

Identification of Flights

Except for privileged mail flown Sept. 9, no mail was flown on the postmark date. This was due to the volume of mail and weather conditions. Sixteen mail flights were made, and when an item was backstamped, usually the flight may be identified.

1st Mail Flight, Sept. 9, 1911



Miss Fordan
Bycross *Retford*
Georgetown *Framingham*
Braunton *Surrey*
N. Devon

The violet privileged mail was only used by the Organizing Committee. It was bundled into a single bag and flown Sept. 9 by Gustav Hamel. Walter Windham, founder of the Aerial Post, had a message printed on some violet cards for his exclusive use. Public mail was not flown on the 9th because of poor weather conditions.

Identification of Flights

2nd and 3rd Mail Flights, Sept. 11, 1911



There were no flights on Sunday, Sept. 10. The next day E.F. Driver and Clement Greswell began public mail flights. Their flights landed at Windsor at 7:00 am and 7:05 am respectively. Driver flew mail prepared at the aerodrome which used Die Nos. 5 and 6. The card was flown by him on the 2nd flight. The cover could have been flown by either pilot that morning.

Identification of Flights

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4th Mail Flight, Sept. 11, 1911



Late in the day Gustav Hamel flew two bags of mail to Windsor, arriving at 6:45 pm. This cover was on that flight as evidenced by the backstamp.

Identification of Flights

5th, 6th and 7th Mail Flights, Sept. 12, 1911



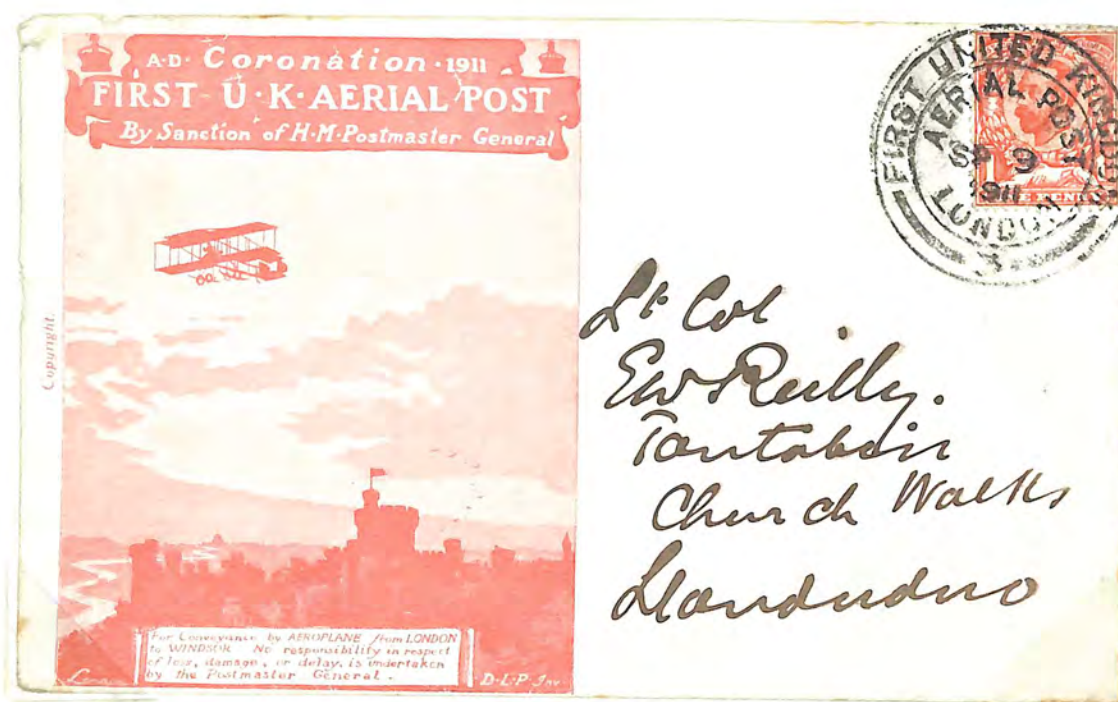
Flights began with Greswell departing at 6:10 am and Driver at 6:22 am. However, fog forced Greswell to land at Chalvey. A Windsor postman collected the mail and cycled to Windsor. Greswell restarted his engine and arrived at Windsor at 7:40 am. Driver landed at 6:52 am. Driver returned immediately to Hendon and flew additional mail to Windsor, arriving at 9:13 am.

Note that the cover was postmarked by two different postal clerks as it bears the Nos. 1 and 4. Very few items are recorded with impressions of two different dies. The backstamp shows that it was flown by Greswell or Driver.

Identification of Flights

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5th, 6th and 7th Mail Flights, Sept. 12, 1911



These covers were flown on one of the morning flights of Sept. 12.

Identification of Flights

7th Mail Flight, Sept. 12, 1911



Driver's plane landed at 9:13 am, and the Windsor backstamp was applied at 9:30 am. This shows that the cover was flown by him, as all Coronation air mail was handled expeditiously by the post office.

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A.D. Coronation 1911
FIRST U.K. AERIAL POST
By Sanction of H.M. Postmaster General

602 001 1

For Conveyance by AEROPLANE from LONDON to WINDSOR. No responsibility in respect of loss, damage, or delay, is undertaken by the Postmaster General.

D.L.P. Inv.

