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Volume 59 No.1

Mobilised for mail



British Army Vehicles

THE NEW ROYAL MAIL STAMP ISSUE

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… aged 73
… snip up this set



Issued 1951 … aged 70
… most of us are



Issued 1961
… aged 60
… collection steaming ahead

UPA – The Collectors' Secret Weapon

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A penny for your thoughts Richard West shares his views on the future of stamp collecting... and subdues the Jeremiahs **12**



Editor Chloe Tuck, Royal Mail, 185 Farringdon Road, Floor MP-03, London EC1A 1AA ● **Design and content creation** Ian Boardman, Adesso Creative Ltd ● Price £2.45 from Post Office Ltd philatelic outlets or by order from Post Office branches ● **12 months' subscriptions** £22.95 UK and Europe; £29.50 rest of the world. Send subscriptions to Royal Mail Stamps and Collectibles, PO Box 1373, Sunderland SR5 9PG, UK or subscribe online at royalmail.com/bulletin ● **Binders** (to hold 24 issues) are priced at £4.99 and are available by post or online ● Copyright and editorial rights are reserved by Royal Mail Group Ltd ● All rights reserved ● Reproduction in whole or part is prohibited without prior permission of Royal Mail Group Ltd ● **Printed** in Great Britain by Zenith Print & Packaging Ltd ● **ISSN** 2633 2310 ● Royal Mail is a trading name and registered trade mark of Royal Mail Group Ltd. Registered in England and Wales, number 4138203. Registered office: 185 Farringdon Road, London, EC1A 1AA ● Stamp images © Royal Mail Group Ltd.

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Superheroes and villains unite Batman's allies and foes join other iconic characters from DC Comics in the new action-packed stamp issue **18**



Magnificent men in their flying machines It's now 110 years since courageous aviators risked life and limb to become pioneers of airmail delivery **26**



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British Army Vehicles



Mk IV – *1st Class* The eight-strong crews saw their tanks work well at the Battle of Messines in June 1917 but flounder in mud at Passchendaele. The Mark IVs then went on to prove their worth in a mass attack at Cambrai in November 1917



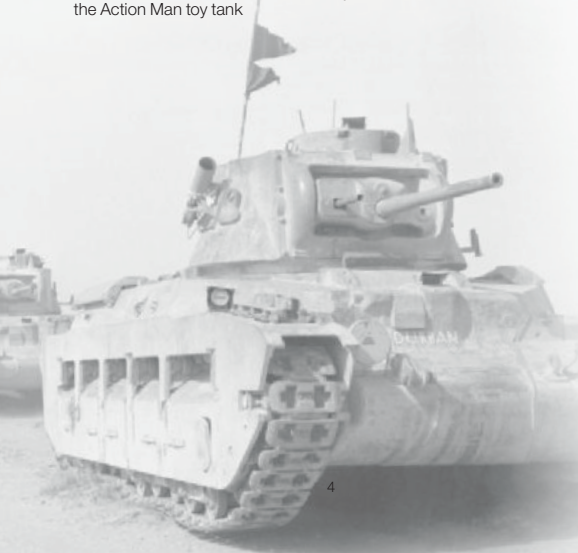
Matilda Mk II – *1st Class* This tank saw action in France in 1940, its thick armour making it impervious to the standard German 37mm anti-tank gun. Against Italian opposition in North Africa, the success of the Matilda led to it being called 'The Queen of the Desert'



Scorpion – *£1.70* The vehicle saw action with the British Army in the Falklands conflict and in the First Gulf War before being withdrawn from service in 1994. Many remember the vehicle as the Action Man toy tank



Chieftain Mk 5 – *£1.70* The priority for a main battle tank in the Cold War was to have the best firepower and protection; mobility was deemed secondary. The stabilised 120mm gun was tremendously accurate compared to those of the wartime generation



Hiding in ambush in a Normandy orchard one August afternoon in 1944, an unflappable young British tank gunner defeated the Third Reich's greatest panzer ace. In a blistering show of rapid yet resolute shooting, Joe Ekins killed SS captain Michael Wittmann when he struck his Tiger, the war's most feared tank, with a single round – and destroyed two others for good measure. All in less than 15 minutes. Ekins' calm courage is shared by British tank crews throughout the history of the armoured fighting vehicle, from the Somme to the campaigns against Saddam.

Illustrations – Mick Graham Art © Royal Mail Group Ltd 2021, except for Challenger 2 © Mick Graham Art

Mick Graham is the artist who created the magnificent acrylic paintings that grace the British Army Vehicles stamp issue – he was part of the 4th Royal Tank Regiment, serving fifteen years, and was a Gunnery Instructor on a Chieftain before turning his hand to art



Churchill AVRE – *1st Class* The AVREs – Armoured Vehicle Royal Engineers – were issued to the 79th Armoured Division, 60 for each of three assault regiments. They first went into action on D-Day (6 June 1944) – and were considered a great success



Centurion MK 9 – *1st Class* The Mark 9 was an improved, rebuilt version of the Mark 7 with the L7 105mm fitted. This powerful gun became a NATO standard. The model first saw action in the Korean War – some tanks remain in service



Challenger 2 – *£1.70* The tank was issued to regiments in 1998 after extensive testing. It has Chobham armour, a still-secret composite arrangement of material including ceramics that gives much greater protection than steel alone against modern weapons



Ajax – *£1.70* A scouting vehicle just coming into service with the British Army. Using state-of-the-art digital technology, the tank has advanced intelligence, surveillance, target acquisition and reconnaissance (ISTAR) capabilities

Our tank story is also one of innovation and extraordinary firsts. Britain was the first to use tanks in action, won the first armoured battle, and even holds a Guinness World Record for the longest ever tank kill. And British tanks have always fought at the frontiers of history, as new Special Stamp set British Army Vehicles shows. Here is the Mark IV tank, terror of the Great War trenches; the Matilda, veteran of the North African campaign in the Second World War; the Churchill, a D-Day hero; the Cold War's Centurion, with battle honours from Korea; and the Challenger 2, stalwart of the ►

British Army Vehicles – Stamp Specifications

Date of issue	2 September
Number of stamps	Eight (4 x 1st Class, 4 x £1.70)
Design	Royal Mail Group Ltd
Stamp format	Landscape
Stamp size	50mm x 30mm
Number per sheet	24/48
Printer	International Security Printers
Print process	Lithography
Perforations	14 x 14
Phosphor	Bars as appropriate
Gum	PVA





Coyote, Tactical Support Vehicle – *1st Class* Based on the Jackal but has six wheels instead of four – allowing it to carry a heavier load and up to five soldiers. The Jackal and Coyote have superb off-road capability and are used for reconnaissance and patrolling



Army Wildcat, Reconnaissance Helicopter – *1st Class* This helicopter has a number of roles to fulfil for the Army: airborne reconnaissance, command and control, transport of six troops or supplies, and the carrying of a sophisticated battlefield surveillance system



Trojan, Armoured Vehicle Royal Engineers – *£1.70* The Trojan is equipped to clear obstacles on the battlefield. It can have a dozer blade or a mine plough fitted to the front. It can also tow a trailer-mounted, rocket-propelled mine-clearing system



Foxhound, Light Protected Patrol Vehicle – *£1.70* The Foxhound can reach a maximum speed of 70mph. Its design incorporates a V-shaped hull to channel the blast from mines or improvised explosive devices (IEDs) away from the underside of the vehicle

The Miniature Sheet is comprised of four stamps (2 x 1st Class, 2 x £1.70). Each stamp features a non-combat vehicle



Coyote photo © HOT SHOTS/Alamy Stock Photo; Army Wildcat, Foxhound and Trojan photos: UK MOD © UK Crown copyright 2021; Army logos are trade marks of the UK Secretary of State for Defence and used under licence

second Gulf War. Also in the issue, out on 2 September, is a Miniature Sheet showing light patrol vehicles, Presentation Pack, Stamp Souvenir, Stamp Sheet Souvenir, Stamp Sheets and Postcards.

The Great War stalemate of static trench fighting, with machine guns and artillery vectoring no man's land into a slaughterhouse, made decisive advances by infantry almost impossible. Britain needed a new weapon to break the strategic deadlock. So we developed the tank, making history and transforming warfare for ever. But it was a shaky start. Britain's most successful First World War tank, the Mark IV, with two 6-pounder cannons and three Lewis .303 machineguns, was an improvement on previous marks, but early armoured vehicles were nightmarish to fight in. Their armour was so thin that even non-penetrating rounds striking the hull could punch off searing metal fragments, called 'spalling', from the interior and injure crewmen, who had to wear protective chainmail masks. The Mark IV's Daimler engine was open to the fighting compartment, superheating it to over 100F and emitting fumes that could knock crew members out. A lack of suspension produced an incredibly rocky ride, with fractured skulls and broken bones a hazard. When not in combat, crews preferred to walk alongside their tank and let the drivers endure the jolting hull.



