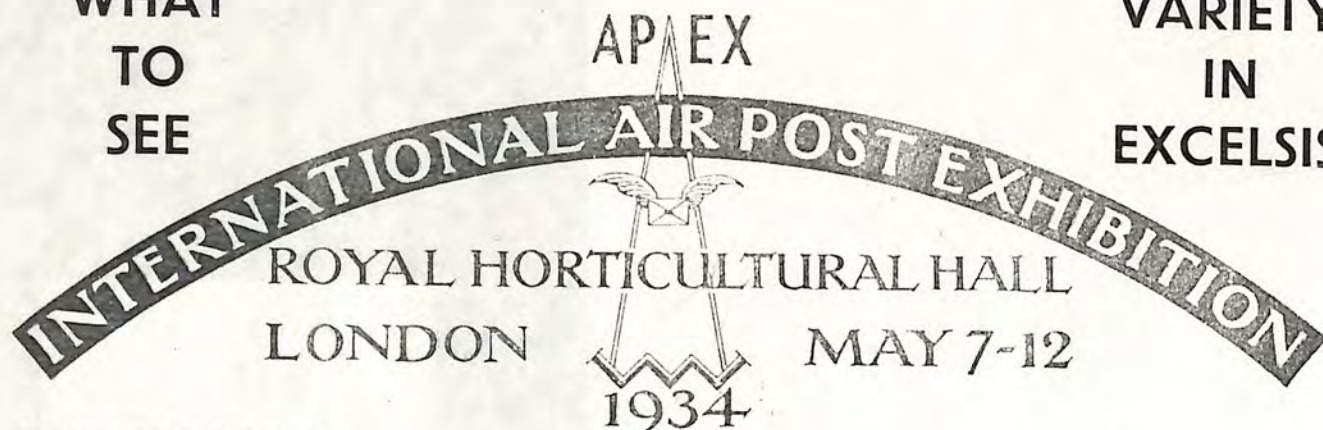


WHAT
TO
SEE

VARIETY
IN
EXCELSIS



YOU MUST SEE THE

PIGEON POSTS. BALLOON POSTS. AEROPLANE AND SEAPLANE POSTS.

ROCKET POSTS.

ZEPPELINS.

GLIDERS.

CATAPULTS.

AND YOU MUST SEE

THE POST OFFICE EXHIBIT — in Annexe "A":

POSTS ANCIENT AND MODERN

"FROM THE PENNY BLACK (1840) TO THE AIR MAILS OF TO-DAY."

With many Wonderful Early Philatelic Treasures from the Official Archives, including UNIQUE SHEET OF THE PENNY BLACK.

APEX will be formally opened MONDAY, MAY 7th, at 12 noon, by the Right Hon. THE MARQUESS OF LONDONDERRY, K.G., P.C.

and will be open daily until May 12 from 10 a.m. to 8 p.m.

Admission: 1s. 2d. (Tax included). Season Tickets 5s.

Tickets may be obtained in advance from the Hon. Secretary: Mrs. H. P. TERRY, "Apex," 359, STRAND, LONDON, W.C.2.

STAMP DEALERS

whether dealing in air stamps or not should support the Exhibition by advertising in the fine Official Catalogue. Price per page, £6; per $\frac{1}{2}$ page, £3 3/-; per $\frac{1}{4}$ page, £1 15/-. Send copy and cheque NOW, but in any case before April 25th to FRED. J. MELVILLE, 10a Ardbeg Rd., Herne Hill, London, S.E.24. Size of page: $8\frac{1}{2} \times 5$ in.

APEX

INTERNATIONAL AIR POST EXHIBITION
 ROYAL HORTICULTURAL HALL
 LONDON MAY 7-12
 1934

Apex Notes and News.

ALL the indications point towards the London International Air Post Exhibition achieving a great success. Correspondence and enquiries of all sorts are pouring to the office of the Organising Director from all parts of the world, and it becomes increasingly evident that the scheme of the Air Post Exhibition **has captivated the public mind both at home and abroad.**

A Strand Office for Apex.

To cope with enquiries and for completing the details of organisation an Exhibition Office has been opened at No. 359 Strand, London, W.C.2 (Second Floor). Prospectuses, tickets, and all propaganda matter will be available there both to callers and correspondents.