Master Bernard
Longfield
Braysbury
Bucks.

FIRST U.K. AERIAL
SP
LONDON
1911
2

1



Mechanical problems delayed Hamel's flight until evening. He arrived in Windsor at 6:31 pm. with the cover above.

Identification of Flights

9th and 10th Mail Flights, Sept. 14, 1911



Identification of Flights

10th Mail Flight, Sept. 14, 1911

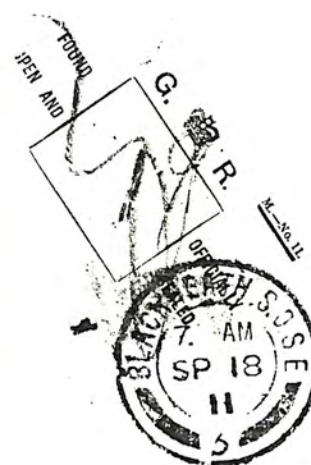
64



One of the bags flown by Hamel contained mail postmarked at the aerodrome, which used die Nos. 5 and 6. The cover postmarked with die No. 5 must have been flown by him.

Identification of Flights

11th Mail Flight, Sept. 16, 1911



Adverse weather prevented flights on the 15th and most of the 16th. However, Greswell was able to complete a flight to Windsor at 5:37 pm with the items shown.

Identification of Flights

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12th Mail Flight, Sept. 18, 1911



WINDSOR
 2. 1911
 SEP 18 1911

There were no flights on Sunday the 17th, but the next day Hamel flew mail to Windsor. He arrived at 9:22 am with these covers.

Identification of Flights

13th Mail Flight, Sept. 18, 1911

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Hamel made a second flight to Windsor that day, arriving at 6:18 pm with the covers above.

Identification of Flights

14th Mail Flight, Sept. 19, 1911



Hamel left Hendon at 5:25 pm and landed in Windsor at 5:55 pm with these items. The franking on the cover is unusual: two $\frac{1}{2}$ d stamps instead of the usual 1d stamp.

Identification of Flights

15th Mail Flight, Sept. 25, 1911



(Address only to be written here.)

J. Murray Esq.

24 Seaview Terrace

Edinburgh



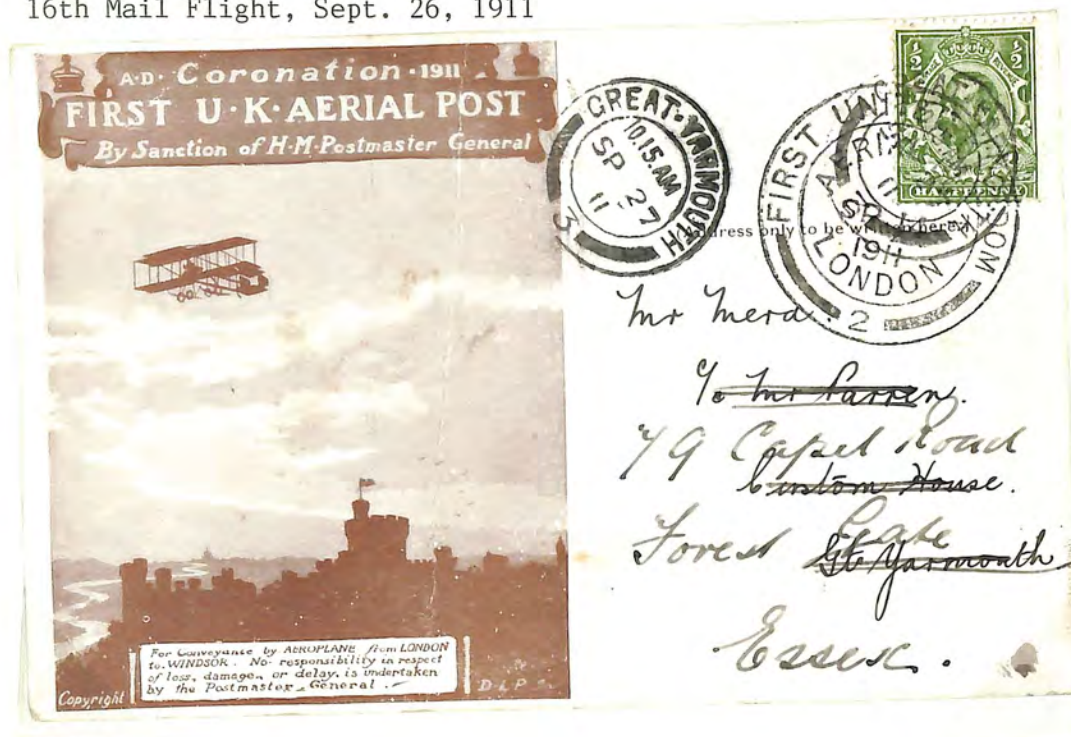
Mrs. Gaird
% Miss Aughton.
Springfield.
Windsor.



A strike by the pilots delayed completion of the mail flights. When it was settled, Hamel flew the items above. However, due to engine trouble he was forced to land at Langley at 11:25 am. The mail was taken to Windsor by car.

Identification of Flights

16th Mail Flight, Sept. 26, 1911



The final flight of the series was made by Hamel on Sept. 26th. He departed Hendon at 5:18 pm and arrived at Windsor at 5:44 pm. A total of 37 bags of mail weighing 926 pounds were flown.