

THE INLAND AIRMAIL
EAST YORKSHIRE MOTOR SERVICES, LTD.

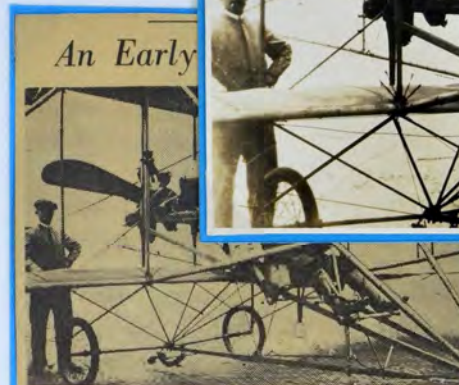
1933



On 1st July 1933, the East Yorkshire Motor Services, Ltd., instituted an air ferry across the Humber, operating between Hedon Aerodrome, Hull, and Waltham Aerodrome, Grimsby.

To advertise the service, they prepared and issued gummed labels as the above example shows. No mention of Air Mail is given, and it is generally accepted that the company had not the intention of carrying mail, but it is known that on the 2 November 1933 that five covers were flown bearing the above labels, all addressed to Mr. D Glover and posted on arrival at Grimsby at 12.5pm. plus the pilots signature a Captain Pierce. The company terminated this service two days later on 4th November 1933.

Blackpool - Southport Flights
13th - 14th October 1911



SIR—The enclosed photographs relating to an early airmail flight may be of interest. The pilot and owner of the aircraft was the late Gerald Higginbotham, of Ivy Holme, Macclesfield. I believe the flight was from Southport to Blackpool, and the date 1911.

The aeroplane was a Curtis with a Gnome rotary engine with valve in piston head; this engine was in my possession for some years. Between the wheels in the photograph can be seen one of Mr. Higginbotham's inventions, "a Bowden brake which enabled the machine to be pulled up quickly." Was this the first aircraft brake? In the early part of the century Mr. Higginbotham was a well-known motorist. In 1903, driving a 60 h.p. Mercedes, he was the first to climb the Great Orme at Llandudno. In 1904 he drove a 96 h.p. Wolseley (flat 4-cylinder engine) and won the Andrew Fletcher Trophy for the standing mile in 56sec. an English record.

Yours faithfully,
Macclesfield. S. T. HOLLAND.

Gerald Higginbotham at the controls of his plane before his airmail flight in 1911. Below is the aviator's certificate issued to Mr. Higginbotham by the Royal Aero Club.

Fédération Aéronautique Internationale
British Empire

We the undersigned, recognised by the F.A.I. as the sporting authority in the British Empire, certify that

Notre sous-signé, reconnu par la F.A.I. comme l'autorité sportive en Empire Britannique, certifie que

GERALD HIGGINBOTHAM.

Born at Macclesfield the 1877.

having fulfilled all the conditions stipulated by the F.A.I. has been granted an

AVIATOR'S CERTIFICATE.

THE ROYAL AERO CLUB OF THE UNITED KINGDOM

Newspaper cutting depicting Mr. Gerald Higginbotham on his flight from Blackpool when he carried some pictorial cards. These were officially cancelled by a special obliteration. A double ring inscribed First Aerial Post and Freshfield to Southport in the center.

The First Aerial Parcel Post October 17th 1911

Parcel of boots were carried by Hadley and Moorhouse
for the shoe company Barrett's of Northampton.



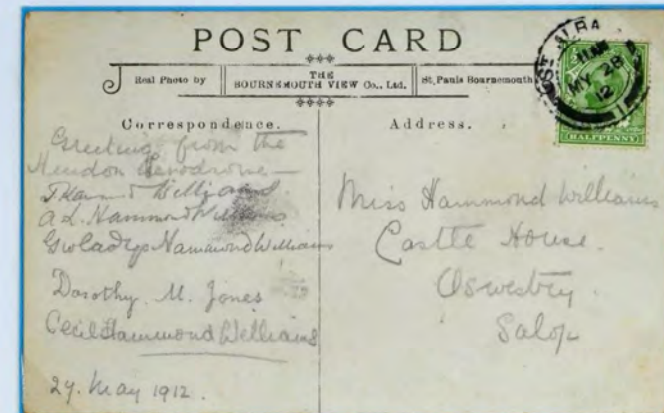
WmBarrett Moorhouse Hadley Moorhouse's Hanson
Chauffer Hendon architect

Taken on arrival at Hendon Aerodrome.



