20, 1932-13 days; April 23, 1933-10 days; April 11, 1934-9 days; May 16, 1935-8 days (all through to Cape Town); March 24, 1936-7 days to Germiston; June 2, 1937-6 days to Durban; November 10, 1945-2½ days to Germiston; May 11, 1948-4½ days to Vaaldam; November 7, 1950-30 hours to Palmietfontein; May 2, 1952-23½ hours to Palmietfontein). The return flight from Johannesburg was made



May 5/6, 1952 (illustrated). Special air letter forms were issued for the flight from London showing a map of the route.

309. July 1, 1952: S.A.A.: Stop at Frankfurt (Germany):

Effective July 1, 1952, S.A.A. Constellations to and from London called at Frankfurt, Germany, one day a week.

310. July 2, 1952: B.O.A.C. Comet Service: London - Johannesburg:

Calls at Cairo instead of Beirut commenced, with the plane leaving London July 2, 1952, and Johannesburg July 3, 1952. Souvenir covers were again serviced by B.O.A.C.

311. July 13, 1952: S.A.A.: Skymaster 'Magaliesberg':

This plane was unable to land at Wingfield (chief airport), Cape Town on account of fog. The landing was effected, however, at Young's Field, Wynberg (the military airport).

312. July 24, 1952: B.O.A.C.: Mails to South Africa, again via Beirut:

This was due to disturbances in Egypt at Cairo. Mail arrived at Cape Town July 29, 1952. Of interest is the fact that the Comet had trouble of a technical nature at Livingstone on the flight, and the mails were carried thence by the S.A.A. Skymaster "Tafelberg" to Johannesburg. This caused the delay noted.

313. July 31, 1952: B.O.A.C.: Reduction in Time: Johannesburg - London:

The flying time was reduced one hour, this being effected by cutting 20 minutes each off the one hour stops at Livingstone, Entebbe and Khartoum. Flight was now 21 hours, 50 minutes via Cairo and 22 hours, 55 minutes via Beirut.

314. July 25, 1952: Qantas: Proving Flight: Sydney - Johannesburg:

This was by the direct route via Perth, Cocos Islands, and Mauritius, a distance of 8,500 miles. It was in a Constellation

commanded by Capt. K.G. Jackson, there being a crew of 13 and 17 passengers. Plane was 'Sir Charles Kingsford-Smith'. Arrival was July 29th and the return flight left August 2, 1952, arriving at Sydney August 7, 1952. Qantas invested in a hotel for passengers in Mauritius (at Curepipe). No mails were carried on this proving flight.

315. September 1, 1952: Qantas: Regular Service: Sydney - Johannesburg:

This was the inaugural flight via Perth, Cocos, and Mauritius in the Lockheed Constellation VH-EAD 'Sir Charles Kingsford-Smith', and was the second regular service spanning the Indian Ocean, the first having been in 1949 when K.L.M. made more than 100 crossings between Mauritius and Batavia. The distance between these two terminals was 3,460 miles, flown in 15 hours, 15 minutes. Qantas supplied commemorative covers for its flight and cachets were applied to all mail carried, there being three types. The 8,493 mile flight was covered in 3½ days. The return flight left Johannesburg September 6, 1952, and arrived September 9, 1952, in Sydney. There are also round trip flight covers. Two covers, franked 1 sh. 10d. and postmarked Cape Town September 2 were carried and autographed by the Ministers on the plane, and the commander and the hostess as well.

316. October 26, 1952: Driftsands Airport, Port Elizabeth:

This airport was reopened on October 25, 1952, and the airport at St. Albans closed to civil air traffic and all facilities withdrawn.

317. December 15, 1952: Korea: S.A.A.F. Air Concession - Aerograms:

This concession was withdrawn and mail arrived from Korea, franked 2½d. and cancelled F.P.O. 98. This was special Active Service Mail. Letters posted December 21 in Korea arrived at Cape Town, December 29, 1952.

318. 1953: Korea: S.A.A.F.:

Outgoing mail from Korea was dispatched from A.P.O. 970, c/o Postmaster, San Francisco, California, using a British Forces Letter which required 2½d. franking. Letters to the S.A.A.F., however, had to be addressed 'S.A.O.P. 5301 Far East Forces'. The forces were then part of the 18th Fighter Bomber Wing. On February 18, 1953, the writer received an unfranked letter from Capt. J.A. Oliver marked 'Soldiers Free Air Mail'. This arrived at Cape Town on March 5, so that it was probably routed by surface mail.

319. January 8, 1953: Scandinavian Airlines System: First Flight: Stockholm - Johannesburg:

This was an extension of SAS' Stockholm - Nairobi service. Covers were sent from Sweden and Denmark; those from Sweden carried a postmark depicting a Springbok head and inscription 'Forsta Reguljara Flygningen - Stockholm - Johannesburg'. There are two varieties of the cachet, some with 8.1.53 date and others without. The Danish covers bear a special postmark incorporating the S.A.A. crest and inscribed 'Kobenhavn Lufthavn - 8.1.1953 -



1ste SAS Flyvning - Til - Johannesburg'. An arrival postmark of January 11, 1953, was applied to mail addressed to Johannesburg, Poste Restante. No mail was officially carried on the return flight from South Africa. The plane was a Douglas DC-6, OY-KLO, commanded by Captain Suesse; it arrived at Palmietfontein on January 10. The route was Stockholm-Copenhagen - Oslo - Hamburg - Zurich - Rome - Athens - Khartoum - Nairobi - Johannesburg. High officials of S.A.S. were on board. The return flight was made January 11-13. This was the start of the regular service.

320. January 10, 1953: S.A.A.: Skymasters: Johannesburg - Windhoek:

Gen. Venter, chief of South African Airways, was on the previous flight, a proving one on January 3. On January 10 the regular, direct service was inaugurated.

321. January 12, 1953: S.A.A.:

Lodestars replaced Dakotas on the Johannesburg - Kimberley - Upington - Keetmanshoop - Windhoek service.

322. January 12, 1953: S.A.A.:

Dakotas replaced Lodestars on the Johannesburg - Cape Town service via Bloemfontein, Kimberley, Victoria West, and Beaufort West.

323. January 12, 1953: S.A.A.:

Skymaster service direct from Johannesburg to Cape Town and return was inaugurated, operating three times a week.

324. February 6, 1953: B.O.A.C.: Comet Jets, London - Johannesburg:

Cairo was now the intermediate stop, instead of Beirut which was no longer on the itinerary.

On February 8, 1953, a Comet, flying between Entebbe and Livingstone, completed B.O.A.C.'s first 10,000 hours of Comet flying. The

commander was Capt. J. Andrew.

325. February 18, 1953: Qantas: Johannesburg to the Far East, via the Direct Service over the Indian Ocean:

The writer sent covers on this first acceptance of mail to Jakarta, Singapore, Hong Kong and Tokyo, with 1sh. 7d. franking. These were finally returned with the marking 'Posted out of course - Onreelmstig gepos'.

326. March, 1953: Commercial Air Service: Rand - Free State Gold Mines:

Dove aircraft were replaced with 16-passenger Lodestars, purchased from East African Airways. A private firm started a service between Fouriesberg, 32 miles south of Bethlehem, and Basutoland.

327. April 3, 1953: B.O.A.C.: Comet Jet, London-Johannesburg:

There was a reduction in time of 20 minutes due to cutting the time at the intermediate stop from one hour to 40 minutes.

328. April 12, 1953: Canadian Comet Flies to the Rand:

A Royal Canadian Air Force Transport Command Comet jet landed at Palmietfontein on April 12, 1953, under command of Sqd. Comdr. J. Dickson. The flight was made to familiarize Canadian crews with Comet operation. Capt. E. Rodley of B.O.A.C. became the first civil airline pilot to complete 1,000 hours jet flying. The return flight was made on April 14, 1953.

329. April 28, 1953: Visit to Cape Town by Three R.A.F. Mark II Shackleton Aircraft from Ceylon:

These planes arrived at Jan Smuts Airport on April 28 from Ceylon, having flown the entire distance with only one stop at Mauritius (operated by a crew of 61 under Group Capt. D.M. Somerville). The planes arrived at Langebaanweg Military Air Station (north of Cape Town) after flying over Durban and East London. Only one plane visited Cape Town Airport. The return flight was made to England via West Africa.

330. April 28, 1953: El-Al: Record Flight to Johannesburg:

Carrying a normal load of passengers and freight, an El-Al Constellation made the journey from Israel to Johannesburg in 16 hours, 20 minutes. The usual time was about 19 hours.

331. May 1, 1953: Collondale Airport (East London) Opened:

This was an all-weather airport, having a tarmac 4,650 feet long and 150 feet wide. The other two all-weather airports were at Port Elizabeth and Windhoek.

332. May 1, 1953: S.A.A.: Johannesburg - Windhoek:

This was now operated with Skymasters and Dakotas in place of Skymasters and Lodestars.

333. May 2, 1953: B.O.A.C.: Comet Crash near Calcutta:

This accident occurred on the Singapore - London route, with 43

passengers losing their lives. Mail (including some for South Africa) was salvaged and struck by the Indian Post Office with a cachet: 'Salvaged Mail - "Comet" Crash, near Calcutta - 2nd May 1953'. The pilot was Capt. M.W. Haddon.



334. May 2, 1953: S.A.A.: Cape Town to Upington Direct:

This was first flown on May 2; the return flight was made on May 7.

335. May 4, 1953: S.A.A.: Cape Town - Windhoek:

The route was now operated with Skymasters, stopping at Alexander Bay in each direction. Dakotas were also used, calling at both Upington and Alexander Bay. The first flight by a Skymaster from Windhoek was on May 4, with first return flight from Cape Town May 6.

