

A Review of the First Trans-Tasman Flight in VH-UXX '*Faith in Australia*' Sydney to New Plymouth covers on the 3rd December 1933 by Charles T P Ulm

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Figure 1: '*Faith in Australia*' at Mangere in 1933.

Introduction

The authoritative reference for this flight remains the excellent '*The Airmails of New Zealand Volume 2 (1986)*' [1] pages 152 to 155 by Douglas Walker. Since the publication date of 1986 various articles have appeared in philatelic journals and newsletters which have further added to the existing information in Volume 2. These articles have offered alternative views particularly in relation to the various colours used for the Richmond departure and New Plymouth arrival cachets.

The details of this flight have already been extensively written about so there is little point in repeating them here suffice it to say that every tool was used to promote the viability of a Trans-Tasman Air Mail service in what was difficult economic times. The barnstorming tours whilst in New Zealand for both revenue and publicity purposes and the conveyance of these unofficial postcards were all used as part of Ulm's strategy to raise awareness for his intended goal of a fully-fledged Trans-Tasman air mail service. Having looked at the articles published since 1986 together with my own collection of souvenir postcards, CC Wakefield souvenir letters, plain letters and the return first flight covers under Groups 1 to 4 in Volume 2 [1] , a number of questions arise:

- Where and when were these departure and arrival cachets applied?
- The different colours used, was there any methodology used?
- Who purchased the remaining stocks of postcards?

All of the reference sources are consistent with the number of postcards and letters flown which are:-

Group 1. Ten plain covers with postage applied, both Australian and New Zealand postage stamps have been seen. All those seen have a NEW PLYMOUTH cds or slogan cancellation DE 5 12.45PM

Group 2. Twenty five souvenir letters prepared by C C Wakefield and Co Ltd of Sydney to their NZ clients. Large quarto format and size with an enclosed typewritten letter from Mr Cyril L Westcott, General Manager. All of those seen have a NZ 1d Field Marshal stamp applied and cancelled with a NAPIER 7 DE 33 8-PM cds.

Group 3. Two hundred souvenir postcards that were carried and sold on arrival. They did not enter the New Zealand postal system other than those carried on the return flight of the 17th February 1934 by Ulm or subsequent first flights by him. 100 of these covers were retained and I suspect sold to Ernie Crome, the great Australian aerophilatelist to be used on future first flights by Ulm and others.

It is interesting to note that Ernie Crome only used the souvenir postcards on subsequent first flights by Charles Ulm up to his untimely death in December 1934 in a failed attempt to cross the Pacific. The only exception to this are the Group 8 postcards from the month before carried by Hewett and Kay. Perhaps this was part of the original deal with Ulm when he sold them to Ernie Crome but either way it served as a distinctive 'selling' point for him when disposing of them.

The expected departure date was delayed on numerous occasions due to bad weather but was finally undertaken on the 3rd December. It is interesting to note that the 200 souvenir postcard's have the route shown as a dotted line from Sydney to Wellington which was the original intended destination in New Zealand. Newspaper articles of the period comment on Wellington being the 'intentional landing-place' with Blenheim being the 'emergency landing-place' with wireless instructions to be passed to the aircraft prior to landing at Wellington if the weather conditions deteriorated. [2]

It was not until the 23rd November when Ulm cabled Mr S E Neilson, secretary of the New Plymouth Aero Club and stated "*definitely decided land New Plymouth leaving after 24th according to weather , sincerely appreciate your splendid cooperation, thanks C Ulm*". The eventual flight was further delayed but it would appear that both Wellington and New Plymouth were competing fiercely for the honour to be the receiving airport. This would also indicate that the souvenir postcards must have been printed prior to the final decision made by Ulm, in favour of New Plymouth, on the 23rd November. [3]

FIRST NEXT FRIDAY

ULM'S FAITH IN AUSTRALIA

The Faith in Australia, which is expected to cross the Tasman Sea on November 24, will be in many ways the most interesting machine to visit New Zealand. It has a fuel capacity which would enable it to cross the Tasman Sea twice without refuelling.

In tests before the flight to England the Faith in Australia attained a top speed of 126 miles an hour, and a cruising speed of 105 miles an hour. It is equipped with Wright-Whirlwind engines. Each engine has a normal horsepower of 240, and develops 252. The wings span 75ft 2in, and the length is 46ft 6in. The petrol is carried in 10 tanks in the wings, each holding 60 gallons, two tanks in the fuselage of 260 gallons each, and one under the pilot's cockpit containing 110 gallons. The maximum range of the machine is 3500 miles. The crew considers that the set of navigation instruments is one of the most complete in Australia.

Mr C. T. P. Ulm, Captain Taylor and Mr Allan flew from Australia to England in the Faith in Australia in 19 days, leaving Derby on June 22, and landing at Heston on July 10, and flew back in 6 days 17½ hours, the record time to-day. They left Feltham, England, on October 13, and landed at Derby on October 20.

Landing at Wellington?

In announcing the Tasman flight Mr B. Shiel, aviation officer to the Vacuum Oil Company, said that a proposal was being considered of making Wellington the intentional landing-place, and Blenheim the emergency landing-place. By this means it would be possible for the machine to be flown for Wellington, and if conditions were not suitable there a wireless message giving that information could be sent to the plane as it approached, and a landing could then be made at Blenheim. The point of departure for Australia of the Faith in Australia would be Blenheim.

LANDING AT NEW PLYMOUTH.

According to a cable received this morning by Mr S. E. Neilson, secretary of the New Plymouth Aero Club, Mr C. T. P. Ulm has definitely decided to land at New Plymouth after his Tasman Sea flight in the "Faith in Australia."

The cable read as follows: "Definitely decided land New Plymouth; leaving after 24th according to weather; sincerely appreciate your splendid co-operation; thanks.—C. Ulm."

The message is interpreted to mean that Mr Ulm will leave Australia early on Saturday morning and arrive in New Plymouth early on Saturday afternoon, weather permitting.

Mr Neilson immediately began arrangements for the reception of the "Faith in Australia," and everything will be in readiness for the plane's arrival.

A short-wave station will be established for the purpose of keeping in touch with Mr Ulm throughout the crossing. According to telephoned advice received by the "Hawera Star" from New Plymouth, Mr Nielson has been in touch with the New Zealand Broadcasting Board in connection with the relay of a description of the landing and other features. Mr Claude Smyth, Mr Ulm's business manager, together with Mr Beau Shiel, aviation officer of the Vacuum Oil Company, which is servicing the "Faith in Australia," left Wellington at noon today for New Plymouth.

The New Plymouth Aero Club has gone to a great deal of trouble to ensure that Mr Ulm will land at New Plymouth in preference to any other air port and his endorsement of New Plymouth as the natural and strategic terminal between Australia and the Dominion will be received with great satisfaction.

