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Capital Philately

Incorporating PASTCARDS *and* Machinations.

Published by The Philatelic Society of Canberra Inc.

Inside this issue:

Vale - Paul Eric Ralph Magi

*100 Years of Powered Flight in
Australia*

*Canberra Shows 1980-2010
Exhibiting, Innovation &
Reminiscences*

*Fujeira – The true story Chapter 3:
1967 - March 1969*

and more.





The Philatelic Society of Canberra Inc.

(Founded 1932)

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CAPITAL PHILATELY

December 2009 - March 2010 – VOL. 28, No. 1&2

Capital Philately

Editorial	Darryl Fuller	1
Vale - Paul Eric Ralph Magi	Bruce Parker	2
Australia Post Packs for UPU Delegates at the 24 th UPU Congress	Darryl Fuller	3
100 Years of Powered Flight in Australia	John Sadler	4
Canberra Shows 1980-2010 Exhibiting, Innovation & Reminiscences	Dingle Smith	11
Fujeira – The true story Chapter 3: 1967 - March 1969	John Vassallo	20
PASTCARDS		
C.A. Pitt Pty Ltd: Postcard Publishers from 1952 - South Australia & Northern Territory Listing	Bronte Watts	26

December 2009 & March 2010 - Editorial

Welcome to the special double issue of *Capital Philately* prepared in celebration of Canberra Stampshow 2010 and 30 years of exhibitions in the A.C.T. I planned this issue to include specially commissioned articles and I would like to thank John Sadler for article on 100 Years of Powered Flight in Australia, as this is the main theme of the exhibition. I would also like to offer a special thanks to David “Dingle” Smith for his reminisces of 30 years of Canberra Shows, as he has been involved with all of them.

This is also a sad occasion as we remember Paul Magi, a quiet unassuming collector and member of the Philatelic Society of Canberra but without whom clubs such as ours would not operate. He will be greatly missed and as Bruce Parker’s obituary notes there was standing room only at the funeral including five former and the current presidents of the society. Canberra has been lucky to have a number of such members over the years.

The other main stamp article in this issue are John Vassallo’s Chapter 3 of his Fujeira series, which further shows what can be done with such material. The other is a continuation of Bronte Watts series on the C.A. Pitt postcards, very much a work in progress. Please assist him if you can.

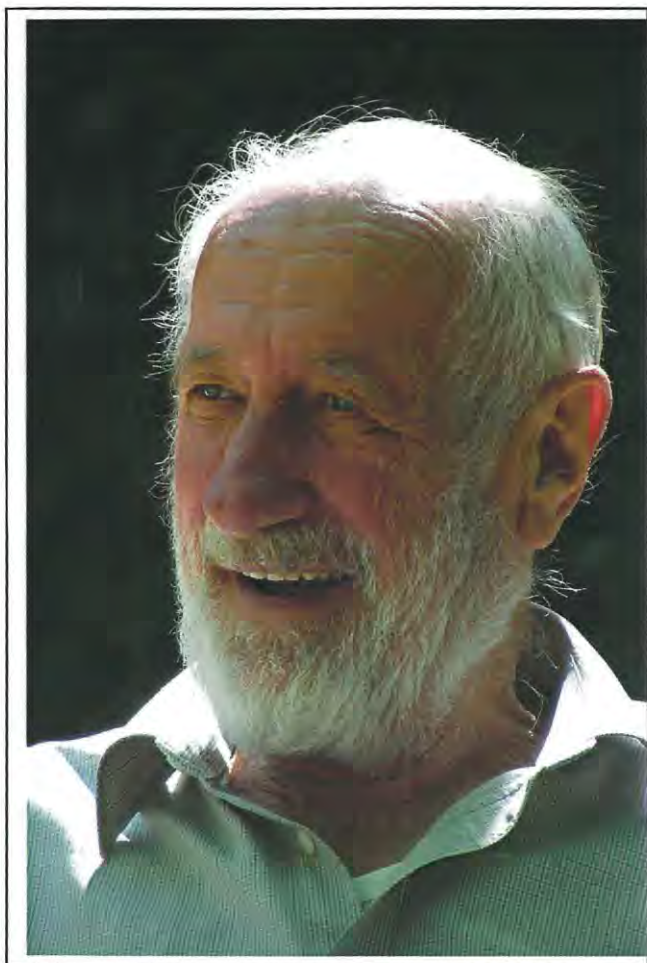
As a bonus this issue gets the journal back on track. As it were I had nearly enough for two twenty page issues but decided the combined issue was more practical. I must admit that as an editor I felt fully responsible for the delays but I am also a member of the American Revenue Society and their journal is one year behind - to the extent that they are not asking for subscriptions in 2010!

I hope that by the time you have read this Canberra Stampshow was a great success and I can concentrate on my own collecting interests.

Darryl Fuller

VALE - PAUL ERIC RALPH MAGI

28th July 1927 – 26th October 2009



Paul arrived in Australia in 1948, with his family, after having twice been a refugee, firstly from the Russian invasion of Estonia in 1941 and going to Germany and then to Australia as a 1948 displaced Baltic person. Paul grew up to be multilingual. His father and friends spoke to him mostly in Estonian – a Finno-ugric language. His mother and grandparents spoke to him in German & Russian, his father was also fluent in the Balto-slavic language Latvian.

As was usual at the time, migrant families were split up and sent to different locations for their compulsory 2-year migrant service. Paul was sent to Canberra to work at the American Embassy, and then at one of the Canberra hostels. On finishing his 2-year period, Paul stayed on in Canberra and applied for a job with the CSIRO Administrative Office. He moved to the Wildlife

Survey Section (later to become the Division of Wildlife Research) in 1953.

I first met Paul on an employment interview visit to the Division towards the end of 1962, and was then administered by him until I retired at the end of 1984.

It was some years after I joined the Division that Paul discovered that I was a “closet” stamp collector, he invited me to a Society meeting at the old Griffin Centre some time, I think, in the 1970’s.

Paul’s collecting interests were wide, but mostly centred on European countries, I remember that he participated in a joint display of the Baltic States with Cliffe de Goede and someone else. Paul embraced modern philatelic technology and collected FRAMA stamps, gathering an almost complete collection of Australian issues. Whenever he knew someone was travelling, and in CSIRO there were many of us, there would be a request to go to such-and-such post office and get a long list of FRAMAs – he would always provide a bag with the correct coins and list of button-pressing sequences!

Paul was Treasurer of the Society from 5th October 1967 to 5th September 1974. In my long period on the Society’s Council, Paul was always a willing helper, although the mounting pressure of his CSIRO position made him unable to accept any elected position. For many years he assisted as record-keeper and cash-taker at the Society’s Auction Nights. I believe he was working with his collection only a couple of days before he died. Not long before the move from the old Griffin Centre, the Society presented Paul with an engraved plaque for his services to the Society.

While Philately was his principle outside interest for many years, when he first came to Canberra he joined Michael O’Halloran’s Dancing School at Manuka, and, in fact, met his wife-to-be Margaret Murray there on his first visit at Christmas time in 1948 – they were dance

partners for five years, becoming, amongst other things, ACT Ballroom Dance Champions in the competition's debut year, and going on to represent Canberra in Brisbane, Adelaide and Perth.

Paul used his linguistic abilities not only for his philately, but also to help many of us with translations of both philatelic and scientific articles.

He is greatly missed by his many friends in the Society and in CSIRO. The Society's condolences go to Margaret and Ashleigh, Cathy and Eric and their families. Five former Presidents of the Society were among the "standing room only" congregation, while I was most privileged to be asked to deliver part of the Eulogy.

Bruce Parker

Special Australia Post Packs for UPU Delegates at the 24th Congress of the Universal Postal Union Held in Geneva 23 July - 12 August 2008

By Darryl Fuller

It is common practice at UPU Congresses for post office administrations to give delegates a folder with the country's current stamps. The 24th Congress, held in Geneva in 2008 was no exception.

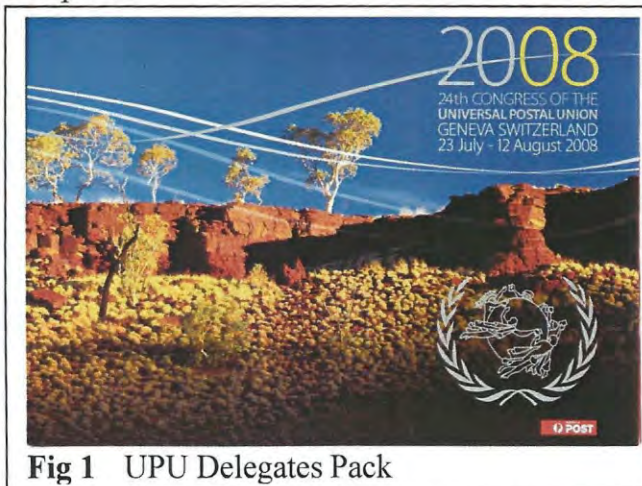


Fig 1 UPU Delegates Pack

Australia issued two post office packs measuring 28.8cmx20.8cm, just under A4. Each pack came in a specially printed white envelope. Both packs are the same externally and Figure 1 illustrates the front of the pack.



Fig 2 Inside top of both packs

Each pack opened out with the top half having the same selection of International Post stamps as illustrated in Figure 2.

The bottom half of each pack was different, one having the \$10 Waratah miniature sheet as illustrated in Figure 3. The other having an anniversary International Reply Coupon with a special silver cancellation, as illustrated in Figure 4.

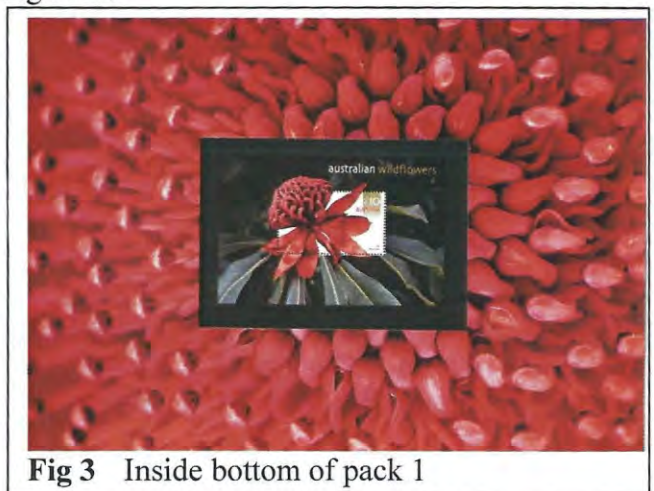


Fig 3 Inside bottom of pack 1



Fig 4 Inside bottom pack 2

Neither pack will be easy to obtain.

100 Years of Powered Flight in Australia

By John Sadler

Australia's first reported flight was on 1 February 1858 when George Coppin, a well-known Melbourne showman and theatrical entrepreneur made a successful balloon ascent in his Cremorne Gardens, on the northern bank of the Yarra River, just east of Punt Road.

as uncontrolled. Defries came to grief, however, when the wind blew off his hat. In making a grab for it, he lost control of the plane, which crashed.

On 17 March 1910 at Bolivar, near Adelaide, Fred Custance is reported to have made a number of powered flights in a French Bleriot XI



Fig 1 Bleriot XI aircraft.

It was not until 1910 that powered flight was achieved in Australia, almost seven years after the Wright Brothers initial flight at Kittyhawk, USA, in December 1903. Much of the Wright Brothers success was due to the experiments conducted by the Australian Lawrence Hargrave during the 1880's and 90's. Hargrave had built a world-wide reputation for his work with models of powered aeroplanes. In his experiments with kites he had unlocked one of the basic secrets of powered flight: the fact that a curved surface provides more lift than a flat one.

On 5 December 1909 George Taylor made the first heavier-than-air free flight in Australia, at Narrabeen Beach, Sydney. Reports on the distance flown vary from 100 to 250 metres. However, the aircraft was not powered, and therefore was Australia's first glider flight. Taylor's "aircraft" weighed about 50 kilos and had a wingspan of approximately 8 metres.

Colin Defries, a racing motorist, attempted powered flight in an imported Wright biplane at Victoria Park Racecourse, Sydney, on 4 November 1909, with a second attempt on 9 November. Even though he is reported as having flown about 100 metres, the flight was regarded

monoplane – see Fig. 1. His first flight lasted 5 minutes and 25 seconds and on his subsequent attempt he reached a height of almost 15 metres. Custance had received no training as a pilot and there is much controversy regarding the degree of control exercised during these flights.

It is generally accepted that the first powered and controlled flight in Australia was on 18 March 1910 at Diggers Rest, about 30 km north of Melbourne, one day after the Fred Custance attempts. The pilot was the American magician and escapologist Harry Houdini in a 60 horsepower Voisin biplane – see Fig. 2. This flight was witnessed by magic and aviation enthusiasts, newspaper reporters and representatives of The Aerial League of Australia, and was certified and acknowledged as the first controlled powered flight in Australia. The Aerial League of Australian recognized his feat in their award to him – see Fig. 3.

On 18 March he made three successful flights, the last of which was the longest and involved him covering a distance of two miles and achieving a height of 100 feet in 3 ½ minutes. In addition, Houdini was the first aviator to have documented the event(s) on film, which film can

biplane, but he no sooner cleared the ground when the wind caught him and hurled the plane to the ground, wrecking the plane, and thus Banks was unable to show that he had control. Houdini wanted to also take off on that same day, but was persuaded that it was too dangerous, and thus waited for better flying conditions before



Fig 2 The crowd watching Harry Houdini fly across Diggers Rest.

still be viewed on the internet site <http://www.youtube.com/watch?v=ZsT1y7lvD6w>

making his attempt.

