

## Indian Aerophilatelists and the 1931 1st Imperial Airways Experimental Return Flight from Australia.

Unlike their British counterparts, philatelists in Australia had more time to prepare covers for the first ever commercial flight from Australia back to the motherland and it showed in the quantity of mail being more than double the inward flight..

The first return mail on the Imperial experimental service left Melbourne on April 23, 1931 carrying with it the mail from Victoria, South Australia and Tasmania on board the ANA Avro X VH-UMG *Southern Star* flown by P. Lynche-Blosse to Sydney's Mascot airport. The following day the mail was transferred to ANA Avro X VH-UNA *Southern Sun* and the bagged together Sydney and New Zealand mail added to the payload carried to Brisbane's Archerfield airport by E.J. Stephens.

On April 25, 1931 the mail was transferred to Qantas DH61 Giant Moth VH-UJB *Apollo* for its journey by Captain Russell Tapp to Darwin via Charleville and Longreach with an overnight stop at Cloncurry. The next day through Camooweal and Daly Waters the aircraft arrived at Darwin on April 26th.

At Darwin on Monday April 27th, the additional Darwin and Western Australia mail was added to the payload and the total transferred to Kingsford Smith's Fokker F.VII /3m VH-USU *Southern Cross*, that had arrived from Timor on April 25 with the incoming First Experimental mail. Some authors<sup>1</sup> claim that the aircraft was ANA's asset, in reality it was Kingsford Smith's private property.

By the time of take-off on that Monday morning there were 25 mail bags weighing 669 lbs on board. The composition of the mail from the different various states was: -

	Items	Net Weight	
		Lbs	oz.
NSW	8,700	178	15½
Victoria	8,575	175	14
Queensland	3,914	75	3½
South Australia	2,506	55	2½
Western Australia	1,455	32	8½
Tasmania	264	7	14
Darwin	5,824	137	2
New Zealand	346	6	5
Total	31,584	669	1

There is a discrepancy between these quantities as supplied in the Postmaster General's (PMG) Annual report for 1930-1931 and the numbers quoted by Douglas Walker<sup>2</sup>. It appears that the PMG treated the 10 New Zealand items for Athens and the 229 ordinary and 106 registered New Zealand items for London as one lot, ignoring other New Zealand intended intermediates such as Singapore (47 ordinary and 1 registered), Rangoon (16 ordinary) and Calcutta (37 ordinary and 4 registered).

<sup>1</sup> John Pickering, *The Routes of the Valkyries*, Picton Publishing 1977

<sup>2</sup> Douglas Walker, *Airmails of New Zealand Volume II*, The Airmail Society of NZ, 1986.

The flight plan for the return journey commenced in Melbourne and the other Australian stops are mentioned for convenience. The Experimental flights finished and started at Darwin at the Australian end and had Delhi in India as its end point as far as Imperial Airways was concerned as the rest of the route to England had already been established.

Actual Flight Plan based on cancellations on covers sighted.

