

FIGURE 4 : The advent of the Empire Flying Boat was a huge advancement in the design of flying boats. The top photo shows the small Short Calcutta flying boat which first entered service with IAL In 1928 and mainly used across the Mediterranean Sea.

The bottom photo shows the large Short 'C' Class Empire flying boat which operated between England and Australia which carried 24 passengers and two tons of mail and freight. 'Canopus' on slipways at Short Bros. works at Rochester, England.

AIRMAIL SERVICES OPERATING IN SEPTEMBER 1939 WHEN WWII BEGAN



FIGURE 63 : Airlines operating within Australia at the beginning of WWII - 3 September 1939.

LEGEND

- OVERSEAS SERVICES**
- IAL/QEA - Sydney/London
 - KNILM - Brisbane/Batavia
 - TEAL - Sydney/Auckland

- DOMESTIC SERVICES**
- ANA
 - ANSETT
 - Aircrafts Pty Ltd
 - Airlines of Australia

DOMESTIC SERVICES...CONT

- Adastra Airways Pty Ltd (Sydney/Bega)
- Air Taxis Pty Ltd (Mt Coolon/Rockhampton)
- Butler Air Transport Co (Sydney/Charleville)
- E.J. Connellan
- North Western Airlines
- QEA
- Queensland Airways
- Victorian & Interstate Airways (Melbourne/Hay)
- Guinea Airways

FEEDER SERVICES TO IAL/QEA FLYING BOATS

- MMA - Perth/Darwin
- Guinea Airways - Darwin/Adelaide
- ANA - Adelaide/Melbourne/Hobart
- Carpenter Airlines

