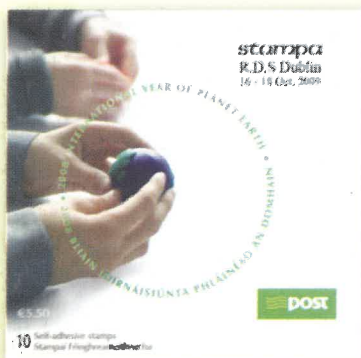
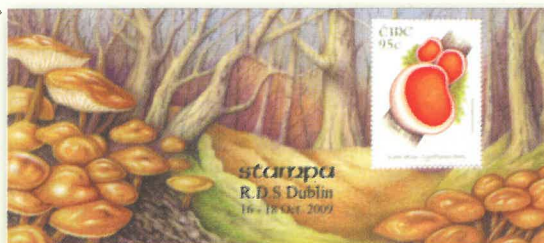


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# Welcome to STAMPA 2009

Whether it is your first or 38th visit I hope you gain something from it. This is one aspect of the social side of philately and it is always a pleasure to meet our regulars, especially those from overseas. If it is your first visit, maybe out of curiosity, I hope you feel tempted to take up what is probably the most global hobby.

You can find out more about the various societies and groups at the Federation stand. It is never too early or too late to start, or resume, and as you can see from the displays and trade stands there is no limit to what or how you collect.

On behalf of all Stampa members I congratulate An Post on their 25th anniversary. They, and before them the Department of P&T, have always been helpful supporters of the exhibition.

*John Lennon,*

Chairman

STAMPA 2009

## ACKNOWLEDGEMENTS

The Chairman and Council are very grateful to the following for their help: An Post (especially the Philatelic Bureau); The Cork Philatelic Society; The Dublin Stamp Society; The Federation of Philatelic Societies of Ireland; the Irish Philatelic Society; The Irish Philatelic Traders Association; the RDS staff; Ian Whyte; the Exhibition Judges; Order of Malta - Ireland; The Irish Numismatic Society; The Irish Postcard Society; John Fitzsimons; Seamus Kearns; John Lennon; John Mullen; Brian Warren; Irish Stamp Security Printing Co Ltd; Lori Ryan; those who mounted the exhibits and the invited displays; the stewards; the exhibitors; the standholders and the advertisers. We also thank the Stampa members, the frame sponsors, the volunteers and helpers and everyone else who contributed to the success of this show.

The Irish National Stamp Exhibition Limited is a non-profit taking company, limited by guarantee, run on a voluntary basis by an elected Council.

**Chairman:** John Lennon

**Vice-Chairman:** P.J. Gilmore

**Secretary:** Michael Kelly

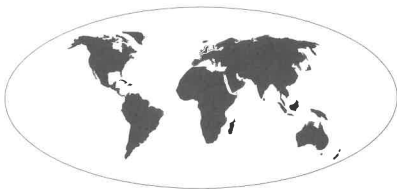
**Treasurer:** Kevin Drury

**Council Members:** John Fitzsimons, Seamus Kearns, Philip Kane

**Stampa 2009 Judges:** John Lennon, John Mullen, Richard Payne (UK)

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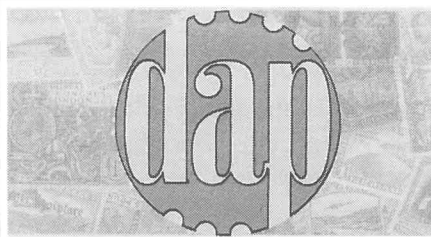
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# STAMPA Events

|                          |   |                                     |
|--------------------------|---|-------------------------------------|
| Official Opening         | – | Friday                              |
| I.P.T.A. AGM             | – | Friday 6:15 p.m.                    |
| STAMPA Awards Dinner     |   | Saturday 8:00 p.m. Landsdowne Hotel |
| F.P.S.I. AGM (Committee) | – | Sunday 1:30 p.m.                    |
| F.P.S.I. AGM (Delegates) | – | Sunday 2:00 p.m.                    |

*Medical Care and First Aid is available courtesy of the Order of Malta - Ireland at the First Aid Centre in the Exhibition Hall. Further details available from National Headquarters, 32 Clyde Road, Dublin 4. Tel: (01) 6140031.*

## Stampa Awards Banquet

*to be held on*  
**Saturday 17 October, 2009**  
*at Lansdowne Hotel,*  
**29 Pembroke Rd., Dublin 4 at**  
**20.00 hours**

**Tickets €40**

**Dress Informal**

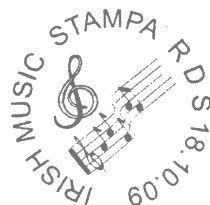
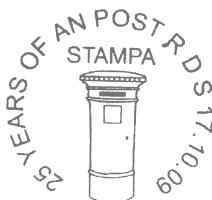
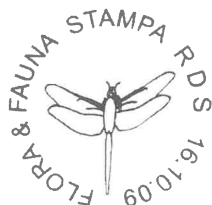
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 **post**

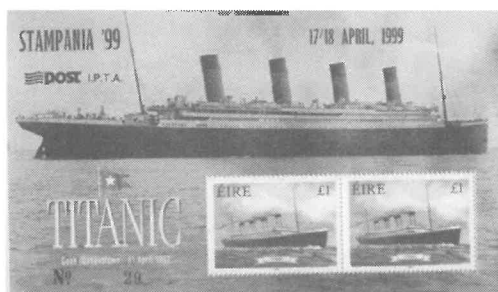
# RMS *Titanic* Postmarks

by Maurice Barrett

The tragedy of RMS *Titanic* has long captivated the world's imagination, but few people remember that *Titanic* was more than a luxurious liner; as the 'RMS' denotes, she was a Royal Mail Ship. Five postal clerks – three Americans and two British – were among the 1,523 people who perished when *Titanic* sank in the early hours of 15 April 1912.