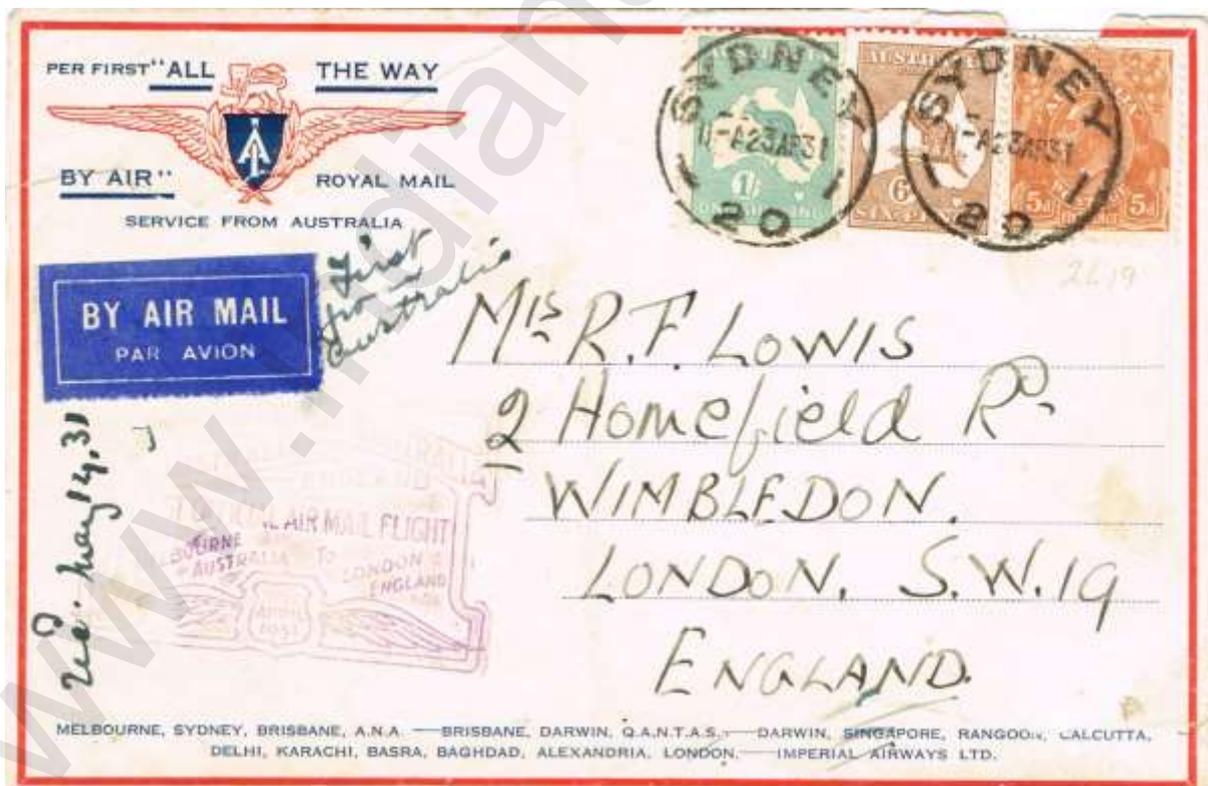
<b>1931 Imperial 1st Experimental Return Flight</b>					
<b>Arrive</b>	<b>Place</b>	<b>Depart</b>	<b>Notes</b>	<b>Aircraft</b>	<b>Coy.</b>
	Melbourne	Apr-23		Southern Star	ANA
Apr-23	Sydney	Apr-24	Overnight	Southern Sun	ANA
Apr-24	Brisbane	Apr-25	Overnight	Apollo	Qantas
Apr-25	Charleville	Apr-25		Apollo	Qantas
Apr-25	Longreach	Apr-25		Apollo	Qantas
Apr-25	Cloncurry	Apr-26	Overnight	Apollo	Qantas
Apr-26	Camooweal	Apr-26		Apollo	Qantas
Apr-26	Daly Waters	Apr-26		Apollo	Qantas
Apr-26	Darwin	Apr-27	Overnight	Southern Cross	Charter
Apr-27	Koepang	Apr-28	Overnight	Southern Cross	Charter
Apr-28	Rambang	Apr-28		Southern Cross	Charter
Apr-28	Soerabaja	Apr-29	Overnight	Southern Cross	Charter
Apr-29	Batavia	Apr-30	Overnight	Southern Cross	Charter
Apr-30	Singapore	May-1	Overnight	Southern Cross	Charter
May-1	Alor Star	May-2	Overnight	Southern Cross	Charter
May-2	Victoria Point	May-2		Southern Cross	Charter
May-2	Rangoon	May-3	Overnight	Southern Cross	Charter
May-3	Akyab	May-3		City of Karachi	I.A.L.
May-3	Calcutta	May-4	Overnight	City of Karachi	I.A.L.
May-4	Allahabad	May-5	Overnight	City of Karachi	I.A.L.
May-5	Delhi	May-5		City of Baghdad	I.S.A.S.
May-5	Jodhpur	May-5		City of Baghdad	I.S.A.S.
May-5	Karachi	May-6	Overnight	City of Baghdad	I.S.A.S.
May-6	Gwadur	May-6		City of Baghdad	I.A.L.
May-6	Charbar	May-6		City of Baghdad	I.A.L.
May-6	Jask	May-7	Overnight	City of Baghdad	I.A.L.
May-7	Bushire	May-8	Overnight	City of Baghdad	I.A.L.
May-8	Basra	May-9	Overnight	City of Baghdad	I.A.L.
May-9	Baghdad	May-9		City of Baghdad	I.A.L.
May-9	Gaza	May-10	Overnight	City of Baghdad	I.A.L.
May-10	Alexandria	May-10		City of Athens	I.A.L.
May-10*	Athens	May-11	Overnight	Train to Uskub	Delayed?
May-12*	Belgrade	May-13	Overnight	City of Coventry	I.A.L.
May-13*	Budapest	May-13		City of Coventry	I.A.L.
May-13*	Vienna	May-14	Overnight	City of Coventry	I.A.L.
May-14*	Cologne	May-14		City of Coventry	I.A.L.
May-14	Croydon			City of Coventry	I.A.L.

\*Based on covers sighted to these destinations. and assuming cancellations on arrival day.

The mail from Australia was extensive, the majority of the items being destined for England. Two varieties of envelopes, one small the other larger were issued specifically for this flight by Imperial Airways each describing the stopping places in detail. The smaller of the two envelopes required the official cachet to be applied on the reverse as there was insufficient room for it on the front.



Cachet on reverse, backstamped twice at Melbourne 20 April correct rate at 1/11 plus 3d registration.



No backstamp on arrival in the UK receipt noted via manuscript May 14, 1931. Cachet on front.

Francis Field, the British aerophilatelic firm, had special envelopes printed as well.



Cachet on front unusual combination for 1/11 rate, 1/2d UK KGV to denote arrival May 15, 1931.