336. May 10, 1953: S.A.: Skymaster delayed, Johannesburg - Cape Town:

After a 10-hour journey, 46 passengers from Johannesburg, in a relief Skymaster, were landed at Young's Field, near Wynberg, Cape Town - the last open airfield - a few minutes before it was obscured by mist. The flight usually took 3½ hours. The first Skymaster developed a fault and had to land at Kimberley, where the passengers and mail were picked up by the second plane, which could not land at either Wingfield (Cape Town) or Langebaan. Mails posted in England May 6 and 7, and in Johannesburg 13.30 hrs. May 9, were carried but not delivered in Cape Town until May 11, 1953.

a. June 30, 1953: Last 9d. Airmail rate: South Africa to Britain:

The new increased rates came into being on July 1, 1953. Rate then 1s. 3d. per ½ oz., to U.K.: postcards 8d.: airletter sheets 6d. Those to Europe 1s. 6d., 9d. and 6d. respectively: USA 2s. 3d., 1s. 2d. 1s.: Central and South America, 3s., 1s. 6d., 1s.: North Africa 1s. 6d., 6d.: Israel, 1s. /d., 9d., 6d.: Burma, India, Pakis-

tan, 2s. 3d., 1s. 2d., 1s.: China, Japan, Malaya, 2s. 9d., 1s.: 5d. 1s.: Australia, New Zealand, 3s., 1s. 6d., 1s.: Rates to U.S.A. and Canada were now the same by all routes and it was no longer necessary to endorse letters 'By Pan American'.

b. October 1, 1953: S.A.A.: Internal and Regional Services revised:

Among these was a connection direct to George via Beaufort West from Cape Town on October 3 and from Johannesburg on October 7. These revisions also applied to Johannesburg - Bulawayo (2hrs. 5 min.) and Johannesburg - Lourenco Marques (1 hr. 40 min.).

c. October 3, 1953: S.A.A.: Tourist Service:

Jan Smuts - Lusaka - Nairobi - Khartoum - Cairo - Athens - Rome - London. The return flight was on October 5, London - Rome - Athens - Cairo - Khartoum - Nairobi - Lusaka - Johannesburg with Constellations.

d. October 5, 1953: S.A.A.: Tourist Service:

Johannesburg - Livingstone - Nairobi - Khartoum - Cairo - Athens - Rome - London carried out in Constellations. The return flight was on October 10, London - Rome - Athens - Cairo - Khartoum - Nairobi - Livingstone - Johannesburg (Jan Smuts Airport).

e. October 3, 1953: Official opening of Jan Smuts Airport:

This international airport was opened by the Minister of Transport P.O. Sauer at 3.15 p.m. A film premiere was held in the P.A.A. Super Six Clipper, the film being 'The Moon is blue'. Work on the airfield was started in 1946. The change over from Palmietfontein was carried out on September 1, 1953.

f. October 4, 1953: First S.A. Comet Service: London - Johannesburg:

This was via Rome, Cairo, Khartoum, Entebbe and Livingstone in partnership with B.O.A.C. The first southbound, which left London on October 4, was four hours late. (Capt. D.B. Raubenheimer, London-Entebbe, Capt. J.B. Botes, Entebbe - Johannesburg). The first return flight left Jan Smuts Airport on October 6 arriving London on October 7, 1953. No special covers were issued but normal mail was carried without any cachet.

g. October 4, 1953: K.L.M.: Introduction of Super Constellations:

Lockheed L-1049 planes replaced the DC-6 on the Africa Service (Amsterdam to Johannesburg) of K.L.M. The whole journey was 25 hrs. 35 mins. (Flying time 22 hrs. 20 mins.). K.L.M. was the first airline to use these craft. On October 28, 1956 the 1,000 th flight on the Africa Service was flown and on July 3, 1957 the Douglas DC-7C was introduced on the service, cutting down the trip to 24 hrs. 50 min. (Flying time 21 hrs. 10 min.).

337. October 7, 1953: S.A.A.: Tourist Service:

Johannesburg - Windhoek - Nairobi - Khartoum - Cairo - Rome - Frankfurt - London. The return flight was on October 8 over the same route omitting the Cairo stop. This was the first flight from Windhoek direct to Germany. This service was also by Constella-

tion; mails were carried and posted at all stages of the Tourist Services.

338. October 26, 1953: Union Aeromaritime de Transport: First Flight, Paris to Johannesburg:

Jet service started via Tripoli, Kano, Brazzaville, and Livingstone, as an extension of U.A.T.'s service from Paris to Brazzaville. The U.A.T. Comet was from Series IA, which had a larger fuel capacity than the Series 1. This was the first French air service to South Africa. The plane, F-BGSA, was commanded by M. Loubrey, who was also a director of U.A.T. The plane arrived at Johannesburg on October 27 (flying time 16 hours, 16 minutes). Mails to Johannesburg were 49Kg. 990, of which some was destined for Mozambique. Mail was backstamped at Johannesburg 27.X.53 - 16.00 and at Lourenco Marques 28.10.53 - 15th. (mail carried by S.A.A. to Lourenco Marques). A special rectangular



cachet was applied to the mails at Paris Aviation: 1re. Liaison Postale Aérienne - Paris - Johannesburg - Par Avion a Reaction - 26 October 1953. Covers posted to Cape Town reached there on October 30. There were also special souvenir covers. Mail was posted from Algiers, Tripoli, Kano, and Brazzaville to Johannesburg on October 29, 1953, on the return flight over the same route, arriving at Le Bourget (Paris) on October 29 (flying time 14 hours, 58 minutes for the distance of 11,000 kms). No stop was made at Livingstone on the return flight. A cachet was applied by U.A.T. at Johannesburg 'Eerste Comet - Spuitvliegtuig - Diens Johannesburg - Paris - 29ste October 1953', and special souvenir covers were flown to all points.

339. October 30, 1953: South Africa: 'Second Class' Air Mail introduced:

Reduced postage rates on commercial papers, etc. to all countries served by airmail, varying from 6d. to 1sh. per ½ oz. depending on the destination, were initiated. The concession was first introduced in Great Britain on February 1, 1948, but only applied to South American countries. From November 18, 1949, 'Second Class Mail' to South Africa was accepted at 4d. per ½ oz. but, as

only 'First Class' mail was flown without surcharge in South Africa, such mail was stamped on arrival at Johannesburg with a purple cachet 'By Surface - Per Landpos - from - Vanaf - Johannesburg.'

340. December 2, 1953: Sabena: New Route: Johannesburg - Brussels via Geneva:

Sabena's itinerary was altered to Johannesburg - Leopoldville - Kano - Geneva - Brussels (25 hours, 15 minutes). Covers from Cape Town cancelled 14.00 hrs., 30.XI.53. were backstamped Geneva 3.XII.53. - 7 hrs.

341. December 17, 1953: Durban to London in 24 Hours:

By a new arrangement of services by S.A.A. it was now possible to send mails in less than 24 hours from Durban to London as a direct connection was made with the Comet service from Johannesburg.

342. December 17, 1953: Canberra Record Flight: London - Cape Town: 12 Hours, 21 Minutes:

This record was made in the Canberra R.A.F. jet bomber Aries IV (11 hours, 52 minutes flying time.) The pilot was Wing Comdr. G. Petty, with Sqdr. Ldr. T.P. McGarry and Sqdn. Ldr. J. McD. Craig assisting. The return flight was made in 13½ hours. The writer has a cover stamped and autographed on arrival.

343. January 10, 1954: Comet Disaster: B.O.A.C.:

The Comet jetliner, "Yoke Peter," operating on the Singapore-London route, crashed into the sea off Elba soon after leaving Rome. 35 persons lost their lives. The pilot was Capt. A. Gibson and the aircraft was the same one which inaugurated the first Comet service to Johannesburg in May, 1952. Mails were struck with a cachet: 'Damaged by Seawater - Comet Mail.' A slightly different cachet was applied to larger packets. On January 12, 1954, B.O.A.C. grounded all Comets as a measure of prudence. S.A.A. carried on with Constellations and a special B.O.A.C. Argonaut left London January 13, 1954, arriving at Jan Smuts Airport on January 15.

344. January 20, 1954: E.A.A.C.: Nairobi to Durban:

E.A.A.C. applied for a license to operate using Dakotas.

345. January 20, 1954: Luanda to Cela (Angola):

A regular weekly service was set up by the Portuguese Government to handle mail for settlers at Cela. Airmails from Cape Town January 24, 1954, were backstamped "Cela 1. Fev. 1954". (First acceptance).

346. January 23, 1954: Comet II Flight: England to South Africa:

A Comet II (Commander: Group Capt. John Cunningham) left Hatfield January 23, 1954, arriving nonstop at Khartoum in 6 hours, 22 minutes, 7.2 seconds - a record. On January 28 the Comet II flew to Johannesburg in 6 hours, 49 minutes. Demonstration flights were made at Durban and Cape Town (February 2).

On February 4 the plane left and made Entebbe in 4 hours, 9 minutes. It departed Entebbe on February 6 and made the trip back to Hatfield with a stop at Cairo.

347. January - March 1954: Australian National Antarctic Research Expedition:

Mails posted at Cape Town on November 27, 1953, connected with mails to Melbourne and thence were carried by sea on the "Kista Dan" in January 1954, reaching Mawson in the Antarctic February 11, 1954, Mails transit-marked February 15 and returned by sea arrived at Cape Town April 10, 1954.

348. March 16, 1954: U.A.T. Comet Service to South Africa Resumed:

The first Comet to arrive at Johannesburg after the grounding of the Comets in January, 1954, arrived on March 10.