RMS *Titanic* was built in Belfast, Northern Ireland by the shipbuilding company Harland & Wolff. The company was owned by Lord Pirrie, a friend of Bruce Ismay, managing director of the White Star Line. The chief designer of *Titanic* was his son-in-law, Thomas Andrews. *Titanic*, a sister ship to *Olympic*, was launched in 1911 and the following ten months were spent completing the interior of the ship. (The ships of the White Star Line all had names ending in ....ic.) On 10 April 1912 *Titanic* departed Southampton, England for Cobh (then known as Queenstown) via Cherbourg, France. On 11 April 1912 *Titanic* departed Cobh and headed for New York, USA. However, on the night of 14 April 1912 *Titanic* hit an iceberg and she sank at 2:20am on 15 April 1912 with the loss of over 1,500 lives. In 1985, the wreck of *Titanic* was located in 12,460 feet of water.

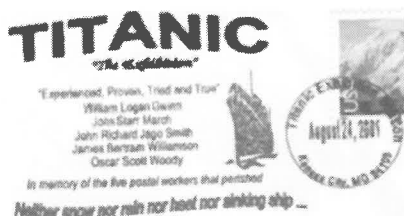
On 19 March 1999, An Post issued a miniature sheet showing RMS *Titanic*. This miniature sheet was subsequently overprinted for Stampa '99, Stampania '99 and Australia '99. The IR£1 stamp also featured on one of a set of postcards issued to commemorate



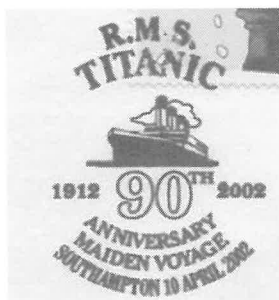
Cork in 2005.



To commemorate the 60th anniversary of the sinking of *Titanic*, a special postmark was used at Southampton, England – one of the ports of embarkation of the liner.



A special handstamp was used at Kansas City, Missouri on 24 August 2001 in association with an exhibition of *Titanic* artifacts. The handstamp lists the names of the five postal workers who perished aboard the liner



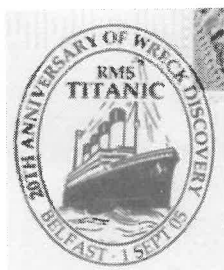
A special handstamp was used at Southampton on 10 April 2002 to commemorate the 90th anniversary of *Titanic*'s maiden voyage. On 10 April 1912, *Titanic* set sail from Southampton for New York via Cherbourg and Queenstown (now Cobh), Co Cork



A special handstamp was used at Southampton on 15 April 2002 to commemorate the 90th anniversary of the sinking of *Titanic* on 15 April 1912



A special handstamp was used at Belfast, where the liner was built at the Harland & Wolff shipyard, on 15 April 2002 to commemorate the 90th anniversary of the sinking of *Titanic*



The 20th anniversary of the discovery of the wreck of *Titanic* on 1 September 1985 was commemorated by this handstamp used at Belfast on 1 September 2005

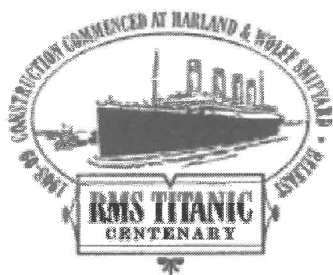




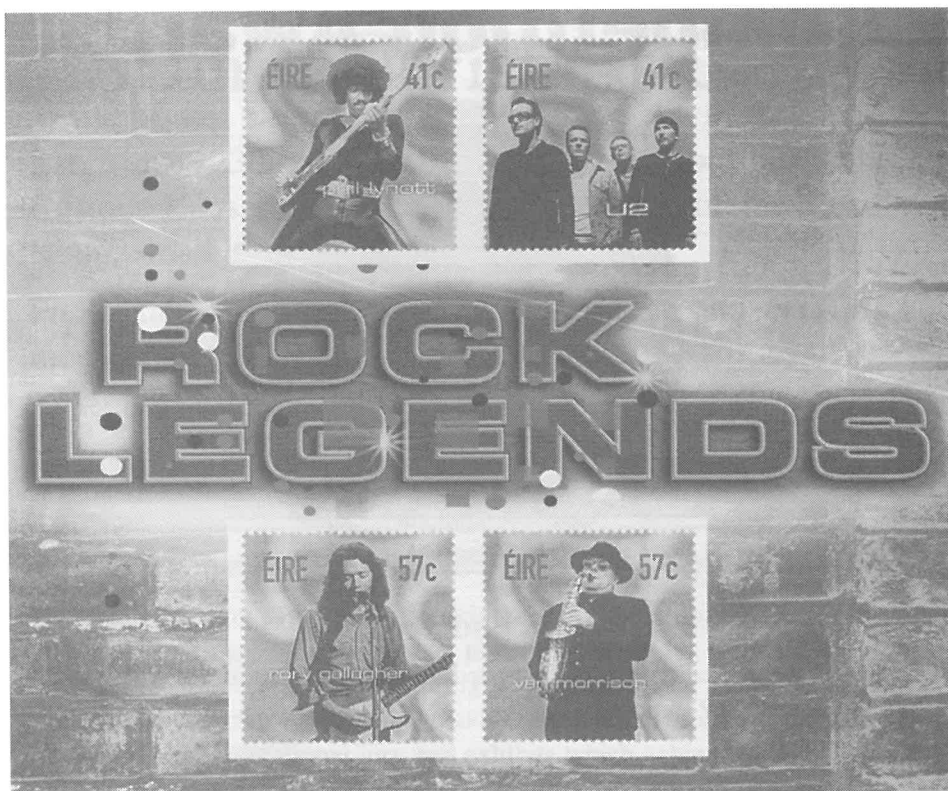
This handstamp used on 30 April 2007 commemorated the conceiving of the *Titanic* project at Downshire House, Roehampton, London



