

Gold Coast- Airmail via Imperial Airways 1936-1940.

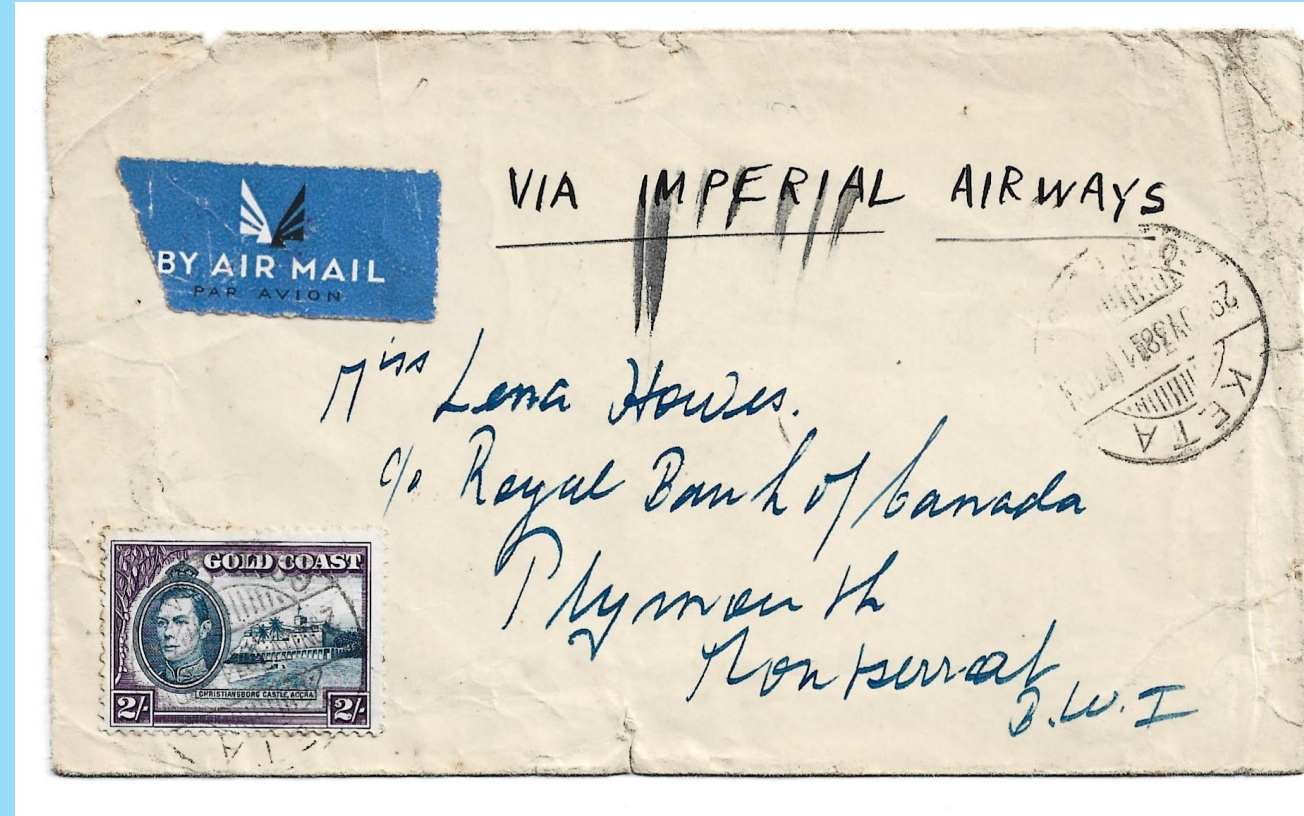
An Air Mail service was introduced by Imperial Airways between the Gold Coast and the UK in February 1936 but the mail had to go initially by sea from Accra to Lagos and then by train to join the aircraft at Kano in Northern Nigeria.

27th July 1936. From Tarkwa to Cheltenham via Sekondi, Lagos, Kano and Khartoum Rate 6d. The cover was carried on Flight WAN 27 from Kano to Khartoum leaving Kano on 7th August and arriving at Khartoum on 8th August flown by *Daedalus*. From Khartoum the cover was flown on Flight AN366 flown by *Horsa* from Khartoum to Alexandria, *Scipio* from Alexandria to Brindisi, train from Brindisi to Paris and *Horatius* from Paris to Croydon arriving at Croydon on 13th August and finally being delivered at Cheltenham on 14th August 1936. Transit time 18 days. There is a pencil note saying that a parcel sent by sea from the same place took 2 days less!



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29th November 1938. Ketta to Montserrat . Sent by Imperial/Elders Colonial on Flight LK 151 departing Accra on 1st December 1938 and flown by *Dione* to Khartoum. From there the cover was flown to Southampton on Flight DN 149 flown by *Cordelia* arriving on 6th December 1938. The cover then went by sea from the UK to the USA. From the USA it was flown to Charlotte Amalie in the US Virgin Islands (27th December) and from there it was sent to Montserrat via St Johns, Antigua arriving in Montserrat on 30th December 1938. Transit time 31 days. Rate 2/- covering Air Mail via Imperial to the UK, Surface across the Atlantic and Air from the USA to the British West Indies.