Houdini made other flights at Diggers Rest on later dates, and in April 1910 made several flights at Rosehill Racecourse, Sydney. The magic of flight, he later wrote, was in the "glorious thrill" of first adventure, and "not in minor modification which is perpetual in any art." Houdini was never to fly again.

The first Australian made aircraft was built in 1910 by John Duigan, 10 metres long with a seven metre wingspan. After much trial and error, his home-made aircraft flew 180 metres.

The latest aircraft to grace the Australian skies is the Airbus A380 – see Fig. 4, so vastly different from the pioneer planes of 1910. The first commercial flight in Australia of the World's largest airliner was by Qantas on 20 October 2008, from Melbourne to Los Angeles in 12 hours non-stop.

This double deck giant capable of carrying up to 853 passengers (a usual seating configuration would be around 550 passengers), is 73 metres



Fig 3 The Aerial League of Australia award for the first powered and controlled aerial flight in Australia.

An earlier attempt had been made at Diggers Rest on 10 March 1910 by Ralph Banks in a Wright



Fig 4 Lift-off: The Qantas A380 departs for Los Angeles on its first commercial flight.

long, stands 24.1 metres high, and has a wingspan of 79.75 metres. The take-off weight of the aircraft is almost 560 tonnes, and it has a maximum cruising speed of 1,020 kph.

Obviously, there were many steps, even some great strides, in getting from the primitive pioneer aircraft to the luxury airliners of today. During this period air travel has progressed from being both unreliable and hazardous to becoming the accepted option, especially in the fast-moving world of today. Radar, automatic pilots, controlled glidepaths and improved communications have done much to make modern flying safer than driving a car.

Our early airmen flew in open cockpits, exposed to all of the elements, and with no aerial maps to guide them, they had to navigate by roads, railroads and prominent natural features – flights over deserts and water without any guiding landmarks could be risky. They did, of course, have a compass, but needed to regularly check their actual position with their external surroundings to adjust for wind-drift. The only similar problem facing today's pilots is strong crosswinds.

Some of the more important steps in aircraft development are detailed below. I hope the reader will excuse me if I tend to also include some of the development of Australia's air mail system.

The first air mail in the world was in India on 18 February 1911, when Henri Pequet, a French pilot, flew from Allahabad to Naini carrying 6,500 letters and 40 postcards. The first air mail in Australia was carried by Maurice Guillaux in his Bleriot Monoplane in June 1914. A number of self-autographed postcards were carried from Melbourne to various country towns and presented to the mayor on arrival. Only one of these postcards is now known to exist.

The Postmaster-General's Department (now Australia Post) had been negotiating with an American barnstorming pilot, A. B. Wizard Stone to carry the first official air mail from Melbourne to Sydney, scheduled for 6 June 1914. Stone crashed on 1 June damaging his plane and causing the proposed air mail to be cancelled. Maurice Guillaux then agreed to make the flight, leaving Melbourne on 16 July and arriving at Sydney 2 days later, covering 582 miles (931 km) in just over 9 and a half hours flying time, an average of 97.5 kph. Guillaux carried 1,785 special cards (see Fig 5), one cover, and Australia's first air freight, a quantity of Lipton Tea and O.T. Lemon Squash. Today this trip would average about one hour.

Of importance to the future of air mail and passenger development between Australia and Great Britain was the flight in 1919 by Ross and Keith Smith in the Vickers Vimy, a four-engined bomber developed for the RAF in the First World War, but which never saw action. This was the first aircraft to fly into Australia under its own power and the flight set the guidelines for a service that did not eventuate until 15 years later. In achieving this milestone, the Smith brothers, plus their crew of Jim Bennett and Wally Shiers, collected a \$20,000 prize for being the first Australian to fly a British aircraft from England to Australia within a 30 day period.

of these initial services originated in rural centres where the rail services terminated.

No story of Australian aircraft would be complete without some reference to possibly our most famous aeroplane, Sir Charles Kingsford Smith's Fokker tri-motor "Southern Cross". The feats that Smithy accomplished in this aircraft certainly did much to promote Australia on a worldwide basis, flights such as

- The first east to west crossing of the Pacific Ocean in 1928;
- The first crossing of the Tasman Sea to New Zealand in 1928;
- The first circum-navigation of the globe by the same aircraft completed in 1929.

The Reverend John Flynn of the Australian Inland Mission, a Presbyterian Minister, conceptualised the Royal Flying Doctor Service in a letter to the then Prime Minister, Rt. Hon. W. Hughes, dated 19 April 1916. The idea was to have a network of flying doctors, thus providing a mantle of safety for the people of Australia's outback. However, such a service would only be possible with vastly improved communications. This need led to the development of the pedal wireless, an inexpensive and practical solution. The Royal Flying Doctor service was officially launched on 15 May 1928 and was based at Cloncurry, Queensland.

Up to 1934 Australian airlines had, by Government decree, been restricted to using British made aircraft, with wooden frames and a doped fabric skin. The Melbourne Centenary Air Race from England to Australia in October 1934 was to change this nexus. This event is more commonly known as the MacRobertson Air Race after its main sponsor, MacRobertson's Chocolates. The performance of the American metal skinned aircraft in that race, especially the Douglas DC2 "Uiver", the KLM entry, would gradually lead to the introduction of American

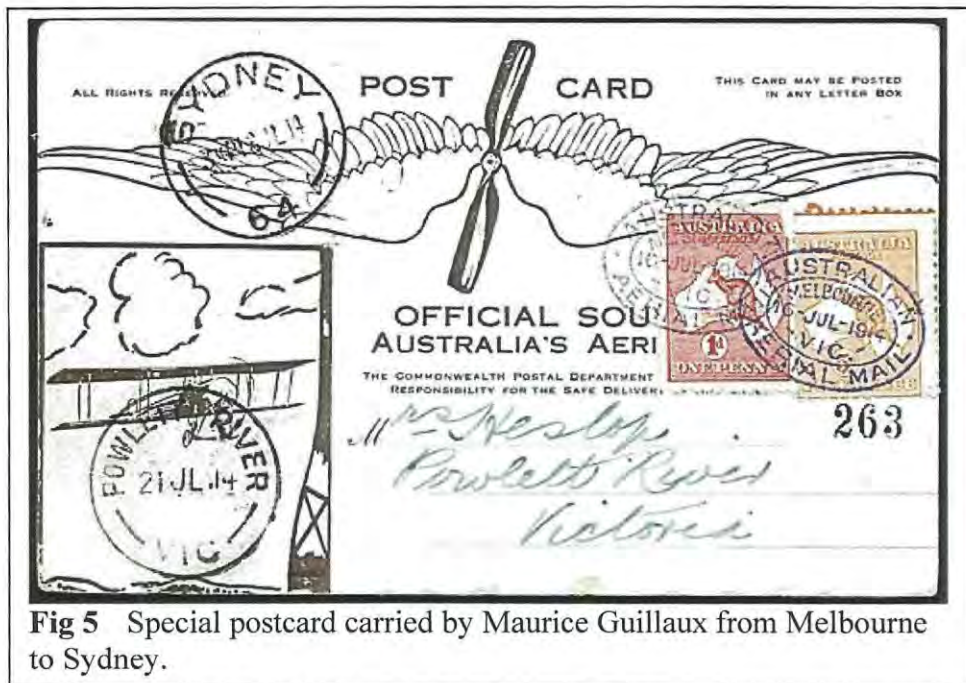


Fig 5 Special postcard carried by Maurice Guillaux from Melbourne to Sydney.

It is interesting that both of the above flights prompted the production of forgeries, the only two known in Australian aerophilately.

In 1921 the Australian Air Force was formed, officially coming into being on 1 April. Later that year the Air Force received permission to add "Royal" to its name. Prior to 1921, Australia's aerial service was called the Australian Flying Corps.

The first commercial airline in Australia was Western Australian Airways Ltd, who issued their prospectus on 29 August 1921, shortly before Australian Aerial Services Ltd, who was registered on 12 January 1922. Western Australian Airways Ltd also became our first mail carrying airline, winning the contract from Geraldton to Derby, in Western Australia. This initial service was scheduled to commence on 4 December 1921. December 1921 also saw the introduction of our first domestic air mail surcharge rate of postage of three pence per half ounce, a rate which remained unchanged for many years.

Queensland and Northern Territory Aerial Services Ltd (Qantas), the world's oldest airline, was formed on 16 November 1920, commencing operations on 2 November 1922 between Charleville and Cloncurry, in Queensland.

In the early days of air mail, the airlines were in direct competition with the Government owned railways, and hence the commencement of many

planes. The first DC2 was put into service by Holymans Airways Pty Ltd in April 1936.

1934 heralded another significant event both in aviation and air mail history. Just prior to Christmas a permanent aerial service between England and Australia was established. This concept was initially raised in the UK in 1924 as the Empire Air Mail Scheme, and it took 10 years to develop the aircraft and ground services suitable to service the project. This event heralded the entry of four-engined passenger aircraft into Australia, the de Havilland DH86 (see Fig. 6), and it also saw the introduction of Australia's international air mail postage rates. Initially, there were no passengers on the flights between Australia and Singapore, only mail. The first passenger carrying flight left Brisbane on 17 April 1935.



Fig 6 De Havilland DH86 aircraft in flight.

1936 was an important year in the development of Australia's domestic airlines, heralding the commencement of two aviation giants, Australian National Airways Pty Ltd (ANA) and Ansett Airways Pty Ltd (Ansett). ANA was at that time Australia's largest airline. In 1957 ANA was absorbed into Ansett, forming Ansett-ANA. Ansett continued to grow until its ultimate demise in 2002 resulting from bad debts and mismanagement.

Competition between two such giants did much to advance the development of aircraft used within Australia, with each vying for the lion's share of the passenger, air mail and air freight markets. The thirties also saw the growth of passenger traffic, which again influenced the design and selection of aircraft.

Crashed aeroplanes were quite commonplace in the pioneer years, and despite improvements in aircraft safety there were still crashes during the developing years. Probably the most notable was the loss in 1931 of Kingsford Smith's "Southern Cloud", an Avro X tri-motor, which went down near the Snowy Mountains in bad weather. The wreck of this aircraft was not found until 1958. This loss ultimately led to the closure of his airline, the first ANA. Other significant crashes were three of the de Havilland DH86's in 1934/5 for which no official reason could be ascribed.

In 1938 the land planes on the Australia – England route were replaced with Short S.23 Empire Flying Boats (see Fig. 7). These planes provided an increased payload over the DH86's then operated by Qantas between Brisbane and Singapore. The flying boats had the added safety

factor of being able to land if forced down over the long water carries. Qantas established Rose Bay, in Sydney, as their main flying boat base, from where the first service left on 5 July 1938. The aircraft used was "Cooee". The flying boats brought a new

level of comfort to passengers on the long flight from Australia to England, which trip took almost 9 days to complete, a far cry from today where the flight is accomplished in less than a day.

In 1938 the first foreign owned airline was allowed access to the Australian traveling public when in June KLM, through their subsidiary K.N.I.L.M., established an Australia - Holland service.

A regular international air service between Australia and Papua-New Guinea commenced in May 1938, when W. R. Carpenter Airlines inaugurated their service flying out of Sydney. A similar link to our other neighbour, New Zealand, was established in April 1940, the final link in the Empire Air Mail Scheme of



Fig 7 Short S.23 Empire flying boat taking off.

1924. This service was provided by Tasman Empire Airways Ltd (TEAL) using Short S.23 Empire Flying Boats.

During the Second World War, 1939 – 1945, many of Australia's domestic aircraft were seconded into military service. To maintain air mail communication between Australia and England, Qantas had the task of operating Catalina aircraft between Australia and Ceylon (now Sri Lanka). Much of the mail carried was for Australian troops serving in the European theatre. The duration of these non-stop flights was approx 30 hours, and passengers on these flights were made members of the Secret Order of the Double Sunrise.

In 1945 the Chifley Labor government attempted to nationalize the aircraft industry, but a court case mounted by ANA succeeded in proving that the attempt was unconstitutional. The government subsequently decided to set up their own airline, ultimately to be known as Trans-Australia Airlines (TAA). TAA's first official flight was from Melbourne to Sydney on 9 September 1946. TAA changed its name to Australian Airlines in August 1986.

In the following years larger and more comfortable passenger aircraft were introduced, such as the Lockheed Constellation, the Douglas DC6B, the Vickers Viscount, the Convair 240 – Australia's first pressurized aircraft, and the Super Constellation.

In 1947 control of Qantas was transferred to the Federal Government, and their domestic routes transferred to TAA, leaving Qantas as Australia's national overseas carrier. Qantas remained in public hands until it was privatized in 1995. In 1992 the Federal Government removed the barriers restricting airlines from operating both

domestic and international services. Qantas subsequently acquired Australian Airlines with its established domestic services. In 1958 Qantas became an around-the-world airline after receiving permission to fly across the USA.

This brings us to the introduction of the jet-age.

From a number of alternatives, Qantas decided that the Boeing 707-138 best suited its requirements. This aircraft had been specifically modified by Boeing to suit Australian needs. The first 707, named "City of Canberra", took off on its first commercial flight from Sydney on 29 July 1956, bound for San Francisco. This aircraft reduced the previous scheduled time for the flight by 50%. The fleet of 707's was upgraded to Boeing 747B's, Jumbo Jets, commencing from 1971 – see Fig. 8. This decision resulted in a major upgrade of all of the Qantas facilities, the 747 needed its own enormous hanger, its engines needed a larger test cell, the task of feeding its large compliment of passengers made a new flight kitchen essential, and its millions of parts called for an advanced inventory stores system. The Jumbo's have been the mainstay of the Qantas international fleet until the recent acquisition of the A380.