Yet, for all this, British tanks successfully played their part in history. At Cambrai in November 1917, almost 500 armoured vehicles took part in the world's first effective large-scale tank action, punching a path five miles through the German lines and capturing 150 artillery pieces and 7,500 troops. A far smaller action, however, encapsulates Britain's pioneering place in the annals of armoured warfare and the bravery of the British tanker, when Mark IV tanks won the first ever tank vs tank confrontation – the Battle of Villers-Bretonneux in April 1918. Here, three Mark IVs were tasked to hold the line against a German infantry and tank assault aiming to capture the strategically important city of Amiens. Their opponents were three German A7V tanks, overly tall, unwieldy beasts that were prone to tipping over, and symbolic of Germany's trailing position in the armoured arms race. But two of the Mark IVs, 'female' versions armed only with machine guns, were hit, large shell holes exposing the crews and forcing them to withdraw. That left one 'male' Mark IV, packing 6-pounders, to take on the enemy. German gunfire punched steel fragments around the hull, stinging the face of the commander, Lieutenant Frank Mitchell, and armoured-piercing bullets wounded one of his Lewis gunners in the legs. Zig-zagging to dodge German shells, Mitchell's Mark IV opened fire on the lead tank. His gunner, half-blinded by a previous gas attack, scored three hits, bringing the enemy vehicle to a halt. The surviving crew fled, and Mitchell ordered his men to gun them down. Modern technology had not made war any less savage. The other German tanks gave up the fight, giving victory to the British, though Mitchell ►

British Army Vehicles
Miniature Sheet Specifications

Date of issue	2 September
Number of stamps	Four (2 x 1st Class, 2 x £1.70)
Design	Studio Up
Miniature Sheet size	115mm x 89mm
Stamp format	Landscape
Stamp size	41mm x 30mm
Perforations	14.5 x 14
Printer	International Security Printers
Print process	Lithography
Phosphor	Bars as appropriate
Gum	PVA



First Day Cover with the Tallents House handstamp featuring a British army logo. An authentic Ministry of Defence security hologram is affixed to the back of the envelope

and his crew themselves were forced to flee, machine gunfire thrashing around their feet, when their tank was disabled by artillery. The tank battle of Villers-Bretonneux was an accident, born of a chance meeting: tanks were seen as infantry support, not main players leading the battlefield and engaging each other, and this view persisted in the interwar years.

It took the Germans, once behind the British in armoured warfare, to change all that. Their tank building programme and Blitzkrieg strategy, in which panzers, supported by infantry and aircraft, were the spearhead of an assault, caught the British and French out in May 1940. Now it was our turn to play catch-up, introducing new tanks, such as the more heavily armoured Churchill, and upgrading their main armaments to take on Hitler's Panzerkampfwagen IV medium tanks and eventually the much-feared Panzer VI 'Tiger' heavy tank. It was a hard journey, and lessons were learned with the blood of British tankers, even after D-Day. Wittmann's death at the hands of Joe Ekins only came after the Nazi tank commander and his tiny squad of Tigers from the 101st SS Heavy Panzer Battalion annihilated a column of the British 7th Armoured Division at Villers-Bocage on 13 June 1944.



The British had failed to put out a reconnaissance screen, allowing Wittmann to singlehandedly ambush them on the highway out of the town, eliminating tanks with his 64-ton Tiger's powerful 88mm cannon as he charged past them. Thundering into Villers-Bocage, Wittmann continued his rampage, protected from enemy tank fire by the Tiger's famously thick armour. Captain Pat Dyas, commanding a Cromwell tank, shot two shells at Wittmann's vehicle. They bounced off. Wittmann returned fire, finishing the Cromwell with a single round that blew Dyas out of his turret. In less than 15 minutes, Wittman's force had killed up to 14 tanks and 15 other vehicles. The panzer ace had destroyed many of these himself. Yet British courage and innovation sent Wittmann to his grave. On 8 August 1944 Trooper Joe Ekins, the gunner in a Sherman Firefly tank of the 1st Northamptonshire Yeomanry, was part of an Allied assault to cut through the German lines south of Caen. And from that French orchard he spotted a force of three Tigers, commanded by Wittmann, approaching. The Sherman was American, but the British had upgraded their version of it with their powerful



Miniature Sheet First Day Cover with the alternative handstamp which depicts tank tracks, and The Tank Museum's location – Bovington, Wareham

17-pounder gun – the British Firefly was now deadly enough to take on the Tiger. 'Tiger terror' was common among Allied troops, but Ekins remained calm, even though this was his first ever combat, targeting the rearmost Tiger with two rounds that set it on fire. Wittmann, in the second Tiger, grazed Joe's vehicle with two rounds, dazing his commander. The Firefly survived, and Joe put a shell into Wittmann's tank, killing him and his crew and knocking off the turret. A final two shells put paid to the remaining Tiger. It was an extraordinary victory that showed what British technology and courage under fire could do.

This was a pattern for military success repeated in the Cold War, even though around 145,000 Soviet and 61,000 NATO tanks (including the Chieftain, on a £1.70 stamp) faced each other across the border between Western and Eastern Europe for years without firing a shot. Instead the Cold War was fought remotely, in Korea for example, where Britain and its allies battled Chinese communist forces. Here British armour excelled. At the Battle of the Imjin River in 1951, Centurion tanks supported the 'Glorious Glosters' and other allied infantry formations as swarms of enemy troops threatened to overwhelm them. When communist soldiers jumped onto the British tanks, the Centurions machine gunned each other's hulls to clear them away. At one point, two Centurions of the 8th Hussars held off around 2,000 of the enemy.

After the Cold War, new enemies emerged, and once again British tank formations were at the fore. In the first Gulf War in February 1991, the British 1st Armoured Division, led by Challenger 1 tanks (their successor the Challenger 2 is on a £1.70 stamp), destroyed three Iraqi armoured divisions in 66 hours and took 7,000 prisoners. During the conflict a Challenger of the Royal Scots Dragoon Guards achieved the furthest ever tank-on-tank kill, its 120mm gun taking out a Russian-made T-55 three miles away. The Challenger 2 took up the mantle in the second Gulf War, cementing the British reputation for armoured strength. Again the Dragoons were in action, and in an extraordinary confrontation outside Basra, one of their Challengers survived seven rocket propelled grenade hits and a strike by an anti-tank missile as the crew fought off Republican Guards for several hours. ►



FD2117-TH



FD2117-PL



FD2117-NP



While British bravery under fire has remained a constant, tank technology is constantly developing. Modern tank armour includes active protection systems, which 'fire back' at incoming rounds and destroy them. Some armour deliberately explodes, but blasting outwards to neutralise an enemy shell. Under development is an image-projecting cell coating, which allows a tank to mimic the landscape it's in, from bushes to rocks, or even look like a civilian car or innocent herd of cattle. And it seems tanks will need all the protection they get, as experts predict some armoured vehicles will one day be controlled by deadly efficient AI systems and armed with laser and other directed energy weapons. And so it will take the courage and skill of Britain's armoured forces to dominate the field of battle, just as they did over a century ago in the mud and blood of the trenches ●

Article by Andrew Neish

The Presentation Pack explores the evolution of armoured vehicles from WWI, through WWII and into the Cold War. The pack goes into detail about each of the Armoured Fighting Vehicles (AFVs) featured on the eight stamps. The pack also includes the Miniature Sheet in a separate carrier. The pack is written by: David Willey, Curator at The Tank Museum. (An authentic Ministry of Defence security hologram is affixed to the back of the pack.)