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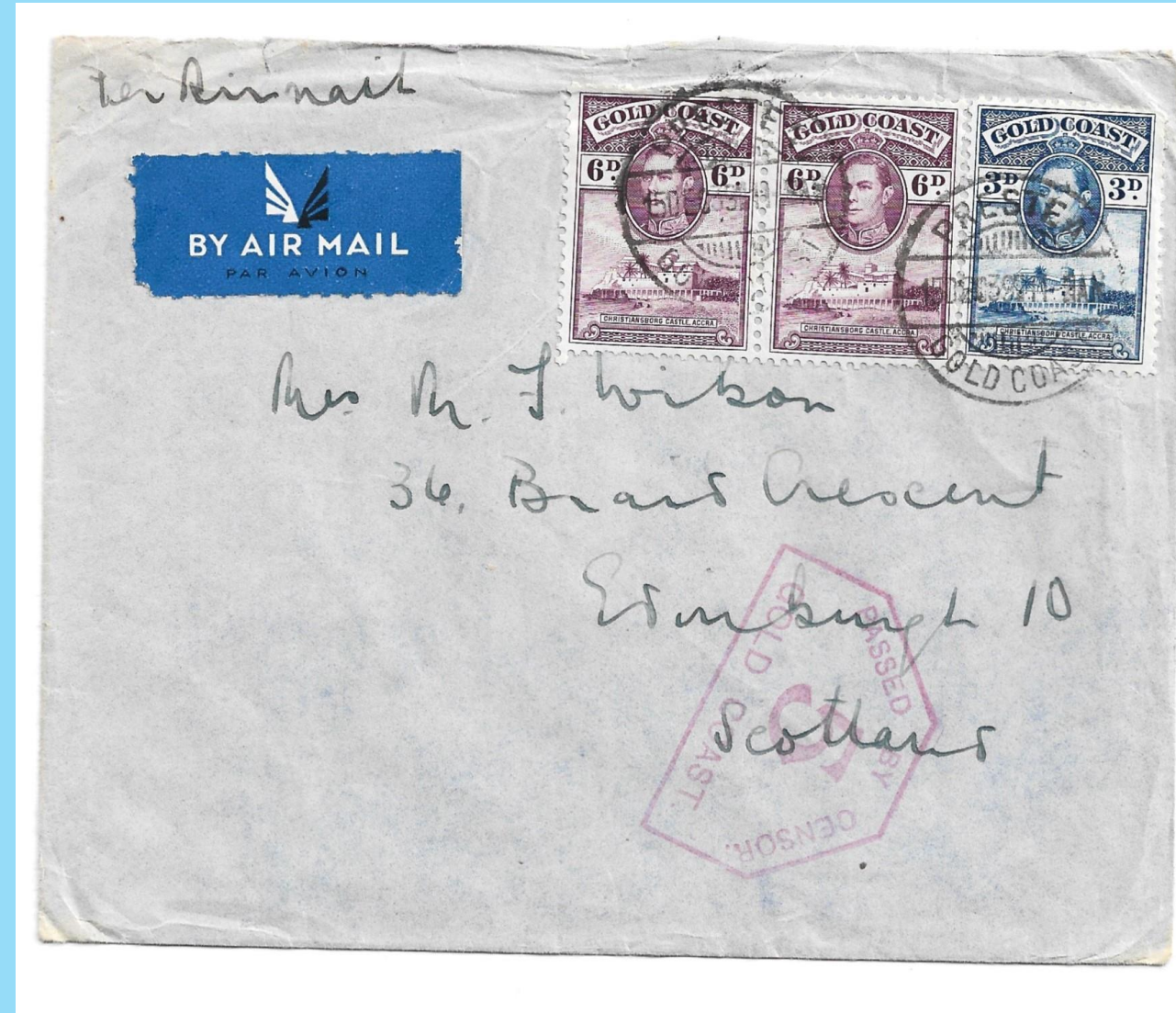
28th March 1939. Kumasi to Germany. Sent by the Imperial/Elders Colonial service, Flight LK165 flown by *Danae* departing Accra on 30th March and arriving at Khartoum on 1st April. From there it was flown on Flight DN 183 flown by *Calypso* to Brindisi from where it was sent to Germany by train arriving in Leipzig on 5th April 1939 where the cover was censored. Transit time 8 days. Rate 3/- 7d (4 x10d Air Mail Rate to Germany via Imperial + 3d Registration)



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From 1st September 1939 Imperial Airways' Flying Boats were diverted from Southampton to Poole but from 14th October 1939 they returned to Southampton until 6th January 1940 when they reverted to Poole. The service ceased on 11th June 1940.

15th December 1939. Prestea to Scotland sent by the Imperial/Elders Colonial service leaving Takoradi on 15th December on Flight LK203 flown by *Dione* and arriving at Khartoum on 18th December. The cover was then flown on Flight DN243 by *Coriolanus* from Khartoum to Alexandria and by *Corinna* from Alexandria to Southampton. *Corinna* was significantly delayed on this flight initially having to return to Alexandria because the Commander was ill then being delayed at Athens by the swell and finally being delayed by bad weather at St Nazaire. *Corinna* finally arrived at Southampton 4 days late on 26th December 1939. Transit time 11 days. Rate 1/- 3d. Passed by Gold Coast Censor (5).



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'All Air' Rates across the North Atlantic via Imperial were first introduced on 13th October 1939. Initially 1/-9d per ½ ounce the rate was increased to 2/- 6d on 27th January 1940.

17th February 1940. Cape Coast to New York. Sent by Imperial/Elders Colonial Flight LK213 flown by *Danae* leaving Accra on the 24th February and arriving at Khartoum on the 26th. The cover was then carried on flight DN253 flown by *Coorong* from Khartoum to Poole leaving Khartoum on 27th February and arriving at Poole on 1st March. The cover would then have been sent to Lisbon to join the North Atlantic Pan-Am Clipper Service. Due to bad weather there were no North Atlantic flights Lisbon between 7th and 21st March on which date *Dixie Clipper* and *American Clipper* left Lisbon. Both Clippers were delayed for 5 days at Horta – again due to the weather – and arrived at New York on 27th March 1940 which is the date of receipt on this cover. Rate 2/-9d (2/- 6d All Air Route to the USA via Imperial + 3d Registration). Transit time 38 days !