Figure 2: Timaru Herald, Volume CXXXVII, 17th November 1933, Page 8 [2]

Figure 3: Hawera Star Volume LII, 23 November 1933, Page 44 [3]

Two types of souvenir cards were printed, one a dull dark blue on a matt finish and the other a brighter blue on a shiny white card. There is debate on which one is the more common but out of my 11 examples five are the dull dark blue matt finish and six the brighter blue on shiny white card. The Summary table on page 18 also show similar figures with 11 being the dull dark blue matt card and 13 the brighter blue on shiny white card.

The colours used for the Richmond departure and New Plymouth arrival cachets have always been confusing and Walker does attempt to explain this in Volume 2 [1]. There was also an article published in the New Zealand Society of Great Britain *KIWI* newsletter in Nov 1976 Volume XXV No 6 [4] which is the most detailed I have seen regarding the colour use. This is broadly consistent with my own souvenir postcards, CC Wakefield souvenir letters, plain letters and return first flight covers as noted by Walker in Groups 1 to 4 in Volume 2. [1]

More examples are needed to definitely confirm any potential methodology used but based on my 11 souvenir postcards, 2 souvenir letters and 1 cover together with 21 other scans/illustrations representing nearly 15% of the known supply, this is broadly in alignment with reference [4] with a few variations.

Group One Covers

From three of ten known.

(a) Two covers with a 1d Field Marshal with a black departure and a red arrival cachet.

(b) One with a 2d Australian KGV head applied with Richmond departure 5.27PM and a New Plymouth arrival 9.47AM cachets. This cover is not in my collection and is a black and white image so the colours of the cachets are not known.

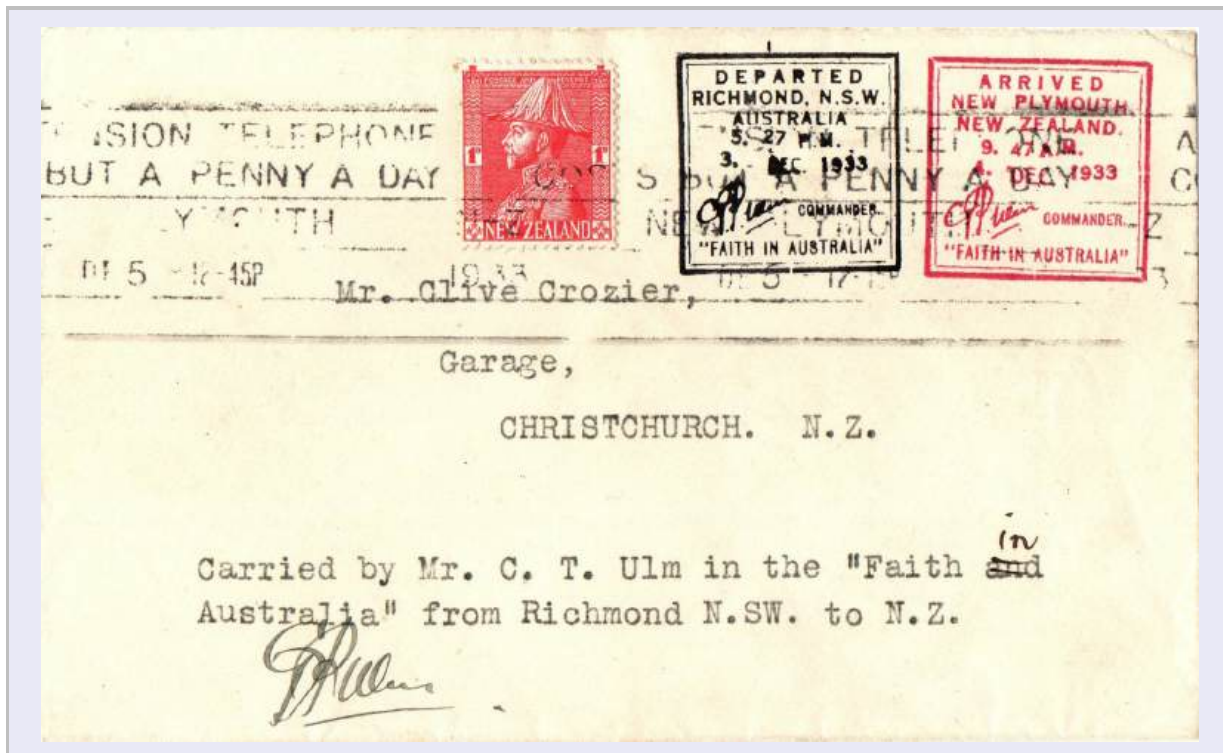


Figure 4: Group 1(a) Reference cover.



Figure 5: Group 1(b) Reference cover.

Group Two Souvenir Letters

From six of the twenty five known.

All with a black departure as well as red arrival cachets. N.B. - Walker states in Volume 2 [1] of the existence of one cover bearing both black cachets, this cover had not been sighted. He also states that the Napier cds shows 3-PM whereas all the examples I have seen clearly show 8-PM.

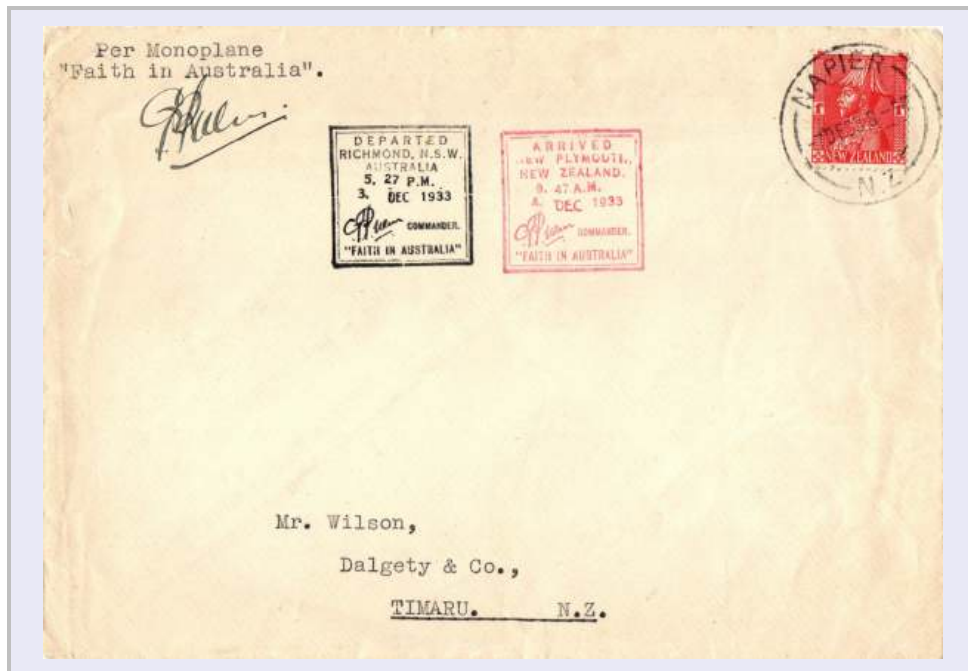


Figure 6: Group 2 Reference cover.

