

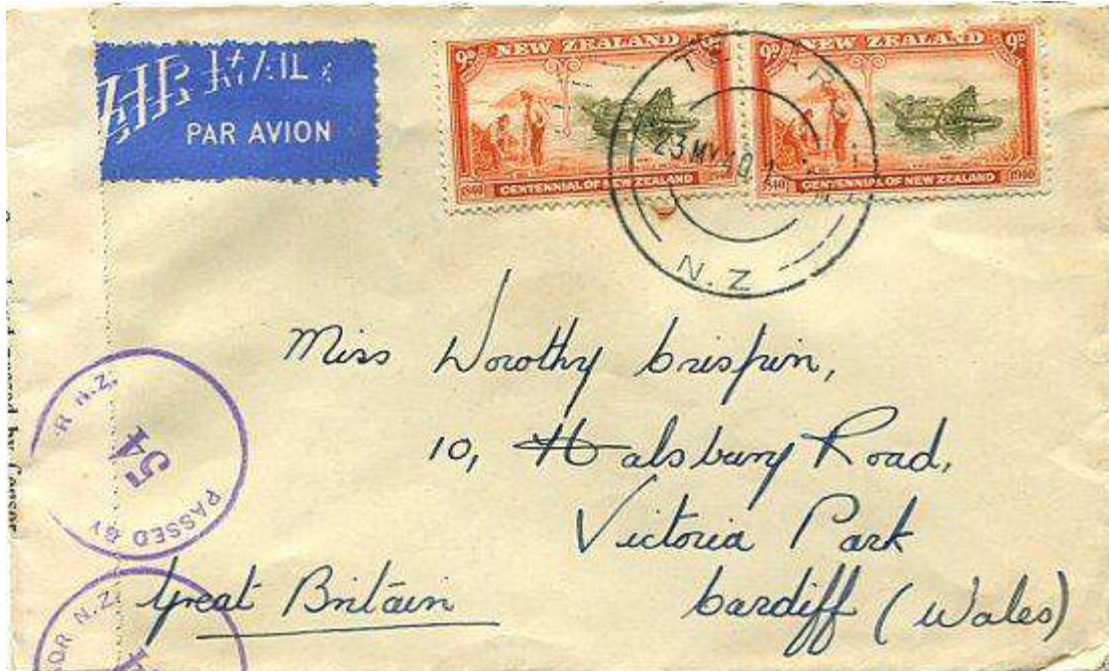
June 1940: Last Through Flight NZ – UK

Italy entered WW2 on 10th June 1940 and the Mediterranean was closed to allied air mail flights meaning that there was no longer a through air mail service between New Zealand and the UK.

Cover to Cardiff postmarked in New Zealand on 23rd May and opened by the censors in Wellington. Franked with 1s 6d.

It was flown on the last through airmail service from New Zealand to UK.

Flown from Auckland to Sydney by *TEAL* on the 5th trans-Tasman service on Tuesday 28th May.



This connected with the *QEA / BOAC* flight *SW 245* that left Sydney on 29th May and arrived in Poole on 9th June

June 1940: Flight NZ – Palestine

Cover postmarked in Napier on 21st May and addressed to the *1st Australian General Hospital*, Palestine which was situated in Gaza. It was opened by the censor in Wellington. Has bad crease which looks like it was due to poor addition of censor label

As with previous cover, flown trans-Tasman on AS 5 on 28th May. Then flown on SW 245 from Sydney to Calcutta on 28th May - 3rd June. Sent to censors in Calcutta, but not opened by them. Not clear why it was of interest to censors in India.

Calcutta transit on 4th June.



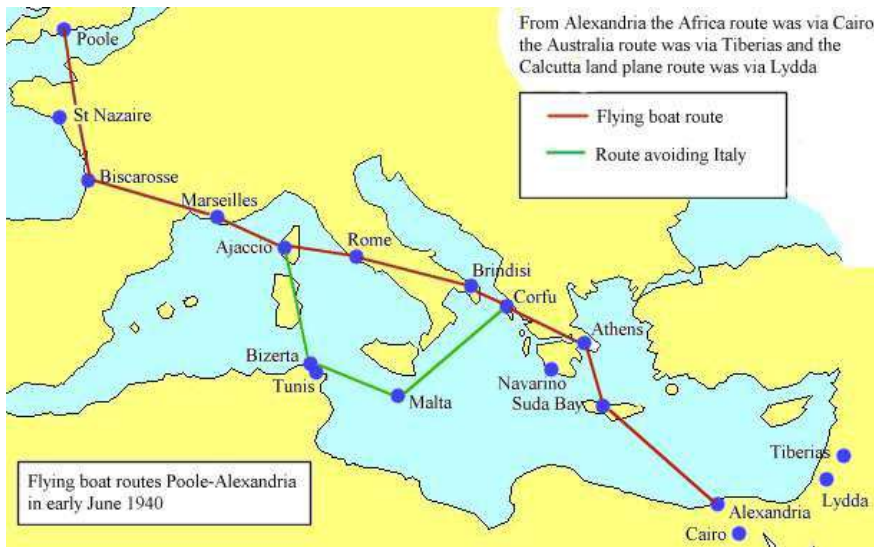
It may then have been flown on the last BOAC landplane service CW 224 that left Calcutta on 4th June and connected with the CW 224 flying boat service in Karachi on 6th June and unloaded in Alexandria on 7th June.