349. April 1, 1954: S.A.A.: New Air Services:

(a) Constellations were introduced over the route from Jan Smuts Airport to Durban.

(b) Four services a week were provided, rather than three, in addition to the daily Skymaster service from Johannesburg to Cape Town.

(c) The Johannesburg to Windhoek segment was flown with Constellations instead of Skymasters.

350. April 3, 1954: C.A.A.: Salisbury to Durban: Non-Stop:

Known as the "Coastal Viking" Service, on April 3, 1954, the inaugural flights both ways were made. Special commemorative covers were issued by Central African Airways.

351. April 5, 1954: S.A.A.: Windhoek to Livingstone:

This Dakota service was introduced to connect with the overseas "Springbok Tourist Service," letters being backstamped Livingstone 13.4.54. Poste Restante.

352. April 8, 1954: S.A.A.: Comet Crash in Mediterranean:

Comet jet G-ALYY, commanded by Captain W.K. Mostert, crashed between Messina Strait and the volcanic island of Stromboli on April 8, 1954, en route from Rome to Cairo. The plane exploded, killing the 14 passengers and crew of seven. A cover in the possession of the writer, postmarked Shipley, 6 Apr. 1954, 10:00 a.m., received a cachet reading "Salvaged Mail - Comet Crash." This cover was addressed to Cape Town.

353. April 9, 1954: Comet Services Suspended:

As a result of the accident on April 8, all Comets were withdrawn from service.

354. April 16, 1954: S.A.A. and B.O.A.C.: England to South Africa:

These two companies arranged for 16 flights from Johannesburg to London, in Constellations and Argonauts, during the fortnight from April 17-31, 1954. B.O.A.C. operated tourist class services from Johannesburg with Argonauts on April 21, 24, 28, and May 1. The first Argonaut left London for Johannesburg on April 19, 1954.

355. May 15, 1954: R.A.F. Flight: Suez Canal to South Africa:

Four Vampire jet fighters and a Valetta of No. 32 Squadron R.A.F. arrived at Ysterplaat (Cape) on a goodwill flight. The flight left Egypt on May 10.

356. May 18, 1954: E.A.A.C.: New Service, Nairobi to Durban:

This was supplementary to the coastal service from Mombasa to Durban. The Dakota aircraft in which the Queen and the Duke of Edinburgh flew to the opening of the Owen Falls Dam was used. These flights also supplemented the weekend service provided by C.A.A. to Salisbury and Durban. The pilot was Captain Eric Morris, who was also the Queen's pilot in East Africa.

357. June: U.A.T.: Paris to Johannesburg and Return:

This service had commenced in 1953, using Comet jets. After June of 1954 it was operated with DC-6B planes, the itinerary being Paris-Nice-Fort Lamy-Brazzaville-Johannesburg.

358. June 1, 1954: South Africa: Air Letter Sheets without imprinted stamp:

Effective June 1, 1954, the old concession whereby firms were permitted to use their own Air Letter forms, subject to the approval of the Postmaster General, was withdrawn; now only one standard form, without imprinted stamp, was in use. This was available at Post Offices in packets of 500 at £1 12/6d. It is similar in design to the form with the imprinted stamp.

359. June 1/4, 1954: Durban Centenary Exhibition:

The Red Cross Society issued a special Air Letter Sheet, with suitable inscriptions.

360. July 1, 1954: New Air Mail Charges within the African Postal Union:

No longer were all mails carried automatically by air, but an etiquette was necessary, with the rate being increased from 2d to 3d per ounce. The registration rate was also increased from 4d to 6d.

361. July 31, 1954: First Air Mail Flight: Madagascar to Island of Tromelin:

By mere chance a small amount of mail dispatched by the author connected with this first trip. The letters had been sent for cancellation on June 31, 1954, for the last day of the old postal rates and on July 1, 1954, for the first day of the new rates. The covers were marked "Philatelic-First Day" or "Philatelic-Last Day", this was mistaken by the French authorities in Madagascar to indicate that they were destined for the Tromelin flight. These few covers were thus flown on this first service and received both the cachets used: "Premiere Liaison-Aerienne-Madagascar Tromelin" and on the return trip "Tromelin Madagascar." In addition they received an imprint "Tromelin-31 Jul 1954-Station Meteorologique-Francais." The mails were carried in a military plane, a Junkers 52 Toucan, with Captain Poux as the pilot. The route was from Tananarive (Ivato Airfield), via Antalaha, to Tromelin.

362. August 9, 1954: C.A.A.:

On this date, five Vickers Viscount turboprops were purchased, intended for the service from Salisbury to Johannesburg and the coastal service to Durban, which operations did not commence until early in 1956.

363. August 23, 1954: S.A.A.:

Three DC-7B planes were purchased for use on the "Springbok Service" between South Africa and England, inaugurated early in 1956.

364. September 8, 1954: Cape Town National Airport (Bellville):

This airport actually was first used on September 7, 1954, because of the weather and unserviceability of Wingfield and Ysterplaat. The S.A.A. Skymaster "Magaliesburg" was the first plane to land at 4.55 p.m. The first official landing was on September 8, 1954, by the S.A.A. Skymaster "Drakensberg" piloted by Senior Captain M. McFarlane. At this time the airport building was not yet ready. It is worth noting here that on August 21, 1954, air traffic was diverted from Wingfield to Ysterplaat (Cape Town) because of weakened runways from severe winter flooding.

365. October 18, 1954: New Aerogram: Basutoland:

This was the first definitive issue bearing an imprinted stamp, the new 6d Herd Boy type (Kessler's No. 6). The lines of instruction were altered in 1959 (Kessler's No. 7).

366. November 4, 1954: S.A.A. Skymaster Held up at East London:

Because of bad visibility at Durban, the Skymaster "Amatola" was held overnight at East London and, when landing, damaged a tyre.

367. November 5, 1954: C.A.A.: Lusaka to Johannesburg:

Same day service. Covers were carried.

368. November 7, 1954: C.A.A.: Johannesburg to Nairobi:

Same day service with stops at Lusaka and Ndola. Covers were carried.

369. November 7, 1954: C.A.A.: Durban to Ndola and Lusaka:

Same day service. Special commemorative envelopes were issued by C.A.A., which were postmarked at Durban 7 Nov. 54. and back-stamped at Ndola and/or Lusaka 7.XI.54.

370. November 27, 1954: South West Africa: New Aerogramme:

This was the first definitive air letter sheet, bearing an imprinted ostrich stamp (Kessler's No. 10).

371. February 1, 1955: S.A.A. Airways Comes of Age:

To mark this occasion, S.A.A. issued an illustrated booklet entitled "S.A.A. Airways Comes of Age," which detailed the growth and history of the airline at the time the fleet consisted of 25 aircraft. A reception was held in Cape Town at which Mr. B.J. Schoeman, Minister of Transport, and Mr. D.H.C. du Plessis, General Manager of Railways, were present. The writer was invited

to attend.

372. February 2, 1955: South Africa: Internal Air Letter Sheet:

(Kessler's Nos. 403, 404). These were much as before with the word 'Posgeld' replacing 'Posseel' in the imprinted stamp.

373. March 8, 1955: South Africa: Airmail Rates Reduced:

Rates within the African Union were unchanged, but to South America they were reduced from 3sh. to 2sh. 3d.; to the West Indies from 2sh. 9d. to 2sh. 3d; to China and Formosa from 2sh. 3d. to 1sh. 9d.; and to Australia from 3 sh. to 2 sh. 6d. The reductions varied from 6d. to 1 sh.

374. March 12/13, 1955: The Bristol Britannia G. ANBA Flight:

The Britannia propjet flew from Fulton (Bristol) to Jan Smuts (Johannesburg) in 18 hours, 52 minutes, with one stop at Khartoum. The commander was Captain Walter Gibb. The Comet jet still held the speed record, having flown on July 17/18, 1953, from London to Johannesburg in 17 hours, 33 minutes (flying time 15 hours, 9 minutes).

375. March 24, 1955: Flight of "Pretoria Spirit" over South Atlantic to Pretoria:

The first light aircraft to cross the South Atlantic from South America arrived at Livingstone on March 24, 1955. The Piper Apache was flown by Mr. Howard Piper, 37, and W.T. Piper, Jr. both sons of the president of the Piper Aircraft Company. They flew nearly 2,000 miles across the South Atlantic from Brazil to Liberia.

376. June 3, 1955: Visit of R.A.F. from Iraq to Cape Town:

Three Venom jet fighters of the R.A.F. No. 6 Squadron stationed at Habbaniya, Iraq, landed at Langebaanweg Air Station on June 3, 1955, under the leadership of Flight Lt. M.E. Hobson. These were followed by a Valetta transport aircraft. Owing to damage of an undercarriage one Venom was left behind at Khartoum. The flight was for long range navigational training.

377. July 6, 1955: South West Africa: Inland Air Letter Sheet:

The South African 'Posgeld' type was overprinted S.W.A. (Kessler's No. 403). In August, 1948 the 'Posseel' type was issued, also overprinted S.W.A. (Kessler's Nos. 401, 402).

378. September, 1955: Airstrip Kariba Dam (Rhodesia):

This 1,000 yard long field was now completed. Mails from the Union of South Africa were conveyed there on September 14, 1955.

379. September 29, 1955: Visit of Vickers Viscount:

The Vickers Viscount 700 arrived at Jan Smuts Airport (Johannesburg) for six weeks of trials, with W.R. Peasley as pilot. This plane flew to Cape Town for the opening of the Airport Terminal there on October 26, 1955.

380. **October 3, 1955: S.A.A.: First Direct Flights, East London to Johannesburg and Return:**

This mail, carried in Skymasters, was backstamped Johannesburg 4.X.55. On both flights the commander was Captain Pattison.