*Souvenir labels as shown were attached to the parcels,
but to date only one has been found.*

Bank Holiday Meeting Hendon Aerodrome May 1912



Copy of card carried in the Cross Country Handicap race.

*Card written from the aerodrome on Whit Monday 27th
May and posted later that day in St. Albans. There being
no postal services due to it being a Bank Holiday it was
cancelled on the 28th. The writer must have witnessed the
Cross Country Handicap which was flown that day. The
aviator Turner retired and Cody failed to start.*



Card written at the Hendon Aerodrome on Whit - Monday May 27th 1912, posted later that evening at St.Albans. There being no postal services due to the holiday it was cancelled on the 28th. The writer must have witnessed the Cross Country Handicap which was flown that day. The course being to St.Albans and back twice which was won by Valentine in a time of 52m 20s, Hucks came 2nd, in 54m 9s Turner retiring and Cody failing to start.

P. Liston
97 Albany Park Avenue
Enfield Highway
EN2 5NY
07/13/12 ... 21

The First Crossing of the Irish Sea by Air



Postmarked KILKENNY 31 JY 1912

On 22nd April 1912, Corbett Wilson, in a Bleriot XI took off from Goodwick near Fishguard, Pembrokeshire and 1hr 40 m later landed at Crane near Enniscorthy, Co. Wexford, this flight included 55 miles over water, achieved regardless of the poor weather conditions and engine troubles. The flight took place just 3 years after Bleriot crossed the English channel, but nearly went unnoticed as the worlds press were still full of the tragic loss of the "Titanic" which sank in the Atlantic. Sadly Corbett Wilson was killed in action in 1915 whilst serving with the Royal Flying Corps.

'A BUZZ IN THE AIR'— FIRST FLIGHTS TO IRELAND, APRIL 1912

By Peadar Slattery

Ask anyone in Ireland to recall an event in 1912 and they may well mention the sinking of the White Star liner *Titanic* on 14–15 April, or a person might point to the signing of the Solemn League and Covenant by

unionists to resist Home Rule. Less well known is an episode in April of that year when three aviators set out to fly from Britain to Ireland, a feat not achieved before.

In 1912 aviation was new, the Wright brothers having flown for the

first time on 17 December 1903 at Kill Devil Hills, Kitty Hawk, North Carolina, with their flight lasting 59 seconds. Seven years later, in 1910, Louis Blériot flew from France to England in 36 minutes, a distance over water of 22 miles. In the same year, Robert Loraine, actor and aviator and a friend of George Bernard Shaw, who flew from Holyhead in Wales across the Irish Sea, was not so successful, coming down in the sea a few hundred yards from Howth Head and swimming ashore. He was disgusted that instead of soaring over Dublin he ended up on board the SS *Adela*, 'steaming up the Liffey on this little cargo boat'.

BLÉRIOT AIRCRAFT

The challenge of the Irish Sea remained. There were pioneer Irish aviators—Harry Ferguson from Belfast, the first to fly in Ireland in December 1909, and Lillian Bland from Carnmoney, Co. Antrim, who first flew in 1910, the first woman to do so in Ireland. Neither attempted the Irish Sea crossing. Both gave up flying: Ferguson subsequently developed tractors commercially, and Bland's father, who worried about her dangerous aviation experiments, enticed her away from flying by bribing her with a Ford car bought in Archer's garage in Dublin.

After his cross-channel flight, Blériot responded to the demand for his aircraft by manufacturing the Blériot XI aeroplane for sale. They were available in France and at Hendon aerodrome in north-west London, where he had stocks of the plane in five hangars. He also set up flying schools at Rouen, at Pau in the south of France and at Hendon.