SOS is the commonly used description for the International Morse code distress signal (· · · - - - · · ·). This distress signal, first adopted by the German government in 1905, became the worldwide standard when it was included in the second International Radiotelegraphic Convention, and became effective on 1 July 1908. On 13 March 2008 to mark the centenary, Royal Mail issued a set of six stamps highlighting the actions of the crews of Royal National Lifeboat Institution (RNLI) and the Maritime and Coast Guard Agency (MCA) who regularly risk their own lives attempting to save those of others. One of the special postmarks used on the first day of issue was that featuring RMS *Titanic* and used at Portland Row, Birmingham, England.



To commemorate the centenary of the commencement of construction of RMS *Titanic* in 1908/09, a special postmark used at Belfast from 15 September 2008 to 14 September 2009.



On 17th October 2002, An Post issued four stamps featuring famous Irish Rock Legends. A minisheet of each artist was also issued. Stampa has overprinted and utilized minisheets as Public Souvenirs for the National Stamp Exhibition. Some are still available as follows:

|               |                       |                   |    |
|---------------|-----------------------|-------------------|----|
| • Stampa 2002 | <b>U2</b>             | Mint or Cancelled | €8 |
| • Stampa 2003 | <b>Phil Lynott</b>    | Mint or Cancelled | €6 |
| • Stampa 2004 | <b>Van Morrison</b>   | Mint or Cancelled | €6 |
| • Stampa 2005 | <b>Rory Gallagher</b> | Mint or Cancelled | €6 |

They are on sale at the Show or by mail from:

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# Tom Kelly

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# AN POST – 25 YEARS

by Brian Warren



To mark An Post's Silver Jubilee, ten self-adhesive 55c stamps were issued on 3 April 2009 in both booklet and roll format. The ten designs illustrate the integral relationship between An Post and the people of Ireland and include two stamps which illustrate pillar boxes. The booklet stamps are in the same small size format (20mm x 23.5mm) as the current NVI definitive booklet printed by the same firm (Ashton Potter USA). The stamps in rolls of 100 stamps are in the usual larger size format (*fig 1*) and measure 25mm x 30mm. They were also printed by Ashton-Potter USA.

I have been able to identify and photograph the two postboxes shown on the stamps.

## The Letter Box Study Group

From modest beginnings three decades ago, the Group has grown to become the recognised authority on British and Irish boxes - Further details can be found at [lbg.org](http://lbg.org)

The stamp featuring a woman posting a letter depicts a large 'A' size Edward VII box with short door (i.e. the posting aperture is above the door and includes the words 'POST OFFICE') and 11" Handyside signature (*fig 2*). The box is located on Merrion Square South/Merrion Street Upper, Dublin 2.

The second stamp depicts a large 'A' size Edward VII pillar box with full length door (i.e. the posting aperture is within the door) and is located at the corner of North Frederick Street/Gardiner Row, Dublin 1 (*fig 3*). This particular box is of particular interest as it is one of the few boxes in Ireland with an added plate in the aperture (*fig 4*) reducing the original size of 8¼"W x 2¾"H to 8¼"W x 2"H. The Post Office reckoned that the original larger opening facilitated the theft of letters from the box. The screw hole attaching the additional plate can be seen on this box (*arrowed*). On the stamp, the postman is reading the individual barcode inside the door with a handheld scanner. This is the first postbox stamp worldwide to depict the use of a scanner. This process was introduced in recent years to facilitate the recording/tracking of all box collections.



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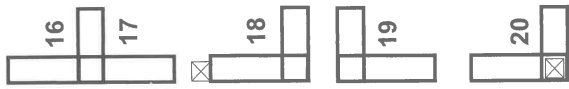
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ART DISPLAY (AN POST)

ENTRY

An Post

RECEPTION

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# Trade Stands 2009

## Stampa Stand

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- B. An Post
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- 1. irelandstamps.com (E. Boyle)
- 2. Davo Albums (E. Boyle)
- 3. Federation of Philatelic Societies of Ireland
- 4. Cathedral Stamps
- 5. David Allen Philatelics Ltd.
- 8. Andy Ballard
- 9. Lawrence Morrison
- 10. Roy Hamilton-Bowen
- 11. Roy Hamilton-Bowen
- 12. Pat Woods
- 13-16 Tom Kelly
- 17. S 'n' H Stamps (S. Hanvey)
- 18. Raven Stamps (P. O'Shea)
- 19. Raven Stamps (P. O'Shea)
- 20. Raven Stamps (P. O'Shea)



# Stampa Christmas Cards



Large size (230mm x 162mm) coloured photo of Dublin's Custom House with reproduction imprint of the Custom House small stamp (52p) monochrome.

Photo taken by renowned photographer and Stampa member Ken Kelly (Birmingham).

The official Stampa Christmas Card. Pack of 12 (including envelopes) €10



## Exhibitors invited to enter Stampa Competitions

All collectors are invited to participate in the exhibition. The various competitive classes cater for wide philatelic interests from novice (*only sixteen pages*) to advanced (*up to eighty pages*). Social Philately has been increased by one framethis year (*up to eighty pages*). Trophies and medals are awarded by an international jury and exhibits which achieve Vermeil or Gold will be eligible to enter international exhibitions (*the stamp 'Olympics'*).