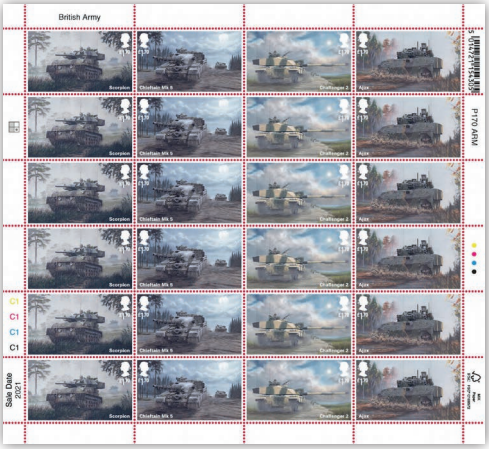
Left: Presentation Pack Outer Below: Presentation Pack Inner







Half Stamp Sheet – 24 x 1st Class



Half Stamp Sheet – 24 x £1.70

British Army Vehicles – Prices	
Set of 8 Special Stamps	£10.20
Miniature Sheet	£5.10
Presentation Pack	£16.20
First Day Cover Stamps	£10.85
First Day Cover Miniature Sheet	£6.80
Stamp Souvenir	£12.90
Stamp Sheet Souvenir	£6.80
First Day Envelope	£0.30
Postcards (13 in set)	£5.85
Half Sheet (24 x 1st Class)	£20.40
Full Sheet (48 x 1st Class)	£40.80
Half Sheet (24 x £1.70)	£40.80
Full Sheet (48 x £1.70)	£81.60
Matilda Mk II Framed Print with Stamp	£59.99
Centurion Mk 9 Framed Print with Stamp	£59.99
Chieftain Mk 5 Framed Print with Stamp	£59.99

How to enter Please send your answers, with your contact address or phone number, marked 'Army Vehicles Quiz', to: Tallents House, 21 South Gyle Crescent, Edinburgh EH12 9PB. Or by email to chloe.tuck@royalmail.com.

Prizes The first five correct entries drawn after the closing date win the British Army Vehicles Presentation Pack.

British Army Vehicles quiz

1 Which tank first went into action on D-Day?
a) Mk IV b) Chieftain Mk 5
c) Churchill AVRE

2 Which model was the Action Man toy tank?
a) Matilda b) Scorpion c) Churchill

3 What size is the Chieftain Mk 5 powerful gun?
a) 88mm b) 100mm c) 120mm

4 Which tank prevailed at Villers-Bretonneux?
a) Panzer VI b) Mark IV c) The Sherman

5 The Foxhound can reach a speed of...?
a) 70mph b) 60mph c) 50mph

Closing Date 15 October 2021.

June solutions Paul McCartney Quiz 1)c 2)b 3)c 4)a 5)a

Winners E Gilbert, Hertfordshire; John Horton, Northampton; Mrs A Bowater, Kinver; Mrs N Jansen, Guernsey; Mr M Smith, Bury.

Terms and conditions Promotions are open to any reader aged 18 or over, except employees of Royal Mail Group Ltd, their business associates and immediate families. Responsibility cannot be accepted for entries which are incomplete, damaged or not received. Proof of posting is not proof of receipt. Prizes must be accepted as offered; they are not transferable and there are no cash alternatives. Winners are notified within 28 days of closing date stated. For prize draws where readers must answer a question, winners will be the senders of the first correct entries drawn at random by an independent person after the closing date. Royal Mail's decision is final. No correspondence will be entered into. Entry implies acceptance of these rules. Prizes are subject to availability. The promoter reserves the right to a) substitute a prize of equal or greater value if circumstances so demand and b) to suspend or cancel or hold void any of the competitions or prize draws at any time without notice. The winners' names are available 28 days after closing date. To receive this please send an SAE to The Editor.



Back to the Future

Richard West MBE FRPSL pensively shares his outlook on the future of philately

How do you see the future of philately?

Ours is a strong hobby and will continue: the growth in interest during the pandemic is witness to this. There have long been predictions of doom and gloom; despite that, during the many years I have been collecting, I would say that the number of true collectors has remained fairly consistent. There have been times when the hobby has boomed. I referred in the previous article to the Great Britain 'England Winners' stamp: this gave the hobby a huge boost. Soon after, for the Battle of Hastings set, long queues surrounded the post office at Trafalgar Square eager to buy the stamps when they went on sale at midnight. But it was short lived: for the vast majority swept into the hobby, it was a passing phase. Market prices for Great Britain stamps of the period, and into the early years of decimalisation, show how much was bought at the time and remains surplus to meet demand.

It is perhaps worth recalling the many efforts made over the years to promote stamp collecting. There was the Stamp Collecting Promotion Council, which loaned small exhibitions and provided wall charts to schools. It organised the highly successful Festival of Stamps: the first event in 1974 held at the Royal Festival Hall attracted over 12,000 on the Saturday alone. Its successor, the Stamp Publicity Board, created the 'Stampway to the world' exhibition that visited Liverpool, Newcastle, Manchester, Glasgow and London from 1988 to 1990. Royal Mail once used television advertising for each new stamp issue, and launched the Stamp Bug Club promoted through Kellogg's Corn Flakes. Major advertising campaigns publicised international exhibitions held in London. There was even a magazine, the *Schools Stamp Journal*, aimed at the young. Sadly, none of these endeavours had a serious lasting impact.



Souvenir sheet promoting the first Festival of Stamps in 1974 held at the Royal Festival Hall

Yet, despite all these fine efforts and through all the ups and downs over the years, the number of core collectors has remained remarkably consistent. Clearly many have left the hobby, yet always replaced by newcomers. Many believe the young are our future and, unless the young collect, there will be no hobby. It is true that I, along with many collectors, started when young. Equally, many of my school friends also collected, but have never returned. I do not believe it is necessary to collect during one's youth to be a dedicated collector later in life. Most collecting interests only develop in adulthood, perhaps the audience to be targeted.

That does not mean that there is no point in introducing stamp collecting to the young. I actively support the Stamp Active Network and all it does to encourage young stamp collectors. There is no doubt that, once introduced to the hobby, most become extremely enthusiastic, albeit for a short while. Hopefully, a few seeds are sown. In many respects, more important nowadays is to let the young know what is a postage stamp. We are all aware that, while many stamps are still bought for postal purposes, we see very few on our everyday mail. Other markings, including labels, indicate that the postage has been paid. The day may not be that far away when the adhesive postage stamp is superfluous. While the stamp may become redundant, it will remain highly collectable.



The three South Atlantic islands of Ascension, St Helena and Tristan da Cunha issued stamps to mark the Festival of Stamps in 1976, producing a miniature sheet combining one stamp from each island

Sadly the fact cannot be ignored that some existing collectors have become disillusioned with stamps, especially more recent releases. In reality there have been moans about too many stamps almost since stamp collecting began. Undoubtedly over the past 50 plus years the growth in the number of new issues has been exponential, the majority aimed at the collector rather than postal needs. While, nevertheless, there are countless opportunities to build a fine stamp collection, many have turned their attention to postal history, an aspect that might have even more appeal to future generations. ►



Cover with the souvenir sheet promoting the first Festival of Stamps in 1974 held at the Royal Festival Hall. The final day, 6 May, was designated National Stamp Day, marking the anniversary of the first official day of use of the Penny Black

What impact do you think Zoom presentations have/will have?

There is no doubt they have provided some sense of normality for those unable to go to society meetings over the past months. It's amazing to think that most people had not heard of Zoom in March 2020. For those like myself in front of a large computer screen, there is a benefit that items on display are generally viewed larger than when seen on an album page. The downside is that material is only on view for a short time. Whenever enjoying a display at a society meeting, there are always items I want to examine more closely. Maybe then talk to the owner about particular pieces, not so easy when all the others participating in the Zoom meeting share the conversation, even with the 'Chat' facility.



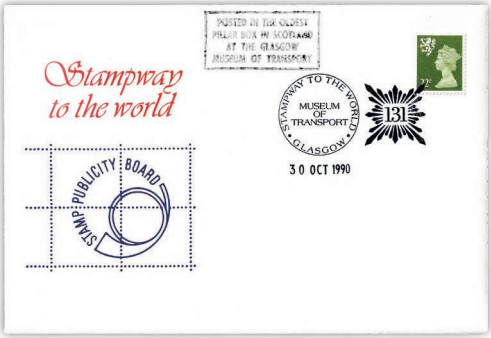
An ambitious travelling exhibition, 'Stampway to the world', was launched in 1988 at Liverpool Museum

Talking to others face-to-face is a key attraction of actual meetings. I know chatting is possible on Zoom, primarily before and after the main display, but cannot be the same experience as meeting in person. Plus there is the interaction between speaker and audience, not achieved in the same way when the link is via a computer. What the future will bring is more difficult to predict, and depends on whether we are referring to the larger, such as specialist, or local societies. The former will have a higher membership, widely scattered, so many members will always have found it difficult to attend meetings. Some, who have been happy to attend, may, for a





while at least, feel uncomfortable about travelling too far. For them, Zoom presentations have been a blessing, and can continue to be so. Even before the pandemic, the Royal Philatelic Society London made available its early evening presentations online, particularly befitting its considerable overseas membership. This also helps those who unavoidably have to miss a meeting, or want to see a particular presentation again. When it comes to local societies, I feel the question becomes more complex. I have heard some societies stating that they believe Zoom meetings will continue in the future.



