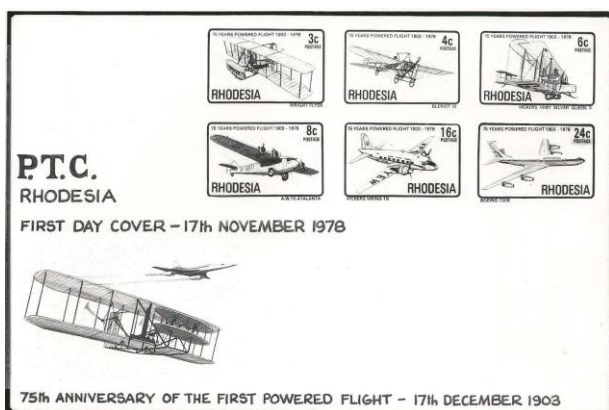


75th ANNIVERSARY OF POWERED FLIGHT

Issued 18th October, 1978

As with the last Rhodesia definitive, this issue was the last to be released before the change in name of the country, Originally the issue was due to be released on 17th November 1978, as can be seen from the mock-up of the first day cover below. The stamps were designed well in advance, with the anticipated face values being one cent lower for each denomination. With the increase in postal rates from 16th August, 1978 the stamps released need to meet the new standard rates.



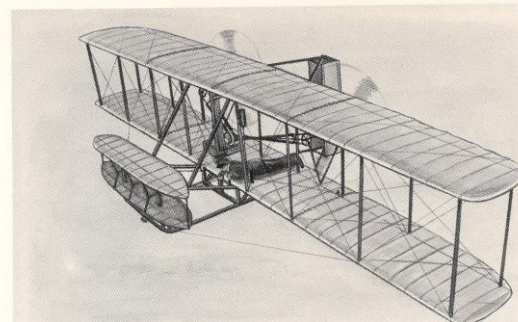
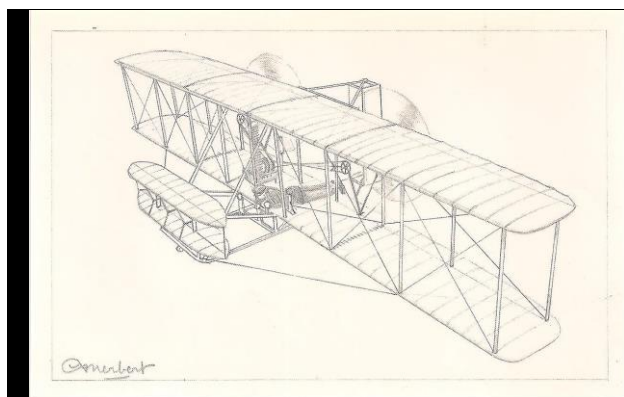
*(Cover courtesy of Narendhra Morar
Stamp essay – Source: rhodesia.co.za)*

Below the description of the stamps issued is from the PTC Bulletin (No 3 of 1978), and the artwork undertaken by Cedric Herbert is supplied by Narendhra Morar, with grateful thanks.

4 cents — The Wright Flyer

The Wright Flyer of 1903 is recognised throughout the world as the first aeroplane to have made a powered, controlled and sustained flight. Built by Orville and Wilbur Wright, cycle-making brothers of Dayton, Ohio, U.S.A., it made its maiden flight at 1035 hours on the 17th December, 1903, at Kill Devil Hills, Kitty Hawk, North Carolina.

The distance travelled on that first flight was 36,5 m which is less than the wing span of many modern airliners of today. Three further flights were made by the Flyer on that same day and its total flying time was 98 seconds. It was then blown over by a strong gust of wind and never flew again.



5 cents — The Bleriot XI

Designed and piloted by Louis Bleriot, the Bleriot XI monoplane was the first aeroplane to fly across the English Channel. This historic event took place on the 25th July, 1909, the aeroplane taking off from Les Baraques near Calais, France and landing in Northfall Meadow, near Dover Castle, in Kent, England. The duration of the flight was 36½ minutes. More than any previous aviation exploit, this flight aroused public awareness to the possibilities of air travel.