The Headquarters Hotel.

The Executive Committee has appointed the GROSVENOR HOTEL, adjoining Victoria Station, London, S.W.1, as the official hotel headquarters for the Exhibition. It is within a few minutes' walk of the Horticultural Hall, and is the nearest first class hotel to the exhibition. It is also most convenient for all Apex visitors arriving from the Continent by air or rail. There are also buses starting from this point for all parts of London and the Underground Railway is almost at the door of the hotel.

The Grosvenor Hotel is one of the famous chain of hotels of the Gordon Hotels, Ltd., and a considerable reduction has been made on the usual tariff in favour of visitors to Apex. The terms, which in all cases include the use of bath, are:—

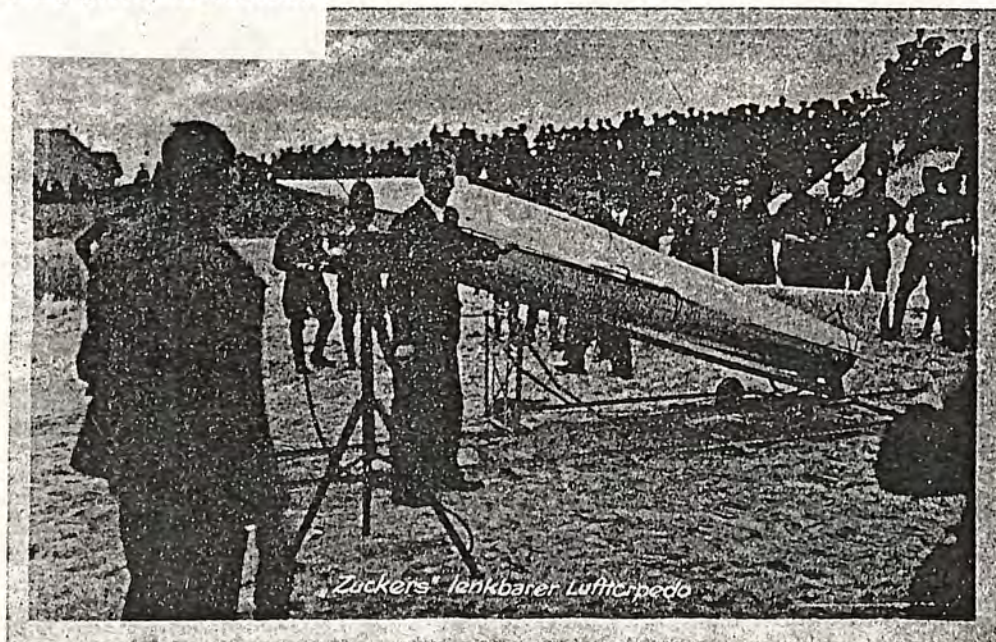
Single Bedrooms—12s. 6d., including plain breakfast.

Single Bedrooms—14s. 0d., including full breakfast.

Double Bedrooms—21s. 0d., including plain breakfast for two persons.

AFTER THE DELUGE.

Professor Ernst Aufseeser of the Dusseldorf Academy has painted a special picture for Apex entitled: "FIRST AIR POST," based on the Biblical theme of Noah's dove.



Herr Zucker's dirigible rocket.

The Pilot's Point of View (New Series) XIV

THE C.30 AUTOGIRO

By "Pontius"



GETTING AWAY.—A test pilot taking-off in a C.30 Autogiro (140 h.p. Seven-cylinder Siddeley Genet Major)

SOON after flying the C.30 Autogiro I was asked by another pilot whether I "liked" it. One does not like an X-ray plant, television, or stainless steel. One is, first of all, incredulous, then enthusiastic, and then one accepts it as having passed into the wonders of the age. So it is here.

I intended to be blasé, sophisticated, and analytical, and, moreover, to serve up my article in the common form, treating the Autogiro as merely another aeroplane. That line cannot now be followed, and being off my set line I am in difficulties; I do not know how to present this aircraft. I can tell of its absolute controllability; guess at its future; speculate on its disadvantages; describe how to fly it or confine myself to fact unadulterated by opinion.