Souvenir cover that marked the 'Stampway to the world' exhibition visiting Glasgow in 1990

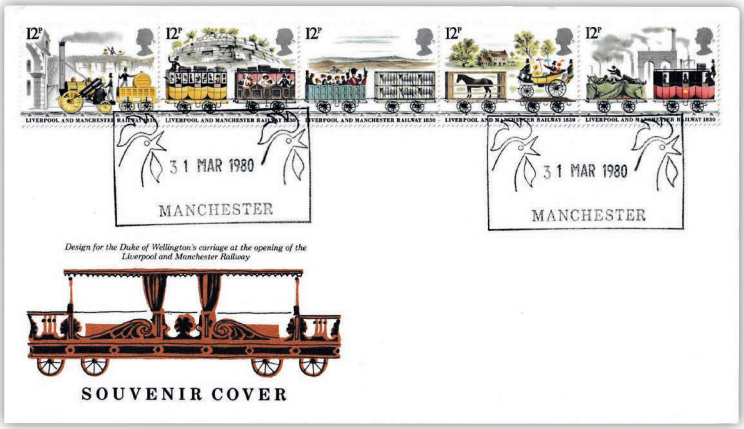
For the reasons I have already given, I personally hope not. There is much talk about what might be the 'new norm': when life does fully return to normal, I suspect the majority will yearn for what were their old routines. Others are stating they will adopt the 'best of both worlds': have actual meetings but also available online for those unable or unwilling to attend. The potential dilemma is there comes a time, with some preferring to participate from home, when it no longer remains viable to hold 'real' meetings, with all the associated costs such as room hire. We know that the number of local societies has diminished over the years, and memberships are in many cases declining. Might a split scenario only accelerate the process of closure? ►

Below left: promoting British stamps and the Stamp Bug Club with an on-pack offer from Kellogg's Corn Flakes
Below: every month members of the Stamp Bug Club received a copy of Stamp Bug News





On offer was a souvenir cover of the Liverpool and Manchester Railway stamps of 1980



What impact do virtual exhibitions have/will have?

In many ways, it's a similar situation to society meetings. Nothing can replace the experience of visiting an exhibition in person: talking with the dealers and rummaging through stock books, and looking at other collectors' gems 'in the flesh'. The busiest area of Stampex is always where the refreshments are served, full of collectors happily chatting with long-known friends, or simply with others at the same table. However, visiting Virtual Stampex, I was able to enjoy far more of the talks and presentations. At the exhibition I am invariably distracted and find I have missed a talk I wanted to hear. There is the chance to look at the exhibits in more detail, enlarging items of particular interest on the computer screen. Here is a case of enjoying the best of both worlds – looking at the displays at the exhibition, and then scrutinising some more closely at home. For those who really are unable to attend in person, the talks and displays can still be enjoyed, although I would miss visiting the dealer stands. I see a potential dilemma from a 'do I need to' attitude. Most have to make a special trip to visit an exhibition: it might even mean an overnight stay. Attending online can seem a good alternative. However, the exhibition organisers (and the venues) need the footfall, otherwise events become financially unviable.

What can be done/is being done to perpetuate the hobby?

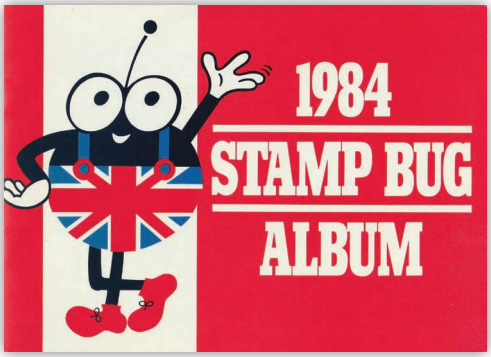
As mentioned, interest in the hobby has remained fairly consistent over the years. It seems our hobby can survive without the need of expensive advertising and marketing campaigns. The resurgence of interest during the lockdowns shows a far wider awareness of philately than many of us might have acknowledged: hopefully many will prove to be more than just 'lockdown collectors'. Organisations such as The Postal Museum and the Royal Philatelic Society London with its new premises within the City of London can also play a major part in bringing the history of both communications and the postage stamp to a wider public. They have the opportunity to attract all ages to the hobby. We can all help by ensuring we are not 'closet collectors' but are happy to share our enthusiasm with others.

How do you see the future of display competition and what are the likely fields to be introduced into competition?

There have always been collectors keen to show competitively, knowing it can help develop and improve the collection. For others the collection remains personal, not influenced by competition rules and regulations. However, these days competing at major exhibitions can prove expensive, with costs such as frame fees, transportation and insurance. Nevertheless, just as the hobby is self-perpetuating, so there will always be collectors willing to compete. Every exhibition finds several entering for the first time. It's difficult to think of new fields that can be added. In many respects, competitions reflect how the hobby evolves, and hence the growth in exhibits of postal history, thematics, and more recently the easing of the boundaries with Open Philately (an offshoot of Social Philately), plus one-frame competitions. Perhaps collectors should simply be encouraged to display – no prizes, no rules and no judges: just show what pleases you.

Will GB stamps always have global appeal?

Nothing can ever change the fact that Great Britain gave the world the Penny Black. British stamps retain a special appeal for that reason alone – but while interest in British stamps will remain, where demand is focused can vary. Prices of many British stamps remain steady at the moment. The excess buying during the boom years still sees stocks more than sufficient to meet current demand, despite much being subsequently used for postage. We know how the issuing pattern has changed over the years. Dealers – even if so inclined – can no longer afford to put aside stocks. Collectors who once wanted all the new releases have refined their demands. Seeking a new avenue to collect, about ten years ago many collectors turned to the labels (stamps) dispensed from Post & Go machines. Sadly the multitude of subsequent variations left some bewildered. The long-running appeal of the Machin definitives may alter when there are no longer any additions: many collectors prefer their chosen collection to have defined boundaries. So while precisely what proves collectable changes, demand for British stamps will, I believe, always be there ●



Sent out each year was an album to hold the year's new issues from Royal Mail


SCHOOLS STAMP JOURNAL 8d

EDITOR: James A Mackay
ART EDITOR: A Melville-Brown

Vol.1 No.2 October 1966

Postmaster General
(Right Honorable EDWARD SHORT, M.P.)

PRESENTS PRIZES TO YOUNG DESIGNERS OF BRITAIN'S FIRST CHRISTMAS STAMPS.

One of the Kings of Orient and a snowman are the features of the designs of the two Christmas stamps to be issued on December 1st.

In the first issue of this journal we were honoured to have a personal message from the Postmaster General, the Right Honorable Edward Short, M.P., and we are now able through the courtesy of the Press Office of the G.P.O. to reproduce a photograph which further illustrates how keen the Postmaster General is on Stamp Collecting. There is no doubt that this kind of encouragement from 'the man at the top' with regard to Postage Stamps, will help to convince both the ardent and new collector that this really is the Hobby of Kings. - or possibly it is correct to say - THE KING of HOBBIES!

The 3d stamp was designed by Tasveer Shemza, the 1/6d by James Berry and the design to be used on the special First Day covers by Ann Belshaw. Further details will be found in the New Issue section together with the final designs.

We are so pleased that Schoolchildren are so honoured that we have decided to give each School attended by these three young designers a permanent FREE subscription to Schools Stamp Journal, so that others may be encouraged.

Our photograph shows the Postmaster General, the Rt. Hon. Edward Short M.P. presenting a prize of £20 to James Berry, for his design of the 1/6d stamp at a special presentation in London on the 29th September. In the picture also is Tasveer Shemza (left) and Ann Belshaw (behind).

By courtesy of H.M.Postmaster General

The cover of the second issue of Schools Stamp Journal, announcing the first Christmas stamps from Great Britain, which had been designed by schoolchildren



Heroes and Villains

Batman has battled bad guys in the deep, dark shadows of the metropolitan night for almost a century – now he's swooping into the spotlight as the star of a stunning new stamp issue. The 12-stamp DC Collection focuses on the heroes and villains of DC Comics' legendary Gotham City – from Batman, Batwoman, Robin and friends to the Joker, Catwoman, Penguin and The Riddler. But this issue is truly a dynamic duo: the main set is partnered by a Miniature Sheet featuring Batman and his companions from the Justice League alliance of superheroes, including Superman, Wonder Woman and The Flash. DC Collection, out on 17 September, is accompanied by a Presentation Pack, Stamp Sheet Souvenir, and a range of Stamp Sheets, Prestige Stamp Books, Collector's Sheets and Medal Covers.