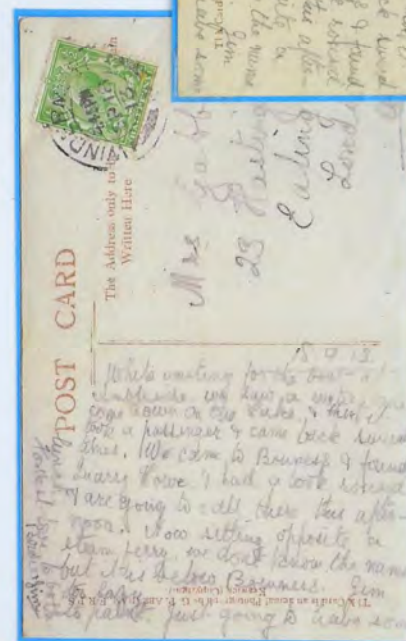
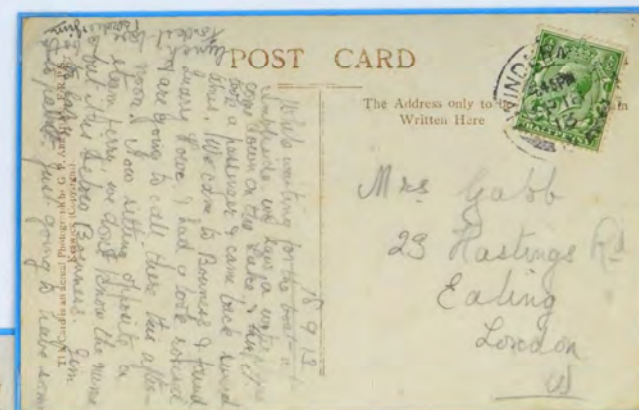
Three aviators, who each owned a Blériot XI, set their hearts on flying from Britain to Ireland: naval architect Damer Leslie Allen from Limerick; Vivian Hewitt, a wealthy engineer from Rhyl in north Wales; and Denys Corbett Wilson, who fought in the Boer War and whose mother had

Left: Denys Corbett Wilson—the first person to fly from Britain to Ireland—beside his Blériot XI, the aeroplane used in all three attempts to cross the Irish Sea in April 1912. (Donal McCarron collection)

Opposite page: A painting by Norman Whitley of Lillian Bland in her glider at Carnmoney Hill, Co. Antrim. (Antrim and Newtownabbey Borough Council)

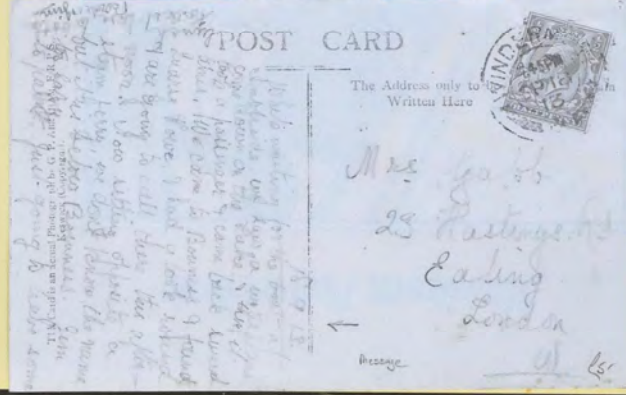


Seaplane Service Windermere to Isle of Man



To overcome the U-Boat menace in the Irish Sea the Royal Navy set up a seaplane service to transport mail to the Isle of Man. The service was in operation between 1917–18 but no special markings were applied to the mail.

The post card depicts a Hydroplane leaving Windermere during 1913. The term Hydroplane was commonly applied to seaplanes prior to the war. Note, the message on the card.



FACULTY OF ENGINEERING, SCIENCE AND MATHEMATICS

P1ister
97 Albany Park Avenue
Enfield Highway
EN3 5NX
07/16/12 ...
Value £ 20 page
INS 21732
November 2011

26

Dropped Leaflets

Ruston's Aerial Post

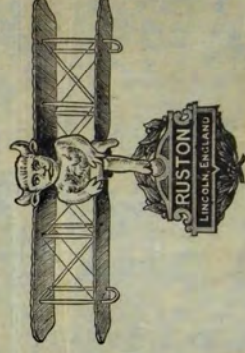
**Ruston's Aerial
Post**

February 2nd, 1918.

TO THE PEOPLE OF LINCOLN & LINCOLNSHIRE

**BUY
WAR
BONDS**

The Lincoln Printing Co., Merville Street



This is the first of two types of aerial post leaflets that were dropped over Lincolnshire during 1918. Note that the design depicts the Lincoln Imp.



Airpost Experts, Philatelic Dealers and Publishers

SUTTON COLDFIELD, WARWICKSHIRE, ENGLAND

N^o 26293

23-6-77

Mr. P. C. Aubrey

Kidderminster

x 1918. 2 Yel. Rouston's L. Post
(the scarer of the ~~two~~ ^{two} dates) \$65.-

x 1919. Mitcham Common
Balloon message £45-

x " June. Trafalgar Sq. 1/2 18. -
disc " Bury St. Leon

x " June shorter disc £ 18.-

1943. 3 June. Woodford £6.-
leaflet

The 1918-1919 Collection
(4 items) for £128. ~~5~~

VAT REGISTRATION No. 109 9799 14

Dropped Leaflets

Ruston's Aerial Post

Ruston's Aerial Post

4th - 9th March, 1918.