Fig 8 Boeing 747 in flight.

The Federal Government's two airline policy prevented the domestic airlines from operating jet aircraft prior to 1 July 1964. Both Ansett and TAA ordered Boeing 727's, the first of which arrived in Australia in 1965. Differences between the individual services and associated passenger volumes created a need for aircraft of different sizes and performance. Consequently there has been a wide range of plane types used by the domestic airlines, amongst those being the Boeing 737 and 767, the Douglas DC8 and DC9,

the Airbus A300/B4, and the Fokker F28 Fellowship.

would have said if told that within 100 years a 560 tonne aircraft would be gracing our skies.



Fig 9 A left side view of an Air France Concorde supersonic passenger aircraft parked on the flight line.

One world event which did not have much effect upon Australia, but which may have a significant influence on the future was the development of the supersonic Concorde, a French – British project (see Fig. 9). This droopy nosed aircraft was introduced primarily for the Europe – American run, crossing the Atlantic Ocean in around three hours. The aeroplane was capable of speeds up to 2,200 kph, and first saw service on 21 January 1976. It was retired on 26 November 2003 through lack of passenger support.

Passenger numbers have increased substantially over the last 30 or so years, with competition between airlines causing fares to fall rather than increase. World travel is now so much a part of young people’s lives, and also such an integral part of business activity, that this trend is bound to continue. The resultant growth in air traffic has placed great strain on the provision of suitable ground facilities and has seen many major centres extend or duplicate these facilities. To handle the increase in patronage, there have been improvements in the passenger departure checking in procedures, but the effect of these has been somewhat offset by the increased security measures now required, which measures will probably become more stringent rather than less.

The last 100 years has witnessed a most dramatic improvement in aircraft design, construction and performance, with an ever increasing emphasis on passenger safety. Imagine what the pioneers

What does the next 100 years hold? It is extremely difficult to even attempt to guess, let alone predict with any accuracy. Will there be further Concorde type experiments to accelerate long distance travel? In this regard will the Aerion SBJ or the Japan Aerospace experiments get off the ground? Will there be more

experimentation with VTOL (vertical take off and land) to relieve the pressure on terminals? Or will this be done by bigger and better helicopters? Will high speed rail links compete successfully with domestic air travel and therefore reduce the pressure on ground facilities? No matter what happens, it is bound to be a most interesting period.

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CANBERRA SHOWS 1980-2010
Exhibiting, Innovation & Reminiscences

Dingle Smith

TABLE 1. A Summary of the National Philatelic exhibitions 1980-2010

First National Philatelic Convention. 25-26 October 1980, National Jewish Centre, Red Hill. There were no competitive displays and the event was designed to gain experience and finance to stage a major Show in 1982. The over-printed Pre-Stamp Envelopes were an outstanding financial success!

Second National Philatelic Convention. 6-7 March 1982, NSW Regiment Training Depot, Allara St., Civic. Range of classes, pre-dated the introduction of formal State and National Classes in Australia. Opened by the Hon. Ian Sinclair, Minister for Communications.

Third National Philatelic Convention. 10-11 March 1984, NSW Regiment Training Depot, Allara St., and Canberra GPO, Alinga St., Civic. Upgraded to a National Show in order to increase the number of qualified entries for AUSIPEX 84. First use of a critique session for exhibitors. Introduction of the Society's medal and incorporating the very successful Goat Mail. Opened by RB Landsdown, Australia Post Commission.

Fourth National Philatelic Convention. 15-17 March 1986, Canberra GPO Alinga St., Civic. Limited to State level exhibits. First 3-day show and the first with an Awards Dinner.

Fifth National Philatelic Convention, sub-titled 'Bicentennial'. 19-21 March 1988, GPO Alinga St., Civic. Show limited to State exhibits, 'Social Philately' included for the first time. There was also a Postcard Class, retained at most subsequent shows.

AUSTAMP 90 (Sixth National Philatelic Convention). 16-18 March 1990, Bruce Indoor Stadium, Institute of Sport, Bruce. Full national show with 21 exhibits which with Postcards totalled some 800 frames.

Seventh National Philatelic Convention. 14-16 March 1992. GPO Alinga St., Civic. National Level Cinderellas (inc. Revenues) and Social Classes.

Canberra Stamp Show 94 (Eighth National Philatelic Convention). 19-21 March 1994, Dickson College, Dickson. National Level Postal History and Literature Classes.

Canberra Stamp Show 96 (Ninth National Philatelic Convention). 16-18 March 1996, Dickson College, Dickson. 'Champion of Champions' Competition, National Frugal Class(experimental). Opened by Kate Carnell, ACT Chief Minister.

NATSTAMP 98 (Tenth National Philatelic Convention). 14-16 March 198. National Convention Centre, Civic. Full national with 750 frames of philatelic material.

Canberra Stamp Show 2000 (Eleventh National Philatelic Convention). 18-20 March 2000. Dickson College, Dickson. The French Challenge, National Postal History, First Day Covers, Maximaphily and Polar.

Canberra Stampshow 2002 (Twelfth National Philatelic Convention). 16-18 March 2002. Hellenic Club, Woden. First Australasian Challenge, National FDC plus full range of State Classes. Opened by Simon Murdoch, New Zealand High Commissioner.

Canberra Stampshow 2004 (Thirteenth National Philatelic Convention). 16-18 March 2002. Hellenic Club, Woden. Australasian Challenge 2, won by the ACT team, Limited National classes plus full range of State Classes.

Canberra Stampshow 2006 (Fourteenth National Philatelic Convention). 18-20 March 2002. Hellenic Club, Woden. Australasian Challenge 3 and the Mecca Challenge.

Canberra Stampshow 2008 (Fifteenth National Philatelic Convention). 14-16 March 2008. Hellenic Club, Woden. Half National. Australian Scout Centenary theme; opened by John Ravenhall Chief Scout Commissioner of Australia.

Canberra Stampshow 2010 (Sixteenth National Philatelic Convention). 12-14 March 2010. Hellenic Club, Woden. Half National.

All exhibitions from 1982 to 2010 have included the full range of State Classes.

Canberra Stampshow 2010 is the most recent show hosted and organised by The Philatelic Society Canberra. The first was held 25-26th October 1980 and was advertised as the National Philatelic Convention. To modern ears this may seem a somewhat pretentious title but it has been retained to signify the unbroken sequence of biennial shows since that time. Thus Canberra Stamp 2010 is the 16th National Philatelic Convention. In 1980 no one envisaged that the shows would become such a well-established event on the Australian philatelic calendar. A list of the shows with dates, venues and a short description of the highlight of the competitive aspects are given in Table 1. Beginning in 1982 the events have always been staged in March to coincide with Canberra Festival Week and starting in 1981 the shows have usually been held over three days. For many years the shows were over a holiday weekend which incorporated Canberra Day.

As with all major philatelic shows in Australia they combine the three key components of philately; namely collectors, dealers and Australia Post. A review of the changes to shows from 1980 to 2010 serves to highlight many of the changes that have occurred in Australian competitive philately over the last thirty years. Some of these apply at national and international level and others changes to the show format. Many reflect progress in the organisation and

standards in the exhibiting of philatelic material. In order to illustrate these changes it is necessary to give a summary of exhibiting in Australia.

Competitive Exhibiting in Australia An outline

Surprisingly there is no single comprehensive account of the history of stamp exhibitions in Australia. The most convenient guide is given in the *Handbook of Australian and New Zealand Exhibitions* Nos. 1 & 2 (1988, 1992) by the late Robert Kennedy. These were designed as a listing of Cinderella items issued at Australasian stamp shows but they provide a useful chronological account of philatelic exhibitions. The first such show was held in Melbourne in 1894. Some 10,000 stamps, 400 postcards and 700 envelopes were on display. The total cost of the exhibition was £5/2/4d (approximately \$10!) of which 10/6d was for the pianist!

Over the following four decades occasional exhibitions were held in Melbourne and Sydney and progressively other capital cities joined the list, such as Brisbane and Adelaide both in 1936. Slowly the name 'Australian National Philatelic Exhibitions' (ANPEX) emerged. How these were defined is not clear but ANPEX in Sydney in 1959 was accorded the status of the 10th such national show with the Sydney show of 1911 considered to be first truly National Show with competitive displays.

During this period exhibiting classes and the assessment of exhibits were very different to those of the post-1980 period. The Classes focused on geographical regions with sub-classes for stamps, postal history, postmarks and postal stationery. By 1950 Subject and Educational Collections had emerged as a forerunner to the later Thematic Class and Air Mails had become an accepted class. However Classes such as Rarities have disappeared and it is clear that pre-stamp covers were not a major feature at these earlier shows. The medal levels were limited to Gold, Silver Gilt (later to become Vermeil), Silver and Bronze and until 1959 the number of medals awarded in an individual class were limited. For example at ANPEX 1950 in Melbourne only 120 of the 246 exhibits obtained any form of medal and for ANPEX 1936 held in Adelaide 114 medals were given for a total of 232 exhibits. Gold medals were rarely awarded with 9 at ANPEX 1950 and 11 at ANPEX 1955; the majority of these were for collections of Australia and Australian States.

A major difference to the post-1980 shows was that many exhibits submitted for judging were composed of complete collections, often housed in a large number of albums which were judged in the bin room. Only a small selection of material, often a single frame sometimes of only nine album leaves, was displayed in the actual exhibition. This system was last used at Sydrex 1980.

Thus exhibiting and exhibitions were very different in style to those of today. The number of exhibits entered by collectors from the ACT was relatively small. There were four ACT exhibitors at the 1950 ANPEX show although it should be remembered that the population of Canberra at that time was about 30,000, less than a tenth of what it is today.

At this time there was no formal Australia-wide philatelic organisation and therefore no nationwide rules for judging or for the organisation of major shows. This had repercussions for Australians who wished to exhibit at overseas international shows. With no federal philatelic body Australia could not become a member of FIP (Fédération Internationale Philatélie) and therefore Australian

residents were not eligible to exhibit at FIP International shows. The only way to circumvent this was Australians who wished to enter international competition to join an overseas philatelic society in a country that was a FIP member; they were then listed as an exhibitor from that country!

This situation did not change until the Australian Stamp Promotion Council (later to change its name to the Australian Philatelic Federation) was formed in 1979. This represented a watershed for Australian exhibitors and exhibitions.

A National Body for Philately

At ANPEX in Adelaide in 1972 a federal philatelic body was discussed with representation from all States and the ACT and subsequently the 'Australian Philatelic Federation' was formed. This comprises members from philatelic bodies for a number, but not all, States. However it proved unsuccessful and was wound up in 1979. At a later meeting State Councils, again including the ACT, stamp dealer associations and Australia Post resolved to form the Australian Stamps Promotion Council (ASPC). This was formally constituted in November 1979 with Ken Collyer of New South Wales the inaugural President. The ACT Stamp Promotion Council was established to represent the ACT on the ASPC with Ed Druce as its first President and ACT representative. The ACT is unusual in that as there has only ever been a single philatelic club in the Territory, The Philatelic Society of Canberra. This has an advantage that it is perhaps easier to introduce innovations than for the other larger State Councils!

Among the initial aims of the ASPC was to apply for Australian membership of the FIP and the organisation of a National Show every two years. The establishment of the National Philatelic Conventions was linked to these developments.

The National Philatelic Conventions.

The late 1970s and early 1980s were a boom time for philately in Australia and worldwide. Stamp club memberships increased and sales of new issues and other philatelic items escalated assisted by the introduction of a new stamp issuing policy and promotion by Australia Post. Our own Society was approaching its 50th

Anniversary in November 1982 and it was decided that we would organise our first major show for many years in October 1980. Our aims were to gain publicity and new members for the Society, to raise funds in order to hold a competitive show in our Golden Jubilee Year and also to assist in funding a Society journal. All were successful and the first issue of *Capital Philately* was published in November 1982.

The First Convention was held over two days at the Jewish Centre in Forrest. It included philatelic displays by members (although these were not of a competitive nature), stands for dealers and Australia Post with a range of philatelic items for sale. Interestingly the Society had not held any form of competitive display even at Club level for very many years although our membership included a number of nationally renowned philatelists, of which Alan Salisbury and Ron Hyeronimus were the most distinguished. The First Convention was a success and the sale of the newly issued AP PSEs and postcards (refer Figure 1) overprinted with the Society logo was outstanding and provided a secure financial base from which to plan both the new journal and the Second National Convention. Many members were actively engaged in the venture but undoubtedly a prime mover and shaker was Ed Druce.

A nine-day show Sydpex 1980 was held at the Sydney Town Hall in October. It attracted a large number of exhibitors, drew huge attendances and was accompanied by massive sales of Cinderella items. This was the last occasion at which national exhibits were judged in the bin room and also the last show not to use FIP class definitions and judging systems. Several members of the Society entered exhibits at Sydpex 1980, these included Ed Druce, Bruce Parker, Ron Hyeronimus, Alan Tippett and Steve Wilson.

Second National Convention

Many of the changes introduced at Sydpex 1980 were implemented at our society's first competitive show. Semblances of the earlier approach remained, for instance all of the exhibits were limited to only two frames although some exhibits were displayed as a sequence of two-frame exhibits and in one case a run of 5 such exhibits! A key problem for the organisers was to encourage collectors to enter. The outcome was that of the 34 exhibitors 15 were members of Society who entered a competitive show for the first time. A remarkable achievement which contrasts to the situation today where individual States, and the ACT, often find it difficult to find a single novice entrant for the Australasian Challenge. Several of these first time exhibitors have progressed over the years to success in FIP International

competition and a number have achieved FIP Gold medal awards. Overall since 1980 some ten Canberra-based Society members have been awarded FIP Gold medals, some with more than one exhibit.