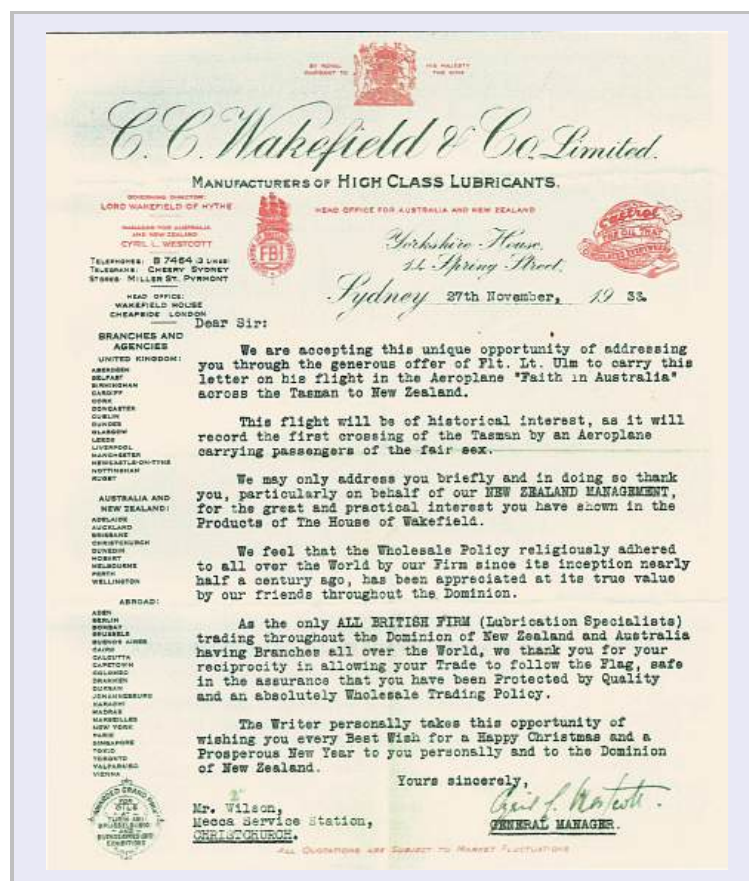


Figure 7: Group 2 - Reduced image of a Wakefield promotional letter that were inserted into these covers.

Group Three Souvenir Postcards

From six of one hundred known.

The 3rd/4th Dec 1933 postcards flown from Sydney to New Plymouth and sold by the pilot after the flight.

Shiny white cards

- (a) One with red Richmond departure 5.27PM and black arrival New Plymouth 9.47AM cachets.
- (b) Three with black Richmond departure 5.27PM and red arrival New Plymouth 9.47AM cachets.



Figure 8: Group 3(a) Reference cover.

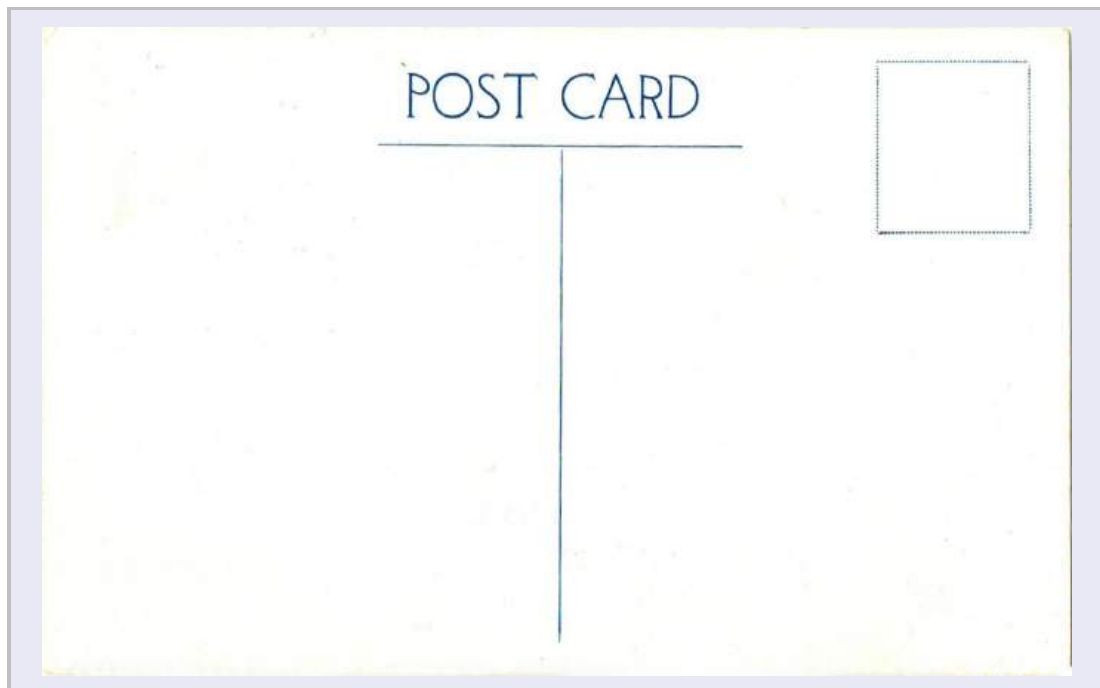


Figure 9: Group 3(a) Reference cover - address side.



Figure 10: Group 3(b) Reference cover.

Matt cards

(c) Two purple Richmond departure 5.27PM and purple New Plymouth 9.47AM cachets.