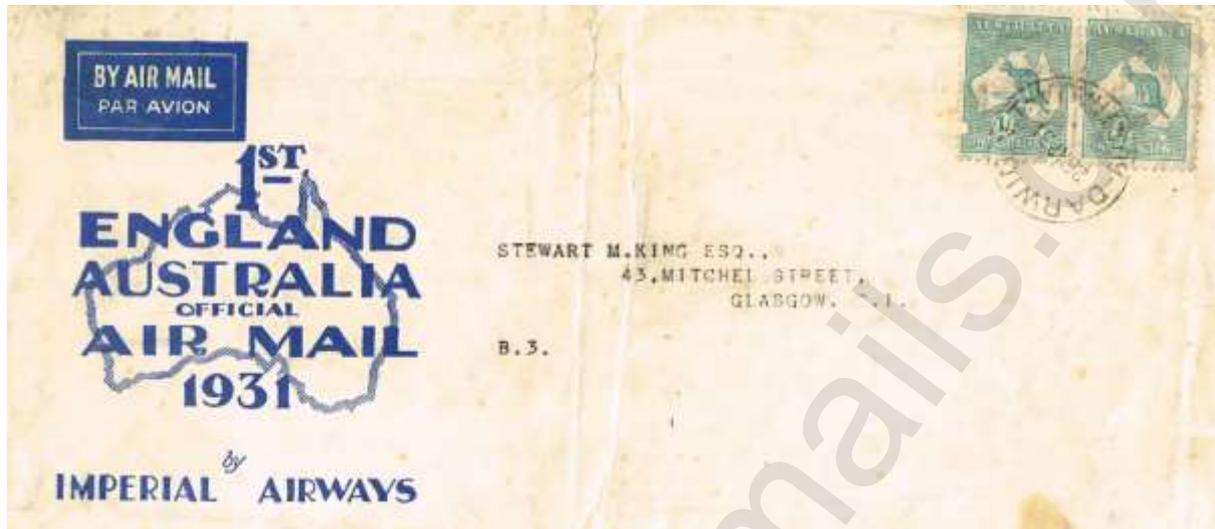
Individuals also provided another means to produce variation on the theme.



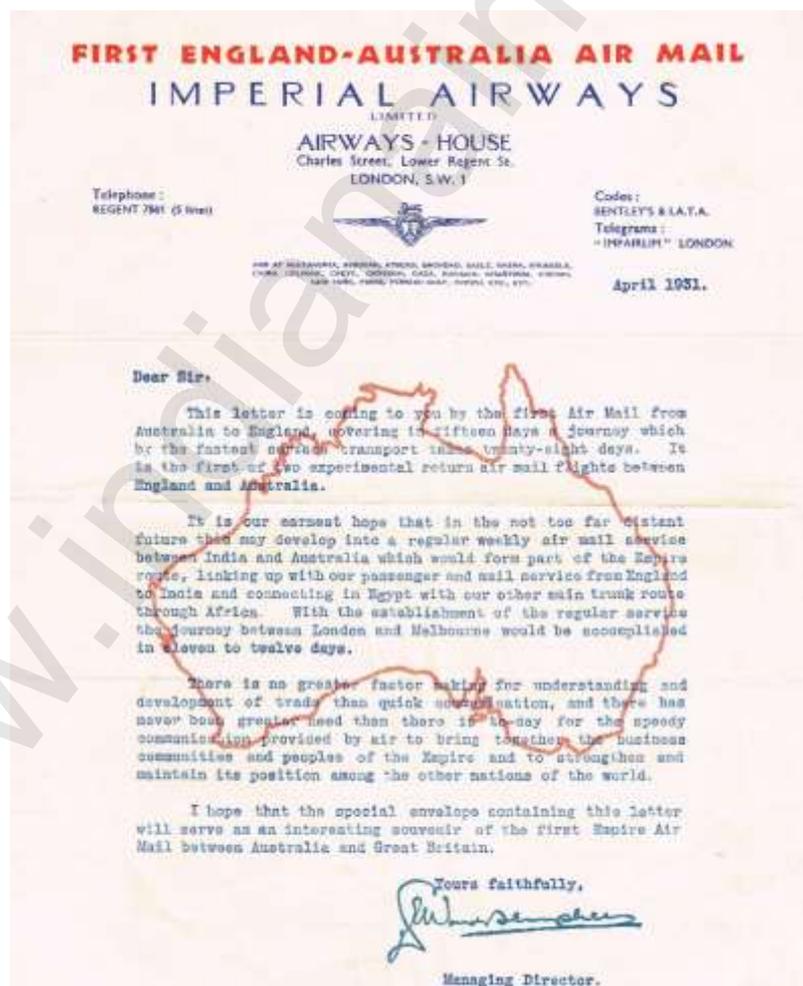
No concession for India only, still charged 1/11 but here overpaid 1d. Backstamped Multan May 5, 1931

Other Australian covers are known to Madras, Karachi, Persian Gulf and Greece.

A special purple cachet was applied to most Australian mail prominently featuring the words Commonwealth of Australia and First Official Air Mail Flight, the start and end points and the month and year but no specific date. No backstamp was applied at Croydon on arrival.



No cachet was applied to this Imperial Airways promotional letter, 1d overpaid at 2d postage & 1/9 airmail fee.



Though promising a 15 days delivery for the mail, the reality was that it still took 18 days

## 1931 1<sup>st</sup> Experimental from Australia to England flight path.

Some of the Indian destination mail prepared for the flight to England.

Melbourne	Madras	Multan	Persian Gulf	Croydon	
Adelaide	Karachi	Croydon			
Hobart	Croydon				
Perth	Cairo				
Sydney	Croydon				
Brisbane	Croydon				
Darwin	Athens	Croydon			
Palembang	Calcutta				
Alor Star	Cairo				
Penang	Meerut				
Kuala Lumpur	Calcutta				
Singapore	Rangoon	Calcutta	Sialkot		
Victoria Point	Rangoon	Akyab	Calcutta	Allahabad	
Rangoon	Akyab	Calcutta	Allahabad	Delhi	Jodhpur
	Karachi	Gwadur	Jask	Bushire	Basra
	Baghdad	Cairo	Athens	Belgrade	Budapest
	Vienna	Cologne	Croydon		
Akyab	Calcutta	Allahabad	Croydon		
Calcutta	Allahabad	Delhi	Jodhpur	Karachi	Gwadur
	Jask	Bushire	Basra	Baghdad	Gaza
	Cairo	Athens	Belgrade	Budapest	Vienna
	Cologne	Croydon			
Allahabad	Delhi	Jodhpur	Karachi	Gwadur	Jask
	Bushire	Basra	Baghdad	Gaza	Cairo
	Athens	Belgrade	Budapest	Vienna	Cologne
	Croydon				

All the above are in the author's possession at the time of writing.