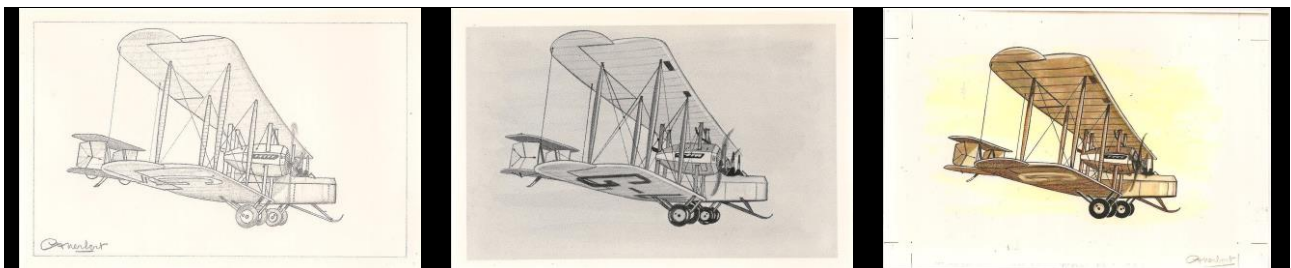
The Bleriot XI had a wingspan of 7,8 m and a length of 8 m with a loaded weight of 300 kg. It was powered by a 25 hp three-cylinder Anzani engine and travelled at a speed of 58 kph.



7 cents — The Vickers Vimy

The Vickers Vimy biplane, powered by two 360 hp Rolls Royce Eagle VIII engines, had a wingspan of 20,42 m and cruised at a maximum speed of 161 kph.

During its service it made several record breaking flights. Among these was the first transatlantic flight from Newfoundland to Ireland by John Alcock and Arthur Whitten Brown in just under 16 hours on the 14th-15th June, 1919. Another record was the first flight from London to Australia by Ross and Keith Smith. This started on the 10th December 1919, and was completed 28 days later. More significant to Rhodesians and South Africans was the flight of the Vickers Vimy Silver Queen and Silver Queen II undertaken by two South Africans, Pierre Van Ryneveld and Quinten Brand, who were the first to fly from London to Cape Town. Departing from London on the 4th February, 1920, they had the misfortune to crash land at Korosko near the Egyptian-Sudanese border. The aircraft was badly damaged but the engines were salvaged. The two men returned to Cairo with the engines and fitted them to another Vimy which they named Silver Queen II. They set off again on 22nd February, 1920, and arrived safely in Bulawayo on the 5th March. The Vimy became the first ever aircraft to visit Rhodesia. Silver Queen II crashed on take-off at Bulawayo and was wrecked. The South African Government loaned a DH-9 to the two airmen who then completed their journey to Cape Town on the 20th March, 1920.



9 cents — The Armstrong Whitworth A.W.15 Atalanta

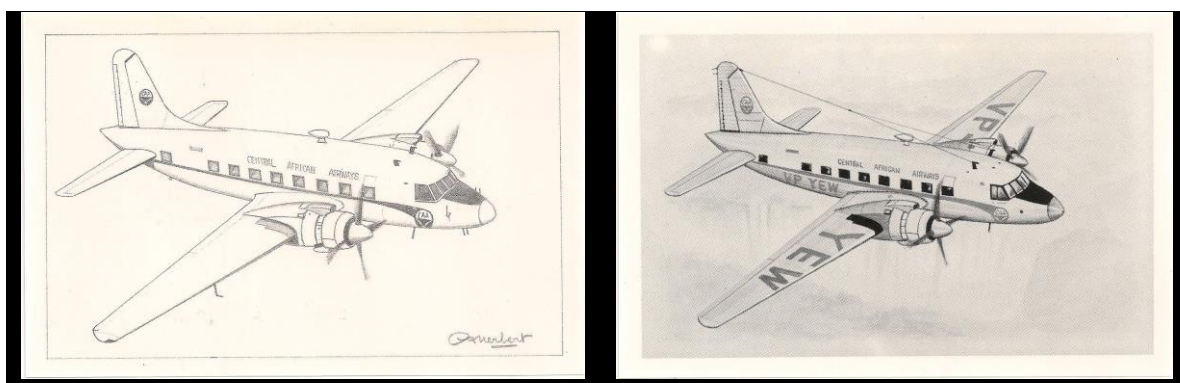
The Atalanta belonged to the Imperial Airways fleet of the 1930s. It did not attract the same publicity as some of its more illustrious companions but it maintained a very high standard of adaptability and had a safe operating record. Only eight Atalantas were ever built; one was lost in the first 6½ years due to an accident; three continued to operate until 1942 and two others until 1944. The Atalanta was designed in 1931 to satisfy the needs of the Imperial Airways African and Far Eastern routes. The name Atalanta was given to the first A.W.15 to start the London-Cape Town route in February, 1932. This was the first regular Air Mail flight to Rhodesia and South Africa.



