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**The Study Circle website**  
**[www.belgian-congo-study-circle.be](http://www.belgian-congo-study-circle.be)**

**Serendipity<sup>1</sup>: An intriguing discovery on a cover carried on what was effectively the first Aé.C.K. flight from Broken Hill to Elisabethville to carry mail from London.**

### Charles Lloyd

There is agreement that the first trial airmail feeder flight flown by the Aé.C.K. between Elisabethville and Broken Hill to connect with the Imperial Airways Africa Service occurred on the 26<sup>th</sup> August 1932. Over the next month there were other trial flights in both directions (1). In London, the British Postmaster General announced at 11:00 on the 5<sup>th</sup> October 1932, that a weekly airmail service had been established between Broken Hill and Elisabethville, connecting with the England to South Africa Imperial Airways service and that correspondence would be accepted for transmission entirely by air from Great Britain to Elisabethville, the time for transmission being nine days. The first “official” all airmail service left London on the same day, 5<sup>th</sup> October (on flight AS84). Because the scheduled departure time was 12:30, I doubt if any British letter (to the Congo) was carried on AS84 for the Aé.C.K. to complete its delivery by air. [NB Any British letter already in the mailbags on AS84 would not carry the franking required (equivalent to 2BFr) for this service and consequently would reach Elisabethville by rail, as normal.]

However, Belgian mail was not affected by this short notice and it was carried on AS84 and delivered by Aé.C.K. on the 14<sup>th</sup> October (2). According to Broeckaert (3), Godinas and Foden agree that the 14<sup>th</sup> October is the date of the first official/regular Aé.C.K. airmail return flight. This would carry outbound mail for AN84 (for Europe) and AS84 and, return with the inbound mail from AS84 and AN84 (from Southern African).

It has been suggested that in effect the first London – Elisabethville official airmail dispatch was on the following flight, AS85, which departed from London on the 12<sup>th</sup> October (4).



“By air to Elisabethville”, London 12 October 1932

<sup>1</sup> Serendipity: The discovery of new information by a happy accident when seeking something altogether different. (Oxford English Dictionary)



The back markings

LONDON F S ■ AIR MAIL 2.15 AM 12 OC 32  
BROKEN HILL N RHODESIA 21 OCT 32  
ELISABETHVILLE ★POSTES★ 22.10.1932  
+ WAGONS-LITS/COOK & ??? + 22 OCT 1932

Since the publication of an article co-authored with Peter Wingent in 2019 (1), I have bought another cover (shown above).

It is an attractive first flight cover in good condition and addressed to L.A. Wyndham, the doyen of Southern African airmail collectors in the 1930s<sup>2</sup>. When I received the cover, I recognized the name but did little more than put the cover into my album to fill a gap in my collection of notable flights. Then (by chance) in May this year I came across a two-part article in the *Imperial Airways Gazette* (5, 6) on the British aero-philatelist Will Wheatcroft written by his nephew Stan who inherited Will's collection in 1942. It gives a fascinating account of the way by which the great airmail collectors built up their collections in the 1930s. They interacted, exchanging covers and knowledge. A network was created and individuals had their own contacts (fellow collectors, postmasters, dealers, travel agents etc.) across the globe. There appears to have been a particularly strong friendship between Wyndham and Wheatcroft. Some of their correspondence was reproduced in the article and, for me, one letter stood out. In this I read:

*"Box 15, Cape Town*

*Tuesday evening, 1<sup>st</sup> November 1932<sup>3</sup>*

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<sup>2</sup> Lionel A Wyndham, almost always referred to as "L.A.", (1899 – 1947) was an obsessive collector of first flight covers, producing these for carriage on new empire routes (particularly in Southern Africa) and posted at/addressed to all stops in the schedule. If a feeder service existed, he included it. His encyclopaedic knowledge led him publish the classic reference book "The Airposts of South Africa" in 1936.

<sup>3</sup> Note the time & date of writing: The next I.A. flight departed from Cape Town at 06:30 on the following morning.

Dear Mr Wheatcroft,

..... Re. Broken Hill - Elizabethville service (started 25<sup>th</sup> August last) heard from Captain Smye that he had sent about 15 or 16 to me, % Thomas Cook E'ville and am able to have three if I want & debit swap account. I have written for three. If received I will send you one. ....

kindest regards,  
 Yours sincerely,  
 L. A. Wyndham "

The 25<sup>th</sup> August 1932 was a Thursday and the latest time for posting (at the airfield post box) was 16:00 on that day. The Aé.C.K. flight took off at first light next day. This explains an apparent discrepancy in date in the letter (25 vs. 26).

Careful comparison between the handwriting style on this envelope and known Smye covers reveals that the handwriting is that of Captain Smye. It is apparent that L.A. was not asked if his name could be used (thus an emphatic underline). Clearly, the batch of 15/16 covers were sent on AS85. The question is, why did Smye not use his own name? After all, he owned all of these covers and L.A. was offered only 3, which were to be bought. (Legally, L.A. had the right to claim the lot and Smye probably made the offer to protect his investment.)

Thomas Arthur Smye was born at Mallow, County Cork (Ireland) in 1866. He joined the British Army (Ordnance Corps) in 1886, serving for 20 years and rising to the rank of warrant officer. On the outbreak of World War 1 (then aged 47), he volunteered and served until 1920 when he was discharged from the army as medically unfit for any further military service. He was permitted to retain his rank of acting captain as an honorary title (though his pension was that of a warrant officer) and was awarded the Meritorious Service Medal (MSM). In 1920, in the south of Ireland armed conflict between the (British) authorities and (Irish) republicans was raging. For a retired soldier with 24 years of loyal service to the Crown, retiring home to County Cork was not advisable! He settled with his wife at Gosport, Hampshire (England) and many of his covers are addressed to that town. It has been suggested that in philately he found a hobby that was not restricted by bronchial asthma, the condition that caused his discharge from the army. He was a prolific creator ("a contriver of these par excellence") of maritime and airmail covers which he produced in multiple numbers. He became a major dealer in these. He produced covers addressed to himself throughout his career as a dealer, as is seen on the selection of covers below. In most cases he used a rubber cachet applying it to the envelope using violet ink. Covers addressed to a foreign destination had one cachet "(Capt) T A Smye / GPO" with a handwritten completion (of the address) on the front and a second cachet, the full return address, on the back.

Today, many Smye covers can be found for sale on the internet, but I did not find any

airmail covers dated after 1929. Those shown below are dated 1929 (air), 1929 (air), 1931 (ship) and 1938 (FDC surface mail). It is known that Smye produced at least one “spurious” 1927 first flight cover in quantity (7). For aero-philatelists, was Captain Smye’s reputation tarnished by his “contrivances”? [Certainly, today it is: “I tend to look at Smye items with a jaundiced eye” (8).] Was he using L.A.’s impeccable credentials to make these covers easier to sell at the price asked? We can only guess. But, whatever is the reason for addressing multiple covers to someone else without his knowledge, it is a strange thing to do and not necessary for a cover that is genuine.



Other Capt. Smye covers addressed by using a rubber cachet: Note the individual characteristics of the upper case letters E, L, C, S & A on the paquebot cover (upper left) and compare them with those on the Aé.C.K. cover (earlier).

Several matters emerge on which readers of the Bulletin could provide information<sup>4</sup>:

1. Do they own a Smye airmail cover, one that clearly has been produced by him:
  - bearing his hand-stamped name as part of the address (ideally to the Congo)?
  - (and/or) with his name and home address printed on the back by cachet, as the return address?
2. Do they own a cover not addressed to him, one that has upper case letters E, L, C, S & A with his distinctive handwriting style? (see the Aé.C.K. cover)?
3. What was being commemorated by the flight?