Backstamped Karachi May 6, 1931, correct rate at 3d registration, 2d postage and 1/9 airmail fee.

Like the incoming flight overseas individuals, along the proposed route, seized the opportunity to commemorate the return flight. The Indian philatelists were busy accounting for some 900 to London alone and another 1512 along the route.

Mail from the Dutch East Indies is known to have been flown from Koepang to Batavia according to the Dutch Catalogue <sup>3</sup>. A cover from Palembang posted on April 23, 1931 joined the flight at Singapore and was sent to Indian philatelist Stephen Smith at Calcutta.



Posted at Palembang (Sumatra) and backstamped Rangoon May 3 and Calcutta May 8, 1931

<sup>3</sup> Luchpostcatalogus van Nederland en Overzeese Rijksdelen 2012 (Airmail catalogue of Netherland & Dominions) De Vliegende Hollander (The flying Dutchman)

From the Malay Peninsula mail was directed to Singapore for the flight towards England with the manuscript Singapore - Delhi added. Several covers are known to Indian destinations such as Penang to Meerut, Kuala Lumpur to Calcutta, Singapore to Rangoon, Calcutta and Sialkot.



An Alor Star Chas Griffith envelope posted on April 28 travelled south to Singapore and was backstamped there on April 29 before joining the *Southern Cross* to go back through Alor Star then to Cairo by 10 May 1931.



Singapore to Sialkot (Punjab) backstamped Sialkot 6 May 31.

At Singapore according to Douglas Walker<sup>4</sup>, who was keen on the NZ representation, 47 ordinary and 1 registered letter were dropped off and this also included a few addressed to Penang all received the 30 April Singapore backstamp and most had an official label extolling the virtues of New Zealand 's sunny skies.

At Alor Star on May 1, there was an overnight stop for the crew of the *Southern Cross* but an early morning departure caused 33 articles from Selangor and Perak to miss the flight with much embarrassment of the Kedah Postal authorities.<sup>5</sup> It appears that the idea of sending the letters early to Singapore had been a case of good luck. This event also indicates Kingsford Smith's lack of commercial sense. He was interested in getting to the end as fast as possible even if it meant some mail was missed.

At Victoria Point on May 2, Anstee<sup>6</sup> noted that although the *Southern Cross* stopped there, no mail was picked up as it had been sent in error by boat a few hours before the plane's arrival. Covers had been prepared by Indian philatelists Stephen Smith and Charles Griffiths used Aero Philatelic Club of Calcutta postcards to ensure they had a record of the flight. The sending error is confirmed by covers with the cancellation Victoria Point April 30, in plenty of time to catch the flight, bearing the backstamp of Rangoon 13 May 1931 although the *Southern Cross* had passed through Rangoon on May 2-3. Other backstamps on covers or cards include Akyab 25 May, Calcutta 18 May and Allahabad 18 May.



Rangoon was reached on May 2 where another overnight halt was taken, and 27 New Zealand items are known to have been dropped off. The local post office applied a small rectangular cachet reading "First Airmail/Burma-England" to the mail waiting to be picked up.

<sup>4</sup> Op cit.

<sup>5</sup> Post 33/679-80 Letter from sec. for Postal Affairs S. S & F. MS to London Postal Authority.

<sup>6</sup> Gordon R. Anstee India Post Vol 1 April 1968 see appendix.

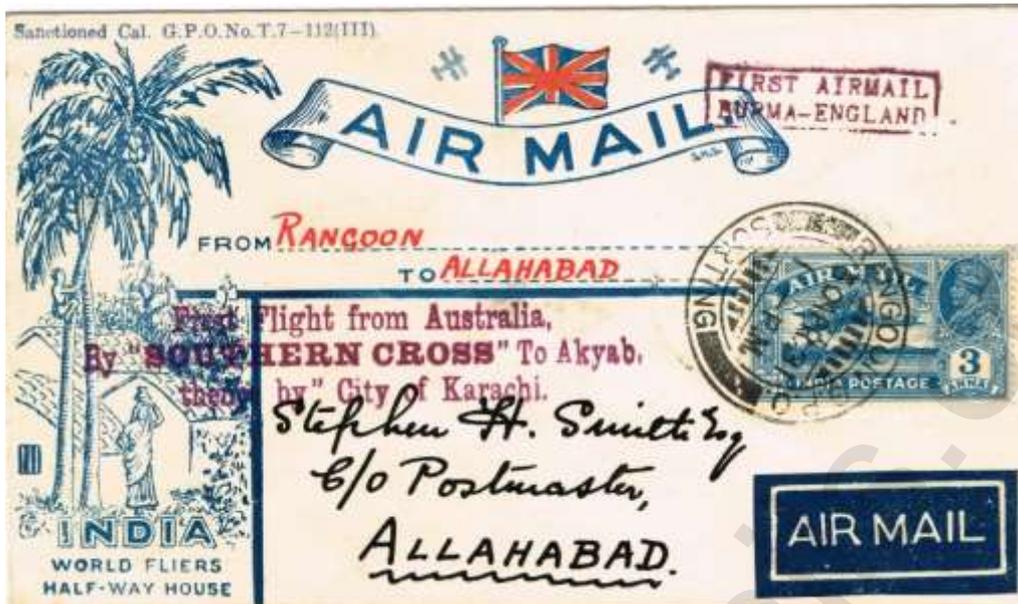


Some covers show the incorrect cachet which was used on the inward flight to Australia viz. "First Airmail/ Australia-Burma". Rates were 1 anna internal postage, 3 annas airmail fee.