17 cents — Viking 1B

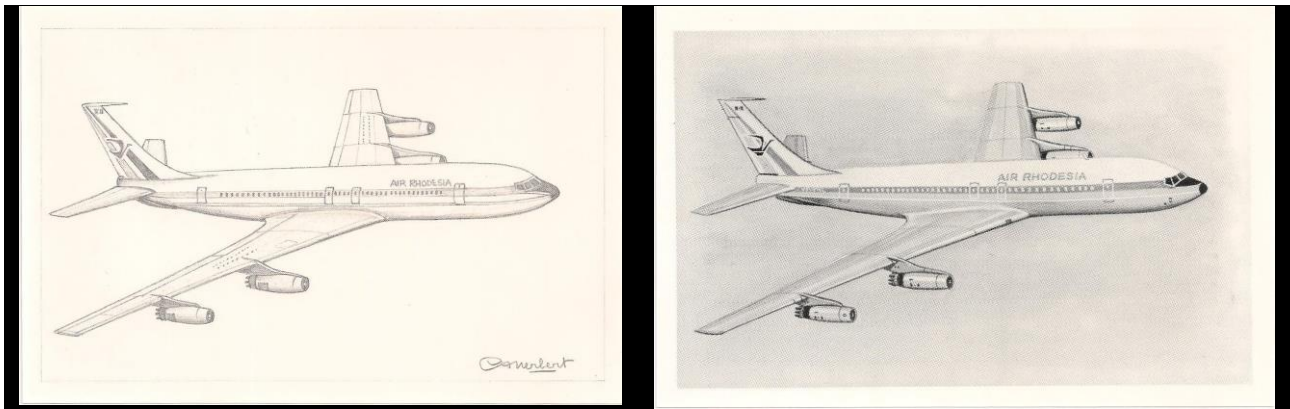
The Vickers Viking 1B was designed and produced immediately after World War II as a stop-gap short-haul aircraft for use primarily by British European Airways. Pending the arrival of the sophisticated post-war generation of British aircraft epitomised by the Viscount and the Comet, the Viking design was based to some extent on the technology of the successful wartime Vickers bomber, the Wellington. It was powered by two Bristol Hercules radial engines and carried 27 passengers at 338 kph over lengths of up to 1600 km. When Central African Airways came into being in June 1946, to serve the Federation of Rhodesia and Nyasaland, an early decision was made to order a number of these aircraft. Between 1946 and 1958 it was the Viking that firmly established safe and reliable air transport in Central Africa. In addition to the three participating territories, destinations were served in the neighbouring countries of South Africa, Mozambique, Tanganyika, Congo and Kenya. From April, 1953, until August, 1957, Vikings were used on scheduled services between Salisbury and London. These were "Coach class" services, maintaining a schedule-keeping record of over 90%, and took four days with three overnight stops for the journey. Although popular with passengers, the advent of faster services at comparable fares led to the "Zambezi" service, as it was called, being ended in August 1957.

The "short-haul stop-gap" designed for European conditions of 1946 was finally retired from C.A.A. in January, 1958, after an honourable record over short, medium and long routes.



25 cents — Boeing 720

The 720 is one of the many successful variants of the famous Boeing 707 series of aircraft. This, the first jet transport to be built in the United States, made its initial flight on the 15th July, 1954, and was originally intended to be used as a military flight refuelling tanker. By July, 1955, clearance had been obtained for prototype development to include passenger transport aircraft and by the early 1960s, several hundred of the various types had been ordered by world airlines under the designations of Model 707 and 720. Very similar in appearance to the 707 and with a high degree of interchangeability of systems and spares, the Boeing 720 was designed for continental, as opposed to long-range intercontinental operation. It is smaller and lighter than the 707 and with more refined aerodynamics, particularly in the wing leading-edge, resulting in better take-off performance and increased cruising speed. Powered by four Pratt and Whitney engines, the Boeing 720 carries 143 passengers in economy-class configuration at 860 km per hour at 40 000 feet. Air Rhodesia commenced operation with Boeing 720 aircraft in November, 1973, and they are used principally on the longer sector over-border routes.