If you have not already done so, start now to prepare your entry for **Stampa**. In doing so you will gain immense personal satisfaction and you could win one of Stampa's coveted awards. You will also give pleasure to the many visitors who see your exhibit.

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# Competition Awards



## Awards and Trophies

The following medals may be awarded by the exhibition judges, based on compliance with FIP standards:

1. Gold (85%+) (Qualifies exhibit for entry to FIP World Stamp Exhibitions).
2. Vermeil (75% - 84%) (Qualifies exhibit for entry to FIP World Stamp Exhibitions).
3. Silver (65% - 74%)
4. Silver Bronze (60% - 64%)
5. Bronze (55% - 59%)

The **David Feldman Trophy** will be awarded to the **best overall exhibit**.

The following trophies will be awarded, subject to a sufficient standard being attained:

**Whyte's Trophy** (Traditional philately - excluding Ireland)

**F. E. Dixon Shield** (Postal History)

**C. O'Neill Memorial Trophy** (thematic)

**William Kane Trophy** (Aerophilately)

**The Irish Security Stamp Printing Trophy** (Irish stamps issued since 1922)

**The Michael Giffney Salver** (Open Class)

**FPSI Trophy** (One frame class)

**Gwyn Bennett Trophy** (Novice competition)

## TRADITIONAL

*“The Pre-Cancelled Stamps of France”* Alan Piggott  
*The pre-cancelling of bulk mail and relating postage to weight, which has become an important aspect of French philately.*

*“Bosnia Herzegovina Definitives”* Mike Burrington  
*The 1906 definitive issues of Bosnia Herzegovina.*

## POSTAL HISTORY

*“The Scottish Additional Halfpenny Mail Tax 1813-1839”* Mike Mapleton  
*Rates and routes into and out of Scotland with examples of the hand stamps used and the manuscript marks.*

*“Postal History of British Central Africa”* Ian J. Cubbin  
*Postal history from Livingstone’s second journey to the overprinted issues of the British South Africa Company.*

*“Mail on Northwest Rail Routes Prior to Grouping”* Barry Wilson  
*The handling of mail on northwest rail routes prior to grouping in 1923.*

*“Canada, Special Delivery Service”* David A. Armitage  
*The workings of the special delivery service from 1838.*

## THEMATIC

*“History of Chemists and Chemistry”* Brian Callan  
*History of chemistry and chemists beginning with the famous Irish chemist and scientist Robert Boyle (1627-91).*

*“Mozart....from Prodigy to Genius”* John Fitzsimons  
*A brief look at some of the significant events and people in the creative life of Wolfgang Amadeus Mozart.*

## AEROPHILATELY

*“Air Mail Acceptances to and from Ireland”* Raymond How  
*The development of air mails between Ireland and the rest of the world in the pioneering years.*

# COMPETITION ENTRIES

## OPEN CLASS

*“Victoria – Her Life, Times and Legacy”* Patrick Casey  
*Illustrating the inventions, discoveries and other events during the long life of Queen Victoria (1819-1901).*

*“The Coach is Coming, Clear the Way”* “Wayne Wright”  
*Stagecoaches and mail coaches in GB and Ireland and their development in carrying people and mail.*

*“A View of Germany 1918–1945”* Patrick Casey  
*Events from the end of the empire to the Weimar Republic and from the Nazi years to defeat.*

*“Vignettes and Stamps of the French Red Cross”* Alan Piggott  
*Stamps and vignettes issued to raise funds for the Red Cross to assist war wounded and their families.*

## ONE FRAME CLASS

*“Canadian Tobacco Tax Labels 1837 (Revenues)”* David A. Armitage  
*A display of the tobacco tax labels+ of 1837.*

*“Zeppelin Mail to and from Brazil (Aerophilately)”* Brian Callan  
*History of Zeppelin flights and mail to and from Brazil.*

*“James Hoban Joint Issues of 1981”* Bill Malone  
*The legendary Irish–US joint issue honouring James Hoban 1981.*

## NOVICE

*“Irish Scouting Jamborees and relating Stamps”* Adrian Lee  
*Scouting stamps 1967–2008.*

## LITERATURE

*“Postal Markings of County Antrim to 1970”* James M. Rankin

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# Provinces of Ireland

*by John A. Kavanagh*

## ***Cúige na hÉireann: Irish Provinces***

The 12th century Anglo-Norman invasion of Ireland was far more extensive and radical than the previous Viking campaigns. With it, the entire island began to be renamed and reorganised into counties, baronies and shires on the English model. The Normans and Anglo-Saxons did not arrive here for a mere temporary invasion, but a conquest, and to this end they built fortified castles indicating long-term aspirations of power.

Prior to this Ireland was divided into five provinces or *Cúigi* derived from the Irish word *cúig* meaning five. The five Irish provinces were the traditional four and the province of Meath (which included Meath and Westmeath). Most likely the province of Meath was abolished and assimilated into Leinster with the establishment of the Pale, to erase the significance of the Irish High Kingship at Tara, therefore the boundaries of the current four provinces were drawn up by Tudor England.

The Anglo-Normans preferred to use the word province (Latin *provinciae*) recalling the days of the provinces of imperial Rome such as Syria, Iberia, Britannia, Gallia, Macedonia etc. In pre and early Norman times, the four provinces each had a dominant ruling Gaelic family: the O'Neills of Ulster; the O'Connors of Connacht; the MacMurrough-Kavanaghs of Leinster and the O'Briens of Munster.

**Ulster: *Cúige Uladh*.** One of the five ancient provinces of Ireland was named after the Ulaid, a dominant Celtic warrior tribe who settled and ruled the northern region. It is believed they originally came from England and they established the traditional capital of Ulster at Navan Fort in Armagh (Emain Macha).