Batman's influence on popular culture is enormous. One of the world's most recognisable fiction heroes, he has appeared in thousands of comics with thrilling, twisting plotlines, in the famously hyper-camp Sixties TV series, in brooding movies (the latest, *The Batman*, comes out next year), in cartoons, and on countless products, from hoodies to mugs. The University of Victoria in Canada has even offered a course called The Science of Batman. Batman, aided by the courage of his sidekick Robin, the unflappable support of manservant Alfred, gadgets in his utility belt (from gas pellets to explosives and a CSI kit), and the power of the Batmobile, has thrilled generations of fans since he appeared in his first illustrated adventure published by Detective Comics (DC). And the stories behind his story, of the main characters' origins and evolution, are just as gripping… The collectibility of the issue in which he debuted in March 1939, 'Detective Comics #27', reflects Batman's importance and influence. An original copy, which sold for just ten cents, fetched $1.5 million last year.

DC Collection – Stamp Specifications

Date of issue	17 September
Number of stamps	12 x 1st Class – two horizontal se-tenant strips
Design	Interabang
Artist	Jim Cheung
Colourist	Laura Martin
Stamp format	Square
Stamp size	35mm x 35mm
Number per sheet	30/60
Printer	International Security Printers
Print process	Lithography
Perforations	14.5 x 14.5
Phosphor	Bars as appropriate
Gum	PVA



Batman



Batwoman



Robin



Batgirl



Alfred



Nightwing



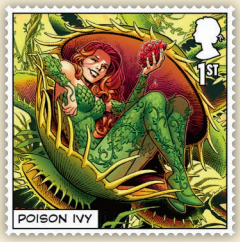
The Joker



Harley Quinn



The Penguin



Poison Ivy



Catwoman



The Riddler

All 12 stamps – First Class

Batman was born out of Detective Comics' desire to build on the success of its Superman character by developing a new hero. DC artist Bob Kane was tasked with the job. His creation of the Caped Crusader was influenced by his interest in movie hero Zorro: like millionaire Bruce Wayne, Zorro played the wealthy socialite by day, and superhero by night, had a subterranean HQ under his home, and a faithful manservant. Kane nodded to Zorro's influence when he drew Batman's origin story. Bruce Wayne vows to become Batman and fight crime after witnessing his parents being shot dead by a gangster on their way back from seeing *The Mark of Zorro* at the cinema. (A bat flies into the room as he makes his vow – hence the 'bat man' genesis.) Yet Kane's prototype was nothing like the dark, brooding aesthetic we're so familiar with. He coloured Batman's outfit mostly red, gave him a small mask just for the eyes, and stiff wings that stuck out. Kane's collaborator and Batman co-creator, DC writer Bill Finger, suggested giving Batman a hood, making his eyes slit-like, and colouring the outfit grey, to make Batman more mysterious. The two men decided stiff wings would be a hindrance when Batman was in action, so his famous scalloped batwing-shaped cloak was born…

The evolution of other major Batman characters are just as intriguing. Robin was introduced in 1940 as a Dr Watson-like foil for Batman – Bill Finger had tired of having the Caped Crusader constantly talking to himself. The medieval look of Robin's original costume was inspired by a childhood gift of DC artist Jerry Robinson – Robinson remembered the aesthetic from an illustrated Robin Hood adventure book he had received for his birthday. Once ▶

An exclusively illustrated Miniature Sheet celebrating the Justice League; the World's Greatest Super Heroes joining forces to protect the planet, including the iconic Wonder Woman, Superman and Batman. All six stamps are First Class



Batman



Green Lantern and the Flash



Superman



Wonder Woman



Cyborg and Aquaman



Supergirl and Shazam!



again movies played their part. Like Bruce Wayne, Dick Grayson, the boy behind Robin's mask, was orphaned by murder, his circus acrobat parents killed by a mobster who sabotaged their trapeze. The killer, Boss Zucco, is said to have been based on Edward G Robinson's character from *Little Caesar*. Likewise Bob Kane was inspired by Jean Harlow and Hedy Lamarr for his creation of anti-hero jewel and thief Catwoman. She was introduced by DC as a way of injecting sex appeal into the Batman story. And mystique too: it's no coincidence that Batman's morally ambivalent on-off love interest was drawn as a cat. It reflects Kane's attitudes towards women. Kane saw them, he once explained, as '*feline creatures*', suggesting that like cats they are *'cool, detached, and unreliable'*, and in turn cats are *'as hard to understand as women are'*.

Her story is certainly tangled. The daughter of an alcoholic father and suicidal mother, Catwoman (aka Selina Kyle) ended up in a juvenile detention centre – from which she ran away after blackmailing the facility's embezzling director. She sometimes operates with morally upright Batman, yet is an international jewel thief and bounty hunter. Oh, and she once worked as a dominatrix prostitute. Real life intruded on this siren's fictional existence in the 1950s following psychiatrist Frederic Wertham's influential attack on pulp fiction in his book *Seduction of the Innocent*, which claimed comics corrupted the young with their violence and sexual deviancy. In it Wertham condemned Catwoman as someone who is *'vicious and uses a whip'*. Sexy Selina was stood down from the pages of Detective Comics until 1966. But Wertham reserved most ire for Batman and

DC Collection – Miniature Sheet Specifications

Date of issue	17 September
Number of stamps	6 x 1st Class
Design	Interabang
Artist	Jim Cheung
Colourist	Laura Martin
Miniature Sheet size	192mm x 74mm
Stamp size, Format (Perforations)	
Batman, Green Lantern and The Flash (landscape)	50mm x 30mm (14 x 14)
Wonder Woman, Cyborg and Aquaman (portrait)	35mm x 37mm (14.5 x 14)
Superman (landscape)	60mm x 23mm (14.5 x 14.5)
Supergirl and Shazam! (portrait)	27mm x 37mm (14 x 14)
Printer	International Security Printers
Print process	Lithography
Phosphor	Bars as appropriate
Gum	Self-adhesive



The double-sided Presentation Pack focuses on Batman and the formidable array of allies and foes he's built up since his first appearance, as he fights crime in the troubled streets of Gotham City. The pack includes both DC Collection Stamp Set and the Justice League Miniature Sheet in a separate carrier card – the sheet's carrier explores the Super Heroes that formed the Justice League



The Presentation Pack reverse takes a more detailed look at the foes that have injected fear and terror into Gotham City

Robin, accusing them of promoting a gay lifestyle – which of course was seen as outrageous in the 1950s. He wrote: *'They live in sumptuous quarters, with beautiful flowers in large vases, and have a butler. It is like a wish dream of two homosexuals living together.'*

DC responded by introducing a 'Bat-Family' and respectable love interests for Batman, to counter accusations of homosexuality and sexual extremism. Enter, for example, Batwoman, aka heiress Kathy Kane. Her niece Betty, aka Batgirl, was a potential date for Robin. Even Batman's more brutal criminal foes were sidelined, and a gentler, less dark Caped Crusader fought space aliens and robots. In any case, the once homicidal Joker was by now a relatively harmless prankster – his trademark poison, which left his dead victims with gruesome smiles, long unused. He preferred to try and kill Batman and Robin with comic, doomed-to-fail novelty weapons, such as a giant fruit machine with huge coins to crush the Dynamic Duo.

The 1960s saw the introduction of the camp, knockabout TV series, and the campness entered the pages of Detective Comics. Yet by the 1970s DC's Batman narrative was back to its brooding best. The Caped Crusader was himself more *noir*, and the Joker was murdering and maiming again. The super-villain, whose arsenal has included razor-edged playing cards and acid-spraying lapel flowers, didn't disappoint a rapt readership. His psychopathy escalated over the following decades. In 1988 he shot and crippled Gotham City police commissioner James Gordon's daughter. The following year, DC allowed readers to choose whether Robin would be killed by the Joker or allowed to live. Readers voted for death, and the Joker despatched Robin with a crowbar beating and a bomb. Capitalising on the cold war between America and Iran, DC had the story end with Ayatollah Khomeini recruiting the Joker as ambassador to the UN.