381. **October 3, 1955: First Direct Flights, East London to Johannesburg and return:**

This mail, carried by Skymasters, was backstamped Johannesburg 4.X.55. On both flights the commander was Captain Pattison.

382. **October 12, 1955: El-Al Israel Airlines: Johannesburg to Lydda:**

It was announced that El-Al would operate from Johannesburg to Lydda with its own Constellation aircraft.

383. **October 26, 1955: New Cape Town Terminal: D.F. Malan Airport:**

Situated near Bellville, this new terminal was opened by Mr. Schoeman, the Minister of Transport, who arrived in the S.A.A. Constellation "Kaapstad". A 50-ton DC-6B was flown by U.A.T. from Johannesburg to Cape Town for the opening. A flight was made over Cape Town, and 68 cards were issued to those on board (of which the writer was one) and posted. These U.A.T. cards bore a special circular cachet; reading "Special Flight Over the Cape of Good Hope" in the outer circle. Horizontally in the centre is the wording "U.A.T. - French Airlines - 26 Oct. 1955" (see illustration).



384. **November 7, 1955: Qantas: New Route: South Africa to Australia:**

Until November 7, 1955, the Qantas route was from Australia to South Africa (Sydney-Perth-Cocos Islands-Mauritius-Johannesburg). The new Super "G" Constellation aircraft now turned around at Johannesburg after four hours and flew back via Mauritius, Cocos Islands, and Port Darwin to Sydney.

385. **November 23, 1955: Cocos Islands: Opening of Australian Domestic Postal Services:**

Qantas carried special souvenir covers bearing a special cachet, which were backstamped Cape Town, 5 Dec. 1955.

386. **November 26, 1955: Reunion Airport (Durban) Opened:**

387. **November 28, 1955: Crash at Mokhotlong (Basutoland):**

An aircraft of the Drakensberg Air Services was badly damaged in landing, and the pilot and three passengers were injured. This was the sixth aircraft accident in Basutoland over a period of several months. In a previous accident a pilot was killed, and in another the pilot was seriously injured.

388. **December 30, 1955: First Two Britannia Airliners for South African Run Delivered to B.O.A.C.:**

The first actual Britannia service was planned for June or July, 1956. The first training flight was on December 31, 1955.

389. **February 26, 1956: S.A.A.: Delivery Flight DC-7B:**

The DC-7B commanders were Captain J.B. Botes and Captain S. Pienaar. The plane left Santa Monica, California (U.S.A.), on February 26, 1956, and arrived at Johannesburg February 29, having flown via Montreal, London, Rome, and Nairobi, a total distance of 12,150 miles. Two covers were carried, autographed by the crew. These were dated Santa Monica, Feb. 25, 11:30 a.m. and backstamped Jan Smuts Lughawe 29.2.56. They also bore intermediate stop postmarkings.

390. **March, 1956: Johannesburg to Margate (Natal South Coast):**

The National Transport Commission granted Commercial Air Services a licence to fly direct from the Rand to Margate. Weekly service commenced when a new airfield was built at Margate, the previous airstrip there being unserviceable.

391. **March 1, 1956: El-Al: Israel Flights Resumed:**

For several months El-Al's flight from South Africa to Lydda was made in a U.A.T. French DC-6B, operating under charter. The plane arrived at Tel Aviv on February 28, 1956, and returned on March 1.

392. **March 1, 1956: S.A.A.:**

Seven Vickers Viscounts 810D were ordered for internal use. Aircraft deliveries were to commence in mid-1958. More DC-7B's were also on the way.

393. **March 25, 1956: S.A.A.: New DC-7B Airliner 'Dromedaris':**

This was the first visit of S.A.A.'s new aircraft to Cape Town. It was piloted by Captains Botes and Pienaar. On March 30 it flew to Durban on its return to Johannesburg.

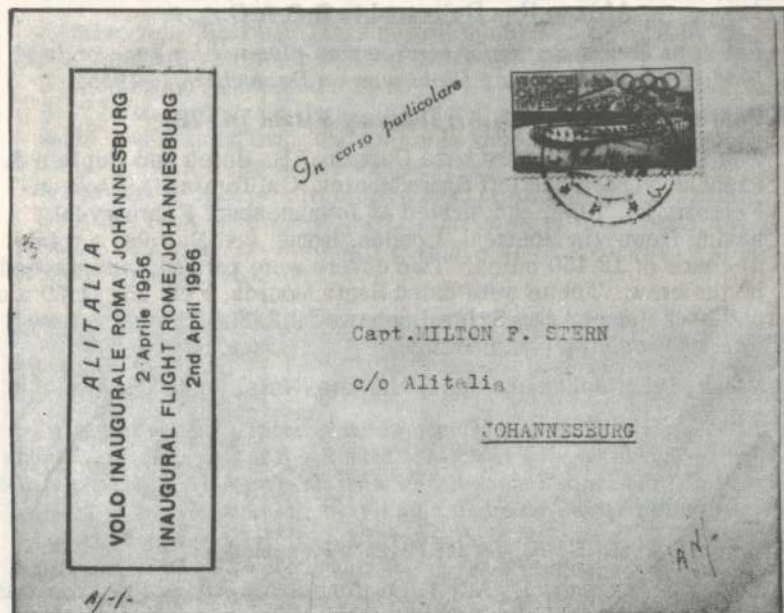
394. **April 21, 1956: S.A.A.: DC-7B's Introduced: Johannesburg to London:**

With these new planes the schedule was reduced to 23 hours.

Covers addressed c/o Poste Restante, London, were backstamped 23. Ap. 56. The route flown was via Livingstone, Nairobi, Khartoum, Rome, and Frankfurt. On April 16, 1956, the DC-7B, the 'Dromedaris,' made a record flight from Port Elizabeth to Cape Town in one hour, 23 minutes.

395. April 2, 1956: Alitalia: Inaugural Flight from Rome to Johannesburg:

Covers from this flight bear a framed rectangular cachet as shown in the illustration. The commander was J. Martinelli. Covers were not backstamped at Johannesburg but merely postmarked 2.IV.56. A DC-6B was used for the service. One cover in the possession of the writer bears the autographs of the crew on the reverse.



396. May 1, 1956: S.A.A.: Faster Service: Cape Town to London:

A new timetable allowed for connection by S.A.A. passengers from Cape Town and eliminated the 12 hour stop in Johannesburg. Passengers were now able to reach London less than 24 hours after leaving D.F. Malan Airport (Cape Town). Constellations were introduced on S.A.A. internal services.

397. May 24, 1956: C.A.A.: Visit of Viscount Aircraft 'R.M.A. Malvern' to Cape Town:

The plane carried its namesake Lord Malvern, Prime Minister of the Federation of Rhodesia and Nyasaland, from Salisbury. Captain Robin Orbell, chief pilot of C.A.A., was the commander. There were special passenger flights over Cape Town. Lord Malvern came to discuss a direct airline service between Salisbury and Cape Town.

398. July, 1956: Airmails from South Africa: Mail Contracts:

Contracts then in effect provided for B.O.A.C. to carry all mail to Great Britain and Europe; S.A.A. to carry occasional mails to Great Britain and Europe and all mails for the Far East; El-Al to carry mail to Israel only; U.A.T. to carry mails to France; D.E.T.A. to carry mails to Lourenco Marques; P.A.A. to carry mails to the United States; and for C.A.A. (and occasionally S.A.A.) to carry mails to Rhodesia. No mail contracts were awarded to Alitalia and S.A.S.

399. July 2, 1956: New Air Letter Sheet: Swaziland:

This was the first definitive issue; it bore an imprinted 'Kudu' 6d. Swaziland stamp.

400. July 20, 1956: First C.A.A. Viscount Flight: Johannesburg to London:

Special souvenir envelopes were issued by C.A.A. with covers postmarked Johannesburg 20.VII.56 and backstamped at London by Central African Airways Corp., 21. Jul. 1956. The first flight from London was on July 23, 1956, but mail was not backstamped at Johannesburg. Five Viscounts were used on the service, one of which was the 'R.M.A. Malvern' mentioned before. These were Viscount 748's originally ordered in August, 1954 (700 D series).



401. September 3, 1956: Kariba (Rhodesia) Post Office Opened:

This post office was opened for the benefit of the workers on the Dam project, with regular air service operated from September 3 on by Hunting Clan (Africa) Airways. Only 12 covers have been traced. Several covers postmarked Johannesburg Sept. 1. 56., connected with the first mail and were backstamped at Kariba 3 Sept. 56.

402. October, 1956: B.O.A.C.: Emergency Route, London to Johannesburg via Benina:

Emergency schedules were operated during the Middle East crisis, and Benina in Tripoli was substituted for Cairo.

403. December 4, 1956: S.A.A.: Accelerated Service: Johannesburg to London:

With only one stop at Khartoum, the flight took 21 hours. A small quantity of souvenir mail was dispatched.

404. December 6, 1956: S.A.A.: Record Flight: London to Johannesburg: 18 Hours, 25 Minutes:

This flight was by a S.A.A. DC-7B which left Jan Smuts Airport on December 4, landing in London the following day. It was the first commercial aircraft to fly the return trip from Johannesburg to London in under 48 hours.

405. January 5, 1957: Swissair: Walter Mittelholzer Commemorative Flight:

DC-7 planes were chartered for special flights by the Efficiency Club of Zurich. The first flight started from Zurich on January 5, 1957, in the HB-1B1 plane.

