



FIGURE 297 : Cancelled 10 November 1934 at Sao Paulo 10 November 1934 to Australia via Saigon back stamped Marseilles, France 18 November 1934, Melbourne 20 December 1934. Transit time 41 days. Backstamped 'Air France' Sao Paulo indicates carried by Air France to Marseilles. Collection : M. Groom.

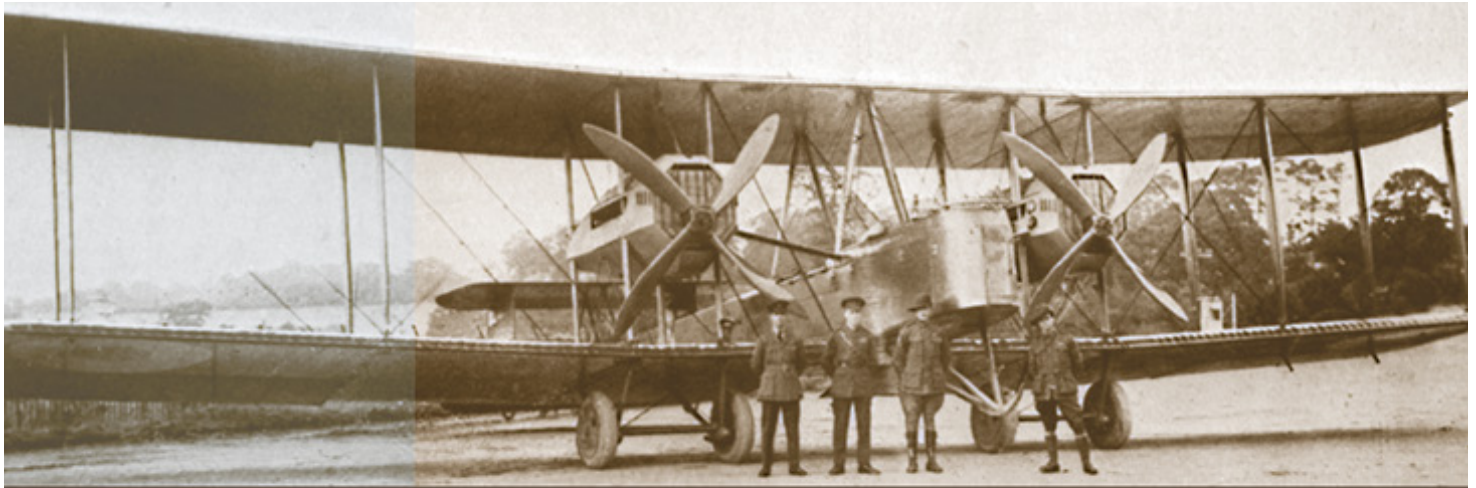
Route by sea to Australia from Saigon

The covers, (Figures 297 and 298), provide no indication of the route taken by ship from Saigon to Australia. One possible route was via Colombo to link with the English mail boat service to Perth.

A letter from Saigon to Australia in March 1933 was endorsed "to be carried on the Burns Philp vessel *Neptunia*" which sailed through the islands north of Australia and called at Darwin.

Another letter from Paris cancelled 25 May 1932 is backstamped Perth, Western Australia. It is possible this item was carried to Colombo, Ceylon where it joined the P&O/Orient mail steamer service to Perth.

Few such covers exist making research difficult. This, however, is an area for further research.



FLYING BETWEEN ENGLAND AND AUSTRALIA THE BEGINNING : 1918 - 1933

4

1918 - October

The first flight between England and Australia in 1919 demonstrated that it was possible to fly such distances.

Reginald Lloyd^{FN1} proposed an air service between England and Australia²⁹

Lloyd, whose father had been a member of the Upper House in the New South Wales Parliament, was confident that he could establish an air service between England and Australia which could cover the distance in 150 hours flying time, i.e., arriving within one week of departure. His aim was to fly the distance in 6½ days.

Lloyd believed that it was not the design of aircraft which was preventing such a flight but the establishment of a suitable route with the necessary landing fields and facilities. He further believed that no aircraft could fly the full distance. It would be necessary, therefore, to use relays of aircraft.

Any route established must be the shortest possible, subject to geographical and climatic conditions and with road access for transport of passengers, fuel and spare parts.

Heading Photo : Vickers Vimy with crew – the first to fly between England and Australia.

^{FN1} In London during WWI Lloyd had been attached to HQ Division Special Constabulary which rendered service during the air raids. He was amongst those selected to guard Buckingham Palace. He had wide business experience across the world. He died in Sydney in 1960.

FIGURE 196 : Map showing the southern extension from Geraldton to Perth.



1924 - February

QANTAS ordered aircraft specifically designed for their scheduled services

FIGURE 197 : DH50A introduced by QANTAS in October 1924 and August 1926 – the cabin had windows.³⁰ The pilot was in the open.

QANTAS ordered the DH50A. (Figure 197), which was an aircraft specifically designed for their commercial operations. It featured an enclosed cabin which could accommodate four passengers and an increased payload.





FIGURE 242 : This cover carried by Matthews Aviation proving the flight across Bass Strait occurred - 24 March 1932. Collection : M Groom.