It was from Rangoon that the Indian philatelist went to town. Stephen Smith prepared covers for all Indian stops to Karachi then Athens and Croydon. He enhanced his covers with a three line cachet applied after the event reading either "First Flight/By "SOUTHERN CROSS" VH-USU/Pilot Commander C. Kingsford Smith" in green on covers to Akyab, or "First Flight from Australia/By "SOUTHERN CROSS" to Akyab,/thence by "City of Karachi" in purple for mail to Calcutta and beyond. Smith claimed the following quantities from Rangoon. Akyab 13, Calcutta 225, Allahabad 60, Delhi?, Jodhpur 30, Karachi?, Athens 20 (these were the long Imperial created covers), Croydon 39.



On reverse additional 1 anna postage, Smith signature and backstamp Akyab 3 May 31. Rates were 1 anna internal postage and 3 annas airmail fee. The green cachet applied subsequently.



On reverse additional 3 Anna external postage, Smith signature and backstamp Allahabad May 3. The purple cachet applied subsequently.

Charles Griffiths used his larger manilla envelopes printed with the words “Experimental FIRST FLIGHT AUSTRALIA INDIA ENGLAND ROUTE.”, to send examples along the entire route covering all stops to England including the European intermediate legs.

H.N. Kapur also used specially prepared standard sized manilla envelopes depicting biplanes and the words “FIRST EXPERIMENTAL FLIGHT/BY IMPERIAL AIRWAYS.” With the actual route added in manuscript. No doubt others also joined in the fun.



At Delhi, the 4-line boxed cachet was applied with the date May 4; actual arrival was on May 5. Rate was 3 annas external postage and 3 annas airmail fee.

How many examples of each were produced is a matter of conjecture. It appears only Smith “kept a score” at the time.

Smith’s quantities for items between Rangoon and Delhi.

Destination↓	Rangoon	Akyab	Calcutta	Allahabad	Total
Akyab	13				13
Calcutta	225	42			267
Allahabad	60	25	142		227
Delhi	?	50	123	50	223
Total					730

Jal Cooper<sup>7</sup> contributed considerably with his publication in 1942.

Cooper’s quantities for items between Rangoon and Delhi

Destination↓	Rangoon	Akyab	Calcutta	Allahabad	Total
Akyab	15				15
Calcutta	225	45			270
Allahabad	60	25	145		230
Delhi	?	50	123	50	223
Total					738

When we compare the quantities recorded by Smith and Cooper for the intermediate stops between Rangoon and Delhi, there is a discrepancy of only 8 items. As Cooper compiled his lists in 1942, he would have had more information than that available to Smith who did his in 1932, so we can expect that his numbers are greater than Smith’s and so it turned out.

John Pickering<sup>8</sup> states “between Rangoon and Delhi, 2,412 items were picked up at four places of which 16 were for Akyab, 272 for Calcutta, 173 for Allahabad, 454 for Delhi, 58 for Jodhpur and 1,439 for Karachi and beyond.”

The four places he mentions must have been Rangoon, Akyab, Calcutta and Allahabad. Thus, any mail from Delhi, Jodhpur, and Karachi were not included in Pickering’s count. Where he obtained his quantities is not stated.

Pickering’s quantities for items between Rangoon and Delhi

Destination↓	Rangoon	Akyab	Calcutta	Allahabad	Total
Akyab					16
Calcutta					272
Allahabad					173
Delhi					454
Total					915

<sup>7</sup> Jal Cooper “Stamps of India” India’s Stamp Journal, 1942 , Bombay

<sup>8</sup> John Pickering Op Cit

Pickering quotes 16 for Akyab. Neither Smith nor Cooper have any known quantity recorded for the Rangoon to Delhi mail. If Pickering is correct with his Delhi total, then the Rangoon portion to Delhi was 231!

It must be said that the totals between these three authors is close other than Pickering's total for Allahabad being about 50 lower than Smith or Cooper.

Clearly we cannot arrive at an accurate figure but when placed in context with the overall mail leaving Australia it can be seen that the Indian contribution of say 2,500 items was significant but still only about 10% of the mail destined for England. It needs also be said that most of the Indian mail was destined for other parts of India and only a small portion made it to England.

The *Southern Cross* completed its journey westward on arriving at Akyab on May 3, 1931. Here the mail was transferred to the waiting DH66 G-AARY *City of Karachi* with Captain E.H. Atwood with additional mail from Akyab added to the total.

Stephen Smith claimed the following quantities from Akyab. 42 for Calcutta, 25 for Allahabad, 50 for Delhi, 10 for Jodhpur, none stated for Karachi and 39 for Croydon. Again, these covers were later enhanced by Smith with the 3-line purple cachet reading "VIA IMPERIAL AIRWAYS/1<sup>st</sup>.EXPERIMENTAL FLIGHT/AUSTRALIA TO ENGLAND".

The covers were also signed on the reverse by Stephen Smith.