The route was via Athens (5th), Addis Ababa (8th), Tananarive (19th), Johannesburg (14th), and Cape Town (14th), with a stop at Lourenco Marques (14th) and return via Leopoldville, Bangui, and Tripoli. Not only was mail carried on the various stages, but covers received a cachet "Swissair-Mittelholzer Memorial Flight-Switzerland-Africa-1927-1957-Bordpost HB-1B1." There were also numbered souvenir sheets bearing stamps and cancellations at the various points.

The second flight, actually the commemorative flight, arrived in Cape Town on February 18. The plane was the HB-1BZ, and again a special circular cachet was applied to mails (see above) and a souvenir folder issued. Letters from France and Lichtenstein also were carried. This plane left Zurich on February 15, returning on February 22 over the same route.

406. January 12, 1957: Pre-Inaugural Flight of B.O.A.C. Britannia:

Demonstration flights were carried out over Cape Town by B.O.A.C. The plane was the G-ANBE commanded by Captain



A.S.M. Rendall. Certificates were issued to the passengers, one of whom was the writer.

407. January 14, 1957: S.A.A.: Constellation: Lusaka Landing:

A Constellation with 35 passengers and 11 crew members, bound for Johannesburg, landed at Lusaka on three engines.

408. January 17, 1957: Sabena: Demonstration DC-7 Flight: South Africa:

The new aircraft arrived at Cape Town on January 16, having been flown from Brussels.

409. January 19, 1957: S.A.A.: Record Flight:

A DC-7 aircraft broke the Cape-Johannesburg record for commercial aircraft by completing the route in 2 hours, 22 minutes. The trip was done the previous week in 2 hours, 31 minutes by a B.O.A.C. Britannia.

410. February 1, 1957: B.O.A.C.: First Britannia Regular Service: England to South Africa:

The plane G-ANBI left London on February 1, 1957, flying via Rome, Khartoum, and Nairobi to Johannesburg, returning to London on February 4, 1957. The second Britannia G-ANBD left London on February 2, 1957, and flew a London-Rome-Khartoum-Nairobi-Salisbury-Johannesburg routing, arriving back in London on the 5th. The return flight routings of the two planes were the exact reverse of the outgoing ones. Special commemorative covers were issued by B.O.A.C.

411. February 14, 1957: S.A.A.: Accident at East London:

The Skymaster "Amatola" hit a bus when landing at Collondale Airport, East London. The plane landed safely following the collision. The hood of the bus was crushed, but only one passenger was injured.

412. April 2, 1957: S.A.A.: New Services:

West Coast service to Europe was inaugurated using DC-7B aircraft with stops at Leopoldville, Kano, Algiers, and Amsterdam. Amsterdam was a new point of call. Covers were backstamped at Amsterdam and London, April 4-57.

413. October 24, 1957: B.O.A.C.: Comet III Lands at Johannesburg:

The jet, commanded by Group-Captain John Cunningham, left Hatfield Aerodrome near London at 11 p.m. and landed at Jan Smuts Airport in time for lunch. The total time elapsed was 13 hours (12 hours 6 minutes in the air with a stop of 55 minutes at Khartoum). In 1951 the Comet I jet flew to South Africa in 17 hours 33 minutes.

414. November 5, 1957: S.A.A.: Goodwill Flight - Johannesburg to Perth:

The Commander of this flight was Captain J.M. Botes. This flight was prior to the regular trans-Indian Ocean service which began November 25, 1957.

415. **November 25, 1957: S.A.A.: Regular Service: Johannesburg to Perth via Mauritius and Cocos Islands:**

For this DC-7B flight special covers were issued which were backstamped at Perth 26 Nov. 57. The return flight was made on November 27, arriving at Johannesburg on November 28. Mails were carried on all stages, but it is especially interesting to note that aerogrammes sent c/o Poste Restante, Cocos Islands, were not returned to the writer until August 30, 1959. A special postmark was used.

416. **December 4, 1957: S.A.A.: Service to Europe via Zurich:**

Zurich was first included in the flight schedule of S.A.A. on December 4. Covers for this first flight were backstamped Zurich 5.XII.57-17.



417. **April 2, 1957: S.A.A.: West Coast Service:**

On April 2, S.A.A. began the first service to Europe via the West Coast - Leopoldville, Kano, Algiers, and Amsterdam - using DC-7B's. The first express service via the West Coast carrying mails, was initiated on April 6. There was only one stop between Johannesburg and London, at Kano.

418. **February 1, 1958: S.A.A.: Changes in Flights:**

A new timetable was introduced, revising the "Springbok" route. The "fast" service between Johannesburg and London was altered to add Amsterdam as well as Kano on the route. The "regular" service to London operated via Leopoldville, Kano, Rome, and Zurich.

419. **January 14, 1958: Qantas: World Flight:**

Covers with the special Qantas cachet were sent to South Africa.

420. **February 26, 1958: Visit of Shackletons to Cape Town:**

Three Mark III Shackleton long-range bombers arrived in Cape Town from England. One aircraft overshot the runway and was damaged. They flew via Niamey, where there was a delay due to a scarcity of bottled air used in the running of the aircraft. Spare bottles were flown up from Cape Town.

421. **February 22, 1958: S.A.A.: Boeing Jets Ordered:**

Orders were placed for three Boeing 707 aircraft.

422. **February 20, 1958: S.A.A.F.: Record Endurance Flight:**

An S.A.A.F. border patrol aircraft landed at Ysterplaat after a record endurance flight of 2,900 miles in 14½ hours (with one stop). The aircraft, captained by Major Desmond Eden of Ysterplaat, left Pretoria and flew over Southern Rhodesia, Bechuanaland Protectorate, the Caprivi Strip, Angola, and South West Africa.

423. **March 22, 1958: S.A.A.F.: Schackleton Flight to Marion Island and Return:**

This flight was carried out by Commandant M.J. Uys, who completed the trip of 2,500 miles in 15 hours.

424. **June 2, 1958: Balloon Flights with Mails: Johannesburg and South West Africa:**

Mr. John Boesman of Holland, and his wife Nini, visited South Africa and South West Africa with their balloon OO-BGX. On June 2, 1958, they made a flight lasting 45 minutes, before landing in a deodar tree. More than 1,000 cards were carried. Mr. Pat Smith, a press photographer, was aboard as passenger. Earlier the first flight of a balloon in South West Africa was made at Otjiwarongo at the N.S.W.A. Agricultural Show. Souvenir cards from there received a red cachet "First Flight by Balloon - in South West Africa - N.S.W.A. Agricultural Show 50c - Otjiwarongo - May 1958" and also a blue cachet "On Board of Freeballoon - OO-BGX - Commander: John Boesman."

425. **October, 1958: S.A.A.:**

The first of seven Vickers Viscounts for the new "Bosbok" fleet was delivered at Jan Smuts Airport by Captain Bert Rademan.

426. **November 24, 1958: S.A.A.: First Service with Vickers Viscount: Cape Town to Johannesburg:**

Covers were backstamped Johannesburg 25.XI.58. Part of a service to Salisbury, the flight to the Rand (Johannesburg) took just over two hours. One of these aircraft had visited Cape Town previously on November 17, 1958. Covers carried to Salisbury on November 24 were backstamped 26. Nov. 58 - 8 a.m.

427. **December, 1958: South Africa: New Greetings Air Letter Sheet:**

These were first issued on December 10. The design included red and green flowers and views and the wording "Greetings from South Africa" and "Groete van Suid-Afrika."

428. **December 1, 1958: Bechuanaland: Air Letter Sheet:**

Bechuanaland now had its own definitive air letter sheet. Previously, those of South Africa had been overprinted "Bechuana-land." This air letter sheet used the 6d then current "Queen's head with cattle" design for the imprinted stamp.

429. **December 12, 1958: El-Al: Johannesburg to Tel Aviv:**

It was announced that El-Al would resume its direct flights from

Johannesburg to Tel Aviv, Israel, with weekly Super DC-6B service.

430. April 1, 1959: South Africa: Postal Rates Increased:

Internal airmail rates for airletters were increased to 4d instead of 3d per ounce. To the Commonwealth countries the rate was increased from 2d to 4d for the first ounce. Internal airletter sheets were now 3d and post cards, 2½d.

431. October, 1959: South Africa: New Air Letter Sheets:

The new airletter sheet issued in October also had a new stamp design imprinted, the 6d lion (Kessler's No. 28). This was wrongly worded, and was corrected in the issues of December 29, 1959 (Kessler's No. 29) and January 5, 1960 (Kessler's No. 30). A new form of this was issued on April 29, 1960 (Kessler's No. 31 and 32).

432. November 1, 1950: Death of Jim Mollison:

At the age of 54, Jim Mollison died at a nursing home near London.

433. November 7, 1959: B.O.A.C.: Visit of the Comet IV to Cape Town:

The Comet IV visited Cape Town for a "familiarization" flight before the inauguration of its London to Johannesburg jet service in December. The plane arrived at 8:30 p.m. on November 6, after flying in record time from Port Elizabeth in 11 hours 5 minutes (during the flight from Johannesburg via Durban). On November 7th, two flights were made over the Cape, with passengers, one of whom was the writer, being taken up by invitation. Special flight certificates were issued. The writer has a few airletter sheets which were carried in the plane and autographed. On board were six hostesses and no less than seven captains, including Capt. R.C. Alabaster (B.O.A.C. Comet Flight Captain).

434. December 1, 1959: S.A.A.: Changes in Cape Town to Johannesburg Service:

The timetable was altered so that a fast service, operated with Viscounts, would connect with the new Comet IV jet planes from Johannesburg and the DC-7B S.A.A. flights.

435. December 2, 1959: B.O.A.C.: Inaugural Flight, Comet IV: London to Johannesburg:

This scheduled flight of 17½ hours operated over a route via Rome, Khartoum, and Nairobi. Flying time was actually 15 hours 15 minutes. The return flight occurred on December 3. Special souvenir covers were issued by B.O.A.C.

