

AVIATION IN ZIMBABWE

Issued 30th January, 2001

(Extracted from Philatelic Bureau Bulletin No 1 of 2001)²



\$8.00: Boeing 737-200

This aeroplane is in current use (*in 2001*) with the national airline Air Zimbabwe where it is operated as a short and medium range airliner that can carry up to 107 passengers. It is powered by two Pratt and Whitney JT8D-17A turbojet engines. It has a maximum cruise speed of 784 km/h. The Boeing 737-200 has a maximum altitude of 37 000ft. (11.3km).



\$12.00: BAe Hawk MK 60

This is a two-seat trainer and tactical multi-role aircraft currently in use with the Air Force of Zimbabwe. It is powered by a single Rolls Royce twin shaft turbofan engine which can deliver a maximum speed of 1014 km/h at low level and is supersonic in a shallow dive. It has a range of 1207km (Clean) with external fuel tanks of an extra 3hrs. The Hawk is equipped with a centreline 30mm gun pod and ammunition. It has three or five hardpoints each rated at 454kg. Its total external weapon load is approximately 2540kg.



\$14.00: Hawker Hunter FGA MK 9

This plane is an interceptor, ground attack reconnaissance fighter which is currently (*in 2001*) in use with the Air Force of Zimbabwe. It is flown by a single pilot and powered by a Rolls Royce Avon (10150st) turbojet engine which can deliver a maximum speed 1144 km/h and is supersonic in a shallow dive. Its best range cruise is 740 km/h and has a service ceiling of 50000 ft. It has a range of 2965 km with four drop tanks and a range clean of 789 km. The Hunter is armed with Four Aden 30mm cannons and has underwing inner pylons for two 454 kg bombs and two underwing outer pylons for up to 24 76mm rockets or missiles.



\$16.00: Cessna or Reims F-337

This is a twin-engine multi-purpose light aircraft with a 'push me pull me' engine configuration and is currently (*in 2001*) in use with the Air Force of Zimbabwe. The F-337 was first flown in May 1970. The F-337 is powered by two 210 HP Continental, horizontally opposed engines. With its built-in strong points, it can also be used as a light attack aircraft using two light machine guns and rockets. Operated by one or two crew it is a six sealer, which can quickly be changed to a casevac or cargo aircraft. It has a maximum speed of 320 km/h at sea level and a cruising speed of 232 km/h with a range of approximately 1705 km.

21.00: Aerospatiale Alouette 111



This helicopter is a light utility helicopter that is currently in use with the Air Force of Zimbabwe. The Alouette III first flew in February 1959 and has been a very valuable asset to the Air Force of Zimbabwe in a very varied role. The Air Force Alouette III is powered by one 870 SHP Turbomeca Artouste turbo shaft engine and is flown by two crew and has room for six passengers. It can be quickly adapted for rescue work and casualty evacuation. (casevac). It has a maximum speed of 220 km/h and cruises at 197 km/h with a range of approximately 605km.

\$28.00: Boeing 767-200ER



This plane is in current use (*in 2001*) with the national airline Air Zimbabwe where it is operated as an extended range/long range airliner that can carry up to 203 passengers. It is powered by two Pratt and Whitney PW4000-94 turbojet engines. It has a maximum cruise speed of 842 km/h. The Boeing 767-200ER has a maximum altitude of 43 000ft. (13km).

Catalogue listings

SG	ZSC ¹	Value	Description
1044	472	\$8.00	Boeing 737-200
1045	473	\$12.00	BAe Hawk MK 60
1046	474	\$14.00	Hawker Hunter FGA MK 9
1047	475	\$16.00	Cessna or Reims F-337
1048	476	\$21.00	Aerospatiale Alouette 111
1049	477	\$28.00	Boeing 767-200ER

Technical details

Stamp size:	All values	42 x 28 mm
Sheet Size:	50 stamps (10 rows of 5 stamps), two panes per printed sheet	
Artist:	Cedric Herbert	
Paper:	ZSC paper type E - It is slightly thicker than HS8 and the gummed side is noticeably non-fluorescent and very dark (mud coloured) under UV. Front fluorescent. PVA creamish gum.	