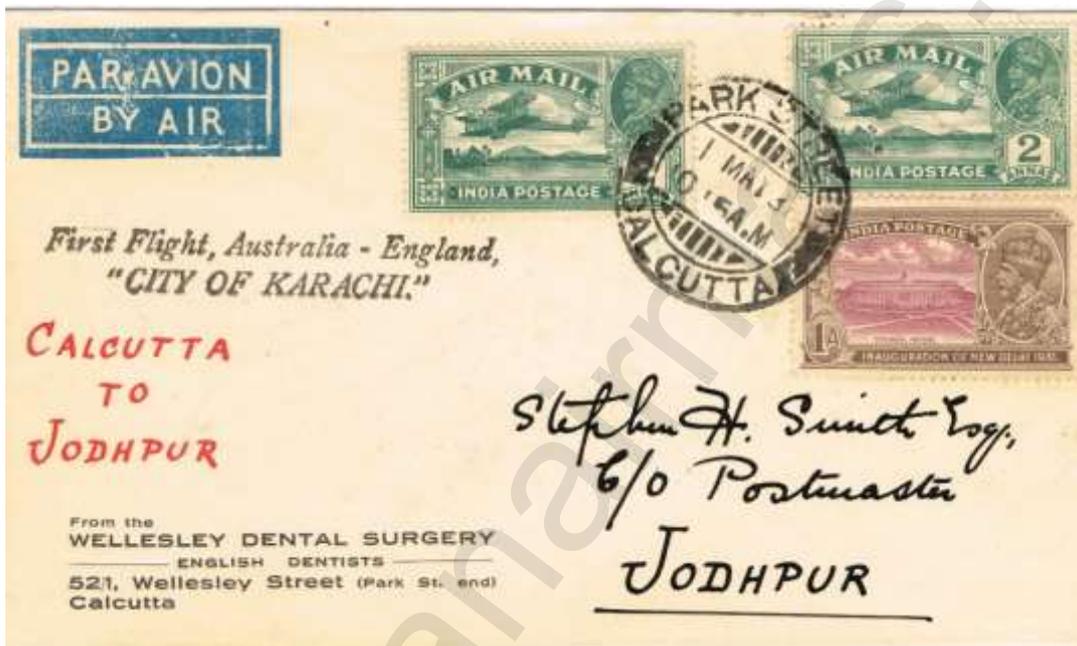


A Smith "creation" posted at Akyab 1 May 1931 with the 3-line cachet in purple added subsequently. Rate was 3 anna external postage and 3 annas airmail fee so underpaid 2 annas.

The next stop Calcutta on May 3 was of course the home of both Smith and Griffiths so we could expect larger quantities of mail being added here. New Zealand mail dropped at Calcutta consisted of 37 ordinary and 4 registered letters This was another overnight stay for Atwood and his crew.

Smith's addition to the mail is known at 142 for Allahabad, 123 for Delhi, 44 for Jodhpur, 60 for Karachi, 30 for Athens (these were the long Imperial created covers) and about 300 for Croydon.

On the covers that were returned to him, Smith added the cachet in black subsequently "*First Flight, Australia-England, /" City of Karachi"*".