The judges at the show were all experienced and well-credentialed philatelists and included Ray Chapman, Alan Salisbury, John

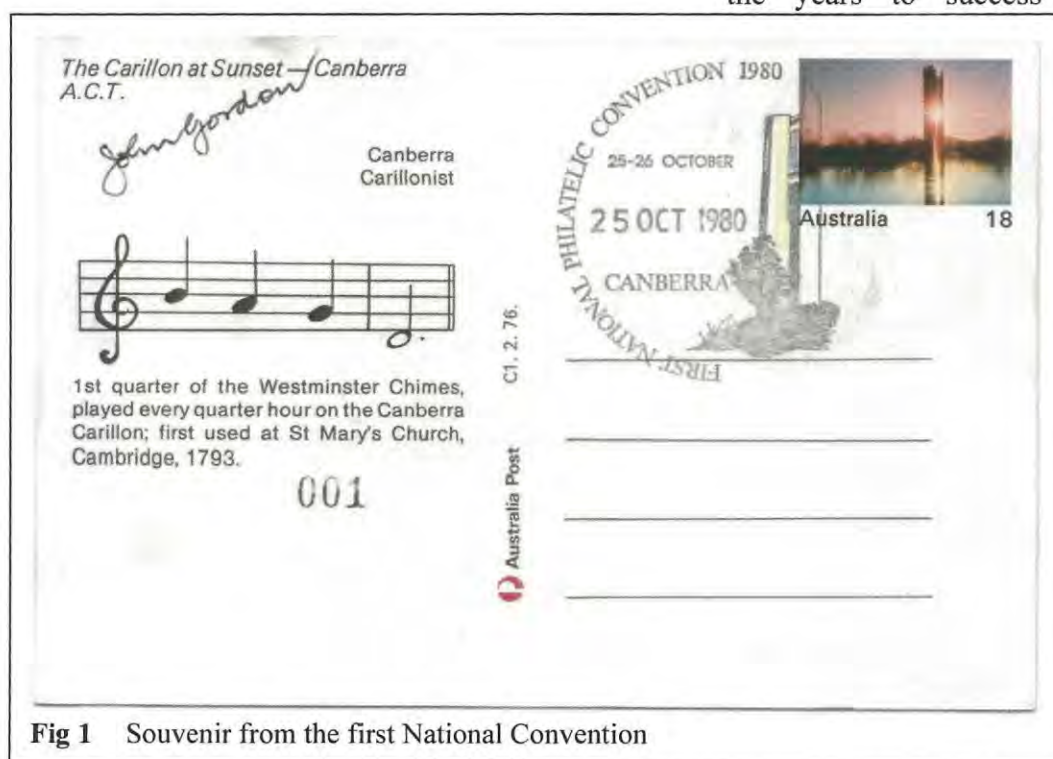


Fig 1 Souvenir from the first National Convention

THE CONVENTION PROGRAMME

SATURDAY : 6TH MARCH

- 9.30 Doors Open
 10.00 Official Opening by R. Hon. Ian Sinclair, M.P.,
 Minister for Communications
 11.00 Talk by Bill Hornadge, Editor of *Stamp News*
 on "Stamp Investment"
 12.00-1.00 Films
 2.00-2.30 Talk by John Gartner, R.D.P., F.R.P.S.L.
 on "World Philately"
 2.30-3.30 Films
 3.30-4.00 Talk by Peter Wood
 on "The World's First Stamp"
 4.50-5.30 Films
 6.45 End of Stamp Dealing
 7.00 Stamp Auction, conducted by Edlins of Canberra.*

SUNDAY : 7TH MARCH

- 10.00 Doors Open
 11.00-11.30 Talk by Alan Salisbury
 on "Extending Your Collection"
 11.30-12.30 Films
 1.30-2.00 Talk by Steve Wilson
 on "Topical/Thematic Collecting"
 2.00-2.30 Talk by Ed Cummings
 on "Ways to Obtain and Dispose of Stamps"
 2.30 Junior Sale by Tender [The items on sale will
 be sold only to junior collectors]
 4.00 Doors Close

*The auction catalogue may be obtained from -
 Edlins of Canberra, Shop 156, Belconnen Mall,
 A.C.T. 2617.

Fig 2 Program from the second Canberra Philatelic Convention

White, Alan Bunn and Mary Lambe. The catalogue notes '...we have asked the Judges who are all persons who have performed this role at other national exhibitions to keep the awards in accordance with the proper expectations of a national competition'. This was before the ASPC was formed.

Figure 2 reproduces the program from the Show catalogue which demonstrates the emphasis given to talks and presentations. The show attracted 19 dealers and the venue was the Drill Hall of the Royal NSW Regiment in Allara St. Civic. The Society designed and had produced a handsome medal which is still used for State level entries at the Canberra Shows.

Our First National Exhibition

The first national exhibition organised by the ASPC was ANPEX, held 11-17 October 82 in Brisbane. This attracted some 400 competitive entries and the structure of the classes was changed to accord with those of the FIP. A large number of the enthusiastic new Canberra exhibitors entered displays and attended the show. On the international front not only had the

ASPC gained membership of the FIP but it had persuaded them to allocate a World FIP Show, AUSIPEX 84 to be held in Melbourne, to Australia. One of the problems facing the organisers was that very few Australian entries had gained a Vermeil level national award which was a FIP requirement to enter such a world show. The decision was made by the ASPC to invite Canberra to upgrade our projected Third National Convention to become a full Australian National Show; only the second such show to be organised under the auspices of the ASPC.. The dates in March made it possible for exhibits that achieved a vermeil award to qualify for AUSIPEX in September. The ACT Stamp Promotion Council and the

Society accepted this challenge!

The outcome was that 146 entries were accepted for Third National Philatelic Convention. Due to the size of the exhibition it was housed at two venues, the Drill Hill plus the sorting floor at the then newly opened GPO in Civic. A notable additional feature of the show was the Goat Mail which functioned on the Sunday afternoon between the two venues and was undoubtedly the most innovative Cinderella event the society has organised! (refer Figure3 & 3A)

There was a strong inter-state judging panel under the Chairmanship of Ray Chapman (refer Figure 4). Prior to the Show the ASPC organised its first ever training course for national judges, an essential step towards establishing training programs for judges to progress from State judges to become accredited National judges. At the very last minute it was decided to offer to exhibitors the opportunity to discuss their entry in front of the frames with one or more of the judges. This is the first occasion that this opportunity was made available at an Australian

is the latest.

For those Canberra Shows that did house national level exhibitions the Society maintained the size of the exhibition, usually with 300-350 frames, by offering other opportunities for exhibitors. The most innovative of these featured team rather than individual entries. Such an approach was, and still is, unusual even on the world philatelic stage and we think that with Challenge 5 to be held at Mandurah in Western Australia in late 2010 it has proved to be the



Fig 3 1984 Goat Mail Cover signed by Mike Hayes ('Pickle Farm')

Show and it might even have been a world first – adopted only in very recent years by the FIP!

This Show established the reputation of the Philatelic Society of Canberra as having the capability of organising a full national show. It remains the only single club in Australia to have achieved this and the Canberra-based national in 1984 was to be first of several such events.

Conventions and Innovation

Table 1 shows the record of biennial shows. These include two further full Nationals, AUSTAMP 90 and NATSTAMP 98; the first held over four days and second over three. During this period full National shows were held in prestige venues aided by substantial contributions to the costs from the APF. Thus AUSTAMP 90 was held at the Indoor Stadium at the Australian Institute of Sport in Bruce and NATSTAMP 98 at the National Convention Centre in Civic; the former with 800 frames of exhibits and the latter with about 750. In more recent years Shows are self-funded by the hosting body and in several years the APF has approved two separate Half National show held at different dates and locations. The Philatelic Society of Canberra has on several occasions hosted such Half National exhibitions of which Canberra Stampshow 2010

most successful multi-frame team event worldwide. The first Australasian Challenge was held as the show piece of Canberra Stampshow 2002 as an experimental venture with teams from all the Australian States and from North and South Island New Zealand. All the Challenge competitions have had the approval of both the APF and the New Zealand Philatelic Federation. In 2002 the ACT did not enter a team as the Society provided the bulk of the judging panel but following changes to the composition of the Challenge Jury the ACT has entered all subsequent shows. Starting in 2004 the event



Fig 3A Mike Hayes ABC compere and writer who provided the goat cart and June the goat for the cross city goat mail.

elsewhere. The Australasian Challenge has become a permanent fixture on the philatelic calendar and like the Canberra Stampshows is a biennial event. It has given much pleasure to the team members and added to the attractions at the shows at which it has displayed.

The Society can also claim to have launched, initially experimentally, two new exhibiting

classes. These are Social (AUSTAMP 98) (Figure 5) and Frugal (Canberra Stampshow 1996). Both of these were later approved for National level competitions in Australia and New Zealand. Social Philately also became popular overseas and was added as an experimental class to AUSTRALIA 99 a FIP exhibition held in Melbourne. Although it is now no longer offered as a separate class, many of the concepts of the Social Class have been incorporated into the important and popular new FIP Postal History



Fig 4 1984 Convention - (B) Russell Jones, Ray Rodda (Postmaster), David Benson, Wilson Ilbery, (M) R B Lansdown (Australian Postal Commission), Alan Bunn, Alan Salisbury, D Hammence (ACT Tourist Comm.), Dingle Smith (Society Pres.), John White, Ron Hyeronimus, Steve Wilson (F) Ray Chapman, Betty Van Tenec, Mary Lambe, Ray Kelly

comprises eight teams with each entering seven displays all from different team members. This ensures some 250 frames of material across a range of exhibiting classes and all of a very high standard. The experiment was, as the Society had hoped, an outstanding success and Challenges 2 and 3 were also held in Canberra Shows in 2004 and 2006. The ACT team was especially proud to win the event in 2004 and to be awarded the perpetual trophy, the Ed Druce Memorial Award. Not only has the event proved popular but the original format was also a success and has only been subject to minor change. It had always been our intention that the event could form the focus of shows elsewhere and in 2008 it was held at Tarapex 2008 in New Plymouth, North Island New Zealand.

The inclusion of Novice and Youth exhibits in the Challenge teams has resulted in a number of new exhibitors many of whom have gone on to attain high awards



Fig 5 A full national exhibition deserved a great exhibition dinner

Class 2C, Historical, Social and Special Studies. Over many years Canberra shows have provided the opportunity for classes that were relatively new and experimental classes, among these are Polar, First Day Covers and the Post Card Classes.

Throughout the period 1980-2010 the Canberra Shows have always provided a full range of classes at State level. Sometimes these have been well patronised and on other occasion the number of entries has been small. On all occasions the aim has been to give the maximum opportunity for collectors new to exhibiting to take that first brave step to display their material in a friendly and helpful environment. On all occasions we have had a judging team dedicated to the State Classes and we have tried to give as much help and advice to the exhibitors as possible. It has also provide a splendid opportunity for ACT State judges to hone their skills. We have also been pleased on occasion to offer the opportunity to Apprentice State judges from other jurisdictions!

A final instance of innovations stemming from the ACT is the design and development of 'Showman'. This computer-based package is now widely used at nearly all National stamp shows in Australia and New Zealand. Other innovations some of which are discussed above, were often the result of discussions between a number of Society members often motivated by the need to provide attractions at the biennial Shows. Showman differs in that it was the inspiration of a single member, Hans Karman. In the early stages of development the use of computers to assist with the organisation of a stamp show was not readily accepted by the wider body of philatelists. A combination of the unshakable determination of Hans aided by the fact that we had a biennial show to test out new applications led to a steady flow of improvements and additions to the original Showman package. Its wider adoption is further testimony to the boundless enthusiasm of its designer and his willingness to patiently teach others how to use it. To date no show that has used Showman has done other than laud its advantages and Canberra has been fortunate to have the help and advice of its designer from the earliest applications in 2000.

Our Thanks to Others

The account above summarises many of the innovations and changes that have occurred over the last thirty years at the Canberra Shows. There are other essential components that have not changed and foremost among these are the assistance provided by Australia Post and the support of the stamp trade. Throughout these have both played a key role in the success of the shows. Australia Post has attended every show and on each occasion has designed and made available appropriate commemorative postmarkers. These have greatly enhanced the philatelic appeal of the Shows and aided the sale of souvenir items. The help has extended to providing handsome prizes usually for the Best Entry in the Show, advertising in their publications and at the more recent shows special Australia Post philatelic show items which make a major contribution to show income. As can be seen in Table 1, several of the early Conventions were actually held on the premises of the then newly opened GPO in Civic. This use of such a venue remains unique to Canberra and reflects the willingness of Ray Rodda, the postmaster at the time, to permit the mail sorting floor to be used for such a purpose with all the advantages of good lighting, security and free of any charge!

The long-term support by Australia Post to the National Philatelic Conventions has played a major role in their success and we would like to extend out thanks to Australia Post, especially to the staff involved for this long-term help and co-operation. In long past years the ACT had its very own Australia Post Philatelic Officer, these days we come under the jurisdiction of the New South Wales Philatelic Officer. For very many years this has been Chris Roach and his help and advice over that time has been invaluable to the Society and its shows.