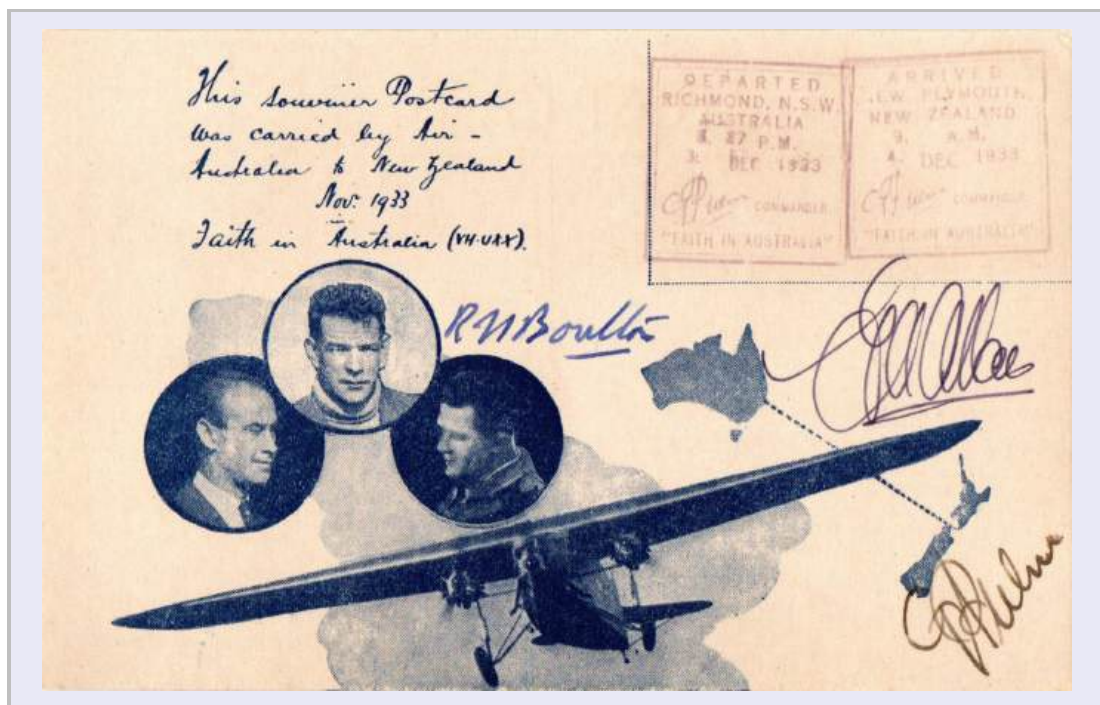


Figure 11: Group 3(c) Reference cover.

Group Four Souvenir Postcards

From seven examples seen.

Overprinted on the reverse side with the same inscription and motifs as the first official air mail New Zealand to Australia on the 17th February 1934 in 'Faith in Australia' by Charles Ulm.

Shiny white cards

- (a) One black Richmond departure 5.27 PM before a red New Plymouth arrival 9.47 AM cachets.
- (b) Five light blue/green Richmond departure 5.27 PM before a red New Plymouth arrival 9.47AM cachets.
- (c) One with just a red New Plymouth 9.47AM cachet. No departure cachet showing - in error? [12]

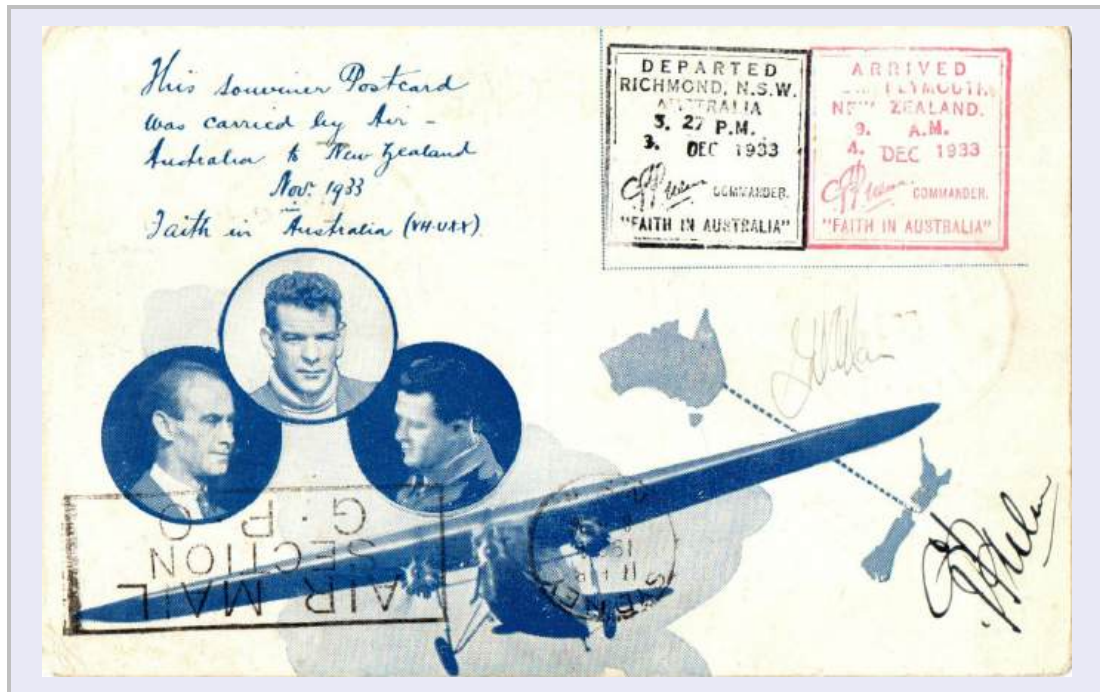


Figure 12: Group 4(a) Reference cover.

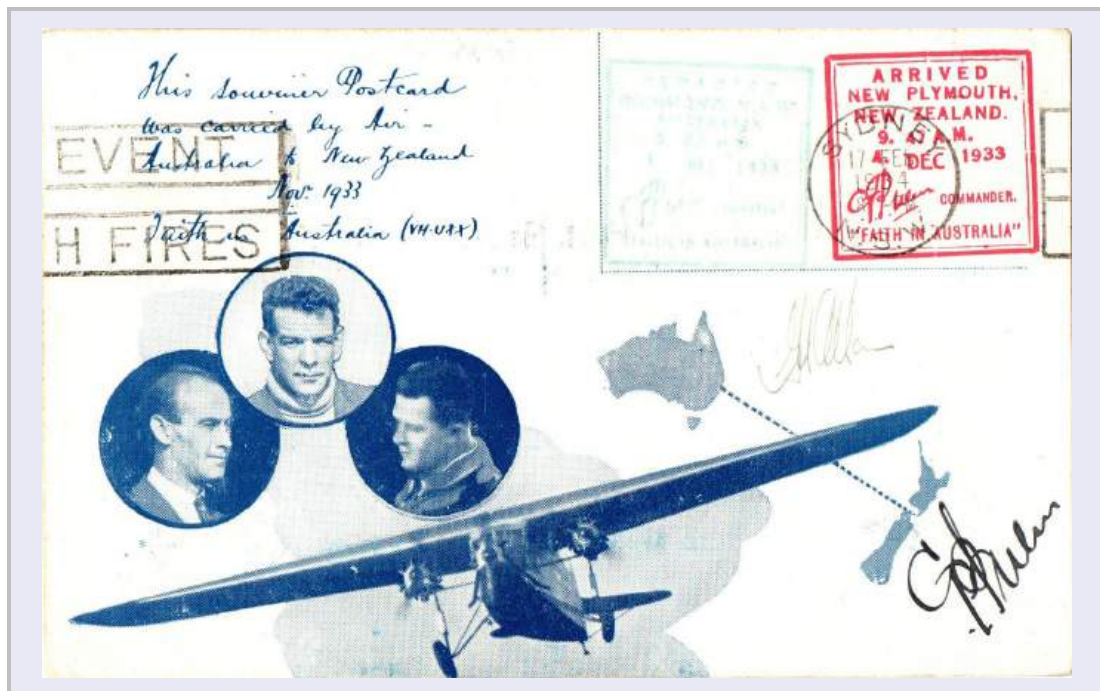


Figure 13: Group 4(b) Reference cover.