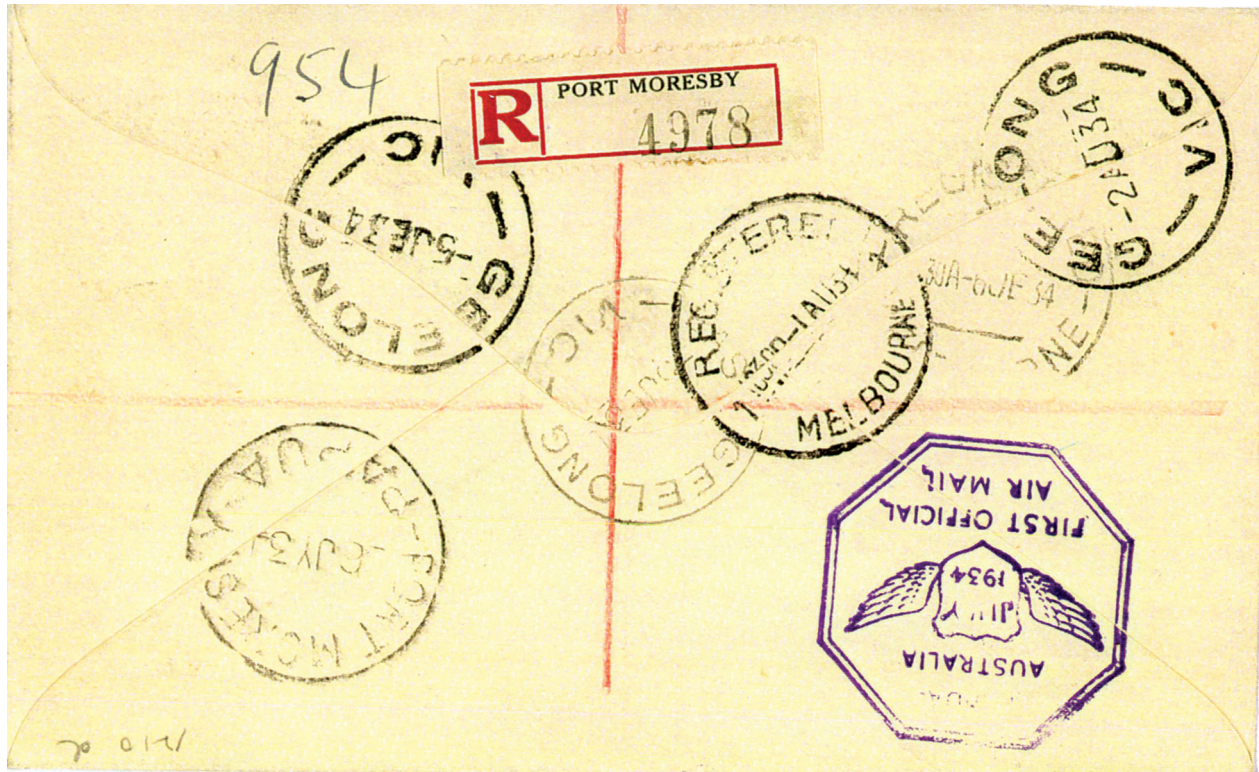


FIGURE 118 : Privately produced 'boomerang' cover with two types of correctly dated cachet – July 1934. Mixed franking of Australian and Papuan stamps.

First Air/Sea service to USA

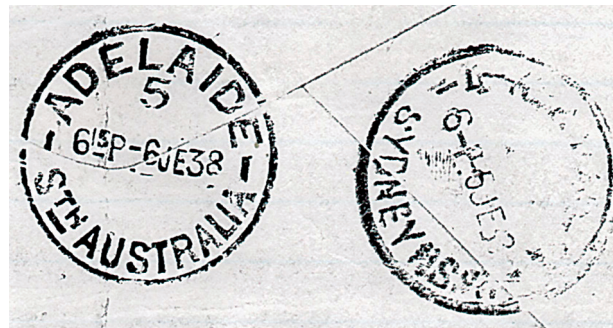
Mail travelled from New Guinea to Sydney by air where a stamp was applied, 'AERIAL SERVICE COMPLETED SYDNEY' thence by sea to the USA and surface transport within the USA.

1938 - 4 June

Commercial mail to Australia



FIGURE 148 : Cancelled Salamaua 4 June 1938 and backstamped Sydney 6 June and Adelaide 6.30 pm on 6 June 1938. Possibly commercial mail carried on the first flight between Rabaul and Sydney.



1938 - July

New Guinea participated in the 'All Up' Scheme

The 'All Up' rate to England was 5 pence per ½ ounce. It applied only to mail between Britain and British Empire countries.

1938 - October

Officials connected with the Fairchild Aerial Survey arrive in Port Moresby

F.W.J. Surink, aerial surveyor, and D.C. Ruygrok, flight superintendent of KNILM, arrived unannounced in Port Moresby. There was considerable speculation amongst local residents as to the purpose of their visit.

DETAILS OF TYPICAL FLIGHT SOUVENIRS ON THE SURVEY FLIGHT

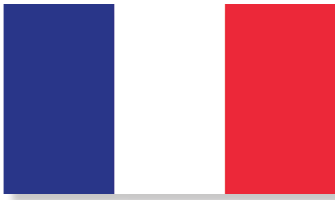
The flight souvenirs were serviced by those travelling on *Guba*. They applied stamps at the various locations and where possible had them cancelled at the local post office where they were cancelled 'per favour'. At Cocos Island there was no post office as the agency had been closed for about two years. Thus other markings were used to show the cover had been there.

The stamps used were in no way an airmail rate as no such rate had been established as no postal service had been developed along the route.



FIGURE 177 : Above – Addressed to Australia, cancelled Port Hedland 4 June 1939, Batavia Centrum 6 June 1939, Clunies Ross Stamp (Cocos Islands) 12 June 1939, Victoria Seychelles 19 June 1939 and Mombasa 23 June 1939. Chagos has no postmark but manuscript 'D' was applied to the covers. Cover signed by Capt. P.G. Taylor.

FIGURE 178 : Left – Company cachet (Cable & Wireless) back stamped on cover Figure 177 indicating it was at Cocos Island.