The other professional group that is essential to philately and especially to stamp shows is the dealers. They need us but for Shows our need for them is crucial! For the very first National Philatelic Convention we have always had a dealer turn out that is much larger than one would expect for city of about 300,000. Over the last twenty years the number of dealers wishing to attend has consistently exceeded the space

available at the venue. Many of the dealers are long-term regulars and Ed Cummings and Edlins have been at every show! Over recent years overseas dealers have also attended at a regular basis which greatly adds to the range of material available for sale. The support of Australasian Philatelic Traders' Association (APTA) and its forerunners as the major stamp trader organisation has always been forthcoming

The support of Australia Post and the stamp trade has been a constant through the thirty years and we sincerely thank both their contributions to the success of the National Philatelic Conventions.

A Personal Postscript

I arrived in Canberra and Australia in early 1976 and soon after joined the Society. I had not belonged to a stamp club in the UK and in part my initial motivation in joining was to meet some real Australians. I had migrated in order to take up a post at the Australian National University and although I was not disappointed by that decision it was a surprise there seemed to be as many Poms as native-born Australians in my workplace!

Worldwide popular interest in stamp collecting was at its zenith and in retrospect this was a period of massive expansion and change in organised philately. The formation of a national body, outlined earlier, provided the opportunity to exhibit accompanied by the pleasure that comes to those who chose to participate in such activities. However these changes should not be interpreted to any way to denigrate the sense of enjoyment that the hobby brings to those who do not exhibit or indeed to those who never join a stamp club at all! Hobbies should be fun and for my 75th birthday, celebrated as I prepared this article, I received a copy of *The Joy of Stamps* by Hunter Davies, a well-known British author and journalist. After a schoolboy fascination with stamps he did not return to the hobby until 1979 when his wife, Margaret Forster an equally famous author, bought him an album for his birthday. We are fortunate that he took the time from his other writing commitments to write a series of humorous articles about all aspects of our hobby. These were collectively published as *The Joy of Stamps* in 1983. I would recommend this excellent book to all stamp collectors, young

or old! Its theme is the fascination of our hobby and its focus on humour is one which I applaud!

It has been my good fortune to be associated with the organisation of each and every National Philatelic Convention from 1980 to 2010. The record of our Society in the field of exhibiting over this time has, in my somewhat biased opinion, been outstanding. The size, budget and philatelic standard of stamps shows in Australia has changed dramatically over this period but in meeting old friends and making new ones every two years at the Canberra Shows has given me great pleasure. My favourite event remains the Junior Auction (for the under-12 year olds); their enthusiasm and concentration as they bid avidly for popular stamps bodes well for the future of philately and for the continuation of a free-enterprise capitalist Society! Long may Canberra Stampshows continue to prosper!

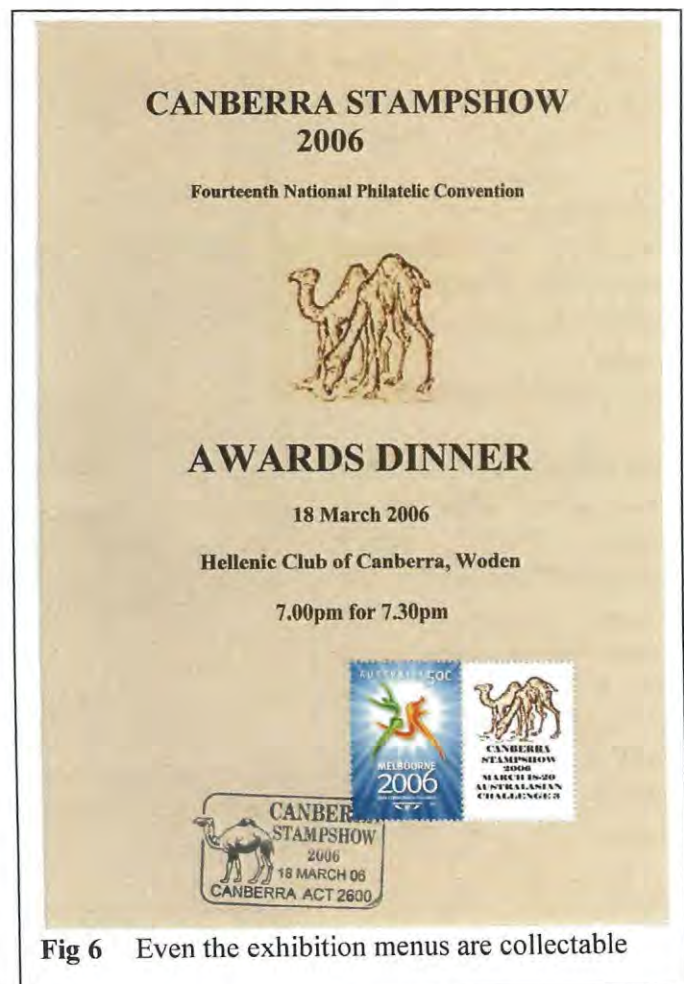


Fig 6 Even the exhibition menus are collectable

FUJEIRA – The true story

Chapter 3: 1967 - March 1969

John Vassallo

(Continued from Capital Philately Vol 27 No 3 June 2009)

Introduction

Chapter 1 addressed the beginning of Fujeira Post Office and the issue of the first definitive set issued in September/November 1964, the airmail definitives in Aug 1965 and the Officials in Oct/Nov 1965. The second chapter looked at the issues between December 1964 and 1966, including the Change in Currency. It also addressed the introduction of the production of miniature sheets with virtually every set and the gold/silver foil stamps - 'for demonstration purposes'.

This chapter addresses the issues from 1967 up to March 1969 which represented the end of the original contract with Finbar Kenny. Each stamp and miniature sheet is produced in both perforated and imperforate formats unless otherwise stated.

1967

New Currency Definitive Issue – Butterflies

8th May – 1Dh; 2Dh; 3Dh; 4Dh; 5Dh; 10Dh; 15Dh; 20Dh & 30Dh 'Postage' issued.

11th May – 40Dh; 50Dh; 70Dh; 1R; 1.50R; 2R; 3R; 5R & 10R 'Postage' issued.

31st May - 15 Dh; 25 Dh; 35 Dh; 50 Dh; 75 Dh; 1R; 2R; 3R & 5R 'Airmail issued'.





Fig 1a – Progressive plate proofs (Reduced) for the 5R denomination (Euchrysops Philbyi) with the printer’s signature. Cut out from the sheet corner upper right

Fairy Tales

17th July -10Dh; 15Dh; 30Dh; 75Dh; 1R & 1.50R ‘Postage’ issue with scenes from Ali Baba and the Forty Thieves.

24th July - 25Dh; 50Dh; 75Dh; 1R; 1.25R & 2R ‘Airmail’ stamps with scenes from Aladdin and the Magic Lamp.

Each stamp was also produced in miniature sheet format – but overprinted Moon Landing/Apollo 11 either in Gold or Metallic Blue. Only 500 sets were issued. These sheets are not known without this overprint. This concept of producing the set in miniature sheets was used quite extensively by other ‘Trucial States’ – but not often by Fujeira.

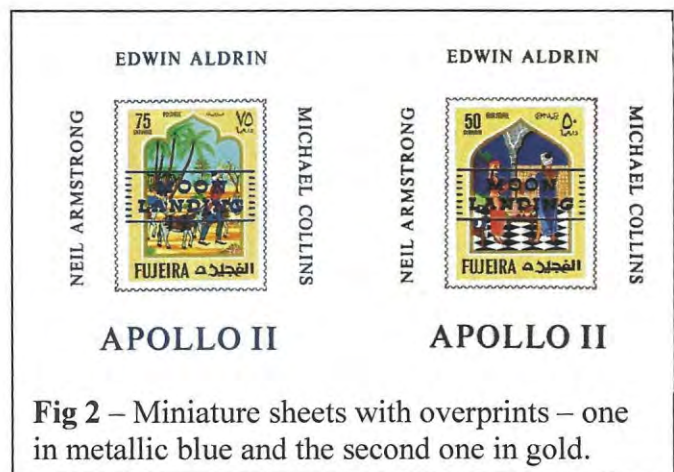


Fig 2 – Miniature sheets with overprints – one in metallic blue and the second one in gold.

Paintings

9 Oct - 25Dh; 50Dh; 75Dh; 1R; 1.50R ‘Postage’ stamps; 2R; 3R; & 5R ‘Airmail’ stamps.

Cats

2 Nov - 10Dh; 25Dh; 50Dh; 1R; 1.50R ‘Postage’ stamps; 1.25R; 2.75R; & 3.50R ‘Airmail’ stamps.

1968 Winter Olympics

25 Jan: 25Dh; 50Dh; 75Dh; 1R; 1.50R; 2R & 3R ‘Postage’ stamps;



Stamps will be supplied to mail orderers wishing these only in the ratio of one imperforate series to every four perforated series ordered.

The three airmail values are: 1.50R, 2R and 3R and will be issued in souvenir sheet form. The total face value is 6R 50dh, which is equivalent to 11/7 Sterling, or U.S.A. \$1.39. The souvenir sheet will be released both perforated and imperforate.

First Day Covers will be supplied at 50 dirham each in addition to the face value of the stamps, or stamps will be affixed to your own envelopes without charge.

Post Office of Fujaira
Fujaira, Arabian Gulf

Fig 3 - 1968 Winter Olympics issue

Miniature sheets containing the 1.50R; 2R; & 3.R, but only as 'Airmail' stamps. According to the publicity brochure, this souvenir sheet would

be available in both perforate and imperforate versions, but I believe it is only available as imperforate—refer to Figure 3.

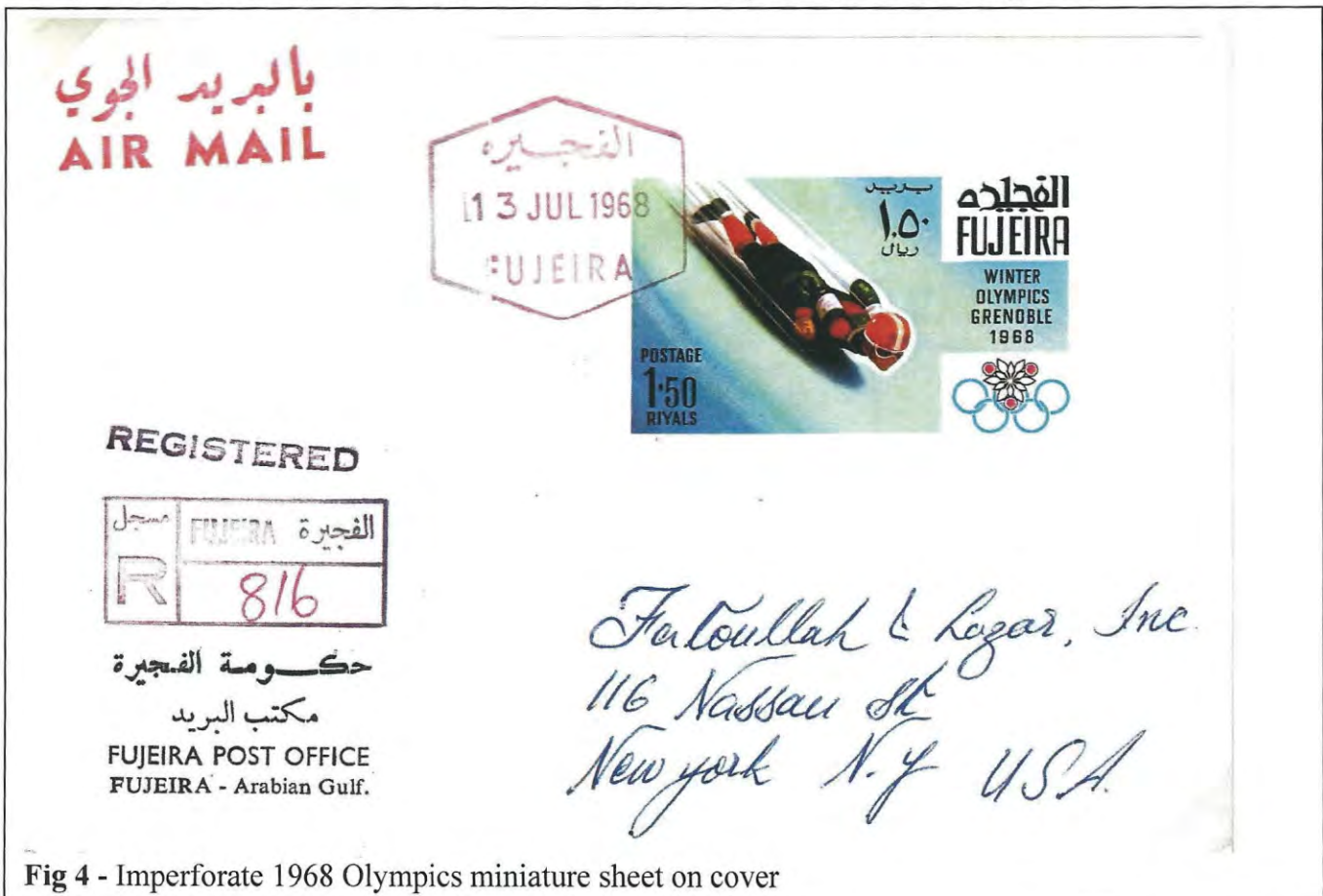


Fig 4 - Imperforate 1968 Olympics miniature sheet on cover

Each stamp is also available as Delux miniature sheet – refer to Figure 4, while the 25Dh is also available in gold – refer to Figure 5.