Figure 14: Group 4(b) Reference cover - front.

Walker states that 100 cards were overprinted for the return flight on the 17th February but I suspect this is not correct as others have been seen from subsequent flights as late as 1940. Doug Walker included all these covers under Group 4 in Volume 2 [1] so to observe the same numbering convention I propose to re-number the subsequent first flights that have now been identified as follows. [6]

Group 5 - 11/12 April 1934 Sydney to New Plymouth 'Faith in Australia' by C T P Ulm.

Group 6 - 14th April 1934 return Kaitaia to Sydney 'Faith in Australia' by C T P Ulm.

Group 7 - 2nd/27th July 1934 Kaitaia to Sydney to Papua-New Guinea 'Faith in Australia' by C T P Ulm.

Group 8 - 20th October 1934 London to Melbourne to Palmerston North by Hewett and Kay, one of which is in my collection.

Groups 9 - 30th April/2nd May 1940 Auckland to Sydney and vice versa by the TEAL Flying Boat 'Aotearoa' flown by Captain Burgess.

Group 10 - 6th May/9th May 1940 and vice versa by the TEAL Flying Boat 'Awarua' flown by Captain Oscar Garden.

Group 11 - 31st August 1939/20th July 1940 Auckland to San Francisco by PAA 'American Clipper' by Captain J H Tilton.

I do not have any examples of the Group 7 souvenir cards in my collection but have seen scans of two. One bears a purple Richmond 5.27PM and a purple New Plymouth 9.47AM cachets with receiving Rockhampton cds 8-A25JY34. [10] The other bears a purple Richmond 5.27PM and a purple New Plymouth 9.47AM cachets with receiving Melbourne Registered cds 1130A 2AU34. [12] Both images are from the non address side only. The *The New Zealand Airmail Catalogue 4th Edition (2021)* lists them under 108h. [6]

The other two Group 11 postcards are illustrated in the Charles Leski Auction catalogue of the 19th April 2004 - 'Mike Shand collection' under Lots 327 and 329. [7] The illustrations show the address side only so the cachet colours are not known. For this reason they are not included in the 'Table of Colours' section below.

The only other item seen is an Australian cover from Sydney to Coffs Harbour with purple Richmond 5.27PM and purple New Plymouth 9.47AM cachets. This item appeared in the Charles Leski Auction No 475 9th Dec 2021 Lot 394 and catalogued as AAMC.468. [8] This is shown in Figure 24 under the 'Internal Australian Usage' section at the end of the relevant New Zealand sections on page 17.

Group Five/Six Souvenir Postcards

From one example seen.

This postcard was flown on the 11-12th April 1934 from Sydney to New Plymouth in 'Faith in Australia' by Charles Ulm and returned in the same aircraft from Kaitaia to Sydney on the 14th April 1934. Red Richmond departure 5.27PM and black New Plymouth arrival 9.47AM cachets.



Figure 15: Group 5/6 Reference cover.



Figure 16: Group 5/6 Reference cover - address side.

Group Six Souvenir Postcards

From one example seen.

This postcard was flown on the return flight to Sydney on the 'Faith in Australia' by Charles Ulm on the 14th April 1934. Red Richmond departure 5.27PM and black New Plymouth arrival 9.47AM cachets.



Figure 17: Group 6 Reference cover.



Figure 18: Group 6 Reference cover - address side.

Group Seven Souvenir Postcards

From two examples seen.

These postcards were flown from Kaitiā to Papua and New Guinea and return on the 'Faith in Australia' by Charles Ulm via Sydney, Brisbane, Rockhampton, Townsville, Cairns, Port Moresby and Lae on the 2nd July and return to Sydney on the 1st August. Purple Richmond departure 5.27PM and purple New Plymouth arrival 9.47AM cachets. Both images are fronts only.



Figure 19: Group 7 Reference cover to Rockhampton.



Figure 20: Group 7 Reference cover to Papua and return to Sydney.

Group Eight Souvenir Postcards

From two examples seen.

These postcards were flown by the 'Tainui' from Sydney to Palmerston North by Hewett and Kay on the 14th November and then by Flight Lieutenant D M Allen accompanied by Hewett and Kay on the 16th November for an official welcome at Auckland for the New Zealand aviators of the MacRobertson International Air Race. At this stage Flying Officer Kay remembered two or three covers entrusted to him at Sydney which were posted at Papakura, a suburb of Auckland. Purple Richmond departure 5.27PM and purple New Plymouth arrival 9.47AM cachets.