TO THE PEOPLE OF LINCOLN

& LINCOLNSHIRE.

BUY WAR BONDS



THIS WEEK

Relationship	Relative Velocity
...	...

Ruston's dropped aerial leaflets over Lincolnshire on two occasions, the 1st on 5th February 1918 some 5000 and again in March another 10,000 were dropped during Lincoln's War Bond Week by Lewis. J.H. Moore in the 1000th Sopwith Camel aero plane built by Ruston Proctor.

18

1918 MARCH 4-8. - RUSTON'S AERIAL POST SERVICE IN LIT. BY C. M. COOPER

1918 FEB 2. - RUSTON'S AERIAL POST.

THE ROYAL FLYING CORPS DROPPED THESE LEAFLETS OVER LINCOLN IN SUPPORT OF WAR BONDS

M. Cooper

**Ruston's Aerial
Post**
February 2nd, 1918.

TO THE PEOPLE OF LINCOLN & LINCOLNSHIRE

ALTHOUGH SOOO DROPPED
THIS IS THE ONLY ONE
I HAVE SEEN IN THE
LAST 50 YEARS.

The Experimental Flights From Plymouth 1923



On the recommendation of the Air Mail Committee the De Havilland Aircraft Co. Hire Services began a series of mail and dummy mail experiments from Plymouth. The intention being to offload incoming mail from shipping, this was being carried out on behalf of the Air Ministry, the experiments each lasted a month. The example below was held at Plymouth from the 17th until the 18th due to bad weather which prevented flying.

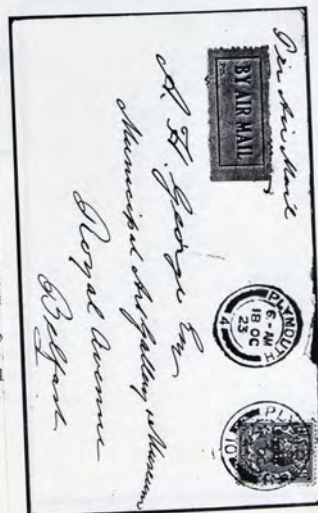
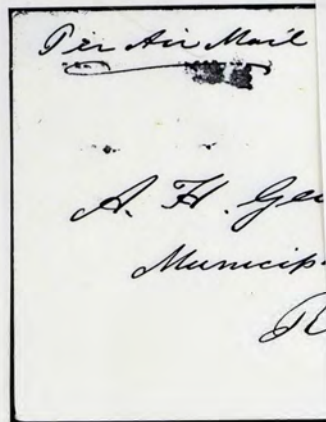


68

THE INLAND AIR MAIL
EXPERIMENTAL FLIGHTS

1st ATTEMPT 27 AM 1923
BY INSTONE AIRLINES G-UBF
FROM FLOW CHOLSON MENDOW

PLY-~~BE~~ 84 BY COBHAM

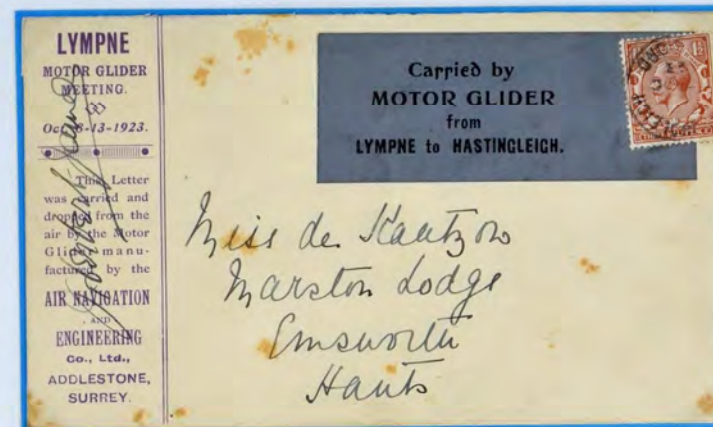


On the recommendation of
De Havilland Aircraft Co
of mail and dummy mail
Birmingham - Manchester
the Air Ministry. The
the weather was bad thro
The above cover was hel
17th until the 18th mos

THE INLAND AIR MAIL
EXPERIMENTAL FLIGHTS

1923

The First British Glider Mail
Meeting at Lympne



On the 13th October 1923 a motor glider competition was held at Lympne, the air Navigation and Engineering Co. of Addlestone, Surrey entering two machines piloted by Mr. J.H. James and Mr. W. Piercy, numbered 17 & 18. Mr James carried 1lb of mail who autographed approx 20 items (as per above), it was carried by him from Lympne aerodrome via Postling to South Hill where it was dropped and taken by special carrier to Hastingleigh Post Office for dispatch via the G.P.O.