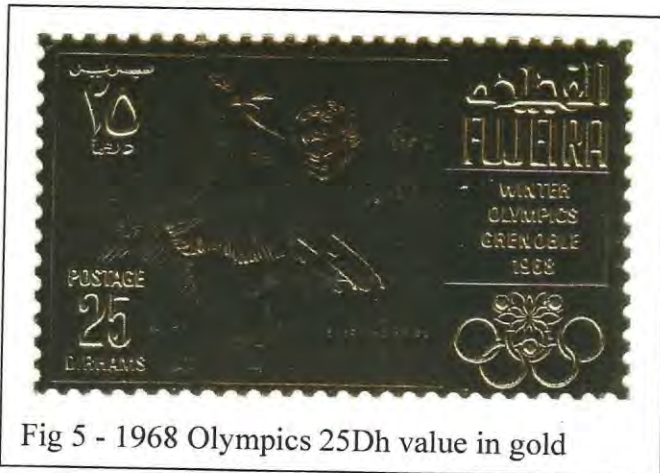


Fig 5 - 1968 Olympics 25Dh value in gold

According to the publicity brochure, the Olympics souvenir sheet would be available as both perforate and imperforate versions, but I believe it is only available as imperforate. It is also interesting to note that this miniature sheet was also overprinted for the Summer Olympics and is only known imperforate as well. Michel lists this miniature sheet overprinted Sopporo '72 in both perforate and imperforate versions, but I have never seen either!

Also noteworthy was the restriction for buying imperforate stamps on this brochure – ‘stamps will be supplied ... in the ratio of 1 imperforate series to every 4 perforated series ordered. This was the general rule with all Fujeira issues and as a result, imperforate stamps are much more difficult to obtain.

In Figure 4 –the deluxe miniature sheets used on cover to US - it is interesting how there is no mention of this format on the official publicity of this issue. How did customers know that they are available? Some literature indicates that only 500 sets were produced.

In Fig 5 – the 25Dh stamp produced in gold - again no mention of this format is made in the publicity brochure for this issue. I suspect that these gold issues were only produced after 1970 when the contract was terminated by the Government and Finbar Kenny tried to benefit from the legality of issues that had already been produced. **Any comments from anyone confirming this or otherwise would be greatly appreciated!**

Paintings

5 Jun - 50Dh; 75Dh; 1R; 2R & 3R ‘Postage’ stamps; 1.50R; 2.50R; 3.50R; 4R & 5R ‘Airmail’ stamps.

History of Seafaring

1 Jul - 15 Dh; 25Dh; 50Dh; 75Dh; & 1R ‘Postage’ stamps; 2R; 3R; 4R & 5R ‘Airmail’ stamps.

Summer Olympics – overprint ‘1968 OLYMPIC GAMES/MEXICO/October 12-27’

2 Sep - 1R; 1.50R; 2R; 3R & 5R ‘Postage’ stamps from the 1964 Olympics issue; and

- 1R; 1.50R; 2R; & 3R ‘Postage’ stamps from the 1968 Winter Olympics set.

- The miniature sheet from the 1968 Winter Olympics. This was also imperforate only as per the original sheet.

The following errors are known:

- Overprint Inverted
- Overprint reading October 12-27/MEXICO/October 12-27October. (Fig 6)
- Overprint reading 1968 OLYMPIC GAMES/MEXICO/1968 OLYMPIC GAMES (Fig 6)
- Overprint on unissued stamps from the Winter Olympics set (Fig 7)



Fig 6 – A strip of 5 with the correct overprint on stamp 1, 3 & 5. Stamp 2 has Olympic Games both top and bottom and stamp 4 has the date on both top and bottom.



Fig 7 – The 3 lower values of the 1968 Winter Olympics set overprinted for the Mexico Summer Olympics issue but not issued.

The 3 lower values of the 1968 Winter Olympics set were overprinted for the Mexico Summer Olympics issue but not issued. It has been indicated to me that the overprint on these stamps are ‘in an inappropriate place on the athletes’ and therefore it was decided not to include them in the set.

Prehistoric Animals

16 Sep - 15Dh; 25Dh; 50Dh; 75Dh; & 1.50R ‘Postage’ stamps; 1R; 2.50R; 3R; 4R & 5R ‘Airmail’ stamps.

Robert F Kennedy – overprint ‘In Memory of/SENATOR/ROBERT F./KENNEDY/(1925-1968)’

16 Sep - 1R; 2R; 3R & 5R of the 1965 John F Kennedy set.

Summer Olympics

1 Oct - 15 Dh; 25Dh; 35Dh; 50Dh; 75Dh & 1R ‘Postage’ stamps; 1.50R 2R; 3R; & 5R ‘Airmail’ stamps.

- Miniature sheet with the top 3 airmail

values were also produced.

- The 1.50R stamp was also produced in gold both perforate and imperforate. It was also produced in a Delux card miniature sheet.

The imperforate stamp was also produced on a thick cardboard Delux miniature sheet. Again, no mention of this gold stamp is provided on the publicity brochure produce by the Post Office promoting this stamp issue.

Gold Medallists – This set overprinted with the winner of that event.

23 Nov: all stamps and minisheet except the gold stamp. This time the 25Dh Cycling stamp overprinted with Pier Franco Vianelli (Italy) was produced in Gold – both perf and imperf. The imperf is also produced in Prestige minisheet on stiff paper not as thick as in the previous issue!

Paintings – International Letter Writing Week

24 Oct - 25Dh; 50Dh; 75Dh & 1R ‘Postage’ stamps; 1.50R; 2R; 3R & 5R ‘Airmail’ stamps.

- Miniature sheet with the top two airmail values was also produced.

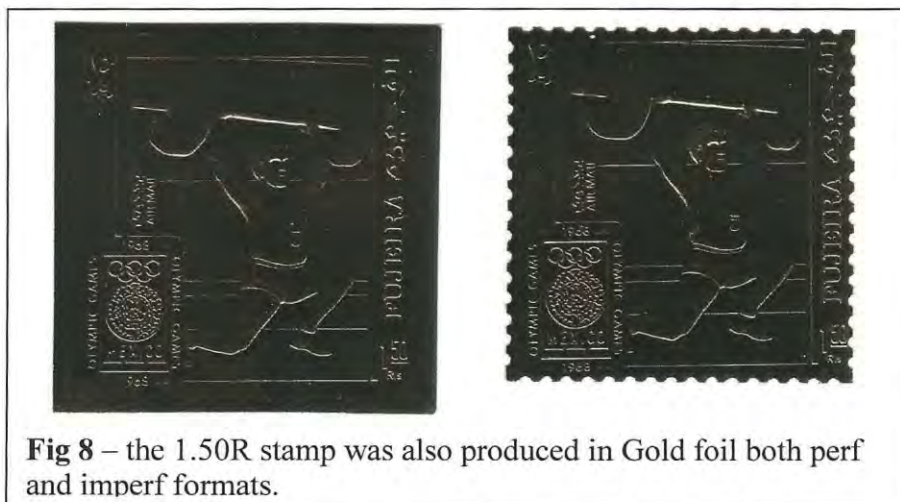


Fig 8 – the 1.50R stamp was also produced in Gold foil both perf and imperf formats.

EFIMEX – International Letter Writing Week Overprinted ‘EFIMEX’.

9 Nov - All stamps and miniature sheet overprinted EFIMEX in Gold (and miniature sheet also has the emblem as a gold overprint)

1969 Wild Animals

8 Jan - 15Dh; 25Dh; 50Dh; 75Dh & 1R ‘Postage’ stamps; 1.50R; 2R; 3R & 5R ‘Airmail’ stamps.

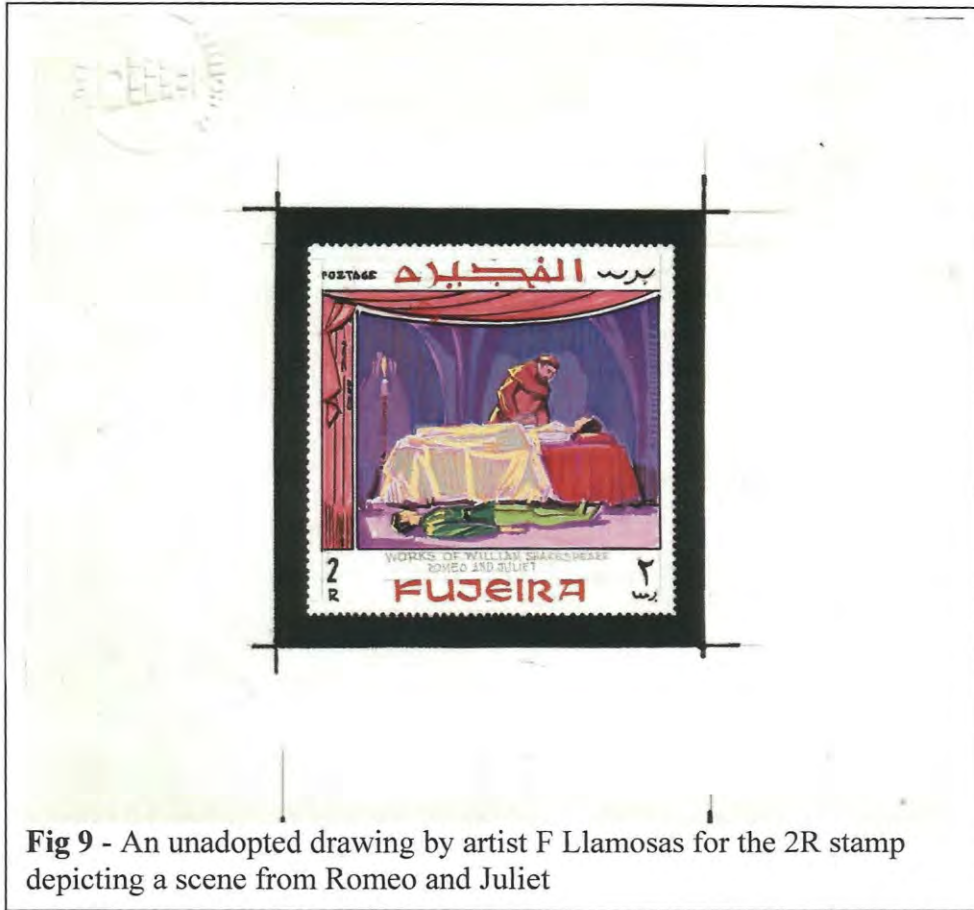


Fig 9 - An unadopted drawing by artist F Llamosas for the 2R stamp depicting a scene from Romeo and Juliet

contract signed by the Government of Fujeira and Mr Finbar Kenny on 15 June 1964. Clause 15 of this contract stated 'this agreement shall be in force for a period of 5 years automatically renewable for an additional 5 years...' The Government was very unhappy with the performance of Mr Kenny especially since he was never available and payments were not prompt. But the Minister of Telecommunications went ahead and signed again for another 5 years. However, the Sheikh of Fujeira was considering alternatives and only issues already approved were issued in May and

June. These and the events that followed will be discussed in the next chapter.

Scenes from Shakespeare's plays

13 Jan - 25Dh; 50Dh; 75Dh; 1R & 2R 'Postage' stamps; 1.25R; 2.50R; 3R & 5R 'Airmail' stamps.

Figures 9 and 9a illustrates a hand painted essay of an unadopted design together with a proof of the final design.

1972 Summer Olympics – the 1968 issue overprinted XX OLYMPIAD in a circle of MUNICH GERMANY 26 AUG-10 SEPT 1972 in Gold.

8 Mar - all 10 stamps and the miniature sheet were overprinted. I do not believe that a gold stamp was produced for this overprint.

Locomotives

31 Mar - 15Dh; 25Dh; 50Dh; 75Dh & 1R 'Postage' stamps; 2R; 3R & 5R 'Airmail' stamps.

It was getting towards the end of the original



Fig 9a - Proof of the final design

PASTCARDS

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C.A. Pitt Pty Ltd, Postcard Publishers from 1952

South Australia & Northern Territory

Bronte Watts

Following my introduction and preliminary listing of New South Wales and Australian Capital Territory cards (refer *Capital Philately* Vol 27 No. 4 Sep 2009), I present here my initial listing of Pitt's black & white cards from South Australia and the Northern Territory. I plan to follow this with a short article on Pitt's association with Marchant in Gawler, South Australia and a listing of those cards, as well as listings of Pitt cards from the other states.