The O'Neills eventually displaced them and these became Ulster's most prominent family for over a thousand years. The ***ster*** part of the name is a moot point because some maintain it is a French/Normal influence meaning land (also applicable to Munster and Leinster as discussed below) and it came about through the Anglo-Norman practice of re-naming the regions of Ireland. Some argue ***ster*** is Viking origin from *stadt* meaning land, but most likely it is from the ancient Irish word ***tír*** (preceded by the genitive 's') also meaning land.

The Ulaid's legendary hero was the great Cuchulainn, who championed the cause against their traditional foes in Connacht led by Queen Maeve. The Ulster

coat of arms is a combination of the two most prominent historical families in the northern province, the O'Neills and the Burkes.

The accepted origin of The Red Hand symbol dates back to Odonis Hugh O'Neill who in the 14th century saw this hand on the Celtic cross at Monasterboice Co. Louth (speaking of the right hand of God) and decided to adopt it into his family coat of arms as a symbol of power. Later, the war cry of the O'Neills became '*An Lamh Dearg Abu*' which means '*the red hand to victory*' as most Irish tribes and families developed their own distinctive war cry and motto.

But where would Ireland be without its great myths and legends? One such legend tells us that a dispute developed as to which of the three O'Neill sons should become chieftain of the clan. A race from Scotland to Ireland was organised with the outcome that whoever reached the land first would succeed the father. Seeing he was lagging behind and losing the race, Cathal Buragh O'Neill sliced off his hand and in a titanic effort threw it ashore thereby technically reaching the land first, and so the bloody red hand became the symbol of the O'Neill. Some say that the race was contested over the rulership of Ulster between the O'Neills and the other principal family in the northwest, the O'Donnells. This story, however, is easily refuted because under Celtic law a chieftain was disqualified from assuming the position if he had a physical handicap such as a severed hand.

Yet another legend says that the red hand is a symbolic reference to the great Celtic hero of Ulster Cuchulainn. The hand held in this position indicated loyalty, used for example in swearing an oath of allegiance. Cuchulainn was said to have made an heroic oath in the legendary Cattle Drive of Cooley 'I swear by the gods that my people swear by.' Red was the colour of Cuchulainn and is an expression of the willingness to fight to the death, which he did for the kingdom of Ulster.

Another mythical origin of the red hand tells us that *Nuadu*, the offspring of the sun god *Bolg*, the great ancestor of all Celts, was called 'Labraid of the red hand.' His hand was hacked off in battle but replaced with a silver one. However, this artificial hand under Celtic law disqualified him from assuming the High Kingship. From the 1979's the province of Ulster saw the rise of the civil strife known as 'The Troubles.' Various loyalist paramilitary organisations since then have adopted the red hand as one of their symbols, but it can be shown from the above discussion that the red hand was certainly an original Gaelic symbol in the ancient province of the Ulaid.

The yellow shield and the red cross are extracted from the arms of the Anglo-Norman de Burgo (Burke) family, who claim descent from both William the Conqueror and Charlemagne, emperor of the Holy Roman Empire. In 1263

Walter de Burgh was appointed Earl of Ulster and his son, Richard de Burgh III, was also known as the 'Red Earl' of Ulster. Their red cross, usually associated with Saint George of England, shows us that the family, in true Norman fashion, participated in the third crusade with King Richard I *Coeur de Lion* (Lionheart) and were awarded this symbol after their service as Christian knights.

Crusaders usually wore a white smock over their armour with the familiar red George's cross. But what of the golden shield? One tradition has it that it was King Richard himself who drew a cross of blood on the golden shield of a Muslim Saracen that one of the de Burgo's had slain and said '*these be thine arms.*' Even today some of the Islamic fundamentalist groups use the golden disc as one of their symbols. After the crusade, the George's cross on the golden shield was adopted as the Burke family coat of arms with the addition of a sable lion rampant in the first quarter.

**Munster:** *Cúige Mhuma* is supposed to originate from the *mumu* Celtic tribe, who took their name from *Mór Mumhan* a Celtic goddess in pre-Christian folklore. She also had a bearing on some of the old southern tribal names such as the *Deisi Muman* of Waterford. Another theory says that it could have originated from the tribe who became the dominant tribe in the southwest, the *Eoghanacht*.

This tribe, who originally came from Wales, took their name from their leader *Eoghan*, but his preferred name was *Mug Nuadat* and it was he who divided Ireland in two with Conn of the 100 battles as mentioned below in Connacht. In time *Mug Nuadat* gave his name to the southern province with the Anglo-Normans/Vikings changing it to Munster. The capital of Munster was at Cashel County Tipperary.

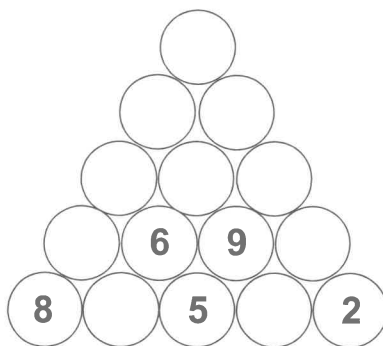
As Queen Maeve was the goddess of sovereignty in Connacht, so *Mór Mumhan* was the goddess of sovereignty in Munster. Queen Maeve was symbolically married to the High King at Tara. Likewise, *Mumhan* was wedded to the true King of Munster confirmed by the royal blue cloak and golden crown she wore. This blue cloak was apparently the adopted colour of the cloak of Brian Boru to reinforce his sovereignty as Munster's greatest king and later Ireland's greatest High King. The antique Irish crown on the shield represents this kingship and the fact that it is in triplicate form serves to fill out the crest in a presentational sense rather than to imply any deep significance. This ascetic triplication is very frequent in Norman heraldry.