The Aeroplane

OCTOBER 17, 1923

THE OTHER WINNER. Impressions of Mr. James and Mr. Piercy flying the A.N.E.C. monoplane which won the Altitude Prize and split the stake of Sutherland's and the "Daily Mail" prize with the English Electric Company's "Wren." The A.N.E.C.'s monoplane was both driven by Blackburne engines of only 600 cubic centimetres capacity.

Extract taken from the Aeroplane

THE FIRST "GLIDER" MAIL. GREAT BRITAIN (1923).

In connection with the recent motor glider competition at Lympe, England, a special Air Mail was organised on the last of May (Saturday, October 13th) in connection with the Air Navigation and Engineering Co., of Addlestone. The Addlestone Aeronautical Association entered the machine A.N.E.C. for the purpose of carrying the mail and this was piloted by the famous aviator, Mr. J. Herbert James. Only 1 lb. of mail could be carried, and about 20 covers were autographed by the pilot.

The mail was taken on board at Lympe Aerodrome and carried via Postling to South Hill, Hastingleigh where it was dropped and taken by special courier to Hastingleigh Post Office. A special envelope was employed and bore the following wording printed in violet at the left-hand side:- "Lympe Motor Glider Meeting, October 8 - 13, 1923. This letter was carried and dropped from the air by the Motor Glider, manufactured by the Air Navigation and Engineering Co. Ltd., Addlestone, Surrey." It has an ordinary 1d. stamp and Hastingleigh postmark.

phed about
odrome via



State 13rd and some of the machines

P.F.O

in the last
ineering Co.,
d by Mr J.H.

SIGNED COVERS
PAGE AT A PREMIUM. X 2

ER 1923

P1 1st
97 Albany Park Avenue
EN3 5NX

07/18/12 ...

VERY SOFTLY SIGNED

The Experimental Service Belfast to Liverpool May 1st - June 2nd



Alan Cobham, the pilot

Due to bad weather the start of the experimental service had to be delayed by a day, resulting in the mail receiving a second obliteration at Belfast of the 2nd May. The pilot of the plane a DH50 was Alan Cobham which was on hire from the De Havilland aircraft company. His passengers on the flight were the Lord Mayor of Belfast and the High Sherriff.

Of the limited amount of mail carried on the flight very few were postcards, the above example also bears an additional franking of 2d per 1/2oz to pay the Air Fee.

The Experimental Service
Belfast to Liverpool

May 1st - June 2nd



Commercial envelope posted on the 2nd May which should have been the second day of this experimental service. But due to the previous days flight cancellation this became a first flight and was carried with the delayed mail. The air fee was ½d and the postage 1½d. Note the use of the Exhibition stamp which was issued just a week previously on 23 April.

INTERESTING COVER.
2ND DAY — BUT IS
ACTUALLY A 1ST FLIGHT.

POSSIBLY ONLY COVER
KNOWN.

Commercial cover posted on the second day of the service. Due to the cancellation of the 1st. May flight, this item was carried on the first flight from Belfast along with the previous days mail which had been held over.

delivered 23/4.
and after

air fee 1/2d
postage 1 1/2d

AIR MAIL

SUMMER SERVICES, 1924.

I.—CONDITIONS OF POSTING FOR THE LETTER AIR MAILS.

1. Any kind of Letter Packet may be sent by Air Mail, i.e., letters, postcards, printed papers and commercial papers and samples. Air Mail packets can be registered, but cannot at present be insured. An Air Mail packet may be posted in any of the ordinary ways of posting.

2. Any packet intended for transmission by Air Mail, besides conforming to the ordinary regulations of the letter post, must:—(1) be sometimes a special marking in addition (4), in addition to the ordinary postage.

3. "Air Mail" labels may be obtained on written application from the Secret label should be affixed to the top left-hand available, the cover of the packet should "Air Mail"; but the use of the label is required (see notes F and G to paragraph label (or its equivalent).

4. The Air Mail fee must be prepaid which is not fully prepaid with the appropriate

5. Express delivery at the place of destination is desired as well as transmission be paid, and the cover of the packet must be similarly, if registration is required, the usual fee must be prepaid.