<sup>4</sup> My e-mail address: [charles.lloyd@blueyonder.co.uk](mailto:charles.lloyd@blueyonder.co.uk)

4. What was the date of the cover?

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- 7) <https://thecollectorsshopblackrock.worldpres.com/2022/7/13/irish-diaspora-letters>
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## Obituary

### Charles Stockmans 1934 – 2023



Charles was a philatelist from his early youth and specialized in the Congo and Ruanda-Urundi until their independence. He had created from scratch a website ([www.congoposte.be](http://www.congoposte.be)) entitled "CONGO BELGE ET RUANDA-URUNDI – Septante-sept ans d'histoire postale en Afrique centrale 1885-1962". This site is a gold mine for any collector of our former colonies. Charles would spend whole days consulting the newspapers of the time to compile the departures and arrivals of the ships of the Belgian Shipping Company between Antwerp and the Congo.

He had also found the texts of the issuing orders of almost all the stamps of Congo and Ruanda-Urundi. Along with Roger Gallant, he compiled reference books on the annual reports on the colonial postal service and on official orders for postal tariffs

He had been a member of the BCSC since September 1996. Actively involved in the

life of the Circle, he became an officer of the BCSC soon after the year 2000.

It was he, who for many years, took care of sending the lots to the members after the sales on offers.

He will be greatly missed by all his friends in the Study Circle.

## The "KIGOMA" CANCELLATION TYPE C

### Tony Sanchez-Ariño

During the war, 1914-1918, the Belgian Army captured the important German town of Kigoma which is situated on the west bank of the Lake Tanganyika and was then in German East Africa. There, they found (among many other things) three different "Kigoma" cachets, used by the Germans in different ways during their administration.

In order that the Belgian and allied soldiers could send mail to their relatives, etc., Colonel Moulaert gave permission for the use of stamps of the Belgian Congo 1915 issue marked with one of the "Kigoma" hand cachets. Later on, the philatelic world would classify this as the "TYPE C" cachet, which has a total length of 20,5 mm and ink that is black in colour. Mint stamps with this added pre-cancel, were obtained locally, to be placed on mail sent to the various post offices under the control of the allies, including those in the Belgian Congo. From these the items of mail would be sent to their final destinations (with the corresponding extra transit cancellation placed on top of the Kigoma pre-cancel) mostly in Belgium and France, but always in very small quantities.



Ex collection privée du Roi Carlos II de Roumanie

Stamps with this Kigoma mark were in use in the months between August and December 1916. Then, the cachet was withdrawn from use and destroyed after a new set of stamps with a bilingual overprint, "EST AFRICAIN ALLEMAND OCCUPATION BELGE" / "DUITSCH OOST AFRIKA BELGISCHE BEZETTING" on the Belgian Congo 1915 stamps came into official use. They were produced in London by the company Waterlow Bros. & Layton at the end of November 1916. These replacement stamps were also sold at Le Havre in France, the temporary seat of the exiled Belgian Government.

This new issue was to be used throughout the territory of German East Africa that had been occupied by Belgian forces. There are two different types: on one the words "OCCUPATION BELGE" measure 22 mm in length and on the other the same words measure 21¼ mm. Many of these stamps bear philatelic cancellations.

Mostly of the letters with the Kigoma pre-cancellation never entered the postal system and were kept as souvenirs by members of the army who had captured the town of Kigoma.

On the other hand, letters with a Kigoma pre-cancellation, that have really been in the mail and bear an arrival mark on the back showing the final destination and arrival date are extremely rare and scarce. They provide a very important proof: that the mail systems in Africa and Europe accepted that stamps with the Kigoma cachet applied were valid to pay the postal charge normally due, just like any other normal valid stamp issue. It is impossible to know the quantities of stamps with Kigoma pre-cancellations but, for sure, only some few hundreds up to the 1Fr., and on the value of 5 Fr. (with minimum use under that condition) no more than two sheets, or 100 stamps.

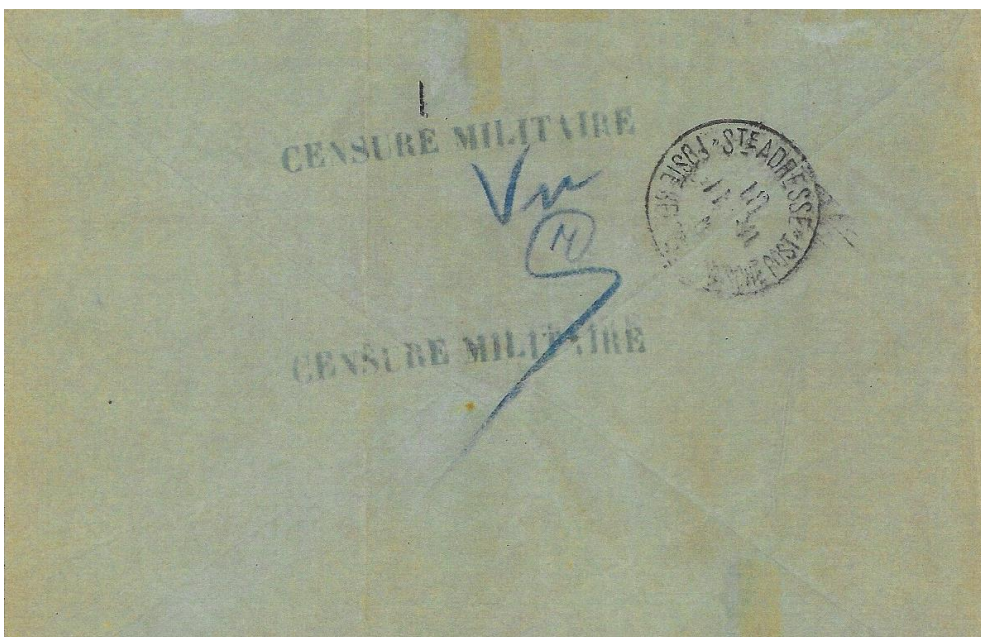
Many soldiers later on returned to the Belgian Congo, taking with them their unused Kigoma stamps and among them there were stamps collectors. From the settlements to which they had returned, they used some of these on letters and post cards that they sent. These items received a Belgian Congo cancellation applied on top of the Kigoma stamps. Such towns were sometimes very far from the original town of Kigoma and the rest of the German East Africa already under the control of the Belgian Army.

The letter, below, illustrates this point. It was sent from the Belgian Congo town of Dima (which is round 370 kilometers from Leopoldville), the administrative centre of the Kasai Company. Founded in 1901, it was an important industrial, commercial and agricultural centre, with a large Catholic Mission run by the Jesuit Order.

Obviously, this letter is a philatelically inspired cover with a much greater franking than was required for postal payment, but of importance, it was accepted by the Dima post office without any problem. The postmaster placed the Dima cancellation on top of the Kigoma pre-cancellation for it to be delivered to an address in France, Sainte-Adresse (a commune 3km from the centre of Le Havre). After a long trip, the letter arrived at its destination, having received two "Censure Militaire" markings and



the corresponding arrival mark on the back from the commune of Sainte-Adresse.



This set with Kigoma pre-cancelled stamps was listed in the Yvert catalogue as well in the Belgian "Prinet", with the serial numbers 1/8. But, these listings were from many years ago and given without any values, in the belief that they were merely cancellations. However, after so many years who knows?

Of course, I am not in the position at present to offer the definitive solution to this

“enigma”<sup>5</sup>, but looking at the letter I referred to with its postage fully paid with Kigoma “stamps” (even if it is considered to be philatelic), its acceptance by the Dima post office and forwarding to France, and the presence of a corresponding arrival mark on the back showing that it arrived safely at its destination, the evidence is compelling. I think that still there is sufficient justification for further investigation to be undertaken to solve this question conclusively, one way or another.

In an article published by the *Académie Européenne de Philatélie*<sup>6</sup>, Luc Vander Marcken shows a full-colour image of a post card franked with a 10 centimes stamp on which there is a Kigoma type C cachet, which was cancelled at Uvira on the 30 August 1916 and addressed to France, where it arrived on the 6 November 1916 according to the date on its arrival mark - without any control notes, nothing at all, just like a normal post card with its postage duly paid.

If any member of the Belgian Congo Study Circle has any information about this Kigoma “*gibberish!*”, please contact our editor, M. Charles Hénuzet. Many thanks, Tony.