Tables of Pitt Postcards

S.A. & N.T.*	Numbered Series
1257	"AUCHENDARROCH," MT, BARKER, S.A.
1520B	AMERICAN RIVER SOUTH AND MOUNT THISBY, KANGAROO ISLAND
2167	THE BEACH, NORMANVILLE, S.A.
2531	NEW WHARF, DARWIN, N.T.
2534	SCENE IN THE BOTANICAL GARDENS, DARWIN, N.T.
2548C	KANGAROO, KANGAROO ISLAND.
2549C	"CORROBOREE" GREETINGS FROM COOPER PEDY, S.A.
2552	HOTEL, DARWIN, N.T.
2658	FISHING BOATS, COFFIN BAY, S.A.
2776	DEL MONTE, HENLEY BEACH, S.A. (20.1.59)
2791	UMBRELLA ROCK, VICTOR HARBOUR, S.A.
2796	VICTORIA SQUARE, ADELAIDE, S.A.
2973	ST MARYS PEAK, WILPENA, S.A. (POSTALLY USED 11 Jan 1963)
2978	THE SPLIT ROCK, WILPENA, S.AUST.
2980	OVERLOOKING THE CHALET FROM MOUNT JOHN WILPENA S.A.
2981	THE LITTLE HUT, WILPENA POUND, S.A.
2984	ARKABA HILLS, ON ROAD TO CHALET, WILPENA, S.A.
2985	M.V.C. CHALET, WILPENA, S.A.
2985	CHALET, WILPENA, S.A.
3127	THE JETTY, ROBE, S.A.
3140	COAST LINE AND DOORWAY ROCK, ROBE, S.A.
3242	MAIN STREET, PETERBOROUGH S.A.
3243	MEMORIAL & HOTEL, PETERBOROUGH, S.A.
3261	CHRISTIES BEACH S.A.
3307	AMERICAN RIVER, KANGAROO ISLAND (FEB, MARCH 1960)

	3337	AMERICAN RIVER, K.I.
	3368	WISHING WELL & LAWNS, VICTOR HARBOUR, S.A.
	3369	SOLDIERS MEMORIAL GARDENS, VICTOR HARBOUR,S.A.
	3370	CAMPING GROUND, VISTOR HARBOUR, S.A.
	3447	OVERLOOKING THE BEACH & CARAVAN PARK, WHYALLA, S.A.
	3448	SHIPYARDS, WHYALLA, S.A.
	3470	MORGAN, S.A.
	3503	SHIPPING, WALLAROO, S.A.
	3505	JETTY AND FORESHORE, WALLAROO,S.A.
	3508	THE CHALET, WILPENA, S.A.
	3511	GIANT ANTHILL, DARWIN, N.T.
	3632	MAITLAND AND DISTRICT HALL, MAITLAND, S.A. (SEPT 1961)
	3773	VIEW FROM THE BLUFF, VICTOR HARBOUR,S.A.
	3779	THE CAUSEWAY, VICTOR HARBOUR,S.A.
	3805	LINNETS LAUNCH, AMERICAN RIVER, K.I. (FEB, MARCH 1960)
	3941	WARRINGA GUEST HOUSE, VICTOR HARBOUR,S.A.
	4072	CAMPING GROUND, PORT VINCENT,S.A.
	4085	GLACIER ROCK,S.A. (Selwyn Rock descr. NOT on back)
	4085	GLACIER ROCK,S.A. (Selwyn Rock description on back)
	4140	COFFIN BAY,S.A.
	4141	SEAL BAY, KANGAROO ISLAND
	4146	IN FLINDERS CHASE, KANGAROO ISLAND
	4147	KOALA SANCTUARY, FLINDERS CHASE, K.I.
	4148	PENNINGTON BAY, KANGAROO ISLAND
	4149	EMU BAY, KANGAROO ISLAND
	4160	QUEENSCLIFFE HOTEL, KINGSCOTE, K.I.
	4196	GLACIER ROCK TEA HOUSE, GLACIER ROCK, S.A.
	4339	ENTRANCE TO AIRPORT, and R.A.A.F. STATION, DARWIN, N.T.
	4343	ENTRANCE, BOTANICAL GARDENS, DARWIN, N.T.
	4414	POST OFFICE, DARWIN, N.T.
	4471	LINNETTS PLEASURE RESORT, AMERICAN RIVER, K.K.
	4475	AERIAL VIEW KINGSCOTE K.I.
	4485	CARAVAN PARK AND HOLIDAY SHACKS, PORT LINCOLN, S.A.
	4492	FORESHORE FACING WHARF, AND SILOS, PORT LINCOLN,S.A.
	4608	SHIPYARDS, WHYALLA, S.A.
	4609	JETTY AND FORESHORE, MOONTA BAY, S.A.
	4610	BLAST FURNACE, WHYALLA, S.A.
	4616	IRON MONARCH, IRON KNOB, WHYALLA, S.A.
	4633	TOURIST HOTEL, BLINMAN,S.A.
	4640A	SOLDIERS MEMORIAL, MAIN ST, NARRACOORTE,S.A.
	4684	KANGAROO WITH JOEY, KANGAROO ISLAND ('Dixon Tours Series')
	4807	ADMIRALS ARCH, DuCOUEDIC, K.I.
	4819	SORRENTO GUEST HOUSE PENNESHAW K.I.

*Note that numbers may come before or after the title.

S.A. & N.T.*	P Series
P 1083	PICADILLY FROM MT. LOFTY S.A.
P 1210	ST PETERS CATHEDRAL ADELAIDE S.A.
P 1212	LIGHTS VISION ADELAIDE S.A. (dated 24th October 1955)
P 1214	G.P.O. ADELAIDE S.A.
P 1252	THE JETTY, KINGSCOTE, K.I.
P 1254	MEMORIAL TO THE POIONEERS, KINGSCOTE, K.I.
P 1388	GRAND HOTEL, PT LINCOLN,S.A.
P 1392	QUALITY HILL PT LINCOLN, S.A.
P 1428	TORRENS LAKE ADELAIDE

	P 1437	LINNETTS "RYBERG HOUSE" AMERICAN RIVER
	P 1439	SHIPYARDS WHYALLA
	P 1452	SWIMMING POOL NURIOOTPA
	P 1453	NORTH PARA RIVER, NURIOOTPA
	P 1457	ST NICHOLAS CHURCH OF ENGLAND, BEACHPORT
	P 1459	THE JETTY, BEACHPORT
	P 1468	PANORAMA PETERBOROUGH
	p 1520B	AMERICAN RIVER SOUTH AND MOUNT THISBY, SOUTH AUSTRALIA
	P 1531	THE SEAVIEW GUEST HOUSE KINSCOTE
	P 1532	THE CHALET KINGSCOTE
	P 1617	AERIAL VIEW, ADELAIDE
	P 1619	AERIAL VIEW, ADELAIDE (<i>Postmarked Mar 27/56</i>)
	P 1625	Highway, the Gorge, S.A.
	P 1625	HIGHWAY, THE GORGE, SOUTH AUSTRALIA
	P 1626	HIGHWAY, TORRENS GORGE, SOUTH AUSTRALIA
	P 1635	RYBERG LAUNCH, AMERICAN RIVER, KANGAROO ISLAND
	P 1722	HOTEL DARWIN, AND TAA TERMINAL OFFICE. (<i>Dated 28.4.56</i>)
	P 1836	APPROACHING GRANITE ISLAND, VICTOR HARBOUR, STH. AUST.
	P 1837	NATURAL ROCK FORMATION, GRANITE ISLAND, VICTOR HARBOUR
	P 1838	THE CAUSEWAY, FROM GRANITE ISLAND, VICTOR HARBOUR, STH AUST. (<i>blue tint</i>)
	P 1852	WARWICK PARK CASTLE, BASKET RANGE, S.A.
	P 1853	FERRY LANDING, SWAN REACH, S.A.
	P 1869	CITY LIGHTS. ADELAIDE. STH. AUST.
	P 1970	OPEN CUT COAL MINE, LEIGH CREEK, SOUTH AUST
	P 1973	THE TRUST OFFICES. LEIGH CREEK, SOUTH AUST.
	P 1974	THE CRUSHER, LEIGH CREEK, SOUTH AUST.
	P 2006	THE DEVILS MARBLES
	P 2007	THE REVEREND FRED McKAY AT FLYNNS GRAVE
	P 2014	ABORIGINAL GIRL. C1963
	P 2015	JOHN FLYNN MEMORIAL CHURCH, ALICE SPRINGS
	P 2018	ALBERT NAMATJIRA
	P 2031	THE DEVILS MARBLES N.T.
	P 2037	BEACH AND CARAVAN PARK, PORT ELLIOT, SOUTH AUST.
	P 2074	THE FIRST FALL AND STAIRCASE, MORIALTA GORGE, STH.AUST.
	P 2075	THE KIOSK, MORIALTA GORGE.STH.AUST.
	P 2082	THE FIRST FALL AND SPILLWAY, WATERFALL GULLY, STH.AUST.
	P 2085	WATERFALL GULLY KIOSK AND FIRST FALL.
	P 2155	THE MAIN STREET, PORT BROUGHTON, STH AUST
	P 2167	THE BEACH, NORMANVILLE, S.A.
	P 2247	ALDGATE HOTEL, MOUNT LOFT RANGES STH. AUST.
	P 2249	SURF LIFE CLUBHOUSE, PORT ELLIOT, S.A. (<i>hand tinted blue & yellow</i>)
	P 2288	FRENCHMAN'S ROCK, PENNESHAW, KANGAROO ISLAND, S.A.
	P 2310	VICTOR HARBOUR FROM WAITPINGA HILL, S.A.
	P 2311	ANGORICHA ROAD NEAR BLINMAN, STH AUST
	P 2312	SCENE NEAR BLINMAN, S.A.
	P 2313	PANORAMA OF BLINMAN, S.A.
	P 2318	SWIMMING POOL, LEIGH CREEK, S.A.
	P 2321	THE CAUSEWAY TRAIN, VICTOR HARBOUR, S.A.
	P 2322	VICTOR HARBOUR, FROM KLEININGS HILL, S.A.
	P 2324	SWIMMING AND BOATING, HINDMARSH RIVER, VICTOR HARBOUR, S.A. (<i>post.u 11/1/60</i>)
	P 2325	MOUNT BRECKAN REHABILITATION CENTRE, VICTOR HARBOUR, S.A.
	P 2350	LOCK GARDENS, BLANCHETOWN. S.A. (<i>plain back card!</i>)
	P 2356	FLYNN MEMORIAL CHURCH, ALICE SPRINGS. N.T. (<i>dated 10.7.63</i>)

	P 2357	THE TWINS' GHOST GUMS AND SIMSONS BLUFF, ALICE SPRINGS, N.T.
	P 2530	SMITH STREET, DARWIN
	P 2551	MAIN STREET, TENNANT CREEK

*Note that numbers may come before or after the title.

S.A. & N.T.	Basket Range - Unnumbered Series
	WARWICK PARK CASTLE, BASKET RANGE, SOUTH AUSTRALIA (<i>dated Nov 9th 1955</i>)

S.A. & N.T.	Basket Range - Numbered Series
	THE CASTLE TEAROOMS BASKET RANGE S.AUST NO.1
	THE CASTLE TEAROOMS BASKET RANGE S.AUST NO.2
	THE CASTLE TEAROOMS BASKET RANGE S.Aust No.3
	THE CASTLE TEAROOMS BASKET RANGE S.AUST NO.4
	THE CASTLE TEAROOMS BASKET RANGE S.AUST NO.5
	THE CASTLE TEAROOMS BASKET RANGE S.AUST NO.6

S.A. & N.T.	Early? unnumbered Cards (Titles mostly printed in two lines)
	ROBE S.A. / The Obelisk
	WOOMERA, S.A. / Security Check Point, Pimba Gate
	ROBE S.A. / S.A.F.C.O.L.
	NUNYARA, BELAIR, S.A.
	ROBE S.A. / Coastline and doorway Rock
	VICTOR HARBOUR, S.A. / WARRINGA GUEST HOUSE
	WOOMERA, S.A. / Senior Staff Mess

S.A. & N.T.	Souvenir of (multi-view cards, 4 quarters plus central "insert"), B&W*
	KEITH, S.A.
	VICTOR HARBOUR
	GLACIER ROCK
	ALICE SPRINGS
	PORT PIRIE
	KANGAROO ISLAND
	PORT AUGUSTA S.A. (7 views!)
	ORROROO, S.A.
	ARNO BAY S.A.
	KYANCUTTA S.A. (2 koalas, 2 Kookaburras, 2 views plus vignette view)
	PORT VICTORIA (text in border)
	PT. AUGUSTA, S.A. (text in scroll, 6 views)
	SPALDING, S.A. (text in border)
	NORMANVILLE SOUTH AUSTRALIA (text in border)
	PT BROUGHTON S.A.(insert view is of JETTY)
	PT BROUGHTON S.A.(insert view is of HOTEL)

* Note the cards are not numbered

S.A. & N.T.	Souvenir of (multi-view cards, 4 quarters plus central map of Australia with text), black & white. NOT numbered!
	BROWN HILL CREEK S.A.
	PORT VINCENT S.A.
	PENNESHAW, K.I. (Central map is of Kangaroo Island!)
	PETERBOROUGH S.A.
	MORGAN S.A.
	CHRISTIES BEACH S.A.
	MILLICENT S.A.
	BERRI S.A.
	KINGSTON PARK S.A.

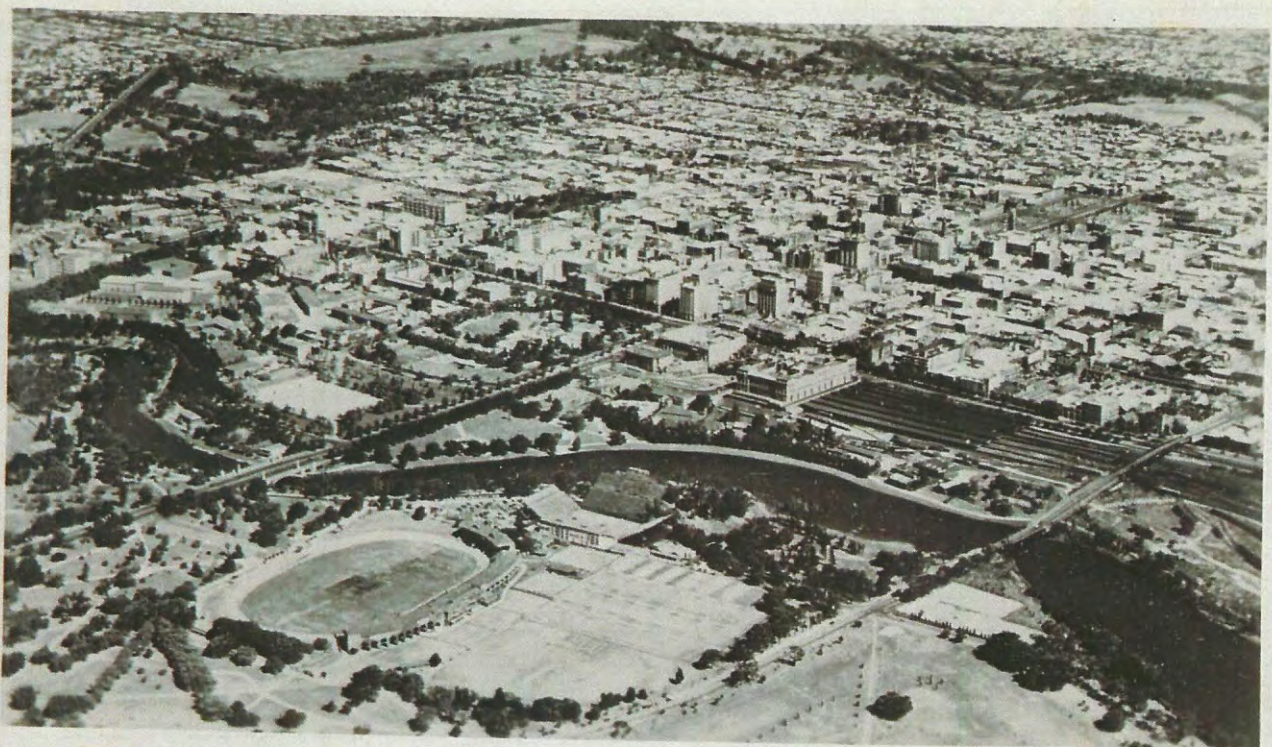
Examples of South Australian postcards



P 2167

THE BEACH. NORMANVILLE. S.A.