Last Through Flight UK - NZ

Registered cover postmarked in London on 7th June. Flown on last through flight (SE 254) that left Poole on 9th June.

As the entry of Italy to the war was expected, the flight was diverted round Italy as shown on the map. It was flown from Ajaccio to Corfu on 10th June and from Corfu to Tiberias via Alexandria on 11th June.



It arrived in Sydney on 20th June and was flown to Auckland on 25th June.

Southern Rhodesia – New Zealand

Registered cover to Wellington postmarked in Salisbury on 3rd June 1940.

It has no airmail etiquette and insufficient postage, but transit marks show it must have been flown to New Zealand.



After being flown to Beira, it was flown from Beira to Alexandria on *DN 276* on 5th – 8th June. (That was the last through flight from Africa to UK.)

Flown Alexandria – Sydney on *SE 253* on 9th – 17th June.

Faint Darwin transit mark on 15th June and Sydney transit marks on 17th and 18th June.

Then Sydney – Auckland on *SA 8* by *TEAL* on 20th June.



Has *Out 21/6/40* in manuscript on front.

Disruption in June 1940: offloaded in Karachi

Cover postmarked in New Zealand on 1st June and opened by the censors in Auckland

Flown Auckland – Sydney by *TEAL* on 3rd June 1940. Redirection backstamp in Glasgow on 10th August.

Flown from Sydney on *SW 247* on 5th June and dumped in Karachi on 12th June.

Likely sent to Bombay for dispatch to UK by sea, possibly on the *Burdwan* on 23rd June arriving in the Clyde on 5th August.



Disruption in June 1940: offloaded in Darwin

Cover postmarked Auckland
on

7th June. Flown Auckland –
Sydney on 10th June and then
from Sydney on SW 249
on 12th June and dumped at
Darwin on the 13th.

Mail returned to Melbourne
and sent to UK by sea. Cover
redirected in London on 8th
August.

Service SW 249 continued
(without European mail) and
combined in Singapore with
SW 248. *Coriolanus* then
flew mail to Cairo.



June 1940: Sent via USA

Francis Field cover to New Zealand postmarked in Birmingham on 14th June 1940 and franked with 1s 3d. Backstamped in Carterton, N.Z. on 16th July.

The first *Horseshoe Service* from UK did not arrive in Sydney until 24th July.

OMB 40 reported that air mail for Australia and New Zealand was to be flown to Lisbon and flown from there on 20th June on North Atlantic air service and by sea across Pacific.

The *Monterey* left San Francisco on 26th June and arrived in Auckland on 13th July.



Hence cover to New Zealand sent via USA.

Similar Field covers exist with a *Horseshoe* map cachet. Clearly added later and wrongly!! Believed for more than 60 years to have been flown on first *Horseshoe service*.



June 1940: Not Horseshoe Route

Cover postmarked in New Zealand on 15th June and addressed to London.

If flown trans-Tasman on 17th June, it could have been flown on first *Horseshoe* service from Sydney on 19th June.

However, New Zealand P.O. had decided not to use the *Horseshoe Route*. Newspaper article on 4th July:

“With a sublime disregard of the fact that there is now no air route available for Empire mails between Egypt and United Kingdom, many New Zealanders continue to post mail matter granted at the rate of eighteen pence per half ounce.”



Cover would be sent by sea, likely via the Pacific or it could have been flown trans-Tasman and then from Australia by sea.

The New Zealand P.O. eventually announced on 16th July that mail would be accepted for the *Horseshoe Route* (WS 6).

June 1940: Flown from Hawaii

From the middle of June, the advised route was by sea to Honolulu from where mail would be flown to San Francisco on *FAM 14* and then flown to New York followed by sea to the UK. The cost of this service was 1s 9d. If mail was to be flown in addition from New York the rate was 4s 0d.

Disaster struck when *Niagara* was sunk by a mine on 19th June shortly after leaving Auckland. The mail was all lost, but crew and passengers all saved.