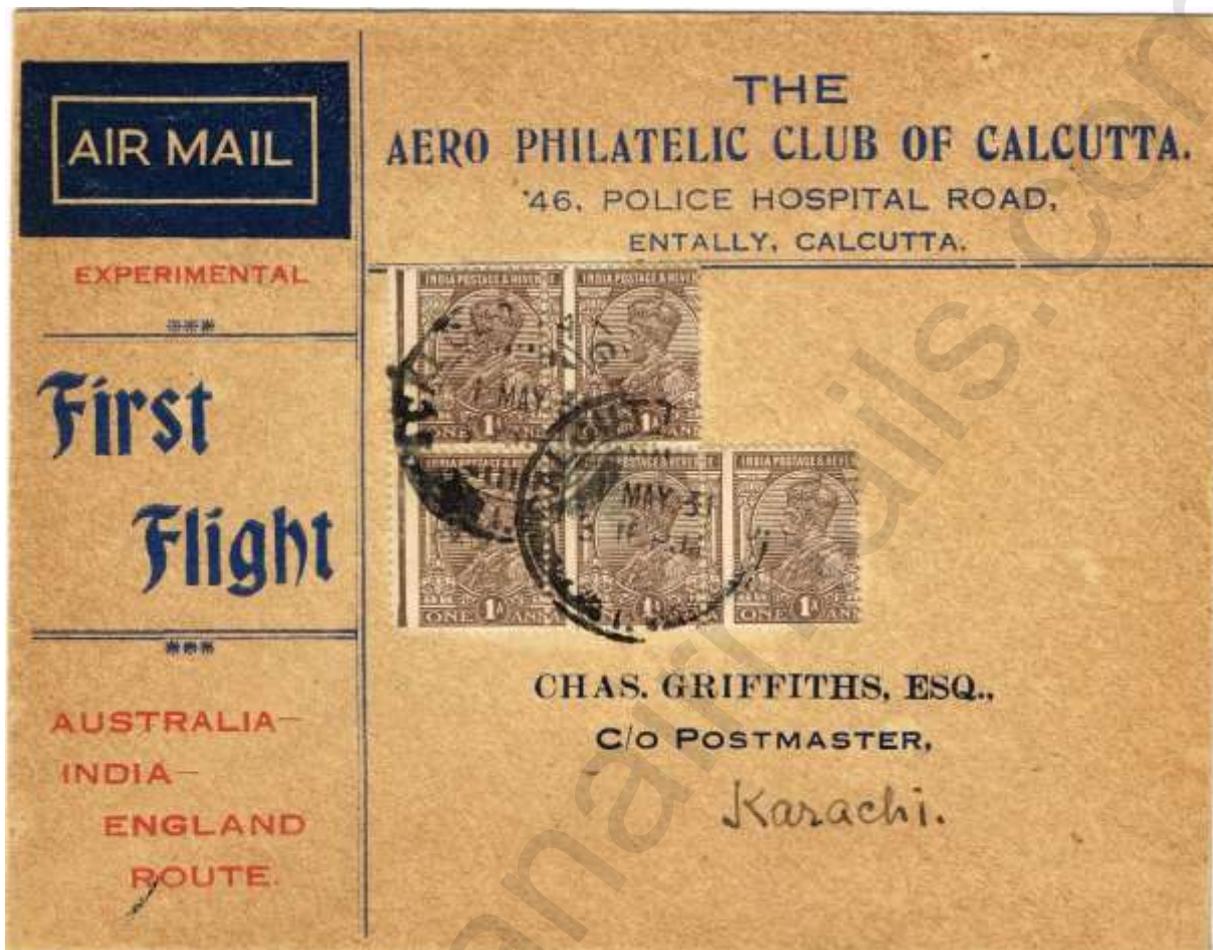


Rate was 1 anna internal postage and 3 annas airmail fee, 1 anna return postage.



Note that the Jodhpur Aerodrome cancel now has the date slug in the correct alignment.

We do not have the number of covers created by Griffith or Kapur from Calcutta however on what has been sighted they would appear to have been much smaller than Smith's.



Griffiths had managed to get a quantity of the KGV one anna brown Indian stamps with offset perforations and used these on the covers that he sent from Calcutta to the intermediates on the way to England. Rate was 1 anna internal postage and 3 annas airmail fee and 1 anna for return mail postage.

On Monday May 4 the flight continued to Allahabad where an additional mail created by Stephen Smith and Charles Griffiths awaited pick up and the crew overnighted.

Smith claimed 50 items to Delhi, 25 to Jodhpur, 60 to Karachi and 72 for Croydon were loaded on board.

A two-line crude purple boxed cachet was applied privately on a cover addressed to the Liverpool England based aerophilatelist John S. Davis reading "VIA IMPERIAL AIRWAYS/ ALLAHABAD CROYDON" and was signed on the reverse by Stephen Smith.



Rate was 3 annas external postage and 7 annas airmail fee to the UK.

A pencil manuscript records 132 items to Karachi and beyond on the reverse with Smith's signature.

The following morning Tuesday May 5 the aircraft left Allahabad and arrived the same day at Delhi where the mail was transferred to the regular airliner DH66 G-EBMY *City of Baghdad*. A cachet had been prepared but the plane was a day late. Mail destined for Delhi itself received a purple boxed 4-line cachet reading "FIRST AIR FLIGHT /AUSTRALIA-ENGLAND/DELIVERY/DELHI 4-5-31."



With only 3 annas franking this item is underpaid by 1 anna.

As Delhi was the end of the regular run Eastwards for Imperial Airways, it appears not to have been considered part of the Experimental service by the Indian philatelist so there were no souvenir covers created for it or subsequent stops but there were covers dropped off along the entire route particularly by Chas Griffiths. These are useful for tracking the flight path.

There is some conjecture regarding the European portion of the journey to England. Based on covers sighted it would appear that the route from Athens was Salonika by air, then by train to Uskub, where the Armstrong Whitworth Argosy G-AAEJ *City of Coventry* flown by J.G. Percy picked up the mail and flew it via Belgrade, Budapest, Vienna and Cologne to Croydon. Thus, the same aircraft opened and completed the First Experimental service. There appears also to have been a delay between Athens and Croydon which has so far not been explained.

A Chas Griffiths cover from Allahabad to Cologne bears three German cancellations one being the regular Cologne backstamp dated 14 5 31, the second a purple cachet indicating further transmission by air and a Cologne Airmail cancellation with the altered date 14.6.31 over the date of 15.6.31. the latter being one month out!



Franked with 13 annas worth of stamps the cover appears overpaid but actually is correctly rated with 3 annas external postage, 7 annas airmail fee and 3 annas return postage.

So ends Imperial Airways first Experimental Airmail service from Australia. It was quite a task to discover what happened in the latter portion of the return flight. Amazingly practically all sources skirt over the issue and go from Athens to Croydon without any mention of what occurred in between. The interpretation of the evidence is clearly open to be challenged, all comments are welcome.

Ed Wolf

December 2020

Appendices.

Gordon Anstee Article published "India Post Vol 1" in about April 1968

Jal Cooper, Stephen Smith & Gordon Anstee comparisons 1<sup>st</sup> Experimental West

## Appendix 1

Gordon Anstee article published in "India Post" Vol.1 in about April 1968.

### AUSTRALIA to ENGLAND 23rd April, 1931

On the 23rd April 1931, the first return mail from Australia left Melbourne and after picking up the New Zealand mails at Sydney on the 24th left with 467lbs of mail for Brisbane. Here the Queensland Air Mail Service took over and carried the mail to Darwin.

On the 27th, Commander Kingsford-Smith took delivery of the mail and carried it on the "Southern Cross" to Koepong from where he continued his flight via Sorrabaya, Singapore, Victoria Point and arrived at Rangoon on the evening of the 2nd May.