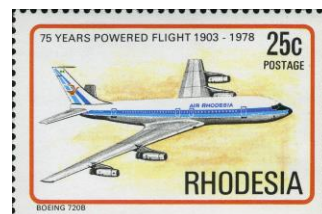
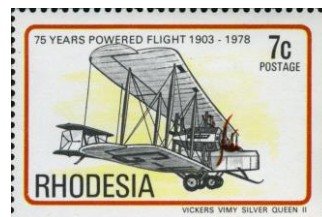
Unadopted artwork



Possibly the Vickers Vimy biplane.

Viking 1B

THE ISSUED STAMPS



Catalogue listings

SG	RSC ²	Value	Description
570	C179	4c	The Wright Flyer
571	C180	5c	The Bierot XI
	a.		'Apostrophe on 75' flaw (Cyl 1B R8/5)
	b.		'Broken A of years' flaw (Cyl 1B R2/1)
	c.		'Malformed W of Powered' flaw (Cyl 1B R2/3)
572	C181	7c	The Vickers Vimy
	a.		'Boomerang flaw' (Cyl 1A R4/3)
	b.		'Skyhook flaw' (Cyl 1A R4/4)
573	C182	9c	The Armstrong Whitworth A.W. 15 Atalanta
	a.		'Damaged fuselage flaw' (Cyl 1A R7/1)
	b.		'White circle in frameline flaw' (Cyl 1A R5/3)
574	C183	17c	Viking 1B
575	C184	25c	Boeing 720

Technical details

Stamp size: 42 x 28 mm

Sheet Size: 50 stamps (10 rows of 5 stamps), two panes within printed sheet

Artist: Cedric Herbert

Paper: Type 13– white fluorescent paper, gum with greenish tinge, slightly sheen

Print colours: 9c – dark blue, brown, orange & black
All other values – cyan, yellow, magenta & black

Perforations:	Comb perf: SG 14, RSC 14¼ Top margin: Perforated through Side and bottom margins: Imperforate
Printer's Imprint:	Type 6a, bottom margin, below columns 2 to 4 – black printing
Cylinder numbers:	Cyls. 1A & 1B bottom margin under R10/1, colours reading across from left – 9c – dark blue, brown, orange, black All other values - cyan, yellow, magenta, black
Colour register:	Type TL 4 – round boxed - left margin opposite R10/1, colours reading down – 9c – dark blue, brown, orange, black All other values - cyan, yellow, magenta, black
Sheet Value:	Bottom margin, below R10/5, black printing
Sheet Number:	Type SN 4 with 'PTC' prefix, right margin opposite R10/5, reading downwards.
Print numbers:	4c - 3,000,000 stamps (30,000 1A & 1B sheets each) 5c - 5,000,000 stamps (50,000 1A & 1B sheets each) 7c - 1,300,000 stamps (13,000 1A & 1B sheets each) 9c - 1,200,000 stamps (12,000 1A & 1B sheets each) 17c - 800,000 stamps (8,000 1A & 1B sheets each) 24c - 700,000 stamps (7,000 1A & 1B sheets each)
Issue date:	18 th October, 1978
Withdrawal from sale:	17 th July 1979
Demonetisation:	15 th July 1982

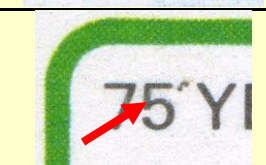
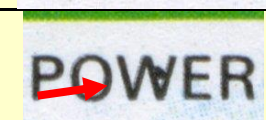
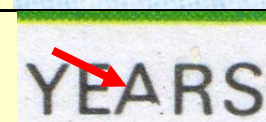
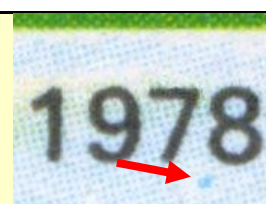
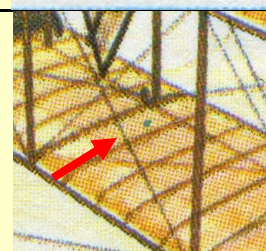
Listed varieties

Below are varieties documented or seen for each of the values, starting with the listed varieties within the Mashonaland Guide¹, and those listed in the RSC², shown in yellow shaded tables. The varieties listed in bold are considered by the authors of the Guide to be more important.