436. December 10, 1959: South Africa: New Internal Air Letter Sheet:

To meet the new rate a 3d sheet was issued (Kessler's No. 405) with an imprinted 3d Rhino stamp.

437. January 25, 1960: Sabena: Jet Service: Brussels to Johannesburg:

Sabena's jet flights were operated via Leopoldville in Boeing 707's. Covers were backstamped Johannesburg 26.1.60 - 14.00

and Cape Town 28 Jan. 60. Various commemorative covers were issued by Sabena, and a special cachet, "Premiere Liaison - par avion a reaction - Sabena - Bruxelles - Brussels - 25.1 1960. - per Straalvliegtuig," was utilized. Sabena's South African jet service was an extension of the first jet flight to Leopoldville which had begun on January 19.

438. June 1960: Airmail Sorted at Germiston:

Airmail was now being taken to a special section at Germiston, where a new circular cancellation with "Germiston-Lug-Air" in the outer circle and the date horizontally in the center was used.

439. September 3, 1960: S.A.A.: Demonstration Flight: Cape Town:

S.A.A.'s new Boeing 707 flew to Cape Town for this demonstration. The writer carried a few covers which were autographed by the pilots, Captain J.B. Botes and Captain S. Pienaar. The plane was ZS-CKD. While in the air, the writer and others received certificates as "Honorary Foundation Members of the S.A.A. Stratojet Club."

440. September 14, 1960: U.A.T.: First Jet Service: Paris to Johannesburg:

This was operated by DC-8's. Covers were backstamped at Cape Town 16. IX.60. A special cachet reading "Premiere Liaison-Par Jetliner - vignette of plane) - DC8 - UAT - Paris - Johannesburg - 14 September 1960" was applied. Return mail was carried on September 16 from Johannesburg; a cachet was applied which read "Premiere Liaison - Par Jetliner - DC8 - UAT - Johannesburg - Paris - 16 September 1960". The flight was via Salisbury and Brazzaville. Letters on the return flight were backstamped Paris 17-9-1960 9h. Covers from France were backstamped Johannesburg, 15.IX.60.

441. September 12, 1960: Mails from Elizabethville:

South Africans posted mails at the airport, but as there were no stamps available, these were merely forwarded on to addresses in South Africa with a cachet "Courrier Aerogare" and the date.

442. September 14, 1960: S.A.A.: First Regular Jet Service: Boeings: Johannesburg to London:

The flight was via Salisbury, Nairobi, and Athens. The first return flight was on September 15, 1960. No special covers or cachets were used, but there was a small amount of mail kept by collectors. This was in the nature of a proving flight, the first official flight being on October 1, 1960, with the return the following day, operating via Salisbury, Nairobi and Rome.

443. November 9, 1960: Alitalia: First Jet Flight: Johannesburg to Rome:

The first official flight from Rome was on November 8, 1960, and stamps were cancelled with a special cancellation "1 Volo Alitalia a Reazione Roma-Johannesburg," with the date at the centre of the cancellation. Commemorative covers from Johannesburg bore a green cachet. The route was via Athens, Nairobi, and Salisbury.

444. November 9, 1960: Mails from Ghana UNO Forces to Cape Town:

Letters were posted from the Kasai Province of the Congo. For soldiers writing home to Ghana, they could go by air without franking but to destinations outside Ghana, letters were franked with a 3d Ghana stamp and also with Brigade canceller (UNOC-BDE-LEO). In addition, the covers also bear the Army Signals date canceller and a canceller of the UN. En route to South Africa via Ghana, the cover also received the cancellation "FPO No. 1 Franked - Ghana" with the date at the centre. These covers are indeed rare, and the writer was fortunate to obtain a few from the Captain of the Ghana Signal Corps.

445. January 3, 1961: First Jet Flight: P.A.A.: New York to Johannesburg:

Special souvenir covers were issued by Pan American World Airways. These were dated January 3, 1961 - 4:30 p.m. and backstamped Johannesburg 4.1.61. - 22.00. Private mail on the first flight, dated and backstamped as above, did not reach Cape Town until January 12, 1961. There is no explanation for this fantastic ten-day delay in Johannesburg.

446. January 28, 1961: S.A.A.: New Service Cape Town to Springbok:

This service was operated twice weekly. Springbok lies in the Northwestern Cape. Covers were backstamped there 30.1.61.

447. February 14, 1961: Aerograms: New Decimal Currency:

6d aerograms were overprinted 5c for Basutoland, Bechuanaland, South Africa, and Swaziland. There was no provisional overprinting for South West Africa as that territory issued a completely new 5c airletter sheet bearing an imprinted stamp showing a flamingo.

South Africa overprinted the 3d internal airletter 2½c, and also issued a new "lion" airletter sheet of 5c value on February 14, 1961. A 2½c internal sheet was issued later in the same design as before. The "Greetings" airletter sheets were also overprinted; on February 1, 1962, a new "Greetings" sheet was issued in 5c value. The inside is slightly different in design.

448. April 4, 1961: S.A.A.: First Boeing Flight, Johannesburg to Paris:

Paris was placed on the S.A.A. schedule on this date. Mails left Cape Town on April 3rd and were backstamped Paris 5.4.1961 10h45. Covers received a sticker in yellow with black lettering "South African Airways - First Boeing Jet Service - Johannesburg - Paris - April 4, 1961." Both the plane on the return flight and a P.A.A. DC-8 had to overfly Jan Smuts Airport because of exceptionally low clouds and land at Bloemfontein on April 6, 1961. Thus the Boeing made an all-night journey after a delayed start.



449. April, 1961: Sabena: Direct Flight to Madrid:

This was a further new link from South Africa to Europe.

450. April, 1961: B.O.A.C.: Johannesburg-Cairo-London:

B.O.A.C. was again including Cairo on its Comet flights between Johannesburg and London which had been suspended after the Suez crisis of October 1956. Intermediate stops were made at Salisbury, Nairobi, and Khartoum. From Cairo, the Comets flew via Zurich to London.

451. May 31, 1961: South Africa: New Aerogram:

A 5c value, with the imprinted stamp in the current Boabab tree design, at first appeared on a white background and later was altered to a light blue background. The date above is that of issue in Cape Town.

452. May 31, 1961: South Africa: Internal Aerogram:

A new 2½c internal airletter sheet was issued bearing an imprinted Groot Constantia stamp on a white background (later altered to a light blue background. Another type, without simulated perforations, was issued September 19, 1961.

453. May 31, 1961: South Africa: Greetings Air Letter Sheets:

The old 6d form (Flying Springbok) overprinted "Republic of South Africa" in black and surcharged 5c.

Flights were operated with Boeing 707B's. Special souvenir covers were serviced and a cachet was applied to mails both to and

454. October 6, 1961: S.A.A.: Cape Town Becomes an International Airport:

On this date the Boeings flew to Cape Town, with mails back-

stamped there 6.X.61. The first through flight to London was on October 6, 1961, via Johannesburg, Rome and Amsterdam. Mails were accepted, the first official mails by jet from Johannesburg to Cape Town and return.

455. November 2, 1961: S.A.S.: Jet Service Johannesburg to Scandinavia:

This was operated by DC-8 aircraft via Nairobi. The first flight from Stockholm to Johannesburg was made on November 1, 1961. Covers especially issued by S.A.S. were backstamped Johannesburg 3.XI.61. 18.00. Covers to Stockholm were backstamped Bromma 6.11.61. Special circular red cachets were applied reading "SAS First Jet Flight (vignette of plane) 2.11.1961 - Scandinavia - Africa."

456. November 4, 1961: K.L.M.: Turboprop Service: Johannesburg to Amsterdam:

This service was inaugurated on November 4, 1961, from Johannesburg, using Lockheed Electra II turboprop airliners. A visit was made to demonstrate at Cape Town.

457. December 1, 1961: South Africa: New Commemorative Airmail Stamp:

A new stamp was issued to commemorate the first 1911 airmail flight. Cards bearing it were sent by surface between Kenilworth and Muizenberg and return. These were supposed to be carried by helicopter which was standing by, but the Postmaster General would not permit this to be done. The cards bear a reproduction of a 1911 first flight card and also information relative to the early flights. A cachet was also applied. On December 27, 1961, the actual date of the first flight 50 years previously, similar cards were posted between Kenilworth and Muizenberg and return, receiving a special cachet.

458. January 27, 1962: B.O.A.C.: Covers to London from Cape Town:

Special commemorative covers were issued in Rhodesia for the 30th anniversary of the first through flight to London by Imperial Airways, which occurred in January 1932.

459. March 3, 1962: S.A.A.: First Nonstop Johannesburg to Athens:

Mails were dispatched and backstamped Athens 7 Mr. 62 - 11, by Poste Restante.

460. May 14, 1962: Lufthansa: First Service - Frankfurt to Johannesburg:

Flights were operated with Boeing 707B's. Special souvenir covers were serviced and a cachet was applied to mails both to and from South Africa. The route was via Athens, Khartoum, and Nairobi.

This was the first German service connecting with South Africa. The return flight was made on May 15, 1962, and mails were backstamped Frankfurt (Main) Flughafen 16.5.62 - 0. Mails were carried in stages. A preliminary flight was made with guests,

arriving at Cape Town on May 11, 1962. The Flight Captain was Franz Heinrich von Gablenz. Among the passengers on this goodwill flight were Dr. Hans C. Seebohm, the German Minister of Transport, who met his counterpart, Mr. Ben Schoeman, at D.F. Malan Airport (Cape Town). The goodwill flight did not carry official mails.