Some maintain, however, that the three crowns are supposed to represent the three ancient Earldoms of Munster i.e. Thomond (from the Gaelic north Munster), Desmond (from the Gaelic south Munster) and Ormond (from the Gaelic east Munster), but this seems more imaginative than fact.

The Triple Crown on a blue shield is one of the oldest known arms historically and certainly not unique to Ireland. These arms can be found also with the Milesians of Spain, the cities of Cologne in Germany, Krakow in Poland and Colchester in England. When the Rock of Cashel was handed over to the church in the 12th century and no more the seat of Gaelic kingship, its significance and authority was not relaxed. Moreover, the Archbishops of Cashel replicated in many ways the same influence over the people as the Munster kings did. The continuity of this is shown by the 13th century discovery of a bishop's staff or crozier at the Rock of Cashel, now housed in the National Museum in Dublin. At the base of the hook we clearly see the Irish golden crown with the blue enamel background replicating the Munster shield.

*This article is an extract from the very readable and informative book "Irish County Nicknames and Arms" by kind permission of its author, John A. Kavanagh.*

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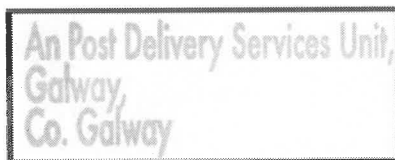
post

# Volvo Ocean Race - Galway 2009

*By John Mullen*

The 23rd of May 2009 saw the Volvo Ocean Race arrive in Galway for the Irish stage of the race, which coincided with the Galway Festival. Some years ago I was aware that Galway had a Paquebôt hand stamp and, as a result, I prepared a number of covers which I sent them to the Main Post Office Galway. This produced a pleasant result with all covers returning to me with the Paquebôt hand stamp for the 24th May '09 - see illustration below. The outer envelope used to return the covers received a Green Galway hand stamp, "An Post Delivery Services Unit, Galway, Co. Galway - see illustration, so all in all a very productive venture. The covers illustrated below also carry a Green Dragon printed cachet of my own design. The Green Dragon is the name of the Irish boat which arrived in Galway in 3rd place, and represents cooperation between Ireland and China.

## Galway DSU Hand Stamp



*Cover showing Galway Paquebot hand stamp  
24th May 2009 on Irish Times stamp*



*Cover showing Galway Paquebot hand stamp  
24th May 2009 on Dutch stamp*

# The Dubliner Who Sponsored Louis Blériot

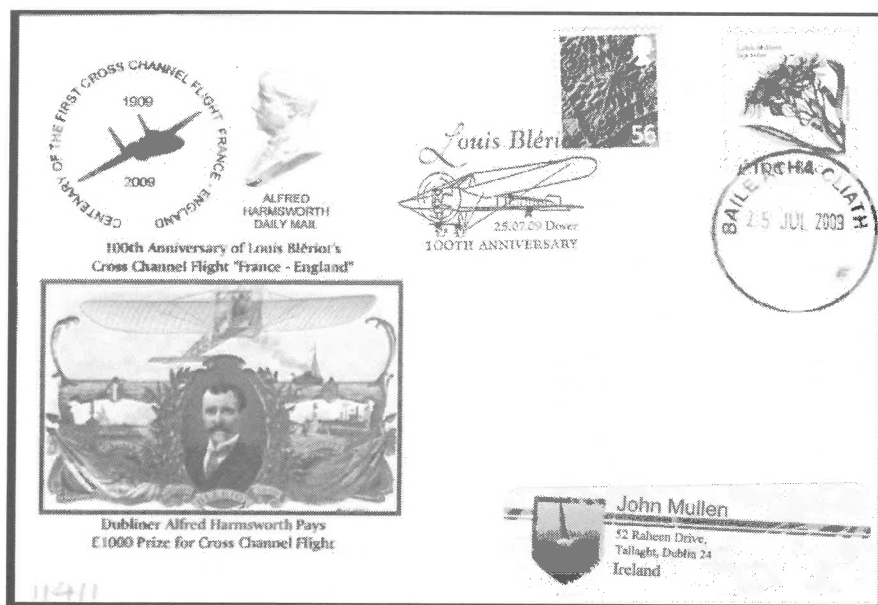
## Pioneering Flight “France – England” 1909

*By John Mullen*

**Alfred Harmsworth** was born in “Sunnybank” Chapelizod, Dublin on the 15th July 1865. At the age of two, his father moved his family to England. When Alfred was 15 years of age he was forced to give up school to support the family due to the death of his father. He became a journalist and at the age of 21 had amassed a fortune of one thousand pounds. He then set up his own publishing house and soon he was making a profit of fifty thousand pounds a year. He also bought up bankrupt newspapers and quickly turned them in profit. On the 4th May 1896, he set up a new newspaper, the Daily Mail. His influence on British public opinion on the Irish situation of 1919/21, through his papers, forced the British Government to come to terms with Sinn Féin leadership, which resulted in the signing of the 1921 Treaty. This occurred eight months before his death on the 14th August 1922.

It was Alfred’s prize of one thousand pounds that Louis Blériot won on his pioneering flight from France to Dover, England in 1909.

In the year 1919 a prize of ten thousand pounds was put up by Alfred which encouraged John Alcock and Arthur Whitten Brown to undertake the first Transatlantic flight. These are but two of the many prizes that Dubliner Alfred Harmsworth of the Daily Mail sponsored during his lifetime.