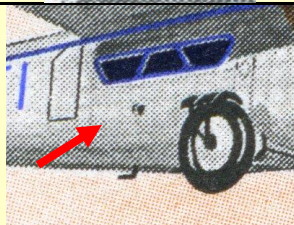
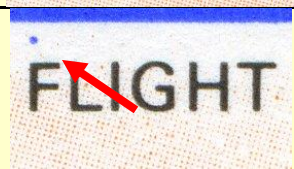
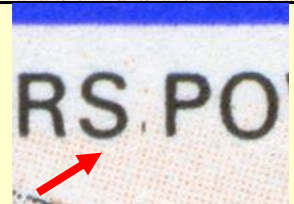
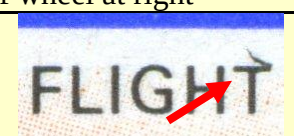
In studying this issue under magnification, a vast range of other dots and specks will be noted. Some of these varieties are constant whilst others will be batch flaws. The varieties listed by the Mashonaland Guide are not necessarily the most spectacular of these dots and specks, but are nevertheless the ones illustrated below.

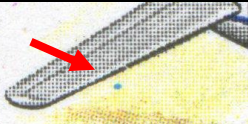
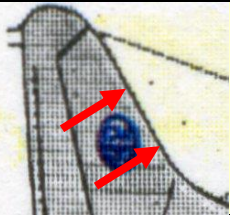
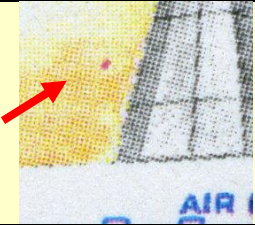
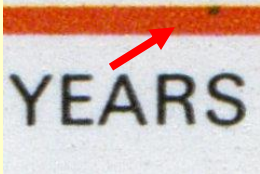
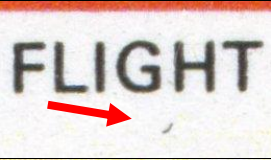
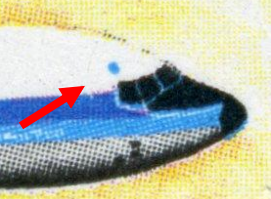
There are also many examples of a double printing of the black ink, this is particularly noted with the text on the stamp. Most are fairly minor movements or doubling of the text and are not worth listing here, but should be noted by collectors. The more dramatic are illustrated below.

Cyl	Row	Col	
4 cents – Wright Flyers			
1A	2	1	Tiny blue dot to right of A of Rhodesia
	2	2	Blue dot at foot of interplane strut right of engine. (Guide suggests two dots)
	6	4	Spot in lower curve of 'S' of Rhodesia
1B	10	4	Dot in arc of propeller at right
5 cents – The Bieriot			
1A	3	2	Small blue dot below '8' of '78'
1B	2	1	Broken bottom right leg to 'A' of 'years' RSC C180b 'Broken A flaw'
	2	3	Dot in right side of 'W' of 'powered' RSC C180c 'Malformed W flaw'
	8	5	Black apostrophe after '75' RSC C180a