This last is the attractive course, but even here I must say that my observations were not complete or (probably) accurate, as there was too much to be learned in a short half-hour. My guide and instructor was Flt. Lt. Brie. I am his humble and obliged disciple.

The pilot's cockpit of the C.30 is roomy and comfortable. The instruments are all visible, and as well arranged as need be. One is apt to overlook the fact that the instruments are all of the "secondary" class, i.e., none is essential to flying, and those which are provided being needed for reference only and not as an integral part of flying technique. This is incidentally an indication of the safety of the Autogiro. No fog trouble, no difficult approach, no stalling-speed exists to require instrument observation essentially.

When flying there is a notable absence of draught, and I flew comfortably without goggles. As regards the front seat, I can only say that a large species of fly stayed without visible effort on the top of Brie's helmet from the take-off until after we had landed.

The procedure of taking off is really very easy, but involves the only manipulative care in the whole flight. The C.30 is a tricycle when on the ground and is very easy and positive to drive, as it has foot-steering and a good hand-brake. There is no trouble in a wind.

Having got one's position, one brakes to a standstill and engages the rotor-starter with just that gentleness which one would allow in getting under way in a sporting car. One lever only is touched, and this is ultimately pulled well home.

The rotor is then run up by the ordinary throttle, to, say,

190 r.p.m. Its own indicator shows "when." During this short period, you may test your magneto switches if you like. When the 190 is achieved you can wait until the other fellow has landed, or throw away your cigarette, or clean your goggles, without fear of harm. When you are ready, you touch a small lever which trips both the wheelbrakes and the rotor-drive. Before this you have (you cannot easily forget it) freed your control-column from its "out of use" anchorage. When the trip lever has been moved, open your throttle and immediately ease the aircraft off the ground. To climb efficiently, wait until you are doing 50-60 m.p.h. and then settle back and do nothing until you are as high as you want, trimming by an orthodox "tail trim" lever if necessary. If you want to stop and see how the new houses are being tiled, just stop—by the entirely natural method of heaving on the stick, and look over the side.

When the tiling is finished, push the stick forward and away you go. You can cross your knees and not bother any more about guiding the thing. If you want to turn, rise, dive, urge the stick towards where you want to go; the "auto" part of the business just follows. You cannot do a bad turn unless you set your teeth and really look for trouble. Even then, there isn't the faintest risk of getting out of hand.

You cruise at 0 to 90 m.p.h., but in a hurry you can do 110 at a conservative estimate. The useful load is 600 lbs. and the endurance, say, 2 hrs. 40 mins. at full cruising speed. Bumps merely lull you into a sense of security.

To approach and land, you may adopt an orthodox glide complete with turns, and hold off as usual, landing at about 10 m.p.h. and stopping inertly, or you can leave the approach to Cierva and merely pull the stick back when it is time to stop. This is the landing *par excellence*.

The patter is, roughly, as follows:—Get over a point just short of the petrol pump or hangar door, and come straight down, nose well up, and in absolute control, to, say, 150 ft. Then gain a trifle of speed by easing the nose down, and when you are there, pull the stick back, when you will sink a few feet and stop in your own length.

During the approach there is a little tendency to yaw about; take no notice of this—it only helps you to get a good view, but if you don't like it, it is easily corrected by applying the appropriate "stick."

The rate of descent is controlled by a vertical glide and you will throttle, keeping the stick down over a given point or have the same control as if

Given one hour of practice in open square in London, or tennis courts). Alternative aeroplanes landings in

With regard to impressing, without fear of challenge, ing, no noticeable vibration in respect of the rotor. One job is a wide clearance for it—being hit getting in or out should not use a parachute

The absence of forward such that collision risk is because in thick weather or put on a very real air-brake one risk, and that is in a angle, one's flight-path can (it were), and therefore I as before landing on a busy a

I do not desire to comr
Apart from obvious lubrica
cycle" parts there is little t
are doing a very great deal
to run them, and they do

I admit I have been rather snags I can. First, with re there should be definite inter clutch trip lever and the should be a further inter rotor and wheel braking wh

The stick vibration which to take-off, should be ob-
alarming to a novice, to v-
cal" moment. Lastly, i
adopted to improve the fie
be a good thing.

