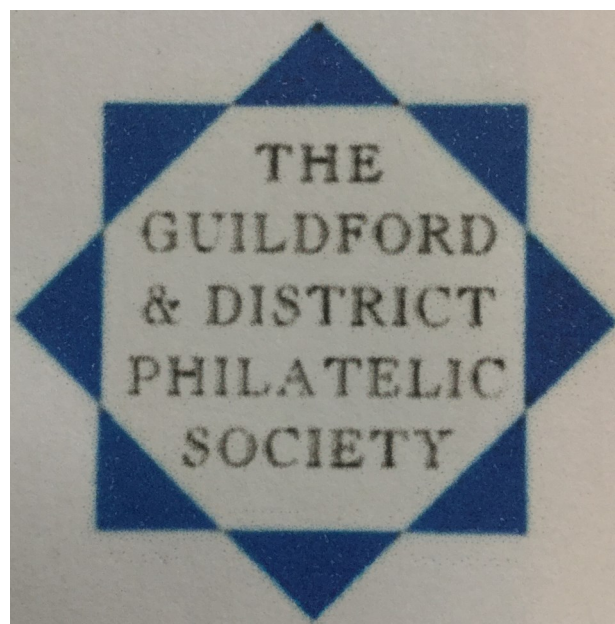


How wonderful it has been for everyone to eventually be able to meet with family and friends, albeit outdoors.

The Lettings Secretary of the Quaker Meeting House has been in contact and, all being well, we should be able to recommence our meetings this September. A calendar will be issued in due course.

Do stay safe and well -- I look forward to seeing you all again soon.

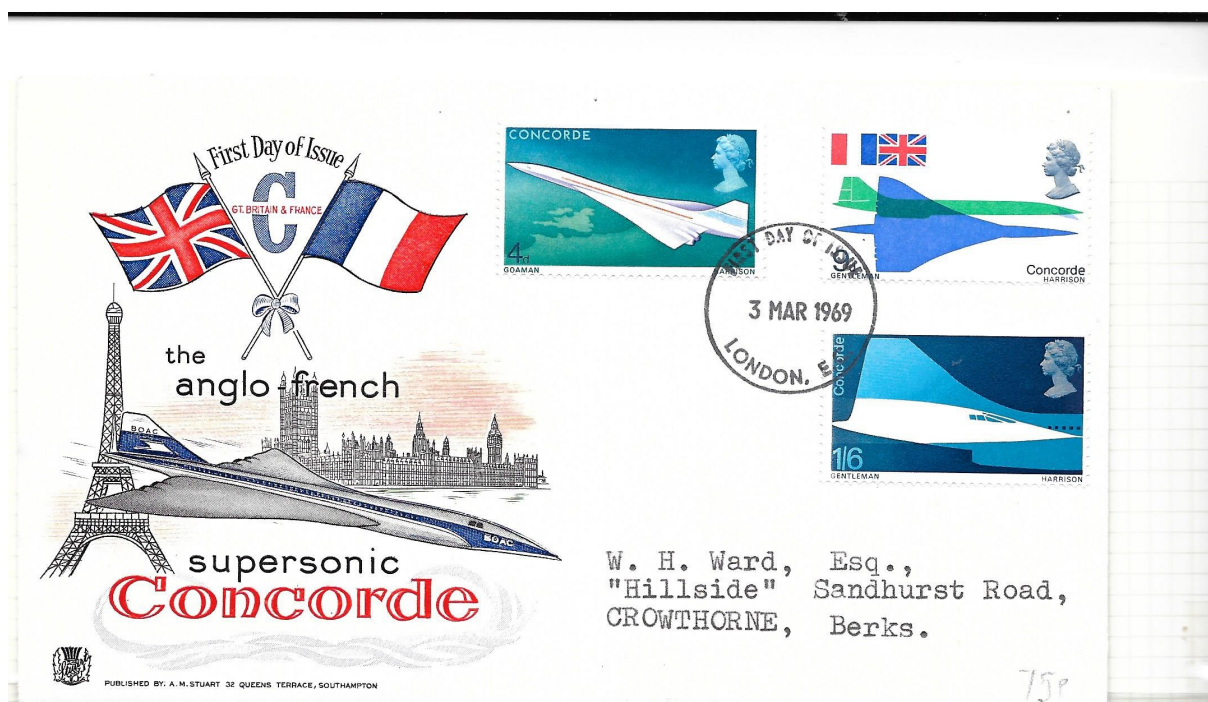
Best wishes Susan



Concorde, the British–French turbojet-powered supersonic passenger airliner operated from 1976 until 2003. It had a maximum speed over twice the speed of sound, at Mach 2.04 (1,354 mph or 2,180 km/h at cruise altitude), with seating for 92 to 128 passengers. First flown in 1969, Concorde entered service in 1976 and operated for 27 years

Concorde was jointly developed and manufactured by Sud Aviation, France and the British Aircraft Corporation (BAC) under an Anglo-French treaty. Twenty aircraft were built, including six prototypes and development aircraft. Air France and British Airways were the only airlines to purchase and fly Concorde. The aircraft was used mainly by wealthy passengers who could afford to pay a high price in exchange for the aircraft's speed and luxury service

A factor, which affected the viability of all supersonic transport programmes, was that supersonic flight could be used only on ocean-crossing routes, to prevent sonic boom disturbance over populated areas.