## A practice used to record arrival dates by some British aero-philately collectors in the 1930s: a “Raid Rubin” cover

Bernie Harris



<sup>5</sup> The enigma: These stamps were issued by an official with the authority to do so, with an instruction that all were to be overprinted KIGOMA for use in the occupied territory (only). With this overprint, would they be valid for use in the Belgian Congo? Note, the mark KIGOMA is taken to be a pre-cancellation.

<sup>6</sup> Luc Vander Marcken. The mail of the Belgian soldiers during the German East Africa campaign 1915-1918. *Académie Européenne de Philatélie*, Opus XIV (2014), Africa, pages 124-128

I own this “Raid Rubin” cover, flown on the return flight. It is franked correctly for a destination in England (2,50Fr international ordinary letter < 20g + 5Fr air tax for this flight) and carries both usual red cachets. There is a third red information box that appears to have been typed using the same font (same typewriter?) as that seen on the address, “Par avion / Reine ASTRID”, which is unusual. Raid Rubin covers are not rare, but this one also has added postal history interest.

### Before the Raid Rubin



In October 1934, one of the events held to celebrate the Centenary of Victoria, Australia would be an air-race from Mildenhall, England (about 120km north from London) to Melbourne, Australia. (18,200km away). Australian confectionary company MacRobertson sponsored the £15,000 prize money (worth about €1.6 million today), hence it became known as “The MacRobertson Centenary Air Race”.

Geoffrey de Havilland, the British plane manufacturer, believed Britain was falling behind other countries in developing (and selling) modern passenger planes. To his company board, he proposed that the de Havilland Company should produce an entry that had a realistic prospect of winning. This was for national prestige and not for profit. Tailored specifically to the requirements of this race, the DH88 had a crew of 2, a cruising speed of 320km/h and a range of 4,750km. Design work was completed in January 1934 and the company board agreed that the project could go ahead provided 3 aircraft were sold at £5,000 each (half the actual build cost) by the 28<sup>th</sup> February 1934. The model was named “Comet”<sup>7</sup>. Three (of only the five ever produced) were ordered before the deadline. One of these was bought by Bernard Rubin. Rubin was born in Australia to wealthy parents and was a permanent resident in England, where he became a successful businessman. He was well known in



sporting circles, notably motor racing and drove for Bentley, winning the Le Mans 24-Hour Race in 1928.

Speed and the challenge of racing appealed to him. His plane was painted Bentley Racing Green and registered as G-ACSR. Unlike its sister Comets, it was not given a name. Its MacRobertson race number was 19.

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Member’s children will recognize the DH66 Comet. Named Bulldog, it was one of the characters in the 2013 Disney (Pixar) animated comedy film, Planes, about an air race. John Cleese (of Monty Python fame) provided the voice for Bulldog.



Rubin intended to be the navigator with Ken Waller (a test-pilot) flying it. Unfortunately, a sudden onset of a severe illness prevented this. With a replacement navigator, Waller took off on the 20<sup>th</sup> October and crossed the finish line fourth, six days later. (One of the other two Comets that were entered was first!) Waller returned promptly to England, carrying film of the race to be shown at cinemas. He arrived home on the 1<sup>st</sup> November.

### **The Raid Rubin**

Teddy Franchomme, a Belgian racing car driver and pilot who was acquainted with Bernard Rubin, shared his passion for setting flying speed records. Franchomme's ambition was for Belgium to the Congo. The DH88 Comet would be ideal for this target, so he approached Rubin to ask if it would be possible to use G-ACSR. Rubin offered it free of charge and to lent his experienced pilot, Ken Waller, as well. Did Teddy Franchomme name the raid after Bernard Rubin in gratitude?

The project was supported by the monarch and the Queen acceded to the request that the plane should be named "Reine Astrid" in her honour for this flight. It was to carry Christmas mail to the colony. For this secondary objective to be achieved, departure had to be no later than the 20<sup>th</sup> December,



just 7 weeks after the return of G-ACSR from Australia. To make all arrangements in such a short time was a remarkable achievement. For the aero-philatelists sending their pre-prepared covers to Leopoldville for the return flight, the window of opportunity was even shorter because surface mail was required for delivery to the Congo. Just two mail-boat sailings could be used: The S.S. Albertville departing Antwerp on the 16<sup>th</sup> November and the S.S. Elisabethville on the 30<sup>th</sup> November. They arrived at Matadi on the 5<sup>th</sup> December and the 19<sup>th</sup> December, respectively. Such a tight schedule suggests knowledge of the record attempt was known and plans were being made before or while the MacRobertson race took place.

Waller and Franchomme took off from Brussels (Harum) at 10:42 on the 20<sup>th</sup> December to arrive at Leopoldville (N'Dolo) (51hr 28min later) at 14:10 on the 22<sup>nd</sup>, setting a new record. As is well known, they were welcomed enthusiastically and persuaded to delay the return flight until the 26<sup>th</sup>, for the internal flights from Stanleyville and Lusambo (that were carrying New Year greeting cards for Belgium) to arrive. At 03:55 on the 26<sup>th</sup> the return flight took off. Poor weather and engine trouble added to the time taken. At 11:12 on the 28<sup>th</sup> the flight landed at Harum Airport, 55hr 17min after leaving Leopoldville. (The flying time was 44hr 17min in total for outward and return flights combined.)

### **This cover**

The addressee, L.J. Davidson was an enthusiastic aero-philatelist who lived in

Nyasaland (address: P.O. Limbe) and a member of a network that included W.E. Wheatcroft (England) and L.J. Wyndham (South Africa).

It is probable that Will Wheatcroft created and sent for this cover to give to L.J. Davidson. On all other covers that I have seen, that were posted in Nyasaland, without a doubt by Davidson and addressed to himself, he adopted the formal style L.J. Davidson Esquire (always abbreviated to Esq., Esqr., or Esqre.). On this cover Esquire is not present.



Arguably, the most interesting feature on this cover is the presence of a King George V, 1/2d green stamp on the back of the envelope. It is cancelled "LEICESTER 15, 30 DEC 34, 7 PM". This addition was a practice used by some British aero-philately experts to obtain an official record of the arrival date on an envelope that would not normally receive an arrival mark<sup>8</sup>. There was a printed matter postal rate in the UK<sup>9</sup>, which in 1934 was 1/2d for the first 2oz. (57g). In those days, there was at least one delivery every day of the week in British towns. The 30<sup>th</sup> December fell on a Sunday in 1934. W.E. Wheatcroft may have received the Rubin cover in the last delivery (late) on Saturday or in the Sunday delivery. It appears that Ibstock village post office was not open on Sunday and he took it to the City of Leicester (a postal centre) 21km to the east. The date of arrival is recorded by this postmark. (N.B. At that time, the GPO delivered mail from the arrival airport, London Croydon, to the final destination on the next day. Collectors will have known this and the dated Leicester postmark gave the provenance that it had been carried on Raid Rubin.)

Stan Wheatcroft confirmed that his uncle (Will) did this routinely, reporting this in the *Imperial Airways Gazette* (Issue 25, June 2004, p35). Will's ironmonger's shop was across the road from the post office at the centre of Ibstock. New postal services were announced in the Post Office Daily List, to be found in post offices. If Will saw a new air service (which presumably included one-off events such as this raid, which

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<sup>8</sup> I am grateful to Eric Coulton for this information. I asked a number of collectors about the purpose and significance of this 1/2d stamp. It was a mystery to them. They asked others who in turn asked others, which included Eric who was asked about it at an EASC meeting.