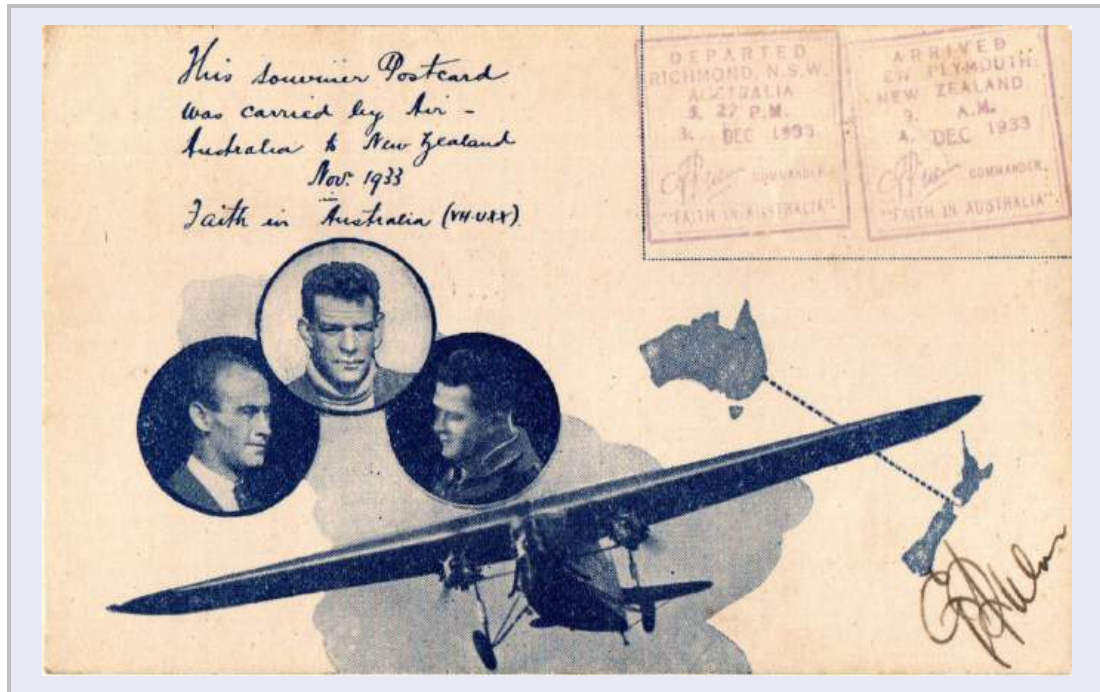


Figure 21: Group 8 Reference cover.



Figure 22: Group 8 Reference cover - address side.

Group Nine Souvenir Postcards

From one example seen.

This postcard was flown on the first return flight of the 'Aotearoa' from Sydney to Auckland on the 2nd May 1940. Purple Richmond departure 5.27PM and purple New Plymouth arrival 9.47 AM cachets.

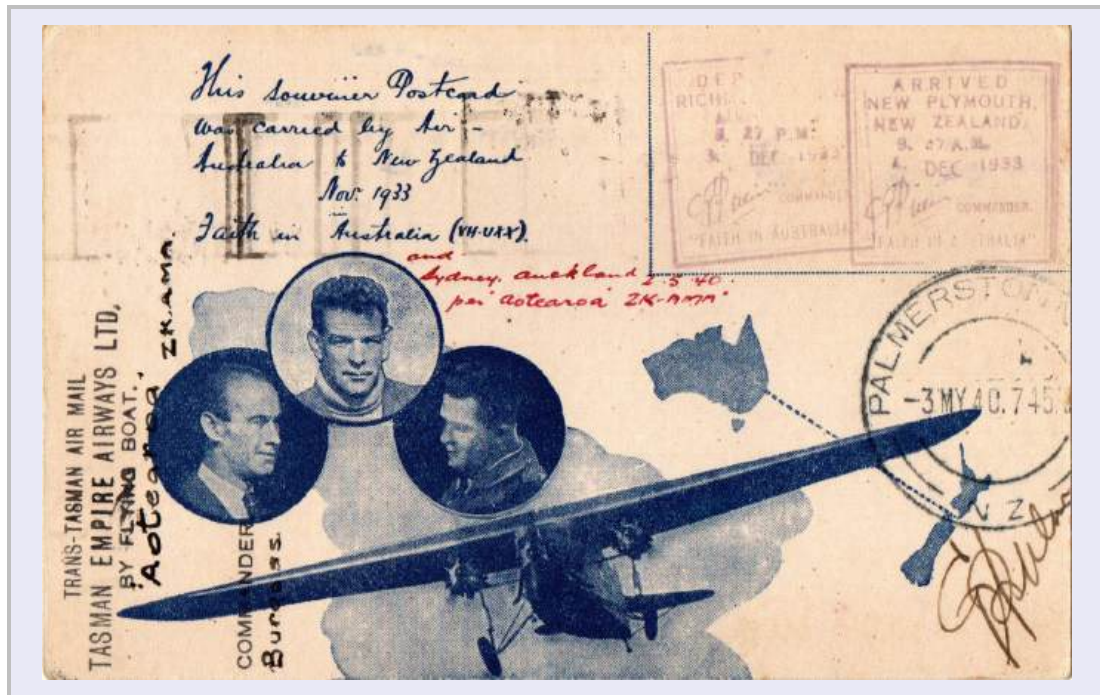


Figure 23: Group 9 Reference cover.



Figure 24: Group 9 Reference cover - address side.

Group Ten Souvenir Postcards

From three examples seen.

These postcards were flown on the first return flight of the 'Awarua' from Sydney to Auckland on the 9th May 1940. Note the 4/30 marking at the top left, I have seen an identical covers numbered 12/30 [9] and 13/30 [11] which may represent the number of these souvenir postcards that Ernie Crome sent on this flight. Purple Richmond departure 5.27PM and purple New Plymouth arrival 9.47 AM cachets.

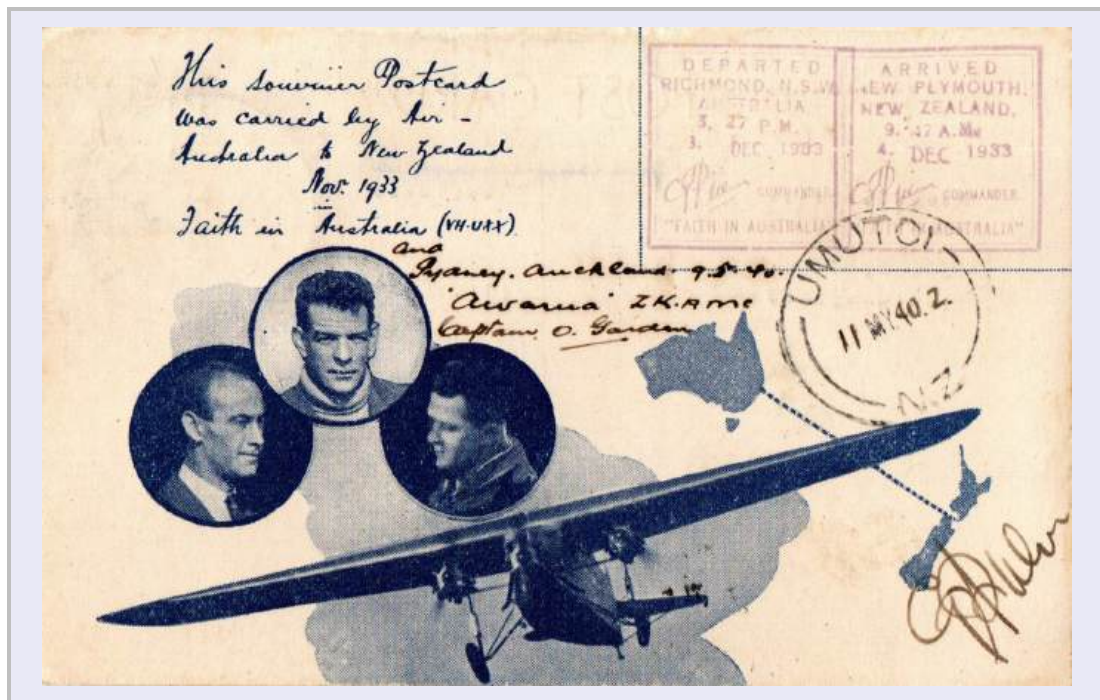


Figure 25: Group 10 Reference cover.