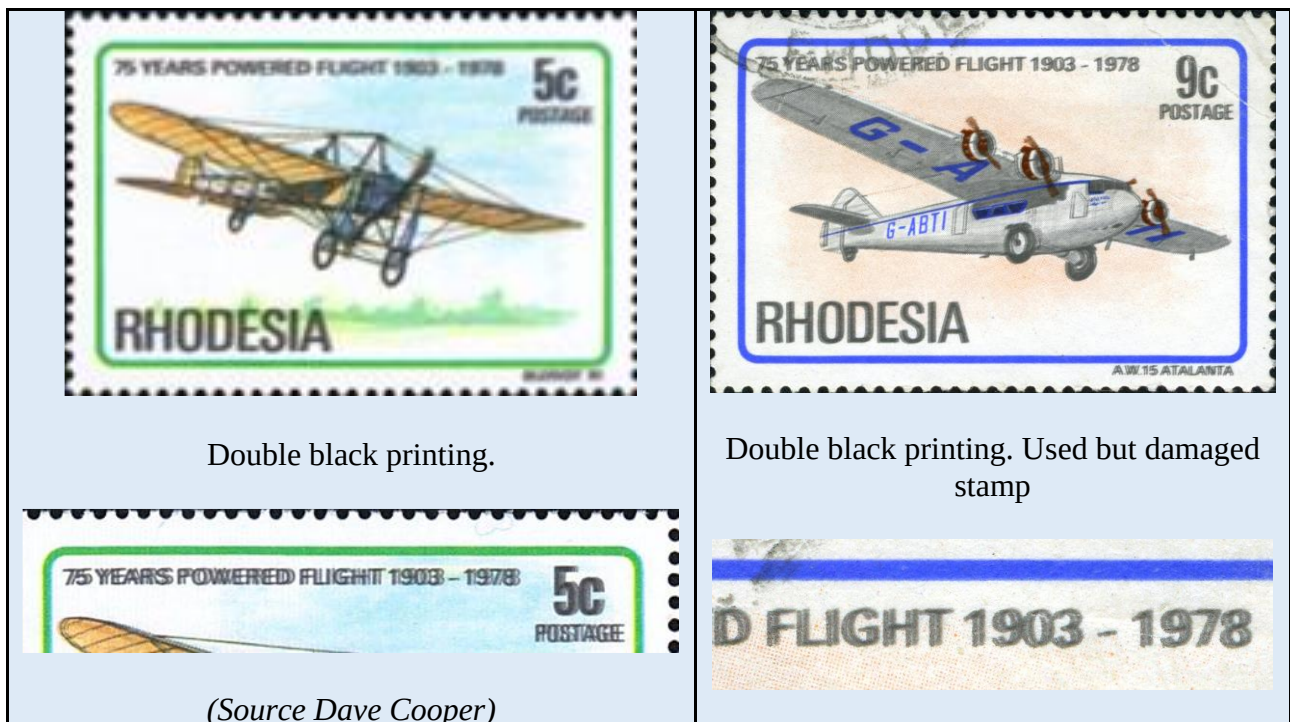


Cyl	Row	Col	
7 cents – The Vickers Vimy			
1A	1	2	Blue dot between interplane wires
	4	3	Curved mark in front of wheels RSC C181a ‘Boomerang flaw’
	4	4	Hair curl between wires and rear strut. RSC C181b ‘Skyhook flaw’
	9	2	Dot in ‘D’ of Rhodesia
1B	4	4	Small dot on rear wire above tail plane
	5	5	Small blue dot well below ‘EA’ of ‘Years’
	6	4	Dot at left centre
	7	4	Cyan line in red margin left of lower tail plane (Guide suggests black smudge)

Cyl	Row	Col		
9 cents The Armstrong Whitworth				
1A	5	3	Broken margin above '5' of '75' RSC C182b 'White circle in frameline flaw'	
	7	1	Large dot on fuselage behind wheel RSC C182a 'Damaged fuselage flaw'	
	8	2	Dot over 'F' of 'flight'	
	10	1	Dot between 'S' of 'Years' and 'P' of 'Powered'	
1B	4	3	Red dot behind tail and black smudge in front of wheel at right	
	9	4	Oblique dash on right of top bar of 'T' of 'flight'	
17 cents – Viking 1B				
1A	1	3	Blue spot behind starboard wing after 'Y' of markings	
1B	2	5	Small dot under 'O' of Postage	
	6	3	Cyan line under bar of 'H' of Rhodesia (Guide refers to 'smudge')	
	9	1	Dot between 'D' and 'E' of Rhodesia	

Cyl	Row	Col		
	9	3	Green dot in front of starboard tail plane	
	10	2	Two dots in front of fin under aerial	
25 cents – Boeing 720				
1A	2	3	Red dot behind port wing	
	3	1	Black dot in margin above 'RS' of 'Years'	
	3	4	Small curved mark below 'GH' of 'Flight'	
1B	5	3	Blue dot over cabin roof	
	8	5	Spur on top of left leg of 'H' of Rhodesia	