<sup>9</sup> In 1858, Roland Hill introduced a cheaper postal rate for second-handbooks to encourage their circulation and reading. In time, this cheaper rate developed to apply to commercial items that were not personal letters. The service was renamed "Printed Papers/Matter" in 1916. Apparently, a fully franked envelope qualified for redelivery as printed matter which guaranteed a postmark at the expense of just a halfpenny.

was officially recognized by the Belgian postal authorities), he would send a self-addressed envelope along with an International Reply Coupon (for the return postage) to the postmaster at the departure point of the flight. When the cover arrived back at 133 Melbourne Rd, he stuck a ½d stamp on the back and immediately posted it at Ibstock Post Office to get an official record of its arrival date. In effect, it was reposted as a new printed matter communication for which it qualified because the sender (from Leicester in this instance) had not added a personal message. This was an imaginative way to obtain concrete proof of an arrival date which was important information for first flight collectors. It was not required when the envelope received an arrival back-stamp (such as on registered mail). I do not know how widespread this practice was or when it ended. Also, I do not know if a similar practice existed in other countries.

## Addendum

Having completed this article, I realised that I should have included the following cover for which a different collector has used the same practice on a different first flight. It is an out-bound cover, carried on the inaugural SABENA service from Brussels to Leopoldville, which departed from Brussels on the 23<sup>rd</sup> February 1935. Although it has a Sutton Coldfield (a suburb of Birmingham) return address, the KGV GB stamps were cancelled CROYDON, SURREY 10-PM 21 FEB 1935, which indicates it was posted at London airport. At this time, Croydon, 15 km from the centre of the city, was the airport for London. Croydon Airport closed in 1959. (The postmark is faint and does not reproduce well. I apologise for this.)



The late hour (22:00) for sorting resulted in dispatch to Paris on the following day (22<sup>nd</sup>) by the 09:00 Air France (AF Line 176) service, which arrived at Le Bourget at 10:30 (local times). Here it received a slogan transit mark, PARIS R. P. 13★ 22 • II 1935 AVION. By considering airline schedules for departures from Paris to Brussels, the next available flight would have been the KLM 08:00 (AF Line 461) on the 23<sup>rd</sup>, which arrived at Haren, 09:50 (*timetable images.com*). Of course, it is possible that the letter might have been transferred to rail for carriage from Paris, a more frequent service to Brussels, to arrive earlier.

Why was this letter detoured via Paris to face a tight schedule when there were direct London to Brussels SABENA services on the 22<sup>nd</sup>, arriving at 10:45 and 14:45? A misdirection is probably the reason because, up until then, all airmail to the Congo had passed through Paris, carried by Imperial Airways.

As is well known, the flight arrived as scheduled at Leopoldville on the 28<sup>th</sup> February 1935.

A great demand for first flight covers was expected. SABENA commemorative covers were printed and individually numbered. The highest that I have seen on sale is cover N<sup>o</sup> 04844. This number is in conflict with that reported by Stern [*The Airpost Journal* (1972) 200-1] for the number of items carried, this being given by him as 1500. It is easy to show this is a considerable underestimate, given that he also states 83kg of mail was carried. He gives no evidence for his figure of 1500. In the absence of an official report, we must speculate. Lightweight airmail envelopes, of the type used for the souvenir cover (without any content) weigh < 3g. If all the mail was such souvenir envelopes, this gives a theoretical maximum of 27,000 items carried. More realistically, if we take mix of equal numbers of empty souvenir envelopes, single rated (< 5g) letters and double rated (< 10g) letters this produces 15,000 items in total which would weigh 90kg. Clearly, a high number of permutations is possible with these 3 variables to equal a total of 83kg, but this approach does not take us any closer to the true figure. The important conclusion is that the philatelic mail ought to be many times greater than that given by Stern and the number of SABENA covers might be 5000, and perhaps more.

A special arrangement appears to have been in place to return souvenir covers. Working back from the postmarked date on the ½d stamp applied on receipt at the return destination, 11 MR 35, the cover must have been returned immediately. The first home-bound flight departed Leopoldville on the 4<sup>th</sup> March to arrive at Brussels late on the 8<sup>th</sup>. Thus, Mr. T. Higgs had his proof that the cover had been carried on the first flight in both directions with a charge of only ½d for the return flight, and not 4 BFr. (saving 6½d), though he did not have attractive Belgian Congo stamps on his cover!

## New Katanga Postal Stationery ?

### Nick Stanmore

Prompted by receipt of the new excellent postal stationery book<sup>1</sup> I reviewed my notes and thought I should report some possible new items seen recently on an auction site.

Figure 1 shows a 1.50Fr. on 1.20Fr. green postcard (BC85) with additional overprint KATANGA. The overprint does not seem as clear as in the more common K1 (BC86 overprinted) and there are no lines through the lower country name. I have some examples of commercial mail to the same address that may indicate authenticity.

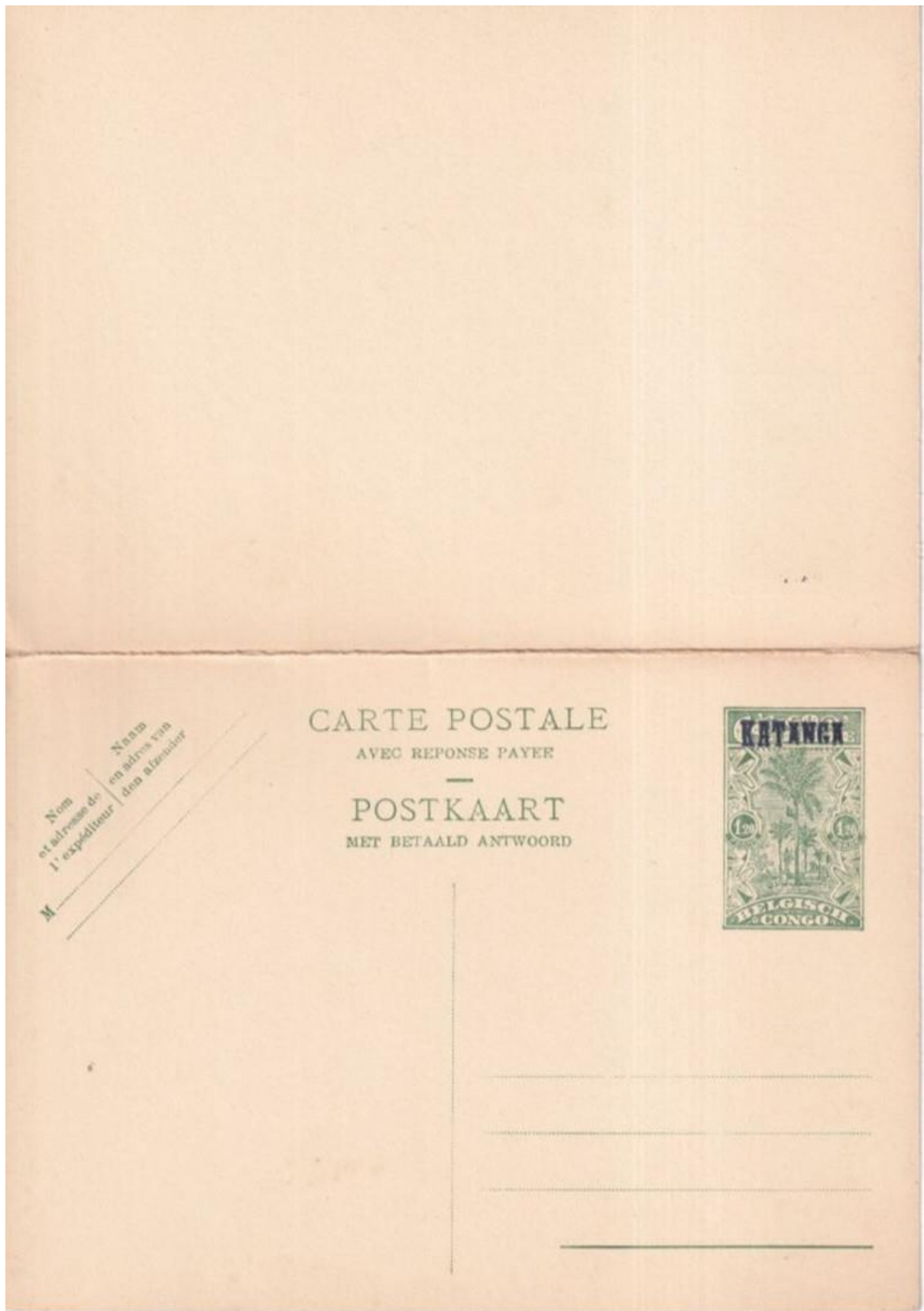


Figure 1

Figures 2 and 3 shows a 1.20Fr. green card with paid reply (BC83) with overprint KATANGA but lacking the 1.50Fr. surcharge and lines through the lower name. The catalogue does not show that BC83 was surcharged in the same way as BC85 so, presumably, applying a new value as well as a new country was not possible for some reason.