ZSC paper type F - This is fluorescent front but non-fluorescent back and the gum is whitish PVA. The main change is that as the base paper does not contain optical brighteners the gummed side is non-fluorescent, but nowhere near as dark as paper E under UV.

Print colours:	Cyan, magenta, olive-yellow & black		
Perforations:	SG 14½, ZSC 14¼		
	Top margin:	Perforated through.	
	Other margins:	Imperforate	
Printer:	NatPrint, Harare, Zimbabwe		
Printer's Imprint:	Bottom Margin, below Row 10 Columns 3. Imprint printed in black		
Cylinder numbers:	Top margin above R1/1. Colours from left – cyan, magenta, olive-yellow, black		
Colour register:	Type TL 4– round boxed – left margin opposite R1/1. Colours reading down – cyan, magenta, olive-yellow, black		
Sheet Value:	Top margin, above R1/5, printed in black.		
Sheet Number:	Type SN 4a with 'PTC' prefix, right margin opposite R1/5, reading down		
Print numbers:	\$2.00	1,500,000	\$6.70 100,000
	\$7.70	100,000	\$9.10 100,000
	\$12.00	100,000	\$16.00 100,000
Issue date:	30 th January, 2001		

Paper types

The Zimbabwe Stamp catalogue does list the two paper types, but does not state whether the paper types were used for all values. From the analysis of two collections, all stamps have been found on both papers.

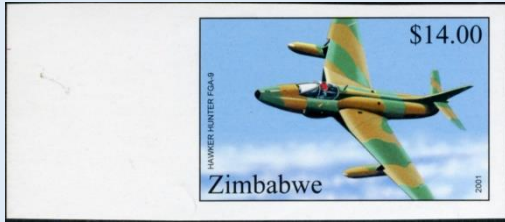
Distinguishing between the two papers can at times be difficult, as there are differing strengths of fluorescence to the gummed sides of the stamps. In general, however, the fluorescence to the gummed side of the Paper Type F stamps is much more pronounced than with Paper Type E. The best way of distinguishing between the two is to utilise stamps where it is known that only one paper is used, and doing a comparison. **More information is required.**

Listed varieties

No listed varieties have been noted

Unlisted Varieties

There are numerous small dots and specks in the printing of these stamps, particularly in the backgrounds.



\$14.00: Proof



\$16: White spot in front of engines
Cyl 1A R1/1, appear to be constant
(Thanks to Narendhra Morar)



\$21: Cyan vertical smudges to both stamps
(Courtesy Narendhra Morar)



\$21: Cyan 'smoke' from exhaust of engine
(Courtesy Narendhra Morar)



\$28.00: Unusual cyan circles in top margin,
R9/2

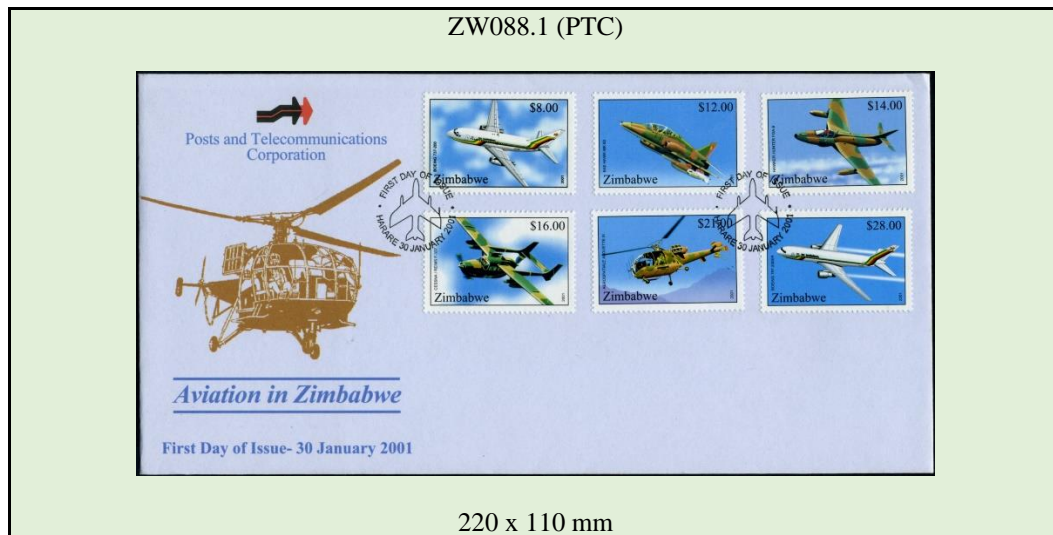
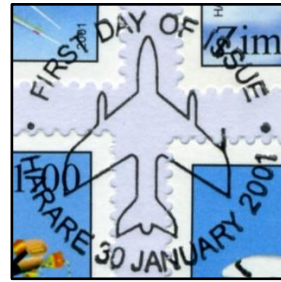