FRANCE

The French were prominent in the development of aircraft and manufactured and exported aircraft before WWI. A number of commercial airlines developed and in the Great Depression of the 1930s there were amalgamated in 1933 to form the national airline, Air France, with its subsidiaries.

Air France, when first established, had a network of air routes of 37,800 km operating in Europe, south America and to Saigon the capital of Indo China.

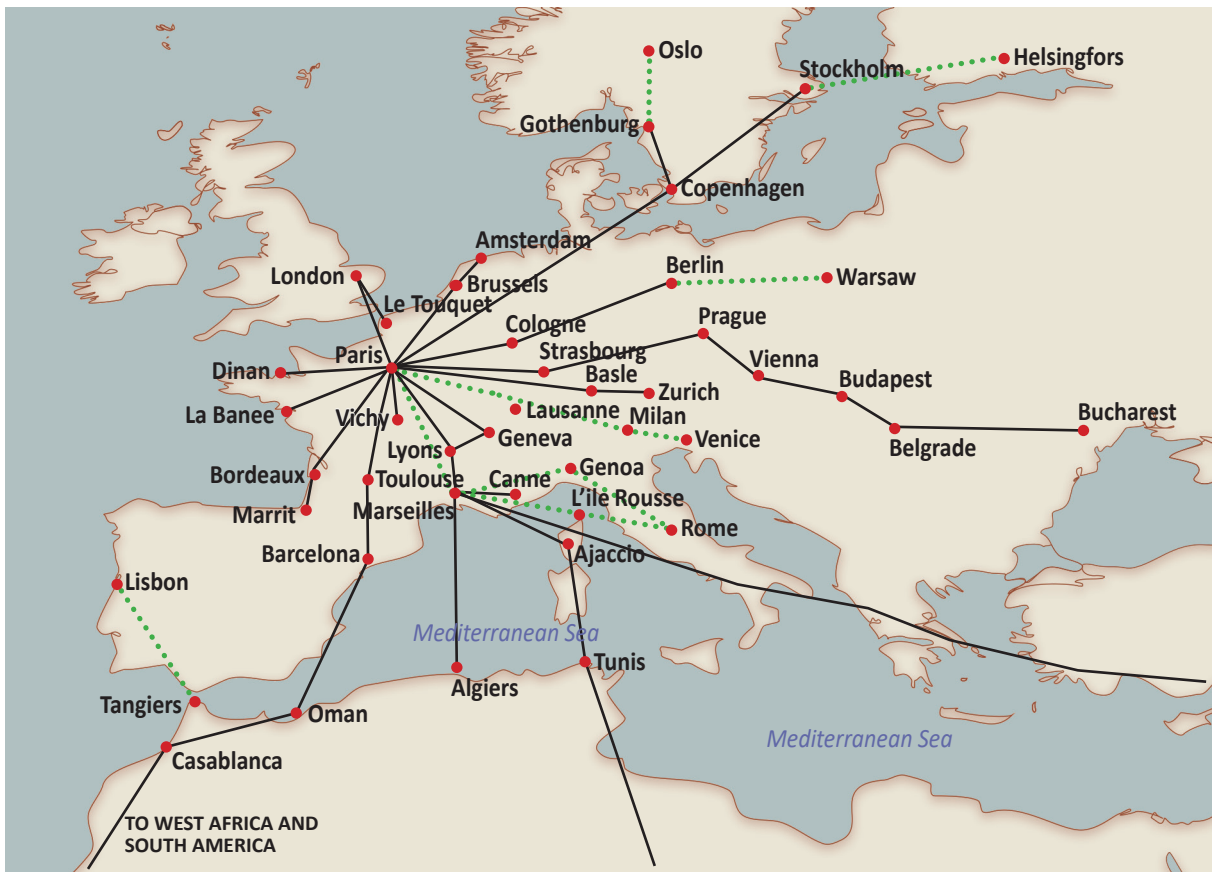


FIGURE 303 : Air France network in Europe in 1939.