Also noticeable is that the letters in KATANGA seem to vary in height with truncation at the bottom.





www.delcampe.net

elisabethdaude

Figure 2

195/17

I suppose these could be forgeries, fakes, or fantasies but any additional information gratefully received.

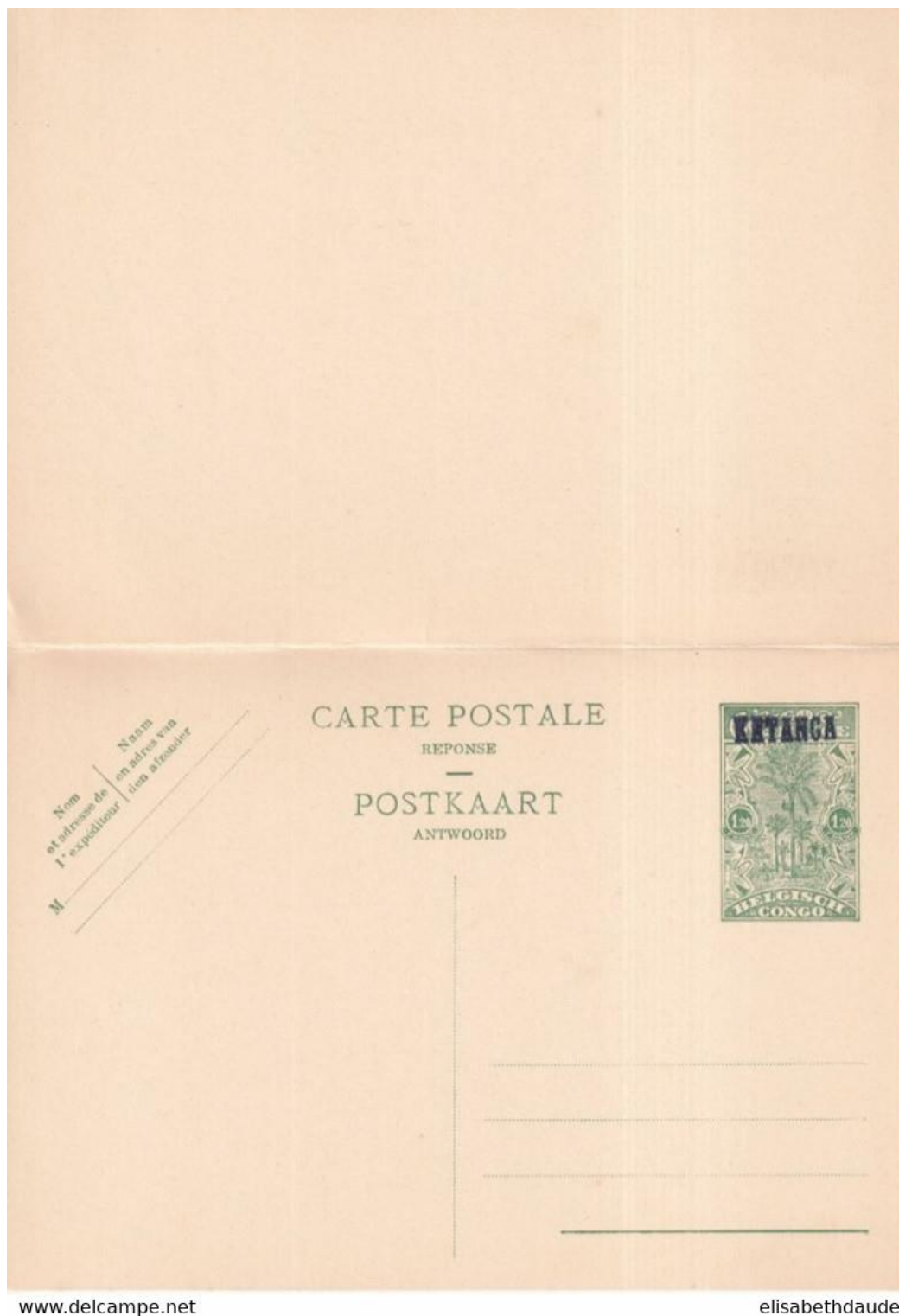


Figure 3

**References**

1 – Postal Stationery from Congo and Ruanda-Urundi, Y Winand, 2021

## The 50 Fr airmail stamp (Part I)

### Filip Van der Haegen

In 1933 the well-known Belgian engraver Jean de Bast was asked to create a new series of airmail stamps to replace, gradually, the previous issue that was printed by Bradbury Wilkinson & Company.

He featured a Fokker F VII, a three-engine aircraft that SABENA would use in the Belgian Congo from 1934 onwards.



Figure 1. Photographic print of the final design, dated November 1<sup>st</sup> and signed by De Bast.

The registration code, OO-AIX, on the plane stands for:

- OO the international registration letters for Belgium
- AI the type of plane
- X the 24<sup>th</sup> plane of this type used by Sabena

The complete series of nine values was announced by a postal decree on January 10<sup>th</sup> 1934 and became available in the post offices from January 22<sup>nd</sup> 1934 onwards.

The stamps were printed by the stamp printing plant in Mechelen. This was their last printing effected on a Stickney machine. This article concentrates on the highest value of this series.



Figure 2. The essay of the 50 Fr., in dark blue/violet

The dimensions of the stamp are 33<sup>3</sup>/<sub>4</sub> mm by 21<sup>1</sup>/<sub>2</sub> mm, the perforation is 13<sup>1</sup>/<sub>2</sub> x 14.

Concerning the number printed, the Catalogue Officiel Belge cannot be trusted 100%. A number of 100.000 is mentioned but other sources stipulate 108.000 stamps.



Figure 3. The stamp with overprint SPECIMEN in blue

This stamp was printed in sheets of 4 x 50 stamps, split in two panels of each 2 x 50 stamps and with indication of the plate number on top of each plate.



Figure 4. Plate 1 – sheet number 023

In case the of 50 Fr, the ranking of the plate numbering is thus:



Each sheet of two panels is numbered in the upper right border. Plate number 1 bears an uneven number, plate 3 an even number. Plate 2 and 4 bear no sheet number. The numbering is with three digits and is always lower than 501.

If we accept that 108.000 stamps were printed, this number represents 1080 sheets of two panels. Taking into account a numbering up to maximum 500, it means that we can find up to three times the numbers 001 up to 080 and two times all numbers from 081 onwards.

Below an example of the two existing sheet numbers 213.



## The use of the stamp

### 1. Period 1934- 1940

A first question one can ask is: why such a high value? Indeed, at that time airmail stamps were in principal only used to cover the airmail surcharge. The inland airmail in Belgian Congo was 1.00 Fr./5 grams in 1934. An international regular airmail route was operated by Imperial Airways (London - Capetown) for which 4.00 Fr./10 grams was due. A second solution was via Dakar - Toulouse, where the requested airmail rate was 2.50 Fr./5 grams.



Registered letter from Leopoldville to Lorch (Germany), dispatched July 9<sup>th</sup> 1934.

Arrival mark July 30<sup>th</sup>.

Franking:	normal rate	2.50 Fr/20 grams to other than Belgium
	Registration fee	2.50 Fr from February 1 <sup>st</sup> 1934 onwards
	Airmail rate	1.00 Fr/5 grams from February 1 <sup>st</sup> 1934 onwards

The letter was sent by airplane from Leopoldville to Boma, where it was taken on board of the steamer "Elisabethville 2", leaving July 13<sup>th</sup> and arriving at Antwerp July 31<sup>st</sup>. It was unloaded at the port of La Rochelle (France) and reached its destination by normal way.