While the violence of Batman is graphic and hard-hitting, it's never gratuitous, never without purpose. Instead, the murder and mayhem fuel the true narrative of Batman – how he and others explore the moral maze of being human ►



The Presentation Pack Inner showcases Gotham City's allies; those who have become fully fledged members of the Batman family, alongside others who have trodden the line between villainy and heroism



FD2118-TH



FD2118-PL



FD2118-NP



FD2118-THWW



FD2118-PLWW



FD2118-NPWW



First Day Cover with the Tallents House handstamp which has the DC Comics logo



Miniature Sheet First Day Cover with the handstamp that has the Justice League logo and Justicetown, Carlisle location

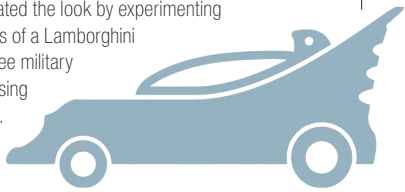


Prestige Stamp Book Pane First Day Cover with the Tallents House handstamp which has the Wonder Woman logo

in an unforgiving world. And this powerful narrative has served DC well – Detective Comics is the longest running comic book ever. Which is testament to the enduring appeal of Batman and his world of superheroes and their foes ●

Article by Andrew Neish

Batman's ride has roared through the comic book stories, TV series and movies in a variety of amazing iterations. In its first outing in Detective Comics in 1941, the Caped Crusader's car was not the classic black – it was bright red and resembled a Cord 812 sedan. The car lacked the high-tech hardware of its successors, but featured a battering ram front end for smashing through walls. All to no avail, however: it went off a cliff in the debut issue. For many fans, Batman's definitive vehicle is the finned, bubble-windscreened wonder of the Sixties TV show, customised from a Ford Lincoln Futura concept car. The oil slick sprayers were in fact lawn sprinklers, and the rocket engine exhaust made from a five-gallon paint tin. Customiser George Barris was once pulled over by police for testing the car's parachute emergency brakes on a Californian freeway. The 'Tumbler' Batmobile starred in three Batman movies – *Batman Begins*, *The Dark Knight* and *The Dark Knight Rises* – and looked like something out of a sci-fi film. Production designers created the look by experimenting with model kits of a Lamborghini and US Humvee military vehicle and fusing them together.



Gotham City is, for many, New York City by any other name. The Batman creators wanted all readers to identify with Batman's battleground, so decided not to give it the name of a real location. Batman writer Bill Finger came up with the name by flicking through an NYC phone book and finding an entry for 'Gotham Jewelers [sic]'. The rest is comic book history. But there are other curious connections with the real world: 19th century satirist Irving Washington mocked New York with the nickname Gotham, linking it to the Nottinghamshire village of Gotham, which, according to medieval folklore, had fools for residents. And a 1996 DC story took up this connection to the English Gotham. The village has even attempted to be twinned with New York City, but has so far been unsuccessful.





Prestige Stamp Book: pane one (6 x 1st Class stamps)



Pane two (6 x 1st Class stamps)



Pane three (2 x 1st Class stamps)



Pane four (4 x 1st Class stamps)



Pane five (Machins – 3 x 20p, 3 x 2nd Class, 2 x 1st Class)

Stamp Book – 2 x 1st Class Special Stamps (Batman and Robin), 4 x 1st Class Machin Definitives



Stamp Book – 2 x 1st Class Special Stamps (both Wonder Woman), 4 x 1st Class Machin Definitives





Press Sheet – 12 Miniature Sheets



Collector's Sheet – 12 x 1st Class Special Stamps



Batman Medal Cover



Wonder Woman Medal Cover



Full Character Pack



The Joker Stamp Pack





Handstamps for the Batman and Wonder Woman Medal Covers

DC Collection – Prices

Set of 12 Special Stamps	£10.20
Miniature Sheet	£5.10
Presentation Pack	£16.20
First Day Cover Stamps	£12.90
First Day Cover Miniature Sheet	£6.80
Stamp Souvenir	£12.90
Stamp Sheet Souvenir	£6.80
First Day Envelope	£0.30
Postcards (19 in set)	£8.55
Retail Stamp Book (Batman/Wonder Woman)	£5.10
Collector's Sheet	£11.40
Prestige Stamp Book	£21.20
Limited Edition Prestige Stamp Book	£49.99
First Day Cover Prestige Stamp Book Pane	£5.80
Press Sheet	£67.30
Half Sheet – 30 x 1st Class (Batman/The Joker)	£25.50
Full Sheet – 60 x 1st Class (Batman/The Joker)	£51.00
Batman Stamp Pack	£8.80
The Joker Stamp Pack	£8.80
Full Character Pack	£10.50
Framed Stamps	£29.99
Framed Miniature Sheet	£29.99
Framed Collectors Sheet	£29.99
3-stage Justice League frame	£45.99
3-stage Batman frame	£45.99
3-stage The Joker frame	£45.99
Medal Cover – Silver Plated (Batman/Wonder Woman)	£19.99
Medal Cover – Gold Plated (Batman/Wonder Woman)	£24.99
Silver Medal Box (Batman/Wonder Woman)	£99.99
Art Prints	£24.99

All DC characters and elements © & ™
DC Comics. WB SHIELD: © & ™ WBEI. (s21)

The First UK Aerial Post: 1911

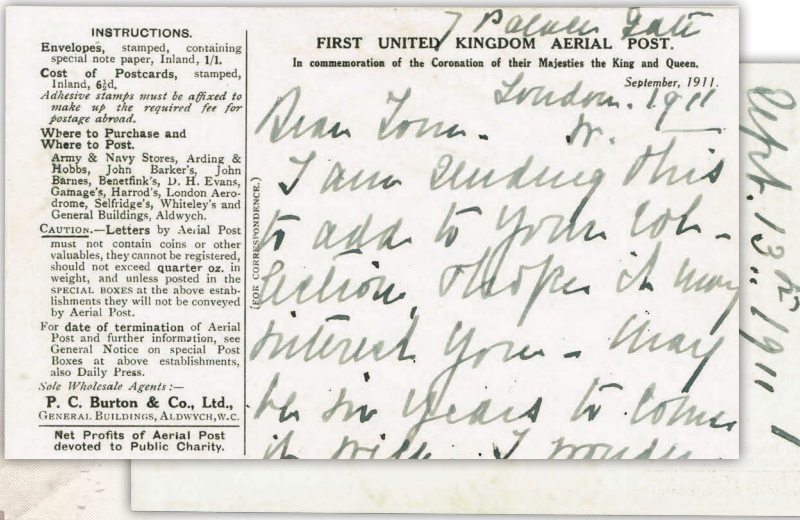


Gustav Hamel at Hendon

It is now 110 years since Gustav Hamel boarded his Blériot XI monoplane at London's Hendon Aerodrome with a bag of mail weighing 23½ pounds, his precarious 15 minute flight to Windsor Great Park launched a fascination for airmail that perpetuates today. This, the first scheduled aerial post on Saturday 9 September 1911, was the brainchild of Captain Walter Windham – just one of the events celebrating the coronation of King George V. Captain Windham who had formerly served as King's Foreign Messenger, was surely spurred by a trip he had organised earlier the same year, when on 18 February the first official airmail flight took place. Henri Pequet, a 23 year old Frenchman, piloted



Cover with KGV 1d Downey Head, cancelled with 'FIRST UNITED KINGDOM/AERIAL POST/LONDON' postmark dated 'SP 15/1911'. The addressee is Thomas Roberts at Looe, Cornwall. A backstamp shows 'LOOE' 'SP 25/11'. The forwarded mail received two strikes of handstamp 'LOOE/CORN-WALL' dated 'SP 29/11'. The datestamps suggest the letter was one of several items delayed due to the poor flying conditions. The inscription by the Postmaster General alleviates the Post Office of responsibility for this – 'For Conveyance by AEROPLANE from LONDON to WINDSOR. No responsibility in respect of loss, damage, or delay, is undertaken by the Postmaster General'



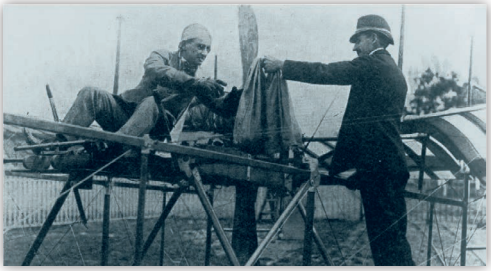
The envelope houses an insert and message, which in part reads: *'I am sending this to add to your collection. I hope it may interest you – maybe in years to come it will – I wonder if we will soon think it a matter of course this Aerial Post?'.* The message is cheery, and inquisitively contemplates the future, but as we reflect on it, there's a sense of poignancy in the knowledge that the Great War followed three years later. During the conflict, in order to avoid the dangers of U-boats in the Irish Sea, the GPO facilitated a regular mail service operated by naval sea planes between Lake Windermere and the Isle of Man

a Humber biplane which took off from a polo field in Allahabad, India, and after a short flight in which he flew over the Yamuna River, he arrived at his destination, Naini – approximately five miles away. Some 6,500 postal items comprised the cargo on board which was struck with a special magenta postmark for public mail and black for privileged mail.