Fig. 1 - The Beach, Normanville – card no. 2167



PI619.

AERIAL VIEW, ADELAIDE.

Fig 2 - Aerial View, Adelaide – card no. P 1619



Fig 3 - Hand tinted version of card 3242 – Main Street, Peterborough

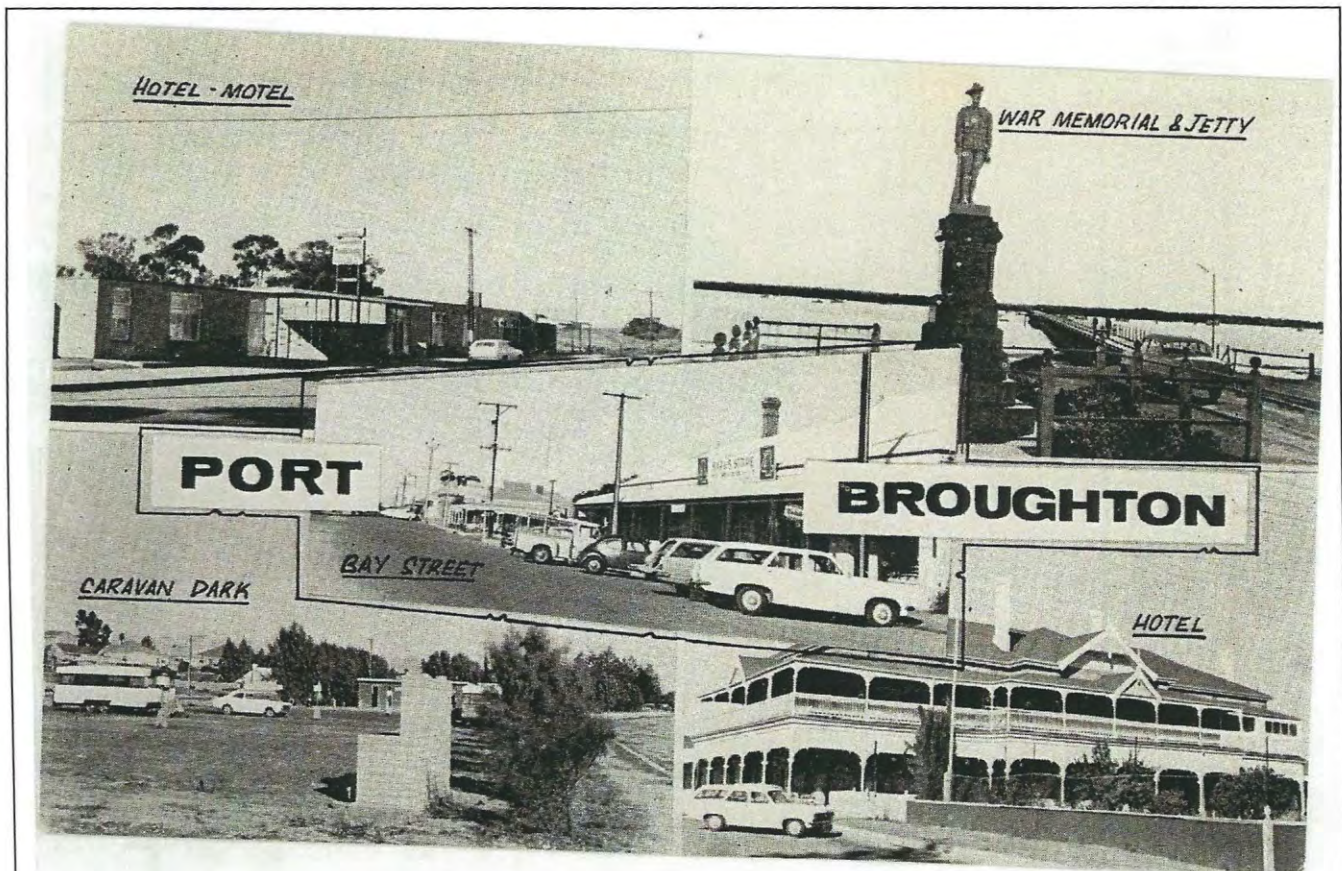


Fig 4 - Multi-view card of Port Broughton with main street vignette

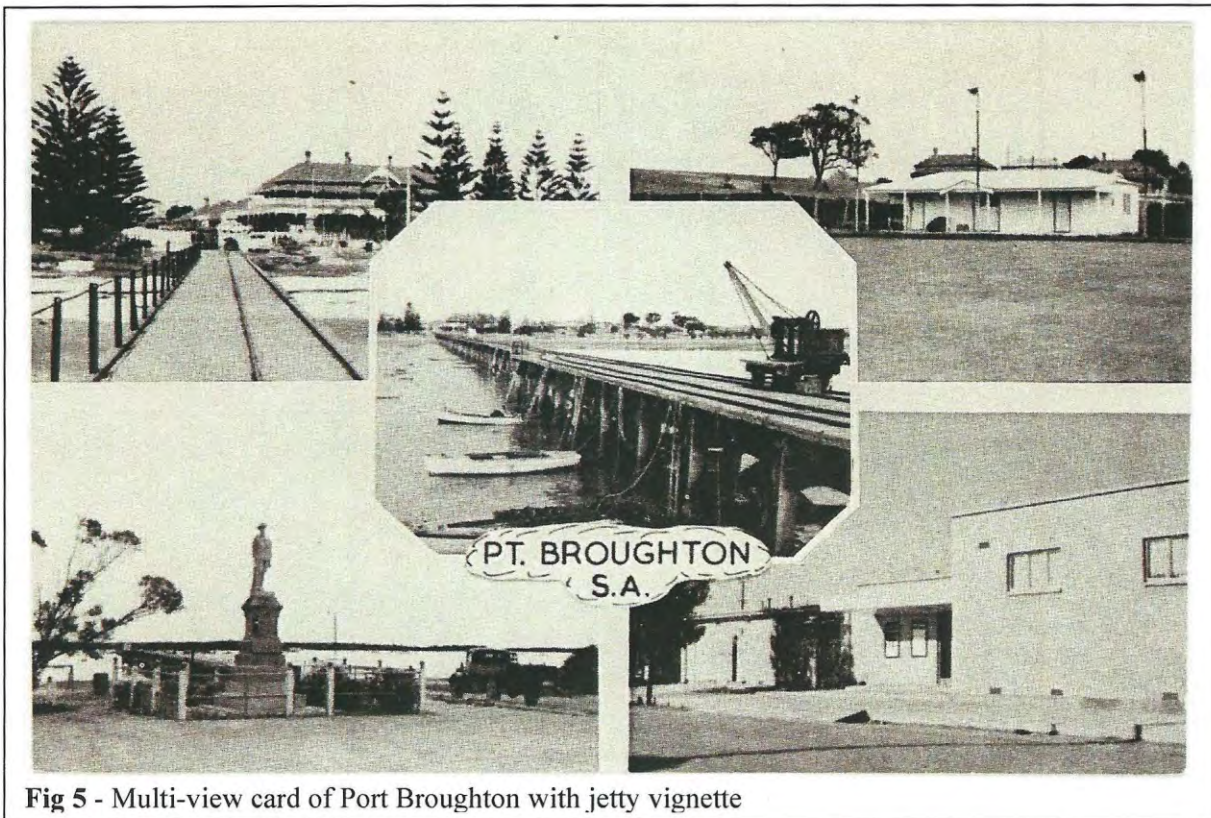


Fig 5 - Multi-view card of Port Broughton with jetty vignette

(I am currently listing all states postcards and would be please if members could send me scans of any old Pitt postcards, or loan me the cards for copying for a future book which I am preparing. I particularly require:

- 1) 'P' series black & white cards
- 2) Numbered series black & white
- 3) Souvenirs Australia black & white
- 4) Map of Australia black & white
- 5) NSW coloured series.

Please forward to Mr. Bronte Watts, Unit 3, 3 Cosgrove St, Magill, SA, 5072, phone: (08) 8431 0549; email: wtsbrnt@yahoo.com.au

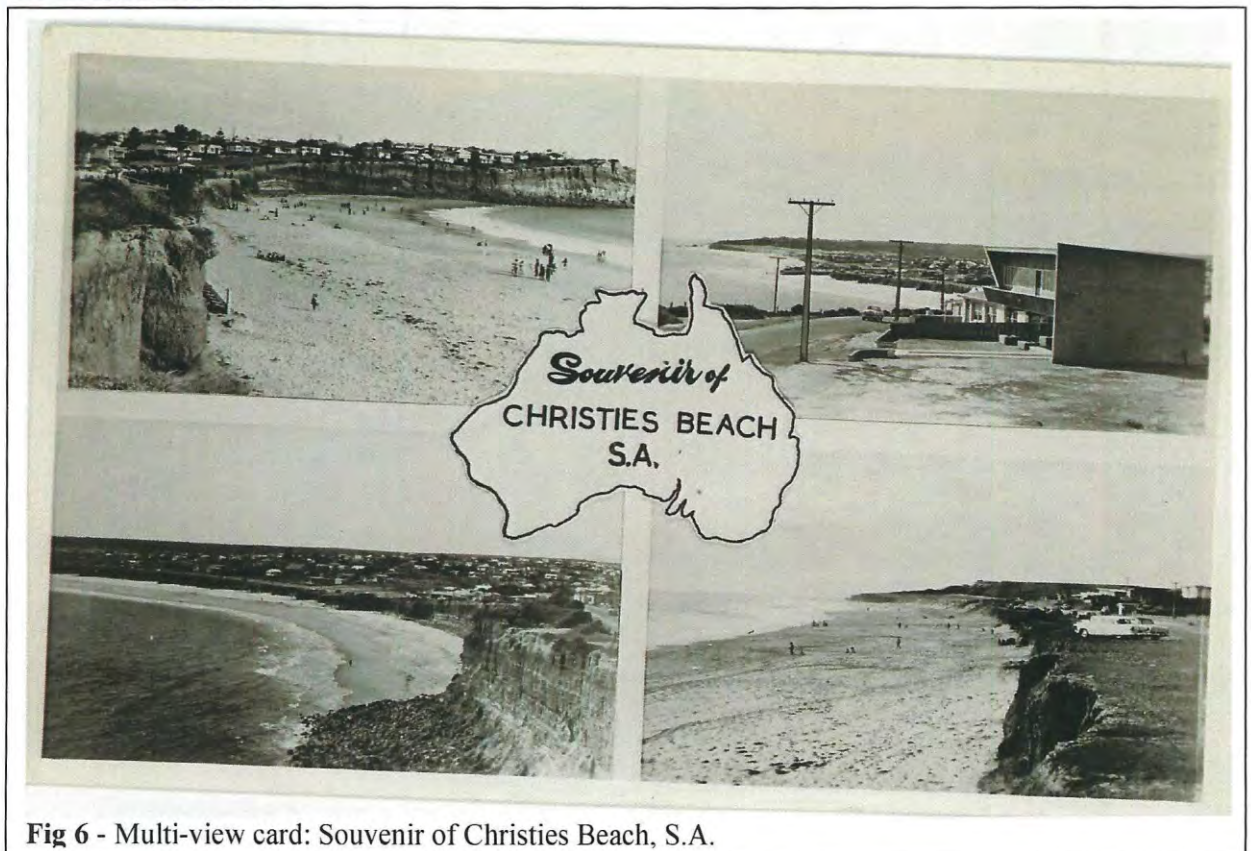


Fig 6 - Multi-view card: Souvenir of Christies Beach, S.A.



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CAPITAL PHILATELY

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Capital Philately

Editorial	Darryl Fuller	1
Vale - Paul Eric Ralph Magi	Bruce Parker	2
Australia Post Packs for UPU Delegates at the 24 th UPU Congress	Darryl Fuller	3
100 Years of Powered Flight in Australia	John Sadler	4
Canberra Shows 1980-2010 Exhibiting, Innovation & Reminiscences	Dingle Smith	11
Fujeira – The true story Chapter 3: 1967 - March 1969	John Vassallo	20

PASTCARDS

C.A. Pitt Pty Ltd: Postcard Publishers from 1952 - South Australia & Northern Territory Listing	Bronte Watts	26
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