At the end of February 1935, Sabena and Air Afrique started a regular airline route

between the Congo and Europe via Algeria. Next to Imperial Airways that served especially the region of East Congo, these three companies ensured a weekly mail connection with Europe and vice versa.

The airmail rate to Europe was fixed at 2.50 Fr/5 grams for the Sabena/Air Afrique routing whereas the airmail rate by Imperial Airways was higher.

From June 1<sup>st</sup> 1935 onwards, this rate was unified to 3.50 Fr/5 grams for all three lines.



A letter from Coquilhatville posted February 2<sup>nd</sup> 1936 and send by Air Afrique to Algeria. From there it continued by plane to Marseille and further on to Paris & Brussels.

No arrival postmark. Based on the franking, it weighted between 135 and 140 grams.

Franking:	Normal rate	0.90 Fr.	3 x 0.30 Fr./50 grams business papers rate
Belgium	Airmail rate	<u>98.00 Fr.</u>	28 x 3.50 Fr./5 grams
	Total	98.90 Fr.	

Initially scheduled for registration, but deleted before dispatch.

During the 51<sup>st</sup> SABENA flight Congo - Belgium, the Savoia Marchetti OO-AGR piloted by A. Closset was forced to make a landing nearby Oran. The plane crashed and none survived.

A major part of the mail was recovered and received a special mark mentioning the accident.



A letter (65-70 grams) from Elisabethville to Brussels posted January 21<sup>st</sup> 1937.

Franking:	normal rate	4.20 Fr	1.50 Fr/20 grams + 2 x 0.90 Fr additional 20 g.
	Airmail rate	<u>56.00 Fr</u>	14 x 3.50 Fr/5 grams
	Total	60.20 Fr	

Special mark	Courrier aérien SABENA accidenté ORAN 28 janvier 1937	(in pink ink)
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On April 1<sup>st</sup> 1937, the airmail rate to Belgium was reduced to 3.00 Fr./5 grams for airmail dispatched by SABENA or Air Afrique. Mail sent by Imperial Airways remained at 3.50 Fr per 5 grams. On the other hand, mail to other European countries stayed at 3.50 Fr.

From end of 1935 / starting in 1936 the post office allowed the use of airmail stamps to cover the normal (surface) rate as well. Previously, this was not accepted.



A letter (95-100 grams) from Elisabethville to Brussels posted May 6<sup>th</sup> 1939 and dispatched by the French/Belgian line. No arrival mark.

Franking:	normal rate	5.10 Fr	1.50 Fr./20 grams + 4 x 0.90 Fr./additional 20 grams
	Airmail rate	<u>60.00 Fr</u>	20 x 3.00 Fr./5 grams
	Total	65.10 Fr	

**to be continued**

# Can you help?

## Wants

Colours and errors of colour (whether intentional or not?) used for the frame of the blocks: *UPU 1949*:

### NL—F:

- BL 3A 30c rose
  - 3Aa overprinted frame in orange instead of pink
- BL 4A 75c orange
  - 4Aa overprinted frame in blue instead of orange
- BL 5A 1,75 rose
- BL 6A 2,50 F blue
  - 6Aa overprinted frame in gray instead of blue
  - 6Ab overprinted frame in green instead of blue
  - 6Ac overprinted frame in pink instead of blue

### F—NL:

- BL 7A 50c rose
- BL 8A 60c green
- BL 9A 1,25 F blue
  - 9Aa overprinted frame in green instead of blue
  - 9Ab frame overprinted in pink instead of blue
- BL 10A 2,50F green
  - 10Aa overprinted frame in pink instead of green

### Inverted frame:

- BL 3A-Cu
- BL 4A-Cu
- BL 6A-Cu
- BL 9A-Cu
- BL 10A-Cu

### Color error and inverted frame:

- BL 6Aa-Cu (seen only at a sale at Cherrystone)

Please contact the Editor of Bulletin for further information

**POSTAL AUCTION SALE 2023-1  
REALISED PRICES**

LOT	PRICE	LOT	PRICE	LOT	PRICE
1		36	8.00	71	1.00
2		37	3.50	72	
3		38	1.50	73	13.00
4		39	1.75	74	1.75
5		40		75	7.00
6		41	4.25	76	4.05
7		42	10.00	77	5.25
8		43	4.00	78	5.25
9		44	10.25	79	
10		45	5.50	80	38.00
11		46		81	18.00
12		47	9.50	82	
13		48		83	2.50
14		49	2.25	84	4.00
15		50	65.00	85	12.00
16	62.00	51	1150.00	86	52.00
17	1.50	52	13.00	87	5.75
18	87.00	53	5.50	88	17.50
19		54	9.75	89	14.50
20		55	2.00	90	22.00
21	48.00	56	2.25	91	16.00
22		57	13.00	92	16.00
23	36.00	58	8.00	93	
24		59	6.00	94	2.50
25		60	2.50	95	
26	0.50	61	1.25	96	0.50
27		62	36.00	97	1.00
28	1.50	63	8.00	98	
29		64	32.00	99	2.60
30		65	0.50	100	2.75
31		66	3.75	101	2.25
32	4.00	67	6.00	102	2.75
33	1.00	68		103	2.00
34		69			
35	11.00	70			

## Bidding form - BCSC 2023-2

To be sent to

Th.FRENNET – Rue la rue 17 – B-1420 Braine-l'Alleud – Belgique/Europe

Or by E-mail at : [Thierry.frennet@fthsprl.be](mailto:Thierry.frennet@fthsprl.be)

### CLOSING DATE FOR BIDS – 15 th SEPTEMBER 2023

Name : ..... Date : .....

Full Address: ..... Signature : .....

### Auction Rules

#### Abbreviations used

<b>U.M.</b>	= unmounted mint – unused with original gum in Post Office state, never hinged.	
<b>L.M.</b>	= lightly hinged - unused with original gum, mounted with a peelable hinge.	
<b>O.G.</b>	= original gum - unused with gum slightly disturbed or alternatively having a previous hinge	
<b>Part O.G.</b>	= part original gum – unused with original gum. Large hinge remnants may or may not be present.	

CB – Congo Belge; COB – Catalogue Officiel Belge number; RU – Ruanda-Urundi;  
Designation of cancellations are in accordance with the Heim & Keach classification

#### Bidding steps

0	to	5 €	per	0.05 €
5€	to	25 €	per	0.25 €
25€	to	50 €	per	1.00 €
50€	to	250 €	per	2.00 €
250€	to	500 €	per	5.00 €
	over	500 €	per	10.00 €

**Postage on lots will be charged to buyers**

See also our website: [www.Belgian-congo-study-circle.be](http://www.Belgian-congo-study-circle.be)

<u>Lot No.</u>	<u>Limit (Euros)</u>	<u>Lot No.</u>	<u>Limit (Euros)</u>	<u>Lot No.</u>	<u>Limit (Euros)</u>

To submit more bids, please send them entered on a 2<sup>nd</sup> (& more) copy/copies of this bidding form.