Figure 26: Group 10 Reference cover - address side.

Group Eleven Souvenir Postcards

From three examples seen.

These postcards were intended to connect with the first return Pan American Airways (PAA) flight on the 'California Clipper' from Auckland on the 6th September but it departed earlier than expected on the 2nd September 1939 due to the outbreak of war being declared on the 3rd. It was then sent by sea to New Zealand by the RMS Niagara to wait until the first return FAM19 PAA service to Honolulu on the 'American Clipper' on the 20th July the following year. [9] Purple Richmond departure 5.27PM and purple New Plymouth arrival 9.47AM cachets.



Figure 27: Group 11 Reference cover.



Figure 28: Group 11 Reference cover - address side.

Internal Australian Usage

From one example seen.

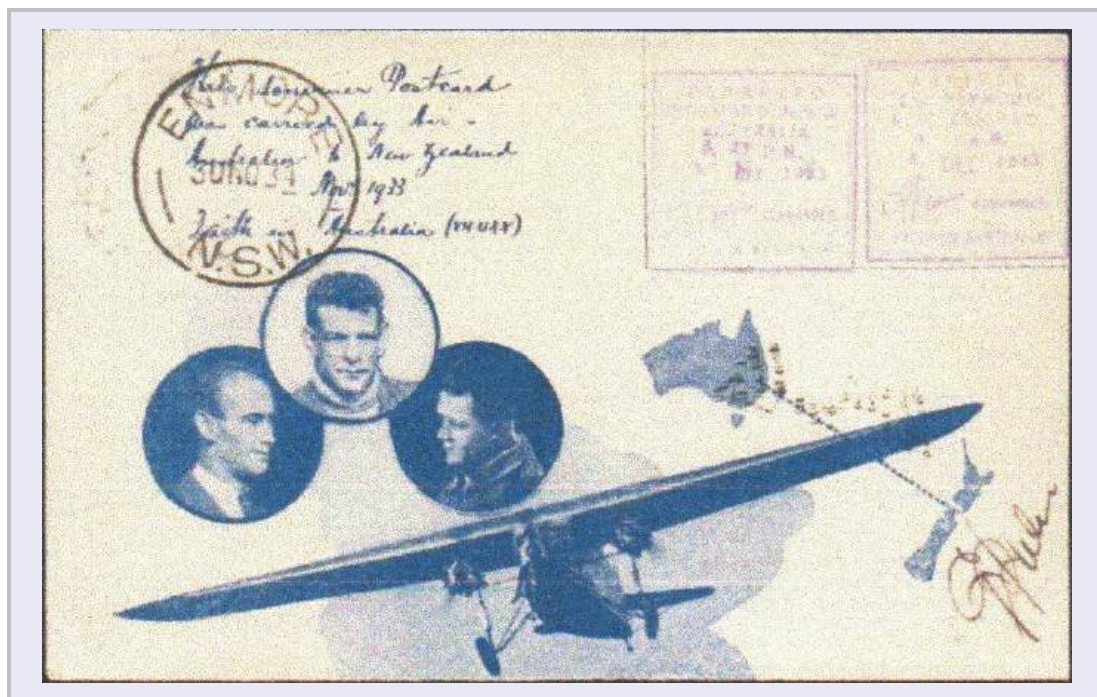


Figure 29: Sydney to Coffs Harbour with purple Richmond 5.27PM and purple New Plymouth 9.47 AM cachets

Table of Colours used of the Richmond and New Plymouth cachets

Group #	Richmond	New Plymouth	Card Type	Stamp	Cancel
1.1	5.27 P.M.	9.47 A.M.		1d Field Marshal	New Plymouth DEC 5 12.45PM ✖
1.2	5.27 P.M.	9.47 A.M.		1d Field Marshal	New Plymouth DEC 5 12.45PM ✖
1.3	5.27 P.M. *	9.47 A.M. *		1d Field Marshal	New Plymouth DEC 5 12.45PM ♦
2.1	5.27 P.M.	9.47 A.M.		1d Field Marshal	Napier 7 DE 8-PM ♦
2.2	5.27 P.M.	9.47 A.M.		1d Field Marshal	Napier 7 DE 8-PM ♦
2.3	5.27 P.M.	9.47 A.M.		1d Field Marshal	Napier 7 DE 8-PM ♦
2.4	5.27 P.M.	9.47 A.M.		1d Field Marshal	Napier 7 DE 8-PM ♦
2.5	5.27 P.M.	9.47 A.M.		1d Field Marshal	Napier 7 DE 8-PM ♦
2.6	5.27 P.M.	9.47 A.M.		1d Field Marshal	Napier 7 DE 8-PM ♦
3.1	5.27 P.M.	9.47 A.M.	shiny white		
3.2	5.27 P.M.	9.47 A.M.	shiny white		
3.3	5.27 P.M.	9.47 A.M.	shiny white		
3.4	5.27 P.M.	9.47 A.M.	shiny white		
3.5	5.27 P.M.	9. A.M. ♦	matt		
3.6	5.27 P.M.	9. A.M. ♦	matt		
4.1	5.27 P.M.	9. A.M. ♦	shiny white	7d Airmail	Auckland 17 FE ♦
4.2	5.27 P.M.	9.47 A.M.	shiny white	7d Airmail	Auckland 17 FE ♦
4.3	5.27 P.M.	9.47 A.M.	shiny white	7d Airmail	Auckland 17 FE ♦
4.4	5.27 P.M.	9.47 A.M.	shiny white	7d Airmail	Auckland 17 FE ♦
4.5	5.27 P.M.	9.47 A.M.	shiny white	7d Airmail	Auckland 17 FE ♦
4.6	5.27 P.M.	9.47 A.M.	shiny white	7d Airmail	Auckland 17 FE ♦
4.7	None	9.47 A.M.	shiny white	7d Airmail	Auckland 17 FE ♦
5/6.1	5.27 P.M.	9.47 A.M.	shiny white	7d Aust., 7d Airmail	Sydney 9 AP & Kaitia 14 AP ♦
6.1	5.27 P.M.	9.47 A.M.	shiny white	7d Airmail	Kaitia 14 AP ♦
7.1	5.27 P.M.	9.47 A.M.	matt	not known	Rockhampton 8-A 25 JY ♦
7.2	5.27 P.M.	9. A.M. ♦	matt	not known	Melbourne Reg cds 1130A 2AU34 ♦
8.1	5.27 P.M.	9. A.M. ♦	matt	2d Aust., 1d NZ	Enmore 13 NO & Papakura 16 NO ♦
8.2	5.27 P.M.	9. A.M. ♦	matt	1d Aust., 1d NZ	Enmore 13 NO & Papakura 16 NO ♦
9.1	5.27 P.M.	9.47 A.M.	matt	3d Australia	Sydney 1 MAY 9-PM ✖
10.1	5.27 P.M.	9.47 A.M.	matt	3d Australia	Sydney 7-P - 8 MAY ♦ Numbered 4/30
10.2	5.27 P.M.	9.47 A.M.	matt	3d Australia	Sydney 7-P - 8 MAY ♦ Numbered 12/30
10.3	5.27 P.M.	9.47 A.M.	matt	3d Australia	Sydney 7-P - 8 MAY ♦ Numbered 13/30
11.1	5.27 P.M.	9.47 A.M.	matt	3d, 6d, 6d Australia	Sydney 31 AU 39, Auckland 19 JL 40 ♦