On his return to Britain, Windham fostered the idea of a flight carrying mail to Windsor from the Crystal Palace Festival of Empire on Coronation Day on 22 June. However, plans were nipped in the bud by the new Aerial Navigation Act which banned all flights over London on that day. Not to be thwarted, Windham established a committee with the founder of the Royal Societies' Club, Daniel Lewis-Poole. They collaborated with the pioneer aviator Claude Grahame-White whose company owned the Hendon Aerodrome and subsequently arrangements for flights were made from there to Windsor Great Park. Liaison was also conducted with postal officials who approved tailored stationery for the project. This was after initial designs by John Hassall that featured a medallion and Royal Cypher had been rejected. The Postmaster General finally approved the artwork of William Lendon who illustrated a Farman biplane over Windsor Castle.

With aviation still in its infancy, the venture certainly caught the imagination of philatelists with some letters expressing wonderment at what it could be inaugurating, as was the case with the letter shown here addressed ►

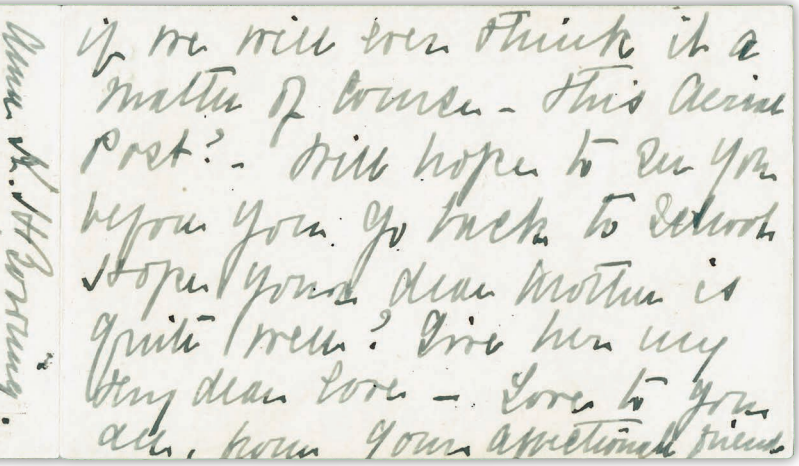




Top: The Aerial Post collecting van – painted green and hired from Messrs McNamara & Co.

Above: Rehearsal for the aerial flights, published in *The Illustrated London News*

Below: Hamel receives the first mail bag

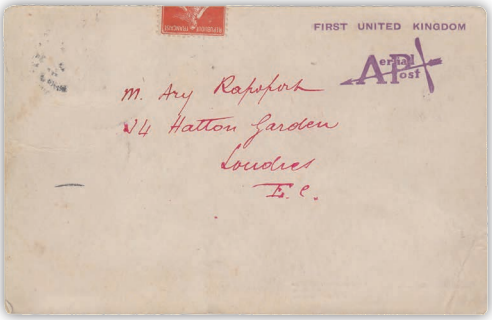






Artwork for the postal stationery by British artist, William Lendon





Violet Privilege Post Card, carried on one of four flights from Windsor to London – addressed to: Ary Raporport Esq, c/o Offices Aerial Post, General Buildings, Aldwych, London. The card, taken privately to France was reposted to Hatton Garden with French 10c stamp (part on reverse) cancelled R. D'AMSTERDAM 21-9/11. Below: A cover in bright green addressed to a hotel in Dieppe signed by pilot 'E. F. Driver'



On Saturday 9 September 1911, flying his Blériot XI monoplane, Gustav Hamel left Hendon at 4.58pm – the flight scheduled for 3.30pm was delayed due to strong winds. Hamel, in his tiny monoplane, having been buffeted by the high winds, safely landed at Windsor at around 5.13pm before handing over the mails. The postmaster at Windsor reported *'A cycle Postman was despatched from the East Terrace to Frogmore and returned with the mail and the aviator to the East Terrace. The mail was taken over from the aviator and despatched by the cycle Postman to the Post Office, reaching there at 5.33pm.'* After sorting, mail was despatched to London by the 6pm train and a special bag was sent to Balmoral containing aerial letters, cards and newspapers for the King and Royal Family. It's estimated that there were 300-400 letters, 800 postcards, and a few newspapers.

9 Sept, 10:30am
Mail collected from aerial post offices, Central London

12 noon
Mail despatched by motor van to Hendon Aerodrome

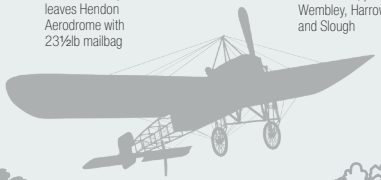
3:30pm
First flight due to take place – delayed because of high winds

4:58pm
Hamel's monoplane leaves Hendon Aerodrome with 23½lb mailbag

And flies over the suburbs, past Wembley, Harrow and Slough



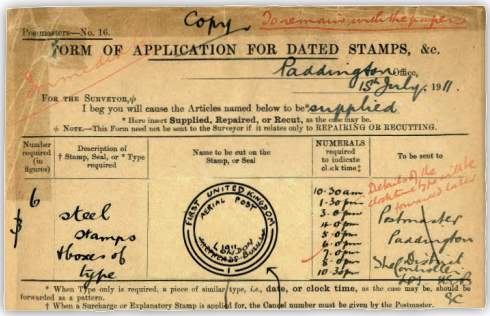






to a schoolboy. In fact, such was the enthusiasm that before the first flight up to 58,000 letters and postcards had been posted. Department stores including Harrods, Gamage's, Selfridges, Arding & Hobbs and the Army & Navy Stores, stocked the pre-stamped stationery with costs ranging from 6½d for postcards to 1s 1d for envelopes. Posting facilities were located at each store – there were post boxes branded in Post Office red, standing four feet tall. An additional four boxes were installed at Hendon Aerodrome, and stamps on mail posted there were cancelled on-site. Items posted in stores, were collected by a vehicle hired from Messrs McNamara & Co. and transported to the Western District Office in Wimpole Street where stamps were cancelled with one of four handstamps. It's estimated that on the flights between 9-26 September, there were over 130,000 postal items carried by 37 separately numbered bags from Hendon to Windsor, and four mail bags on the return leg from Windsor to Hendon. The project, though exciting, wasn't blessed with favourable weather conditions – resulting in serious delays of mail, and so the appraisal by the Post Office was tempered: *'from a practical point of view the Aerial Post has not been a success'*, whilst also acknowledging that in favourable conditions it was *'possible to send mails from point to point by aeroplane very much quicker than by any other means'*.

Well, the passing of time and developments have obviously endorsed that statement, and it's also fair to say that the excitement manifest by thousands of philatelists in the early part of the twentieth century has been more than justified – with subsequent generations eagerly seeking the philatelic gems that set out on a journey that was to change the world ● *Article by Ian Boardman*


Postmasters—No. 16.

FORM OF APPLICATION FOR DATED STAMPS, &c.

Paddington Office, 15th July, 1911.

FOR THE SURVEYOR,

I beg you will cause the Articles named below to be supplied

* Here insert **Supplied, Repaired, or Recut**, as the case may be.

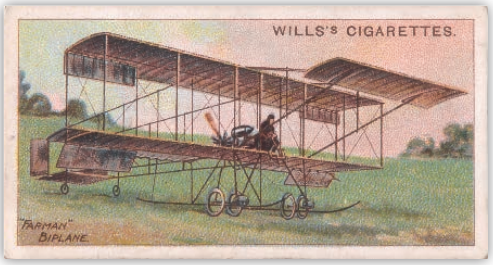
† NOTE.—This Form need not be sent to the Surveyor if it relates only to REPAIRING OR RECUTTING.

Number required (in figures)	Description of † Stamp, Seal, or * Type required	Name to be cut on the Stamp, or Seal	NUMERALS required to indicate o'clock time‡	To be sent to
6	Steel Stamps Above of type	FIRST UNITED KINGDOM AERIAL POST LONDON SEPTEMBER 1911	10-30 am 1-30 pm 3-0 pm 4-0 pm 5-0 pm 6-0 pm 7-0 pm 8-0 pm 10-30 pm	Postmaster Paddington

* When Type only is required, a piece of similar type, *i.e.*, **date, or clock time**, as the case may be, should be forwarded as a pattern.

† When a Surcharge or Explanatory Stamp is applied for, the Cancel number must be given by the Postmaster.