FIGURE 243 : Saunders - Roe Windhover (L) and Cutty Sark (R) of Matthews Aviation at Melbourne's Essendon Airport in 1933.⁶⁰

1930

Aerodrome development in Australia

Western Junction near Launceston, Tasmania was established. The aerodrome site at Eagle Farm, Brisbane, Queensland was abandoned in favour of a site at Archerfield.⁶⁰

1931 - January

New England Airways (NEA) established

The airline was established by George Robinson who was managing director of the New England Motor Company which was a major truck and bus operator along the north coast of New South Wales

A saving in transit time was made by flying the mail for eastern destinations to Paris, by train to Marseilles where it joined the mail ship which had left England a week before. This was in effect a 'late fee' service. Mail travelling to England could be carried in the reverse direction.

1920 - 12 May

Croydon Airport replaced Hounslow¹¹

1920 - 12 May

A monthly shipping service between England and Australia established

This service commenced with the sailing of *Naldera* from London on 12 May 1920.



FIGURE 114 : Cancelled Paris 7 May 1920 endorsed via London and carried by air between Paris and London. Early use of the first airmail etiquette issued by France.



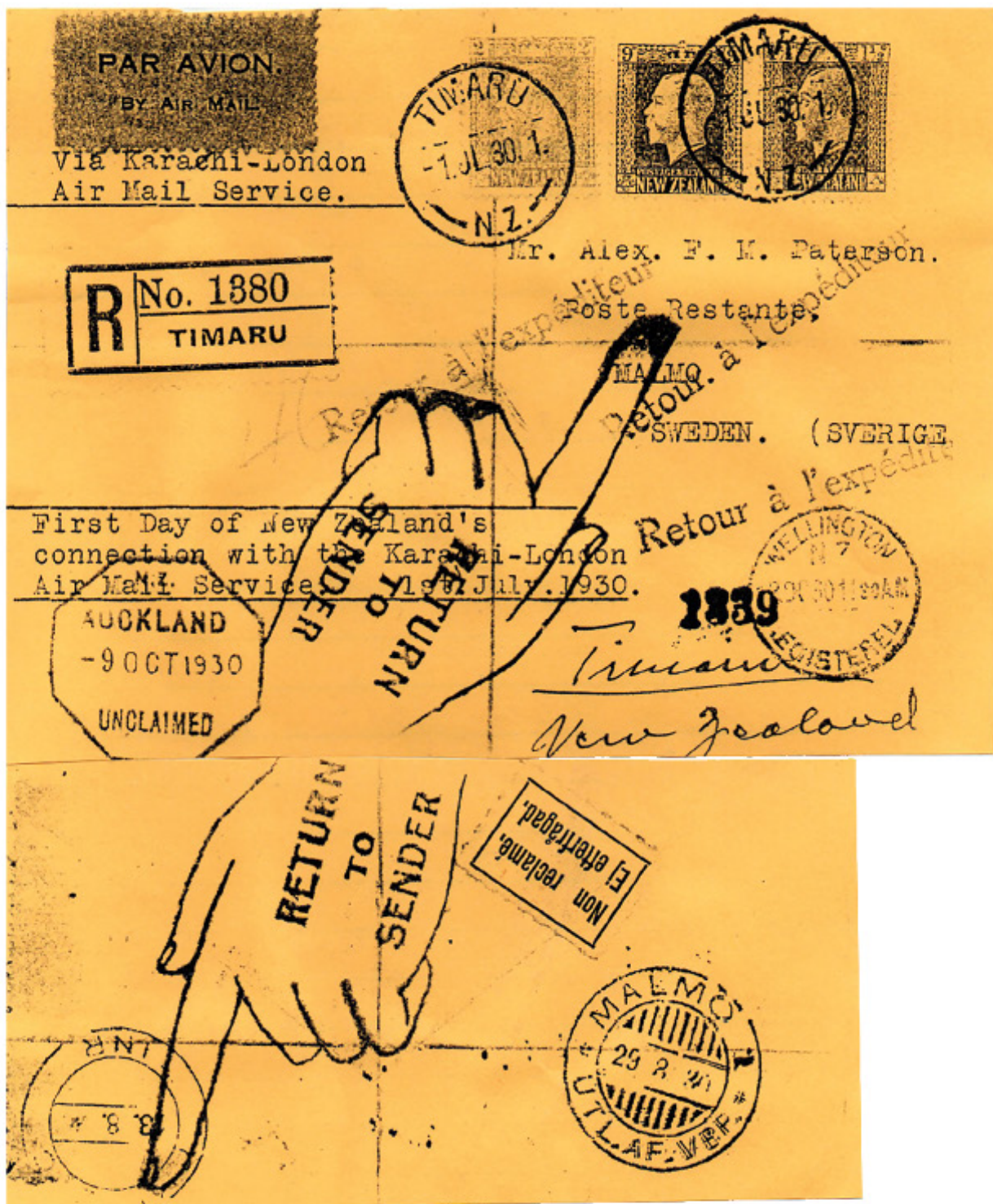


FIGURE 322 : Front (top) and back of cover intended for air service via Karachi/London but sent by sea because of the suspension of the service in Australia. Collection : Gregson.

1930 - 6 September

Alternate services on the Adelaide/Perth air service

There was an alteration to the schedule in 1930. From 6 September the weekly mail plane departed Adelaide on a Saturday, instead of a Sunday, arriving at Perth on a Sunday.