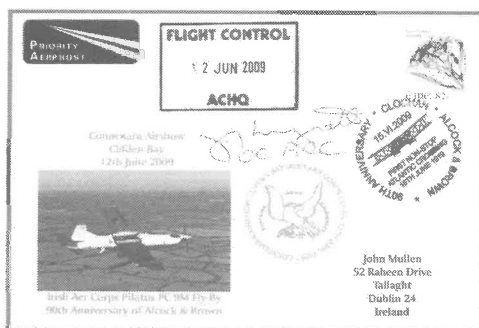
*Centenary First Flight cover showing GB Louis Blériot hand stamp and a selection of printed cachets*



# The 90th Anniversary of Alcock & Brown 1919 – 2009

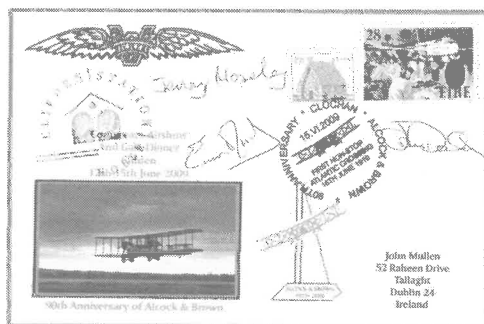
*By John Mullen*

To mark this milestone in history, the Clifden Chamber of Commerce organised the Connemara Airshow over the weekend of 12th–14th June. The Airshow commenced at 2.30pm with a display by the Army ground forces which included Armaments and Transport Machinery. Music was provided by the Aer Corps Piper Band and the 4th Western Army Brass Band.



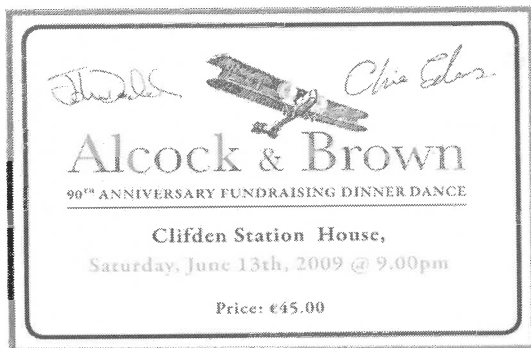
*Irish Aer Corps Pilatus PC 9s signed by JD Lynatt OC ACC who coordinated all the air traffic.*

The first plane to give a display was the Aer Corps “Casa” plane, followed by 4 Pilatus PC 9Ms then followed by, in order of appearance, Team Guinot of Paris, A single Viper – Striker Master GB, Aer Corps helicopter Agusta Westland 139, Team Blades in their 2 seater Extra 300 GB, Gerry Humphreys from Limerick in his Vans RV-7, Bucker Jungmann BU 131 Germany, Sikorsky S-61 Rescue helicopter, Team Viper all four planes, Finishing up with a marvellous display by the plane of the 20th Century the Vickers Vimi, flown on its last Irish visit before been returned to the Brooklands Museum. To see the Vimi flying piloted by John Dodd and Engineer and co-pilot Clive Edwards was magical to say the least, even though it is a replica. It preformed amazingly considering the original plane flew the Atlantic in 1919, which brought the Airshow to a magnificent conclusion at 5.30pm.



*Cover signed by John Dodd Vimi pilot, Eamon O' Cuive and Jenny Moseley Vimi Fund Raiser.*

Later that evening the Clifden Museum was opened to allow for the launch of Brendan Lynch's book "Yesterday We Were In America" at which, the wine was flowing. Guests included Eamon O'Cuive Minister for the Gaeltacht. All the participating pilots and crews and many other dignitaries to many to mention. At 9pm we all adjourned to the Station House Hotel for the Gala Dinner Dance which finished up around 2.30am, my wife Breda and I were exhausted but what a marvellous occasion it turned out to be.



*Gala Dinner Dance ticket signed by John Dodd and Clive Edwards*

All the events that took place were coordinated by Ms Michele Hehir of the Clifden Chamber of Commerce and the Alcock & Brown committee; needless to say I covered the event with a selection of commemorative covers which received the special post mark I designed and produced by An Post. During the evenings event I got my 5 minutes of glory when I presented on behalf of the Irish Airmail Society a flown cover to the Chamber of Commerce. On the Saturday morning I got the opportunity to have a chat with the Vimi pilot John Dodd and asked to have some covers flown on the Fly-By and was facilitated. I also possess a number of covers signed by the crews of Team Viper and Team Blade. A special 32 page Programme of Events was produced at the cost of 5euro each, which was relatively inexpensive considering the work that went into it.



*Flown cover Galway – Clifden – Galway and signed by pilot John Dodd.  
Post marked An Clohán 14.6.09 and showing the Station House Hotel hand stamp.*



## Flying the Flag!



In most fields of competitive endeavour, representing your country is usually a well-heralded occasion with lots of attending publicity through the newspapers, radio and television. This situation mainly applies to sporting activities and those involved have every right to be proud of their achievement of reaching the international level in their chosen discipline. In the quieter and less publicity prone world of philately, the pride and satisfaction of reaching international levels of competence is just as keenly felt as for those on the sports field.

The hobby of philately, more commonly known as stamp collecting, while sedate by its nature can be a very exciting pursuit for the enthusiastic collector. Within philately there are many specialised fields such as Postal History, Thematics and Traditional (collecting by country) and also Aerophilately etc. We have been very fortunate in Ireland to have many eminent philatelists in all these fields.

In 1982, Ireland became a member of the Federation Internationale de Philatelie (F.I.P.) thus allowing qualifying Irish philatelists to exhibit in international competitions under the flag of Ireland. To achieve an award at an F.I.P. event requires not only quality philatelic material but also a great deal of research and application to the subject matter of the exhibit.

Irish exhibitors have won many prestigious awards over the years and I extend my congratulations to all those very dedicated philatelists who have brought such distinction to our hobby. May they continue to fly the flag for many, many years to come.