6. The ordinary postage due (in addition to the Air Mail fee) on an Air Mail packet should be prepaid at the rate applicable to the class of letter packet concerned, i.e., at the letter rate, printed paper rate, sample rate, etc., as the case may be.

7. As regards the LATEST TIME OF POSTING for the Air Mails (a) in London—see the separate London inset, (b) in the Provinces—enquiry should be made at the local Head Office.

II.—INLAND LETTER AIR MAILS.

Service and Office of Despatch.	Fee (see par. 2)	Latest Time of Posting at Head Office each week day.		Advantages offered in the way of:— (a) Delivery; (b) Connections (to more distant places).
		In public letter box.	With Late Fee of 1d. per letter.	
(1) Belfast to Liverpool. BELFAST ..	1d. per 2 oz.	5.35 p.m.	5.45 p.m.	(a) By earlier post generally in England (North excepted) and Wales (by first post next morning in London, Cardiff, Nottingham, etc.). (b) With despatches (i) from London next morning by Air Mail to the Continent and to Morocco (see Note), and also by ordinary Mail to the Continent, etc., (ii) on Tuesdays and Fridays with the next day's Mails from Southampton to the U.S.A., Canada, etc. (as shown in the P.O. Daily List).

(2) Southampton to Guernsey.—Particulars, and the date of commencement, of this service will be announced later.

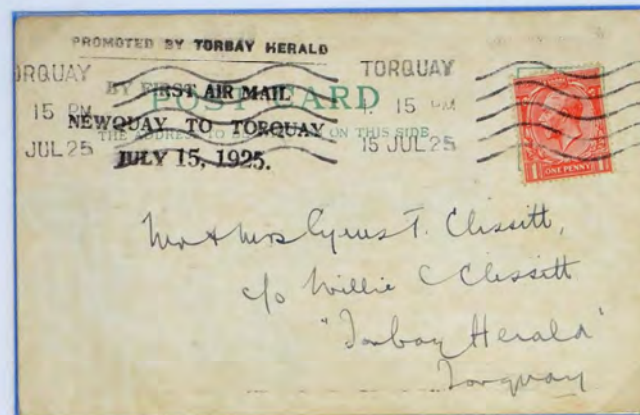
NOTE:—As regards the morning Air Mails from London to the Continent and to Morocco, see Section III. A second Air Mail fee as there indicated must be prepaid.

Post Office Notice June 1924

This notice quotes that the service between Belfast and Liverpool has been suspended indefinitely. No other services for inland air mail are in operation.

The Torbay Herald Sponsored Flight

25th July 1925



A promotional post card carried on the special flight organized by the Torbay Herald newspaper. The card depicts the pilot P. Phillips and is signed by him and is believed to be one of only twenty flown.



THE "TORBAY HERALD" MAIL FLIGHT NEW QUAY—TORQUAY

15TH JULY 1925

A FLIGHT BETWEEN NEW QUAY IN CORNWALL AND TORQUAY IN DEVONSHIRE WAS SPONSORED BY THE "TORBAY HERALD" NEWSPAPER, WITH THE SANCTION OF THE AIR MINISTRY. A SMALL "UNOFFICIAL" MAIL WAS CARRIED ON THE FLIGHT AND A FOUR LINE CACHET "PROMOTED BY THE TORBAY HERALD, BY FIRST AIR MAIL, NEW QUAY TO TORQUAY, JULY 15 1925," WAS APPLIED TO THE MAIL. ONLY SOME 25 ITEMS OF MAIL WERE FLOWN, MOSTLY SOUVENIR POST CARDS BEARING A PHOTOGRAPH OF THE PILOT AND THE AIRCRAFT WHICH MADE THE FLIGHT, THE MAIL WAS POSTED AFTER THE FLIGHT AND HAS THE POSTMARK OF - TORQUAY 1:45 PM 15 JULY 1925.

PROMOTED BY TORBAY HERALD

BY FIRST AIR MAIL

NEW QUAY TO TORQUAY

JULY 15, 1925.



Plister
97 Albany Park Avenue
Enfield Highway

07/20/12 ...

36

Emergency Parachute Mail December 1927

During the severe weather on 30th and 31st December 1927, mails were flown by the R.A.F. from Salisbury to the snowbound villages of Tollard Royal in Wiltshire and Ashmore in Dorset where the mail was dropped by parachute.



*Parachute landing the mail in a field near Ashmore
Dorset on December 30th.*

*No correspondence from either of these two mail drops
appears to have been preserved*