461. September 12, 1962: Lufthansa: LUPOSTA Exhibition Mail:

Aerogrammes were dispatched from LUPOSTA, Berlin, to Johannesburg, via Frankfurt. A special Congress canceller was used, and, in addition, Lufthansa used a square black cachet: "(Lufthansa insignia)/Von Luposta Berlin/via Frankfurt/Main/Lufthansa/nach Johannesburg." The aerogrammes were backstamped Johannesburg 14.IX.62:16.00.



462. November 22, 1962: KLM: First Flight, DC-8:

Covers bore a special circular cachet with plane at centre: "Amsterdam-Johannesburg 22 Nov. 1962 1ste KLM Vlucht per DC-8". Covers were backstamped Johannesburg 23.XI.62; a cover from Berlin (East) was backstamped at Cape Town 23 Nov. 62 (flown by S.A.A. from Johannesburg). The first return flight took place on November 23, with covers backstamped Amsterdam 23.XI.62 - 16. A red cachet was applied reading "KLM DC-8 Jet/For more space in air travel" and plane tail bearing KLM insignia. Covers were sent both ways from Brazzaville, and also mails from Johannesburg to Kano, Rome and Zurich.

463. January 3, 1963: Lufthansa: Inaugural Flight, Boeing Jet 720B:

Mail was conveyed from Frankfurt to Johannesburg, backstamped 4.1.63. Posted at Frankfurt 3.1.63 - 19, covers bear a green cachet "Lagos-Johannesburg-Lagos/LH 700/701/Inaugural Flight/By Boeing Jet 720B/January 4th 1963."

464. January 16, 1963: Ethiopian Airlines: Inaugural 720B Jets:

Covers were received by the writer from this inaugural flight. A special cancellation was applied.

465. May 18, 1963: Day of Aerophilately:

A card was received from Capt. Boesman bearing the FISA sticker and cancellation: "Dag van de Aerophilatelie/Schiphol 18.5.63," with FISA emblem and plane at centre. The card has a printed reference to the July 5, 1920, Amsterdam to London service from the first official Dutch P.T.T. Airmail Poster.

466. August 24, 1963: S.A.A.: Johannesburg-Luanda-Las Palmas-Rome-Athens:

This new route was flown to avoid unfriendly countries. Mails accepted were backstamped at Athens 28.8.63, and also at Luanda, Rome, and Las Palmas.

467. August 25, 1963: S.A.A. Johannesburg to Frankfurt via Luanda.

468. August 25, 1963: S.A.A.: Johannesburg to London via Luanda:

469. August 29, 1963: S.A.A.: Johannesburg to Paris via Brazzaville and Las Palmas:

470. September 30, 1963: First Airmail, South Africa to Antarctica:

Two covers were flown, through the courtesy of the Commander of the U.S. Naval Support Force, Antarctica, on the U.S. Navy's first direct flight from Cape Town to Antarctica (Operation Deep Freeze '64). One was cancelled 30.IX.63, with U.S. stamp applied at the American Base; the other was cancelled Oct. 1, 1963 (U.S. cachet of the S.A.A. Freight Section, Cape Town 30.9.1963.) On the reverse, a cachet was applied showing an emblem and the wording "First Air Mail Delivery/Cape Town to Antarctica/Over South Pole/Deep Freeze '64". The covers were signed by Rear Admiral J.R. Reedy, USN, Commander, Operation Deep Freeze. For additional data readers are referred to author's notes in the February 1964 issue of *The Airpost Journal*.



471. October 12, 1963: E.A.A.C.: Last Flight, Nairobi to Johannesburg to Nairobi:

Kenya severed connections with South Africa and covers were carried on this last flight, made in both directions on the same date. No cachet was applied, but covers were typed appropriately by E.A.A.C. "Last East African Airways Comet 4 Service Johannesburg/Nairobi 12.10.1963."

472. October 1963: Boeing 727 Flight Around the World:

A global flight was made with the plane travelling 77,000 miles, stopping at 36 cities in 24 countries. The newly available U.S. 7-cent International Postal Card was utilized and posted at various points to mark the stop made by the flight. The plane left the U.S. on September 17, 1963, and on October 13, flew from Nairobi to Johannesburg (1,576 miles in three hours 29 minutes), returning to Nairobi on October 16. The plane arrived back in Seattle on November 3. The author has two cards: a) postmarked Germiston Lug/Air Oct. 14 and b) Germiston 14. Oct. 1963. Both cards bear appropriate wording.

473. January 2, 1964: American Airlines: Los Angeles to Boston:

Covers received a special cachet for inauguration of jet freight service, and one was addressed to the writer in Cape Town.

474. January 4, 1964: S.A.A.: First Official Mail: Johannesburg to Madrid:

Covers were backstamped 6.1.64. No special cachet was applied.

475. April 1, 1964: Air France: First Jet Flight, Washington to Paris:

The writer received covers flown on this inaugural Boeing 707 flight, backstamped Paris Aviation 2-4-1964, addressed to Cape Town.

476. April 5, 1964: S.A.S.: First Convair 990 Coronado Jet Flight: Oslo to Johannesburg:

Special commemorative covers were used, and these were backstamped Johannesburg 6.IV.64. Special cards were also flown, bearing a green cachet "SAS-First Coronado/SK 961/2 - 5/4 1964," these were posted at Stockholm April 5, 1964, and also backstamped Johannesburg 6.IV.64. The route flown was via Hamburg, Athens, and Nairobi.

477. May 20, 1964: Pan American: 25th Anniversary: Transatlantic Air Mail Service:

A cover with a green cachet carried on this flight was posted to the writer in Cape Town and backstamped P.A.A., May 21, 1964, Lisbon.

478. July 21, 1964: B.O.A.C.: First Flight VC-10: London to Johannesburg:

No cachet was applied to mail which was backstamped Cape Town 23. VII. 64. The return flight was made from Johannesburg on July 22, 1964, and covers were backstamped "Aircraft arrived 10.32 hrs. 23 Jul 64, B.O.A.C."

479. **November 22, 1964: Day of Aerophilately:**
A cover was sent from Hamburg to South Africa bearing a special cancellation reading "FISA - Day of Aerophilately."
480. **April 2, 1965: B.O.A.C.: Flight VC-10: New York to London:**
Mail on this flight was also sent to Cape Town. It was back-stamped London 23.12 hrs., 2 Apr. 65, B.O.A.C. A green cachet was applied, reading "First B.O.A.C. Super VC-10 Flight from New York to London (Plane) April 2, 1965."
481. **April 6, 1965: T.A.P.: First Flight Lisbon to Johannesburg:**
This was the first direct connection with South Africa by T.A.P. via Luanda. The flight departed from Lisbon at 0025 hrs., arrived at Luanda 0745 hrs., departing at 0845 hrs., and arrived at Johannesburg at 1310 hrs. Flights were on Wednesdays only and a Boeing 707 jet was utilized. Cachets were applied to special covers. Example for Lisbon: "Primeiro Voo a Jacto/6 Abr 1965/CTT/Lisboa-Joanesubgo" together with the symbol of T.A.P. Note the wrong wording of "Joanesubgo" for "Joanesburgo," Portuguese for Johannesburg. Cachet on the mail was diamond-shaped. Example for Luanda: "TAP/1. Ligacao Area/Luanda-Joanesburgo/6.4.65/CTT/Luanda." Covers were backstamped Johannesburg 6.IV.65. The return flight was made the same day. Covers give data, the wording Boeing 707-320B, and map of the route.
482. **May 17, 1965: South African Airmail Postcard: ITU Centenary:**
Two special stamps were issued by the postal authorities, 2½c and 12½c, as well as a souvenir official airmail postcard with suitable wording. Pretoria used a special ITU cancellation.
483. **June 17, 1965: S.A.A.: Delivery Flight of First Boeing 727:**
Five 727 planes were ordered for internal flights in South Africa. The first left Seattle on June 17, 1965, with Captains J. Rademan and S. Pienaar as pilots. The arrival in Johannesburg was on June 24th. Three covers were carried, posted at Seattle on June 17th and addressed to the writer. These were backstamped Cape Town 25.VI.65. The route from the Cape to the Rand would now be flown in one hour 40 minutes. The South African golfer Gary Player was a passenger on this flight. In addition to the South African pilots, Capt. W.B. Scott and a special crew from the factory were aboard to test the plane.
484. **June 19, 1965: S.A.A.: Demonstration Flights over Cape Town by the Boeing 727:**
Two flights were made with the writer as a passenger. Covers were carried by him on the flight and autographed by both the pilots. Passengers were presented with a record of the S.A.A. song in both English and Afrikaans.
485. **August 1, 1965: S.A.A.: First Official Flight Boeing 727:**
Mails were conveyed from Johannesburg, Kimberley, and Bloemfontein to Cape Town and from Cape Town to Port Elizabeth, East London, Durban, and Johannesburg.

486. **November 6, 1965: South African Airways: First Direct Flight Frankfurt to Windhoek:**

Covers from Frankfurt were cancelled with a special canceller reading "(Vignette of plane) verbindet alle Kontinenten" and bear a cachet with the SAA emblem and the wording "Befordert mit Erstflug SA 227/Boeing 707 Stratojet der/South African Airways/Frankfurt-Windhoek/am 6 Nov. 1965." These covers were backstamped at Windhoek, 8.XI.65. Aerogrammes were sent by the return flight on the same date and bear a cachet with the SAA emblem and the wording "First Direct Flight/Windhoek-Frankfurt/Boeing 707 Stratojet/South African Airways/6-11-1965 SA 228."