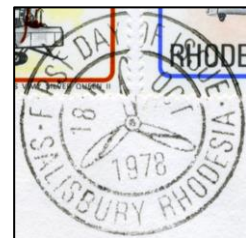
Unlisted varieties



First Day Cover

The cover numbering comes from the catalogue produced by Geoff Brakspear

Specially prepared first day of issue cancellers had previously been prepared for specific events where temporary post offices were situated (Rhopex, Ploughing Contest, Granite 71). The special canceller for this issue was prepared and used on first day covers prepared for the Philatelic Bureau. This became the first pictorial canceller that would be used in commemorative issues



Cover 74.2.1



203 x 114 mm

Cover 74.2.2



203 x 114 mm

Cover 74.2.3



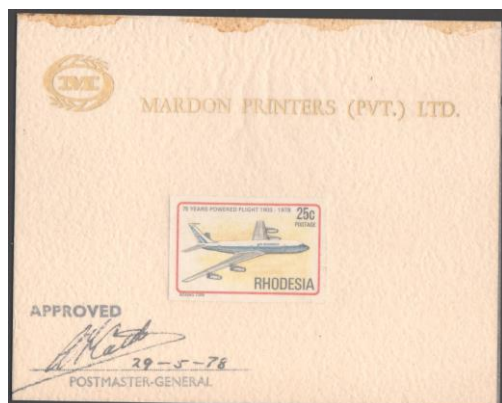
203 x 114 mm

Cover 74.3



228 x 100 mm

Related material



Approval card for 25c stamp.
Signed by Postmaster General, W F Cattle, 29
May 1978
(Courtesy of Jefferson Ritson)

Cover signed by Cedric Herbert,
Highlands 15th November 1978

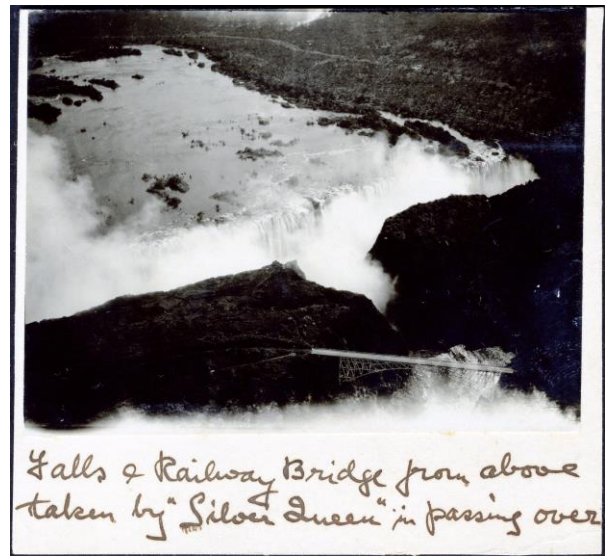
(Courtesy of Dave Trathen)

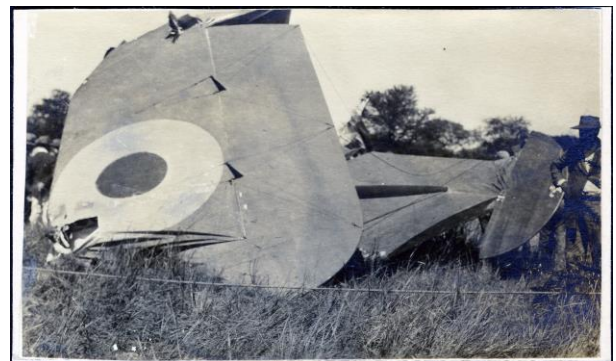


Ryneveld and Brand first flight

The 7c value of this issue commemorates the visit of the Vickers Vimy aircraft flown by Pierre van Ryneveld and Quinten Brand, known as the Silver Queen II. Below are scans of original photos being those taken from the Silver Queen over Victoria Falls, the first to be taken from the air.

The plane arrived in Bulawayo on 5th March 1920, and took off for its next leg to Cape Town in the next day. Unfortunately, the plane crashed and was a write off. Below are copies of original photographs and annotations.





Bibliography

1. "A Guide to the Postage Stamps of Rhodesia", supplement No 5, issued 1978, published by the Mashonaland Philatelic Study Group
2. "The Rhodesia Stamp Catalogue", 1983/84, published by Salisbury Stamp Company
3. Post & Telecommunications Corporation Bulletin No 3 of 1978, published by the Philatelic Bureau

Additions/Changes since December 2020	
8/2022	25c approval card
8/2024	Cover signed by Cedric Herbert