With only seven airframes each being operated by the British and French, the per-unit cost was impossible to recoup, so the French and British governments absorbed the development costs. British Airways and Air France were able to operate Concorde at a profit after purchasing their aircraft from their respective governments at a steep discount in comparison to the program's development and procurement costs.

Among other destinations, Concorde flew regular transatlantic flights from London's Heathrow Airport and Paris's Charles de Gaulle Airport to John F. Kennedy International Airport in New York, Washington Dulles International Airport in Virginia and Grantley Adams International Airport in Barbados; it flew these routes in less than half the time of other airliners.

Concorde aircraft were retired in 2003, three years after the crash of Air France Flight 4590, in which all passengers and crew were killed. The general downturn in the commercial aviation industry after the September 11 attacks in 2001 and the end of maintenance support for Concorde by Airbus contributed to the retirement. However, the aircraft which "state of the art" in its time remains a symbol of engineering development and Anglo/Franco cooperation.



Michael and Sylvia Goaman and David Gentleman designed the stamps and presentation pack that the Queen approved to mark the aircraft's inaugural flight (2 March 1969). Due to delays in this taking place the cost of first class post had risen from 4d to 5d, but it was decided to go ahead with a 4d stamp, rather than spend money redesigning the stamp.



30th Anniversary of London - Rhodesia Airmail

Rob Cooke

A set of stamps was issued by the Federation of Rhodesia and Nyasaland to mark the 30th Anniversary of the first London to Rhodesia Airmail Service on 6 February 1932. The three stamps represent some of the aircraft used on the London to Africa route. These were the De Havilland 66 Hercules "City of Basra", a BOAC "C" Class flying boat and an unidentified BOAC Comet 4, presumably the 4C variant.

The stamps were designed by Victor Whiteley of Harrison and Sons Ltd., London and printed by the same company using Photogravure on pure white unwatermarked paper with colourless gum, perforations 14.5 x 14 and an overall size of 40.5mm x 27.0mm.

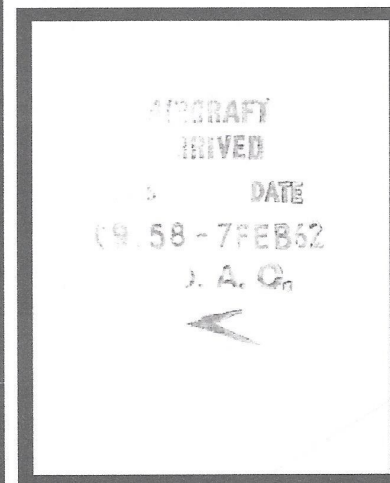
The design of the 6d value is based on a sketch made from a photograph of the "City of Basra" aircraft registration letters G-AAJH. A total of 1,300,000 stamps were produced.

The 1s3d value depicts a "C" Class flying boat taking off from the Zambezi River just above the Victoria Falls. Although it is an excellent stamp, all is not what it seems. This aircraft type was used on the East Coast route via Beira, but never landed at Victoria Falls. The image of the aircraft is based on a photograph of an Australian flying boat "Coolangatta", which has been reversed. Furthermore, the registration letters have been changed to those of the Imperial Airways flying boat "Canopus" (G-ADHL). The reasons behind this additional artistic licence are unclear. A total of 700,000 stamps were printed.

The 2s6d value shows a Comet 4 at sunset on the apron at what was then Salisbury Airport. The original concept was to depict the scene at night. However, as the black in the original design was too dark, it was modified to a scene just after sunset. A total of 240,000 were printed.

Stanley Gibbons lists the "Extra Landing Light" flaw on the 2s6d value (SG42a), in position Cylinder B, Row 9/2, as illustrated in the image below right which is taken from the SG 2016 CW & Empire Catalogue.

A special cover was also issued to commemorate the Anniversary, the example below (reduced to c.75%) being sent from Salisbury to the BOAC "Airways Terminal" in Victoria. The reverse (below right and enlarged by c.30%) shows it was delivered the following morning.



Early air mail service to Trinidad flown by Lindbergh

In 1929 Pan American Airlines was awarded the US Post Office contract for deliveries to South America and on 22 September 1929 Charles Lindbergh and his wife Ann, and Jan and Betty Trippe landed two Sikorsky S38 aircraft, carrying airmail at Trinidad en route from San Juan to Paramaribo (Surinam/Dutch Guiana). Only 112 postal items were flown on the journey and this display shows two of them.