487. **March 3, 1966: First Official Helicopter Mail: Bouvet Island Expedition:**

This expedition, which left Cape Town on February 22, 1966, consisted of two ships, the Antarctic S.A. supply ship R.S.A. and the S.A. Navy survey vessel Natal. The R.S.A. carried two S.A. Navy two ton Wasp helicopters and arrived at Bouvet Island on March 3rd, but the Natal took only six days. The purpose of the trip was to land a body of scientists to investigate the possibility of setting up a weather station and to carry out an extensive survey. The S.A. scientists made ten successful landings with the helicopters on the day of arrival, and a temporary camp was established on the eastern ice plateau. Lt. Cdr. A. Fawthrop was Captain of the Natal. After a week the expedition returned, the Natal arriving at Cape Town on March 15th and the R.S.A. on March 16, 1966.

Covers were carried and bear South African stamps cancelled "Cape Town - 16.III.66. - 13.00 - Paquebot." In addition the covers bear the following cachets: (a) That of the M.V.R.S.A., (b) Special cachet depicting a helicopter and number 22, (c) Cachet of the Natal, (d) Cachet "Operation/Boffin Drop/March 22 by/ SAN RSA SAAF," (e) Cachet "Bouvet Island/South Atlantic Ocean," (f) Date of 3 March 1966.

488. **April 11, 1966: First Balloon Crossing of the Drakensberg Mountains:**

This crossing was effected by Mrs. Nini Boesman in the balloon *Marco Polo*. There were four types of covers carried: (a) Cover datestamped Harrismith April 11, 1966, for Pietermaritzburg bearing the cachet "Balloon Safari/First Trans-Drakensberg/April 1966/Endurance Flight/Standard Bank's Agricultural Emergency Fund." These covers, 106 of which were carried, were autographed by Mrs. Boesman and were stamped "Mayor's Parlour/21 Apr. 1966/Pietermaritzburg." (b) 38 covers datestamped Harrismith 11 Apr. 1966, signed and stamped as above but with the cachet "Standard Bank's/Agricultural/Relief Fund/by/Dutch Balloon/Marco Polo/Johannesburg/March 1966;" (c) 40 aerogrammes of the 2½c inland type, datestamped 12 Apr. 1966 with the cachet as (a) above and signed and certified as (a) above; (d) 93 covers datestamped Heidelberg Tvl. 12.IV.66 with a cachet applied as (b) above and certified "Proprietor/Grand Hotel Heidelberg (Pty.) Ltd."

The flight was in two stages. The first stage was from the Baragwanath (Johannesburg) Show Grounds to Heidelberg, Transvaal, with the second stage being from Harrismith to Pietermaritzburg, Natal. Ds. Boesman notified that a flight was made at Pietermaritzburg 27.IV.66 with special cachet (6th flight), special cachet (128 items): Pietermaritzburg – Hilton (45 flown): Pinetown to Durban, two cachets (42 flown): Bloemfontein Show 12. May 1966. Vignette and special cancellation – not flown due to sand storm (84 items): Bloemfontein 10.V.66 towards Basutoland, special cachet, pilot Ben Steeman (67 covers and 20 with Basutoland stamps).

488. a. June 27, 1966:

One of the Boeing 727 planes of S.A.A. set up a new record for flight between Cape Town and Port Elizabeth. The beacon-to-beacon distance of 412 statute miles was flown in 37½ minutes at an average ground speed of 660 m.p.h. The aircraft was commanded by Senior Captain Bill van Rensburg, while First Officer Captain Jos van der Linde was at the controls during this leg of the flight.

489. July 2, 1966: S.A.A. flights between Windhoek and Luanda:

S.A.A. commenced this service on flights SA 227 and SA 228, conveying passengers, mail and cargo.

490. July 6, 1966: D.T.A. Flights: Luanda and Windhoek:

The Angolan Airline D.T.A. operated this service in both directions.

491. September 24, 1966: 75th Anniversary of Messrs. Philips:

Cards were carried to various European cities on the Goodwill flight by the Philips' firm's Friendship plane (built by Fokker in the Netherlands) and were addressed to Johannesburg. The total distance flown was 13,613 km., beginning at Eindhoven, Netherlands. The postal authorities permitted philatelic mail to be carried to various destinations, thus making it an official flight. The flight went from Eindhoven to Brussels, Oslo, Helsinki, Stockholm, Copenhagen, and Hamburg (September 25), Vienna, Zurich, Milan, and Rome (September 26), Athens, Barcelona, and Madrid (September 27), Lisbon, Paris, Dublin (September 28), and finished at London (September 29) where cards for overseas were accepted for further transmission.

492. October 1, 1966: South African Airways: Direct Service Windhoek to Luanda:

This service commenced on October 1, 1966, but notice was too short to prepare philatelic mail. Thus far the writer has been unable to obtain any covers flown on this service.

493. November 1, 1966: First Direct Airmail by Botswana National Airways, Johannesburg to Gaberones:

Some, but not all covers, Johannesburg to Gaberones 1.XI.66. bear rubber stamp cachet 'Botswana/National Airways/ 217 Maritime House, Loveday Street/Johannesburg/Telephone 838-

3888 – Telex J 0109'. DC-3 planes are used. 7.30 a.m. from Johannesburg arriving Gaberones 9.20 a.m. First return flight was on November 3 leaving Gaberones 15.30 hrs. and arriving Johannesburg 16.50 hrs. S.A.A., also using DC-3 planes commenced a service on November 3, 1966.

494. January 1, 1967: International Tourist Year: Lufthansa:

To mark this event Lufthansa issued special covers posted from Johannesburg to Frankfurt January 1. These printed show wording in English and French 'International Tourist Year' and 'Tourism - passport to peace', with symbol used by United Nations for I.T.Y.

495. March 13, 1967: S.A.A.: Airways Disaster:

Soon after 7. p.m. March 13, 1967 the 'Rietbok', a Viscount passenger aircraft of S.A.A. flying from Port Elizabeth to East London, crashed into the sea at Kayser's Beach, about 15 miles from East London. All 27 on board were killed. Mails were on board, and during May, the press reported that two small bags had been washed ashore, one addressed to East London and one to the Transvaal.

496. April 2, 1967: Qantas Empire Airways: First V-Jet flight Sydney to Johannesburg:

This was using a new type of plane. Special covers were issued by the Company, for use on the Boeing Jet service. Covers from Sydney bore a special postal cancellation and b/s Johannesburg 2.IV.67. Covers were also despatched from Port Louis (Mauritius) likewise b/s. The return flight was on April 3, 1967, the covers being b/s Sydney 12.45 p.m. 4 AP 67. South African Airways also brought Boeing 707 into use. Due to no information, it was not possible to get away covers on the first S.A.A. Boeing flight.

497. October 2nd and 6th, 1967: Johannesburg to Maseru (Lesotho) by Commercial Air Services (COMAIR) and S.A.A.:

Reciprocal arrangements having been concluded between the Governments of South Africa and Lesotho, a direct air service between Johannesburg and Maseru on a twice weekly basis was inaugurated by COMAIR (on behalf of Lesotho Airways) on October 2nd and by South African Airways on October 6th. No mail however was carried from South Africa to Lesotho, but mail was accepted on the respective return flights the same day from Maseru. A quantity of privately printed souvenir covers and imprinted Aerogrammes exist, but these are unofficial.

Some mail carried from Lesotho bears COMAIR's circular rubber stamp impression and some covers posted at Maseru for the S.A.A. flight were erroneously postmarked "6.IX.67" instead of "6.X.67".

Mails were not carried from South Africa to Lesotho until February 26th and 1st March, 1968 by COMAIR (for Lesotho Airways) and S.A.A. respectively when, due to short notice, very little mail was flown.

498. December 4, 1967: New Internal Service - Northern Cape Province, Interstate Air Services (Pty.) Limited:

On behalf of S.A.A., **Interstate Air Services** inaugurated a regular weekly air mail service on December 4th, 1967 as follows:- JOHANNESBURG (Jan Smuts Airport) - (Klerksdorp) - VRYBURG - KURUMAN - (Sishen) - POSTMASBURG - (Lime Acres) - (Kimberley), and return.

Mails exist Kimberley to Postmasburg and Kuruman, as well as from Pretoria to Vryburg, Kuruman, Postmasburg, and Germiston. To Postmasburg, Vryburg and Kuruman, all b/s 4.XII.67. The airline ceased operations as from June 22, 1968.

499. April 6, 1968:

Lufthansa commenced their direct service Munich to Johannesburg. Lufthansa issued special first flight covers to mark the occasion. Return flight was on April 7, 1968.

500. April 10, 1968:

First Swissair: Zurich to Johannesburg service: Covers were despatched bearing on arrival in Cape Town date stamp 13.IV.68. (actual arrival in Cape Town was 12.IV.68 but this being a public holiday, mails were only delivered the following day). The covers also bear the Swissair cachet of their Cape Town office.

501. April 20, 1968: Windhoek - Boeing Crash, S.A.A.:

The S.A.A. Boeing 707 en route from Windhoek to Frankfurt crashed on take-off on April 20, 1968. The 'Pretoria' was commanded by Senior Capt. Eric Smith, and there were on board 116 passengers and a crew of 12. 123 Passengers and crew lost their lives. This was the worst disaster in South African aviation and the 16th worst in the World to date. Mails were salvaged and these charred covers were returned to senders under official postal notification: 'Sirs/s, Madam, The accompanying postal article/s was/were included in the mail despatches which were despatched with flight S.A. 228, (Boeing "Pretoria") and accordingly damaged in the crash in which the forementioned aircraft was destroyed near J.G. Strydom Airport on April 20th 1968. I regret the condition in which this article has to be delivered to you. Yours faithfully, Postmaster. WINDHOEK S.W.A.

Only mails addressed to Angola and West Germany were on Board.