On the 3rd he continued his flight to Akyab where he made over the mails to N.R. Attwood, Pilot of the Imperial Airways Air Liner the "City of Karachi". The Air Liner arrived in Calcutta at 2.40 p.m. on the 3rd, and delivered over to the postal authorities 13lbs 12ozs. of mail, consisting of 649 items, registered and ordinary mail, made up as follows:-

Darwin	to	Calcutta	20 items
Brisbane	to	Calcutta	252 items
Melbourne	to	Calcutta	110 items
Rangoon	to	Calcutta	225 items
Akyab	to	Calcutta	42 items

At Melbourne a cachet was applied (see Type 5) in violet.

The "City of Karachi" left Calcutta on the morning of the 4th, and flew to Allahabad where, after delivery and picking up some mail, she continued her journey to Delhi, arriving there the same journey. Here it connected with the regular service and reached London on May 14th.

From Calcutta the following mail was picked up for stages as follows:-

Calcutta	to	Allahabad	142 items
Calcutta	to	Delhi	123 items
Calcutta	to	Jodhpur	46 items
Calcutta	to	Karachi (including covers addressed to places outside India)	549 items

It should be noted that although the "Southern Cross" stopped at Victoria Point on the return trip of the First Experimental Flight no mails were picked up for Calcutta or elsewhere. This was due to an oversight on the part of the Postmaster who had sent the mails by boat a few hours before the arrival of the plane.

Covers and cards carried on the Burma and Indian stages of the First Experimental Flight:-

Rangoon (where a small boxed cachet (see Type 6) in violet was used and a green cachet (see Type 7) and also a purple cachet (see Type 8).

to Akyab; Calcutta; Allahabad; Delhi; Jodhpur and Karachi also to Gwadur; Jask; Bushire; Basra; Baghdad; Gaza; Cairo; Athens; Belgrade; Budapest; Vienna; Cologne and Croydon.

Akyab (where a cachet as per Type 10 was applied in violet)

to Calcutta; Allahabad; Delhi; Jodhpur; Karachi and to Croydon.

Calcutta (where a cachet as per Type 11 was applied in black)

to Allahabad; Delhi; Jodhpur and Karachi and to Gwadur; Jask; Bushire; Baghdad; Gaza; Cairo; Athens; Belgrade; Budapest; Vienna; Cologne and Croydon and also to Khartoum; Kampala; Kisumu and Mwanza.

Allahabad (where a cachet as per Type 12 was applied in violet)

to Delhi; Jodhpur and Karachi and to Gwadur; Jask; Bushire; Basra; Baghdad; Gaza; Cairo; Athens; Belgrade; Budapest; Vienna; Cologne and Croydon.

At Delhi a boxed cachet (see Type 9) was applied.

VIA IMPERIAL AIRWAYS.  
1st. EXPERIMENTAL FLIGHT  
ENGLAND TO AUSTRALIA.

Type 1.

FIRST AIRMAIL  
EUROPE-BURMA

Type 2.

FIRST AIRMAIL  
BURMA-AUSTRALIA

Type 3.

IMPERIAL AIRWAYS  
LTD  
LONDON - AUSTRALIA  
AIR MAIL  
FIRST FLIGHT

Type 4.

FIRST AIRMAIL  
BURMA-ENGLAND

Type 5.



Type 5.

*First Flight, Australia - England,  
"CITY OF KARACHI."*

Type 11.

First Flight.  
By "**SOUTHERN CROSS**" VH-USU.  
Pilot. Commander C. Kingsford Smith.

Type 7.

First Flight from Australia,  
By "**SOUTHERN CROSS**" To Akyab,  
thence by "City of Karachi."

Type 8.

VIA IMPERIAL AIRWAYS  
ALLAHABAD CROYDON

Type 12.

VIA IMPERIAL AIRWAYS.  
1st. EXPERIMENTAL FLIGHT  
AUSTRALIA, TO ENGLAND

Type 10.



Type 4a.

FIRST AIR FLIGHT  
AUSTRALIA - ENGLAND  
DELIVERY  
DELHI 4-5-31.

Type 9.

**Appendix 2.**

**Jal Cooper, Stephen Smith & Gordon Anstee comparisons on 1st Experimental West**

	<b>1st Experimental West</b>					<b>'42 Price</b>
		<b>Cooper</b>	<b>Smith</b>	<b>Anstee</b>		<b>Cooper</b>
<b>Description</b>	<b>To</b>	<b>Qty</b>	<b>Qty</b>	<b>Qty</b>		<b>Rupees</b>
Rangoon	Akyab	15	13			100
	Calcutta	225	225	225		10
	Allahabad	60	60			25
	Delhi	?	?			15
	Jodhpur	30	30			15
	Karachi	?	?			?
	Athens	20	20			75
	Croydon	?	39			?
Akyab	Calcutta	45	42	45		50
	Allahabad	25	25			50
	Delhi	50	50			25
	Jodhpur	10	10			75
	Karachi	?	?			?
	Croydon	40	39			?
Calcutta	Allahabad	145	142	142		10
	Delhi	123	123	123		10
	Jodhpur	45	44	44		50
	Karachi	60	60			30
	Athens	30	30			50
	Croydon	300	300			10
Allahabad	Delhi	50	50			30
	Jodhpur	25	25			50
	Karachi	60	60			25
	Croydon	?	72			?
		1358	1459			