Notes:

- * presumed colours on original cover (image in black and white)
- ✖ machine cancel
- ♦ circular date stamp
- ♦ 9. A.M. cachet time stamp versus 9.47 A.M. time stamp. See page 19 for further comment/explanation

Summary

Group One is consistent with black Richmond 5.27PM and a red New Plymouth 9.47AM cachets.

Group Two is consistent with black Richmond 5.27PM and a red New Plymouth 9.47AM cachets.

Group Three is broadly consistent with black Richmond 5.27PM and red New Plymouth 9.47AM cachets although it would appear from 3.1 that a mistake occurred in their application. From Groups One and Two above it can be established that the Richmond departure cachet should have been black and that the New Plymouth colour should have been red. I also think that 3.5 and 3.6 in purple on matt cards are both 'red herrings' as I suspect they were sold and retained by Ernie Crome for the later flights but were never actually used as such.

Group Four is broadly consistent with light blue/green Richmond 5.27PM and red New Plymouth 9.47AM cachets other than 4.1. It may be a case that 4.1 was from a small supply of the Group Three postcards that were overprinted for the return flight on the 17th February by Ulm?

Group Five and Six are both consistent with red Richmond and a black New Plymouth cachets, it would be interesting to see if further examples of these types display the same colours.

Groups Seven, Eight, Nine, Ten and Eleven - all are consistent with purple cachets.

As noted in the 'Table of Colours' section the New Plymouth arrival time is sometimes shown as 9. AM rather than the correct 9.47AM. This may have occurred due to the movable type becoming loose at some point, or alternatively the whole cachet was not firmly enough applied to show the arrival time in full. From the table above it can be established that it occurred on the purple cachets six times, including the internal Australian postcard in Figure 29, and only once in red on the Group Four, Item 4.1 postcard.

The introduction to this article posed three questions which I now feel can be answered with a reasonable degree of accuracy.

- Where and when were these departure and arrival cachets applied? - They were applied on arrival at New Plymouth prior to being sold.
- The different colours used, was there any methodology used? - it would appear from the table above that there was a methodology used by Ulm. Groups One, Two and Three having black Richmond 5.27PM and red New Plymouth 9.47AM cachets. Group Four having mainly light blue/green Richmond 5.27PM and red New Plymouth 9.47AM cachets with a few having black Richmond and red New Plymouth cachets. Groups Five and Six appear to be the reverse of Groups One to Three but further examples are needed to confirm. In all other Groups both cachets were applied in purple.
- Who purchased the remaining stocks of postcards? - It is clear from the cover images that Ernie Crome sent the postcards from Groups Five onwards. This remaining stock mainly consisted of the unsold cards from Ulm which were the purple cacheted matt type with some red and black cachets on shiny white stock for Groups Five and Six. It is thought that the number would have been around 100 postcards which seem reasonably accurate, especially if he used 30 postcards from Group Ten which was the first return flight of the '*Awarua*' on 9 May 1940. The light blue/green and red cachet colours of the Group Four cards seem to have been produced especially for the return flight by Ulm on 17 February 1934 and sold as such by Ulm.

Acknowledgements

I would like to acknowledge the help and assistance of David Smitham the Editor of the New Zealand Airmail News, the Newsletter of the Airmail Society of New Zealand. Without his kind guidance, suggestions and endless reviews of my various drafts this article would not have been finished.

Sources

Group #	Current Owner	Last Known Owner	Auction House and Lot Number and/or Publication and Author	Society Newsletters
1.1	PG			
1.2		RD		<i>New Zealand Air Mail News</i> No 808. Nov/Dec 2019
1.3		BP		<i>Kiwi</i> Volume XXV No 6. Nov 1976
2.1	PG			
2.2	PG			
2.3		RD		<i>New Zealand Air Mail News</i> No 808. Nov/Dec 2019
2.4		SB		<i>Kiwi</i> Supplement RPSL Display Vol 71 5-S 29 th Sep 2022 Frame 34 Page 26
2.5			Mowbray International Auction 21 st September 2024 Lot 755	
2.6			CLA 'Mike Shand Collection' 19 th April 2004 Lot 117	
3.1	PG			
3.2	PG			
3.3		SB		Article source not known
3.4			Argyll Eitken Auction 10 th April 2025 Lot 631	
3.5	PG			
3.6			Argyll Eitken Auction 10 th April 2025 Lot 631	
4.1	PG			
4.2	PG			
4.3	PG			
4.4			Mowbray International Auction 21 st September 2024 Lot 684	
4.5			Mowbray International Auction 21 st September 2024 Lot 755	
4.6		SB		Article source not known
4.7			Argyll Eitken Auction 10 th April 2025 Lot 631	
5/6.1	PG			
6.1			Argyll Eitken Auction 10 th April 2025 Lot 631	
7.1		SB		Article source not known
7.2			Argyll Eitken Auction 10 th April 2025 Lot 631	
8.1	PG			
8.2			Air Mail Collector 8 th July 2022 Lot 12	
9.1	PG			
10.1	PG			
10.2			Australian Airmails across the Pacific Ocean 1937-1951 Laurence Kimpton 2021. Page 22	
10.3			CLA 'Mike Shand Collection' 19 th April 2004 Lot 332	
11.1	PG			
11.2			CLA 'Mike Shand Collection' 19 th April 2004 Lot 327	
11.3			CLA 'Mike Shand Collection' 19 th April 2004 Lot 329	

Notes:

PG Peter Gilmour
RD Robert Dun
BP Brian Peace
SB Sue Burn

Future Work

Further examples will enhance the knowledge base that has been gained from the 35 examples seen. This will in turn confirm the known groups and colour methodology used for all the cachets.

References

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