Sketch for the postmark submitted by the Paddington District Postmaster that was later amended



The Farman biplane, featured on Wills's Cigarettes 'Aviation' Card of 1910, had a wingspan of 32' 9" in, a length of 39' 4", and was equipped with 50 HP Gnome rotary engines. It was made of wooden ribs covered with canvas. The other aircraft utilised was the Blériot XI monoplane which was constructed of oak and poplar, and covered with cloth. It had a wingspan of 25' 7¼" and a length of 26' 3". On 25 July 1909, Louis Blériot famously flew the aeroplane across the English Channel – Dover to Calais, in 36½ minutes. Both of these aircraft were widely used in the initial stages of the First World War

Proof impressions of the London and Windsor special postmarks from the Date Impression Book, with one of the original handstamps





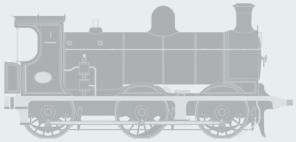




5:13pm
Lands in Windsor Castle grounds – mail collected by cycle postman



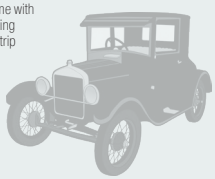
5:33pm
Cycle postman arrives with aerial mail at post office



6:00pm
Sorted aerial mail despatched to London by scheduled train



6:05pm
Hamel leaves Windsor Castle grounds in his empty Blériot XI



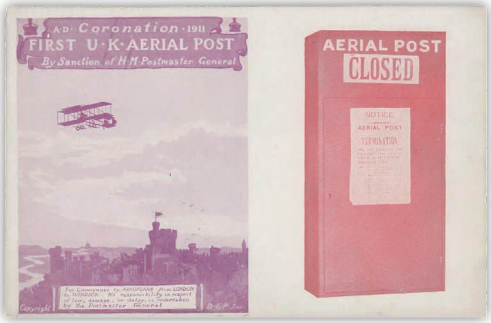
6:32pm
Arrives at Hendon Aerodrome with cars lighting landing strip

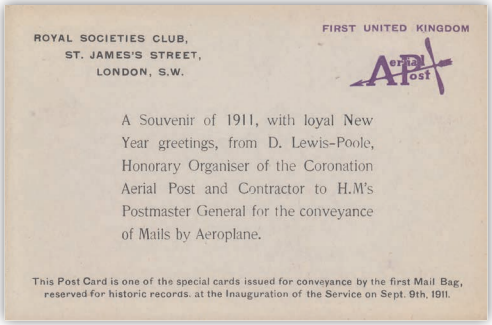


Greswell's Blériot at Windsor



Airmail being handed to the Postmaster of Windsor





A New Year greetings card from late 1911 (version 1) produced by the founder of the Royal Societies' Club, Daniel Lewis-Poole, using the design of the Privilege Post Card in violet, and the red post box

AERIAL MAILS BETWEEN LONDON AND WINDSOR

No. of bag	Date made up	Date of despatch	Weight of bag	Time of despatch	Time of arrival	Name of aviator	Type of aeroplane and number
1	9 Sept	9 Sept	23½ lb	4.58pm	5.13pm	GW Hamel	Blériot Monoplane 1
1a	9	11	26½lb	6.30am	7.05am	EF Driver	Farman Biplane
2	9	11	26½lb	6.30am	7.05am	do	do
2a	9	11	26½lb	6.30am	7.05am	do	do
3	9	11	26½lb	6.30am	7.05am	do	do
4	9	11	26½lb	6.35am	7.00am	C Greswell	Blériot Monoplane 1
5	9	11	26½lb	6.35am	7.00am	do	do
6	9	11	26½lb	6.15pm	6.45pm	GW Hamel	Blériot Monoplane 2
7	9	11	26½lb	6.15pm	6.45pm	do	do
12	9	12	26½lb	6.10am	7.40am	C Greswell	Blériot Monoplane 1
13	9	12	26½lb	6.10am	7.40am	do	do
8	9	12	26½lb	6.22am	6.52am	EF Driver	Farman Biplane
9	9	12	26½lb	6.22am	6.52am	do	do
10	9	12	26½lb	6.22am	6.52am	do	do
11	9	12	26½lb	6.22am	6.52am	do	do
16	9	12	26½lb	8.43am	9.13am	do	do
17	9	12	26½lb	8.43am	9.13am	do	do
18	9	12	26½lb	8.43am	9.13am	do	do
14	9	12	26½lb	5.58pm	6.31pm	GW Hamel	Blériot Monoplane 2
15	9	12	26½lb	5.58pm	6.31pm	do	do
19	9	14	26½lb	4.45pm	5.00pm	C Greswell	Blériot Monoplane 1
20	9	14	25lb	4.45pm	5.00pm	do	do
21	9 Sept	14 Sept	26½lb	4.45pm	5.05pm	GW Hamel	Blériot Monoplane 2
3a	11	14	22lb	4.45pm	5.05pm	do	do
23	11	16	26½lb	5.20pm	5.37pm	C Greswell	Blériot Monoplane 1
24	11	16	26½lb	5.20pm	5.37pm	do	do
27	12	18	25lb	8.59am	9.22am	GW Hamel	Blériot Monoplane 2
28	13	18	26½lb	8.59am	9.22am	do	do
26	12	18	26½lb	5.45pm	6.08pm	do	Blériot Monoplane 1
29	13	18	25lb	5.45pm	6.08pm	do	do
30	14	19	26½lb	5.25pm	5.55pm	do	Blériot Monoplane 2
5a	15	19	22lb	5.25pm	5.55pm	do	do
31	15	25	26½lb	10.02am	11.25am	do	do
32	15	25	26½lb	10.02am	11.25am	do	do
4a*	13	26	26½lb	5.18pm	5.44pm	do	do
22*	9	26	11lb	5.18pm	5.44pm	do	do
25*	11	26	4lb	5.18pm	5.44pm	do	do

*These bags were packed up together on the final flight from London to Windsor.

AERIAL MAILS BETWEEN WINDSOR AND LONDON

1	16	17	21lb	5.15pm	5.35pm	C Greswell	Blériot Monoplane 1
2	16	17	23¾lb	5.29pm	5.55pm	GW Hamel	Blériot Monoplane 2
3	16	18	21lb	5.07pm	5.30pm	do	do
4	16	18	23¾lb	6.23pm	6.45pm	do	Blériot Monoplane 1

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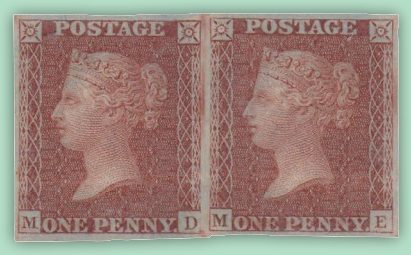
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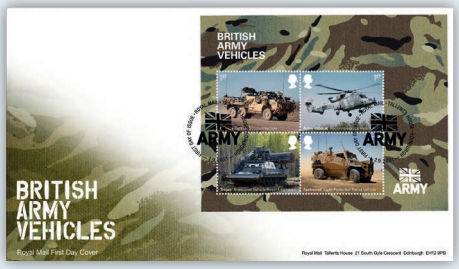
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New Issues and Withdrawals

Information correct at the time of going to press

2 September **Issue** British Army Vehicles: Stamps (4 x 1st Class, 4 x £1.70). Miniature Sheet (2 x 1st Class, 2 x £1.70). Presentation Pack. Stamp Souvenir. Stamp Sheet Souvenir. First Day Envelope. First Day Cover. First Day Cover Miniature Sheet. Stamp Sheets. Postcards (13 in set). Framed Print with Stamp.



17 September **Issue** DC Collection: Stamps (12 x 1st Class). Miniature Sheet (6 x 1st Class). Presentation Pack. Stamp Souvenir. Stamp Sheet Souvenir. First Day Envelope. First Day Cover. First Day Cover Miniature Sheet. First Day Cover Prestige Stamp Book Pane. Postcards (19 in set). Prestige Stamp Book (Pane 1: 6 x 1st Class, Pane 2: 6 x 1st Class, Pane 3: 2 x 1st Class, Pane 4: 4 x 1st Class, Pane 5: 3 x 20p, 3 x 2nd Class, 2 x 1st Class). Limited Edition Prestige Stamp Book. Press Sheet. Collector's Sheet. Stamp Book (Batman/Wonder Woman). Stamp Sheets. Framed Stamps. Framed Miniature Sheet. Framed Collector's Sheet. Justice League Frame. Batman Frame. The Joker Frame. Medal Covers. Medal Boxes. Stamp Packs. Art Prints.





19 October **Issue** Rugby Union: Stamps (2 x 2nd Class, 2 x 1st Class, 2 x £1.70, 2 x £2.55). Presentation Pack. Stamp Souvenir. First Day Envelope. First Day Cover. Stamp Sheets. Postcards (8 in set). Framed Prints.

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