Lot	SALE 2023/2 Description	COB #	Min. Bid €
<b>Ruanda-Urundi full sheets or large blocks</b>			
1	Ruanda-Urundi Vloors issue 20c olive-green, full sheet of 100, UM, print 1A	53	7.00
2	Ruanda-Urundi Vloors issue 50c blue-grey, block of 25, sheet corner, UM, print A	56	6.00
3	Ruanda-Urundi Vloors issue 20c green (100), full sheet of 100, UM, print E2	62	6.00
4	Ruanda-Urundi 1942 issue 20c blue (50), full sheet, UM	129	3.00
5	Ruanda-Urundi 1942 issue 30c blue (50), full sheet, UM (+ some indications for varieties/plating)	131	3.00
6	Ruanda-Urundi 1942 issue 50c green (50), full sheet, <i>left and right margins of the sheet missing</i> , UM	132	3.00
7	Ruanda-Urundi 1942 issue 60c brown (50), full sheet, <i>left and right margins of the sheet missing</i> , UM	133	3.00
8	Ruanda-Urundi 1953 Flowers issue, 10c, 15c, 20c, 25c, 40c, UM, each in full sheet of 100 stamps	177/81	5.50
9	Ruanda-Urundi 1959 African Animals issue, 10c, 20c, 40c, 50c, UM, each in full sheet of 100 stamps	205/8	3.50
10	Ruanda-Urundi 1959 African Animals issue, 10c & 20c, UM, each in full sheet of 100 stamps	205 + 206	1.25
<b>Belgian Congo - stamps</b>			
11	1923 Vloors issue 10c green UM, 20c olive-green LH/UM, 25c red-brown LH/UM, 30c pink, no gum, blocks of four	107, 109/11	1.25
12	1925 Vloors issue 45c violet, 60c carmine, UM, blocks of four	122.124	1.50
13	1925 Vloors issue, 20c green, 50c orange-red, 1F50 blue, blocks of four, no gum	118,123,130	0.25
14	1910 issue 5c green, 10c carmine, 15c ochre, perf 14, UM, blocks of four + 25c blue no gum, block of four	54/57	3.75
15	1930 "Caritas" issue, full set, UM	150/8	43.00
16	1931 "Vloors with surcharge" issue, full set LH	159/61A	12.00
17	1894 issue, lot of 8 stamps: 5c red-brown LH perf 15, 5c green LH, 10c red-brown LH, 15c ochre (2) perf 14 & 15 OG, 40c blue-green LH, 50c green LH, 1F violet no gum	15/17, 23/24, 26A	14.50
18	1894 issue 10c blue (3: 2 LH, 1 OG). Perf 14 & 15x14.5	18	2.00
19	1909 "unilingual" issue, 5c green UM, <i>sheet margin</i>	50	1.25
20	1915 issue, 10c carmine, <i>half-circle</i> cancellation GOMBE 3 OCT 1921	51	1.00
21	1910 issue 15c ochre, rare cancellation BOGA 28 mai 1912	56	2.00
22	1909 "unilingual" issue, 12 stamps: 5c green (2), 10c carmine (7, including block of 4), 50c olive (3), used. <i>Some good cancellations: Bukama, Kambove</i>	50/1 + 53	1.75
23	1910 issue 5c green (7, including a vertical pair), 10c carmine (11), 15c ochre (8), used. <i>Some good cancellations</i>	54/56	1.00
24	1910 issue 25c blue (11), used. <i>Some good cancellations: Stanleyville, Kambove, Dungu, Bandundu, etc</i>	57	2.00
25	1910 issue 40c blue-green, 50c olive, 1F carmine (3, including 1 <b>perf 15</b> , rare), used	58/60	4.00
26	1910 issue 3F red (2), used ( <i>namely cancellation Pania-Mutombo</i> )	61	5.00
27	1910 issue 40c blue-green, block of four, used	58	1.75
28	1910 issue 15c ochre LH, 25c blue UM, 40c blue-green LH, 50c olive OG, 1F carmine LH, 3F red LH, 5F carmine LH	56/62	14.50
29	1910 issue 3F red UM	61	13.50
30	1918 Red Cross issue nearly full set (without 10F). <i>The 40 c is perf 15.</i>	72/9	5.00

31	1915 issue, 10c carmine, pane (miniature sheet of 10 stamp), 3rd printing, UM	65C	4.50
32	1915 issue, 5c green, pane (miniature sheet of 10 stamp), 2nd printing, UM	64B	5.00
33	1925 Vloors issue, 20c, 30c, 35c, 50c, 60c, 75c, 1F blue-grey, 1F rose, 1,25F, 1,50F + 1923 Vloors issue 1F grey-brown, all blocks of four, used		3.50
34	1921 issue 5c/40c green-blue, 10c/5c green, 15c/50c olive, LH, blocks of four. <i>A few adhesions.</i>	85/7	0.75
35	1921 issue 15c/50c olive, 25c/15c ochre, 30c/10c carmine, 50c/25c blue, UM, blocks of four.	87/90	10.00
36	1931 issue, 2,50F blue, pane (miniature sheet of 8 stamps), UM	178A	3.25
37	1934 Air mail stamps issue, full set, LH or UM	PA7/15	3.25
38	1947 issue, 100F red-rose & black, strip of 3, UM	295	7.50
39	1957 postage due stamps issue, full set, UM, blocks of four	TX78/84	3.00
40	1943 "Messages" miniature sheets, full set UM, pristine condition <i>except for a nearly invisible fold on the 50c green (inferior right corner)</i>	BL3/10	380.00
41	1889 issue, 3,50/5F grey, boxed colis postaux surcharge, <i>off centre &amp; slightly thinned</i> , LH	CP5	30.00
42	1889 issue, 3,50/5F grey, boxed colis postaux surcharge, <i>missing perf on inferior left corner</i> , LH	CP5	17.50
43	1889 issue, 3,50/5F grey, boxed colis postaux surcharge, no gum	CP5	18.00
44	1889 issue, 3,50/5F grey, boxed colis postaux surcharge, Matadi cancellation type 1.3 DMTY, 16 NOVE 1895, <i>slightly thinned</i>	CP5	17.50
45	1889 issue, 3,50/5F grey, boxed colis postaux surcharge, Matadi cancellation type 1.1 DMTY, 29 JUIL 1896, <i>one short perf on inferior left corner, slightly thinned</i>	CP5	17.50
46	1889 issue, 3,50/5F grey, boxed colis postaux surcharge, Banana cancellation	CP5	52.00
47	1889 issue, 3,50/5F grey, boxed colis postaux surcharge, Matadi cancellation type 1.1 24 JUIN 189?, <i>off centre, good condition</i>	CP5	52.00
48	1909 issue 5c green Brussels overprint type 6, LH	30B6	12.50
49	1909 issue, 15c ochre Brussels overprint type 2, very LH nearly UM	32B2	12.50
50	1909 issue 25c blue Brussels overprint type 4, very slightly thinned, no gum	33B4	6.50
51	1909 issue, local overprint 7, 1F carmine, LH, one short perf	36L7	12.00
52	1909 issue, typo overprint, 15c ochre, used	42T1	1.25
53	1909 issue, local overprint 3, 1F carmine, used, <i>slightly thinned</i>	36L3	3.00
54	1887 issue 5F grey (2) LH, <i>each stamp with one missing perf at upper right or left corner + fake (?) or proof (?) imperforated stamp, on gummed thin paper. COB &gt;360 €</i>	12	17.00
55	1909 issue, local overprint L3, 3,50F vermilion, used	37 L3	38.00
56	1909 issue, typo overprint, 3,50F vermilion, LH	47	9.00
57	1909 issue, local overprint L1, 10F green, perf 12, used.	39 L1	18.00
58	1909 issue, local overprint L1, 10F green, perf 12, used.	39 L1	18.00
59	1909 issue, local overprint L3, 10F green, perf 12, used, <i>two short perfs.</i>	39 L3	7.00
60	1909 issue, local overprint L1, L2, L4 and L6 : 10c carmine (4), used + 1909 issue, local overprint L4 & L5, 25c blue (2), used.	31L + 33L	3.00
61	1909 issue, local overprint L5, 5c green (5), LH (2), OG (2) or no gum (1). All stamps with L5 local overprint.	30L	2.50
62	1894 issue, 24 stamps up to 1F violet. UM, LH, OG, used or no gum. Different perforations. Beautiful items		19.00
63	1937 issue, miniature sheet 1, UM	BL1	1.50
64	1931 Vloors w/surcharge issue, full set, LH	159/61A	8.00
65	1949 UPU issue, 4F blue UM (2) + 1953 issue, full set, UM	297 + 325/6	1.50
66	1957 Red Cross issue, full set, UM	341/3	1.00