Cover postmarked on 24th June and sent on the *Mariposa* which left Auckland on 1st July. Flown Honolulu – San Francisco on 17th - 18th July. Arrived in UK in early August.

This service continued as an alternative to the *Horseshoe Route* until March 1941.

Emergency Flights due to sinking of *Niagara*

After the sinking of the *Niagara* on 19th June, the ferry services across the Cook Strait on 20th and 21st June were cancelled and ordinary surface mail was flown between Wellington and the South Island on emergency flights on aircraft chartered from *Union Airways*.

Ordinary air mail services were in operation and so only covers franked with surface postage were flown on these emergency flights.

The *GB Postage Stamp Centennial* first day covers sent by surface postage arrived in New Zealand during this time. Those addressed to Christchurch and further south were sent from Auckland to Wellington by rail and flown from Wellington to Christchurch on the emergency flight of 21st June.



Cover postmarked on 6th May 1940 and addressed to Christchurch. On the back is a *Christchurch Postmen* backstamp on 21st June, confirming the arrival date.

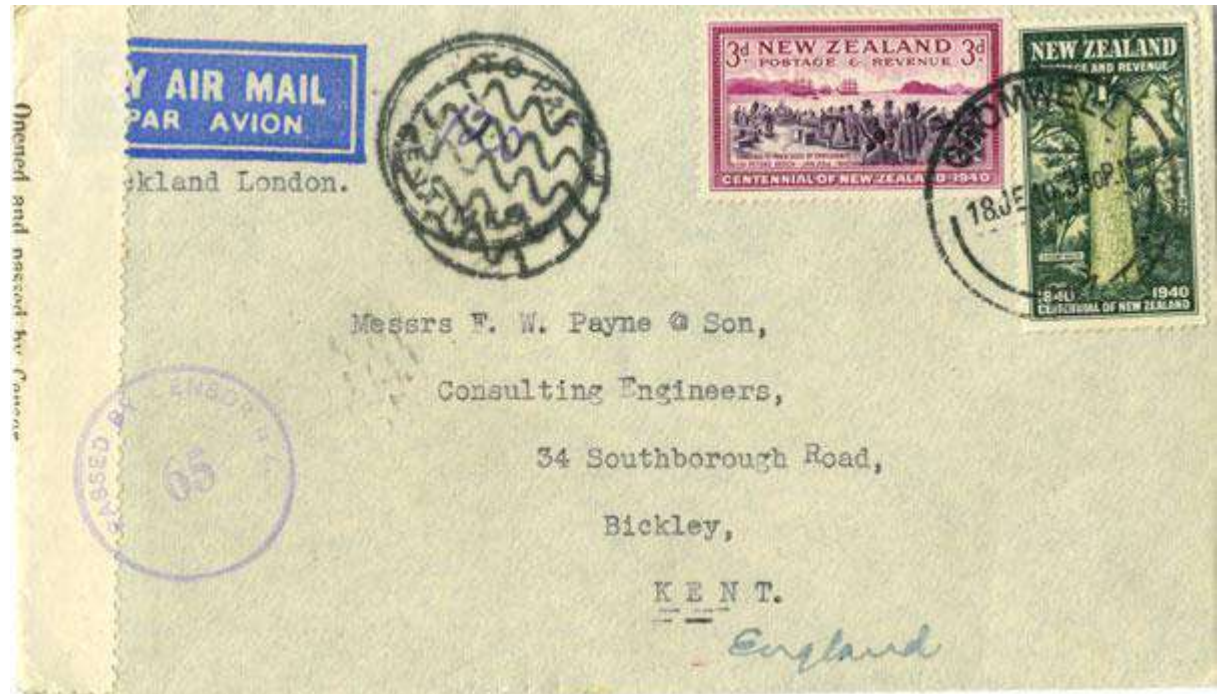


Cancelled *To Pay*

This cover is postmarked in Cromwell on 18th June 1940 and passed by the censor in Dunedin. It has franking of only 1s 3d.

It was deemed to be deficient in postage and has a *To Pay* handstamp of 120 centimes which means that there was 12d to pay, i.e. that it was underfranked by 6d. That indicates that the expected rate was 1s 9d, i.e. the rate via Honolulu.

However, the *To Pay* handstamp has been very effectively cancelled (obliterated?) by a circular handstamp with wavy lines.



There was a 1s 3d rate to USA via Panama which was meant to have the routing instructions *Canal Zone - USA*. The route was by sea to the Panama Canal followed by air to New York via Miami.

It is possible that the postal authorities realised the intention was to go on this route to New York and then go from New York to UK by sea and hence cancelled the *To Pay*.