\$28: plate shift making double impression of
windows and text on plane
(Courtesy Narendhra Morar)

First Day Cover

The cover numbering comes from the catalogue produced by Geoff Brakspear.

A pictorial first day of issue canceller was produced for this issued and was used by the Philatelic Bureau. Other first day cover cancellers continued to be used at main post offices.



Related Material

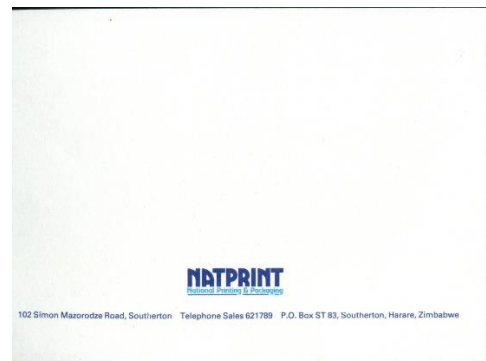
Natprint Proof Presentation Cards

Presentation cards produced by Natprint with imperforate proofs of the stamps to be issued. The presentation cards were forwarded to the PTC for approval of the final product.

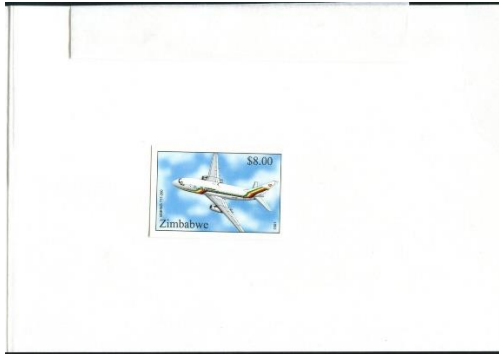
(Courtesy of Jefferson Ritson)



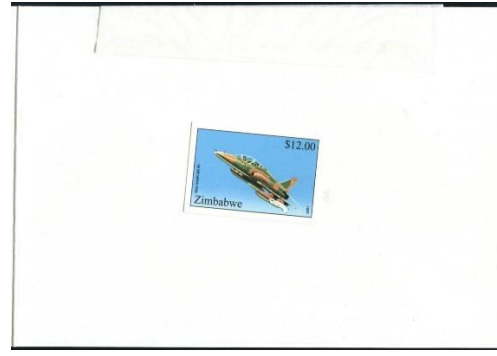
Front cover



Inside front cover



\$8 stamp



\$12 stamp



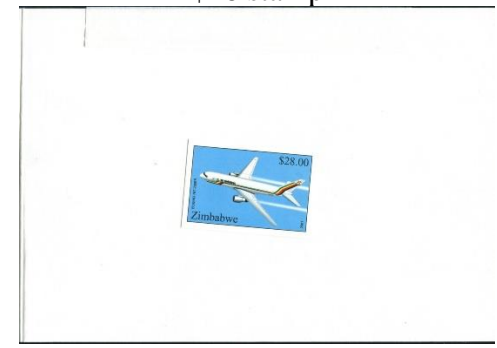
\$14 stamp



\$16 stamp



\$21 stamp



\$28 stamp

Bibliography:

1. "The Zimbabwean Concise Postage Stamp Catalogue", published by Harare Stamp Company, edited by Ken Allanson, Mike Amos and Geoff Brakspear. The catalogue continues to be updated and expanded by Geoff Brakspear
2. Posts & Telecommunications Corporation, Philatelic Bureau Bulletin No 1 of 2001