67	1953 Flowers issue, 1,25 F in pair UM	311	0.75
68	1953 Flowers issue, full set LH	302/23	5.50
69	1959 issue "African protected animals" 10 c and 20 c (half sheet of 50 stamps each), 40 c giraffe (full sheet of 100 stamps), UM	350/2	1.25
70	1942 issue, 5c red, 10c olive, 20 c blue, each full sheet of 100 stamps <i>in two halves</i> , UM, COB 45 €	228, 249,251	0.75
71	1915 issue, full set, UM or LH	64/71	4.00
72	1910 issue 5c green (x 50): two half-sheets (superior part of the sheet, each with sheet number on upper right corner), no gum + three blocks of 10 + one block of 15, all with sheet margins, no gum	54	1.25
<b>Congo Republic</b>			
73	1963 issue (African birds), seven maximum cards		3.00
74	1963 and 1965 issues, full sets, in blocks of four, used	507/13 + 545/50	2.25
75	1963 Red Cross issue, miniature sheet, imperforate, UM	LX499	5.00
<b>Ruanda-Urundi stamps</b>			
76	1916 issue, full set (B), used	28/35	4.50
77	1918 Red Cross issue, from 5c to 1F, LH. The 40c/40 c perf 15 (rare).	36/42	2.50
78	1922 issue, full set, UM or LH	45/9	1.25
79	1924 Vloors issue, full set used	50/61	7.50
80	1925 Vloors issue, full set used	62/76	2.25
81	1929 Vloors issue, full set, used	79/80	0.50
82	1931 Vloors with surcharge issue, full set, used ( <i>beautiful Kitega cancellations</i> )	90/91	1.00
83	1930 issue, full set used	81/89	19.00
84	1931 issue, full set, LH	92/106	2.50
85	1934 issue (mourning of King Albert), used + 1936 issue (Queen Astrid), used	107/110	0.50
86	1937 issue, two full sets, LH & used	111/13	0.50
87	1941 "Meulemans" issue, full set used	114/17	12.00
88	1941 issue 5c/1,50F, used + 1941 issue 75c/90c red and brown & 2,50/10F red, used	118 + 119/20	0.50
89	1941 issue 10c grey, used	121	2.25
90	1941 issue, 1,75F orange & 2,75 violet-blue, full set used	122/3	3.75
91	1942 issue 0,75/1,75 orange & 2,50/2,75 violet-blue, full set, used	124/5	1.75
92	1918 Red Cross issue, full set LH or UM	36/44	41.00
93	1918 Red Cross issue, 5F ochre LH, <i>very good condition</i>	43	2.75
94	1931 issue 1,25/75c pink (2), used	90	0.50
<b>Local Stanleyville and Albertville issues – République populaire – South Kasai</b>			
95	1964 issue Stanleyville 'République populaire', full set, COB 1/5, UM		16.00
96	1964 issue Stanleyville 'République populaire', full set, COB 11/15, UM		16.00
97	1964 issue Stanleyville 'République populaire', COB 12, UM		5.00
98	1964 issue Stanleyville 'République populaire', full set, COB 18/9, UM		25.00
99	1964 issue Stanleyville 'République populaire', full set, COB 20/22, UM		9.00
100	1964 issue Stanleyville 'République populaire', full set, COB 23/29, UM		11.00
101	1961 issue Albertville, Congo overprint on Katanga stamps, full set, COB 6/19, UM		28.00
102	Sud Kasai, full set COB 1/13, LH		9.00
103	Sud Kasai, full sets COB 14/15 LH + 14-Cu UM + 16/17, UM	14/17 + 14-Cu	5.00
104	Sud Kasai, full set COB 18/19, LH	18/19	28.00
105	Sud Kasai, full sets COB 20/24 UM + 25/28 LH	20/28	0.75
<b>Belgian Congo stamps &amp; miscellaneous</b>			

106	WW1 leaflet (4 pages) distributed in occupied Belgium, dated October 1917, to announce the victories of the colonial Army against the Germans in German East Africa, namely Tabora (two pictures + 1 small map). <i>Historic document.</i>		3.00
107	1952 Flowers issue. Booklet (printed by Courvoisier SA, La-Chaux-de-Fonds, Switzerland) with full set LH, with <i>Specimen overprint. Not mentioned in COB catalogue. Rare</i>	302/23	90.00
108	1922 issue, 10c/1f olive (28, 21 UM, 7 LH), including 1 block of 15 + 3 blocks of four	101	4.00
109	1923 & 1925 Vloors issues, 5c orange (OG), 10c green, 75 c rose, 1,50F blue (UM or LH), all in blocks of four	106/7, 126,130	1.25
110	1947 issue 1F & 6F in blocks of four, used (Leopoldville cancellations) + airmail issue 1921 1F in block of eight, used & 1936 issue 3,50F/3F block of four, used	285,291, PA2, PA17	1.00
111	1937 issue, miniature sheet (3), UM (1) LH (1) OG (1)	BL1	2.00
112	1923 Vloors issue 10F black (3), used	117	13.50
113	1931 issue 2F/1,75F blue, red surcharge, used	161	5.50
114	1931 Stanley issue 3,25F/3,50F blue, black surcharge, "small", used	167	1.50
115	1938 issue, full set UM, imperforated, blocks of four, sheet corner. <i>Pristine condition</i>	197/202	90.00
116	1910 issue, 10c carmine, block of 15 (pos 36 to 50), plate III1 + C1, UM	55	4.00
117	1960 "Olympic games of Rome" issue, full set UM, imperforate. <i>Tiny stain in the inferior margin, under the +</i>	367/71	28.00
118	Airmail 1921 issue 50c orange, block of four UM	PA1	2.00
119	Airmail 1930 issue full set in pairs, UM	PA5/6	10.00
120	Airmail 1936 issue 50c/1F50 green, block of four, sheet corner, UM	PA16	1.00
121	Airmail 1930 issue 15F sepia, block of eight, UM. <i>Some rust spots</i>	PA 5	5.00
122	Airmail 1934 issue 4,50c blue, block of eight, UM	PA11	2.00
123	Airmail 1921 issue 50c orange (17) included pair & block of four, 1F violet (40) including one pair, 2F blue (4), 5F green (3), used	PA1/4	1.75
124	1941 issue, 25c pale blue used, very badly off-centre. <i>Curiosity</i>	216	1.00
125	1931 issue, cancellations: Dilolo, Kaballa <i>in blue</i>		1.00
126	1931 issue, 14 stamps with rare cancellations: Kasongo, Lodja, Luebo, Luputa (2 different cancellations), Mweka, Luishia, Shabunda (pair), Manono (pair), Kabalo, Malonga, Kamituga		6.00
127	1941 issue, 50c violet, 75c rose, 1,75F orange, 5F olive-green, blocks of four UM	217-218- 220-223	33.00
128	1941 issue, 10F red block of four UM. <i>Little fold (touching one stamp)</i>	224	28.00
129	1941 issue, 2,50F carmine-red, block of eight, UM, <i>some tiny adhesions</i>	221	12.00
130	1941 issue, 25c pale blue, block of ten, UM, <i>some rust spots</i>	216	1.50
131	1935 issue, full set UM, <i>one corner perf missing to 2,40F orange-red</i>	185/91	16.00
132	1949 issue, 4F violet-blue, block of four, sheet corner	297	1.00
133	1960 issue, full set, imperforated, <i>tiny rust spots</i>	365/6	4.00
134	1957 Red Cross issue, full set, UM	341/3	1.00
135	Airmail 1930 issue 15F sepia, vertical strip of 3, UM	PA 5	6.00
136	Airmail 1934 issue 30F orange, strip of 3, UM	PA14	3.00
137	Airmail 1934 issue 50F violet, strip of 4, UM	PA15	10.00
138	1948 issue 2,50F blue & yellow-green (100), used. <i>Shades, cancellations, etc</i>	296	2.00
<b>Books</b>			
139	COB catalogue (Official catalogue of stamps), volume 2: ex-Belgian Colonies, edition 2017, 288 pages, <i>very good condition</i>		6.00



140	Les congolâtres - October 2017: Belgian Congo-Great-Britain postal relations 1884-1960, 127 pages. <i>Very good condition</i>		4.00
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