J. H. Fitzsimons,  
Federation of Philatelic Societies of Ireland.



## Federation Of Philatelic Societies Of Ireland

The Federation of Philatelic Societies of Ireland was instituted in 1976 with the object of making provision for Irish collectors to exhibit at International Exhibitions under the aegis of IRELAND, which was not possible up to then as we did not have a National Federation. Then in 1982, the Federation became affiliated to Federation Internationale de Philatelie, and since then, many of our Irish collectors have exhibited in many countries with much success.

### Forthcoming Events

|          |                    |                                      |
|----------|--------------------|--------------------------------------|
| Rome     | October 21-25 2009 | Irish Commissioner - Brian Warren    |
| Portugal | 2010               | Irish Commissioner - John Fitzsimons |
| London   | 2010               | Irish Commissioner - Pat Casey       |

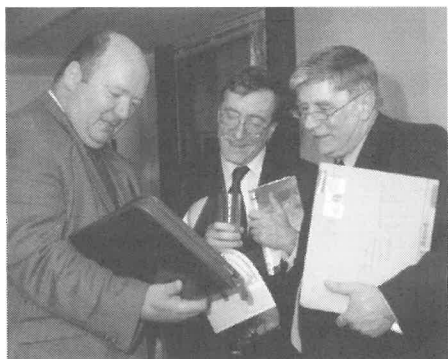


# Yesterday we were in America

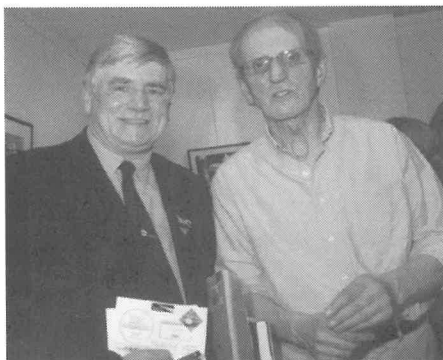
## *Alcock & Brown –First to Fly the Atlantic Non-Stop*

*By John Mullen*

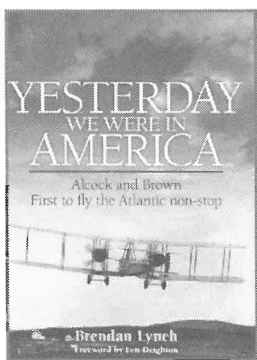
On the occasion of the 90th anniversary of the First Non-Stop Transatlantic Flight by Alcock and Brown a new book on the adventurous flight of the Atlantic was launched on the 23 April 2009. The Author of the book Mr. Brendan Lynch held a reception in Alliance Francais Kildare St., Dublin. The book was launched by Senator David Norris with a large crowd attending. The Irish Airmail Society was represented by Tony Byrne who organised the invitations, David Reid, Brian Warren and of course myself, and need I mention a great evening was had by all.



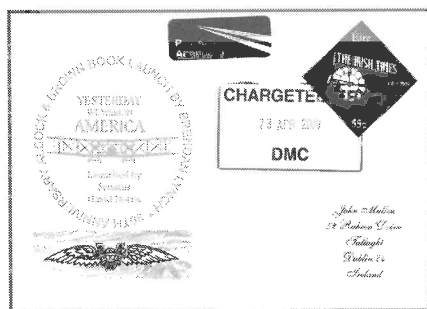
*Irish Airmail Society Members David Reid, Brian Warren and John Mullen.*



*John Mullen and Author Brendan Lynch*



*Front cover of the book and also a limited edition post card produced by the Author*



*Illustrated limited edition cover commemorating the launch*

There have been quiet a lot of books written on this subject but I must applaud Brendan for his insight and research into this historic flight and for the illustrations in the book which makes it an interesting read, I have no doubt that the book will do very well and on behalf of both the Irish Airmail Society and Stampa wish him every success.

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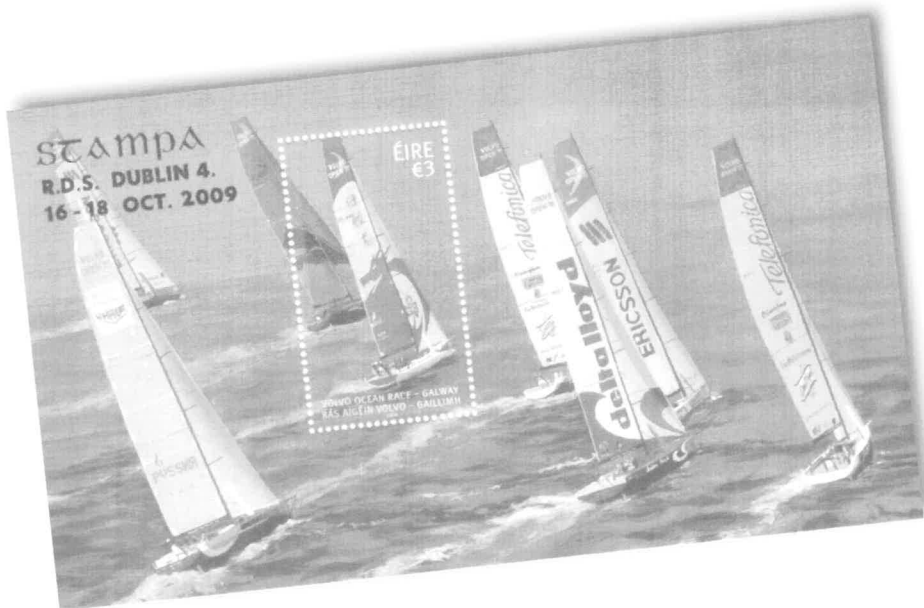
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