The Autogiro is not a novel breed aircraft, which is going doxy. I do not know enough future for long-distance work little else on city and suburban lines. The C.30 type takes security.



ON ITS NATIVE HA
the new dwellings which h

THE AEROPLANE



**The Aircraft of TO-MORROW
which you can fly
TO-DAY**

Photo by courtesy of "Flight."

The new direct control Autogiro makes flying as safe and simple as driving a motorcar. It is impossible either to stall or spin.

Its cruising speed is 95 m.p.h.
and landing speed nil.

It only requires one control of the hanging stick type, for it has no fixed wings, no ailerons, elevators or rudder. This entirely new principle gives perfect control throughout the whole speed range of the Autogiro.

AUTOGIRO

Manufactured under licence from the
CIERVA AUTOGIRO COMPANY

Full particulars will be gladly sent upon application to:
A. V. ROE & CO., LTD.
NEWTON HEATH, MANCHESTER.

Cables : Triplane, Manchester.

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DESCRIPTION OF SCARP EXPLOSION

The first attempt took place on Saturday, 28th July. Zucker set up his firing rack fifteen feet long on the beach at Scarp. The canister contained 1,200 letters franked with 600 red and 600 green stamps. The explosive cartridge was inserted, Zucker pressed the electric detonator button and the rocket hissed into life. This was quickly followed by a dull explosion and a cloud of smoke drifted down the beach. When it had cleared the wooden launching rack was seen lying broken on the sand; the rocket was twisted out of recognition and the letters were strewn all over the place. Many of them fell into the sea and were never recovered but 793 were salvaged and subsequently handed over to the Tarbert post office where the Harris postmark was applied to the ordinary British adhesives. It is presumed that among the casualties were three letters franked with the ordinary British 2s. 6d. "Seahorses" definitive which were brought along by the sub postmaster of Scarp for insertion while the canister was being loaded up. These covers were the only ones to bear the Scarp rubber datestamp and, if still extant, would rank among the major rarities of British aerophilately.

REASON FOR ISLAND POST STAMPS BEING SHORT SUPPLY

- ① Mint specimens of the above rocket stamps are scarce owing to the large number destroyed immediately after the experiments.
- ② It should be clearly understood that the quantities shown thus (750) in the following lists are of numbers *printed*. Only a proportion (a very small one in some instances) now exists, as an important stock of stamps and covers was totally destroyed in an air raid in 1941.
- ③ 6000 Stamps (ie: 1000 each colour) PRINTED ALMOST
3000 used ON COVERS.

Zucker was sufficiently satisfied with this result to attempt something more ambitious. The following month he took his rocket apparatus to the Outer Hebrides and proposed to fire a mail-carrying rocket from Scarp to the Harris mainland at Husinish. This time the experimental flight was well publicised and special stamps were prepared, inscribed "Western Isles Rocket Post". They depicted a rocket at the left, with a vignette showing a rocket in flight between the two islands. They were printed in green or red and though undenominated were sold for half a crown and five shillings respectively. The stamps were rouletted. Though the nominal values of the stamps were 2s. 6d. and 5s. they appear to have been used indiscriminately at the lesser value. Cancellation was performed in a novel manner; a map of England (!) composed of tiny lettering repeated over-all pattern was applied. The lettering reads ZUCKER ROCKET POST FIVE SHILLINGS SIX PENCE PAID, though often the words are jumbled in a different order. Two cachets were also provided, struck in black and reading TRIAL FIRING lines at the left, the date in Continental style 28 VII 34 vertically in centre and SCARP-HARRIS or HARRIS-SCARP on the right (58). Despite the use of two cachets, both rocket flights took place from Scarp.

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A second attempt was made on Monday 31st July. The mail on this occasion consisted of the 793 survivors, plus a fresh batch, making 400 with red stamps and 535 with green, a grand total of 935 covers. Again the rocket exploded on detonation but fortunately only the nose was blown off the projectile and was recovered intact. It is thought that this mail also included a medicine bottle, since Zucker believed that his system could be used for sending medicines to stores in an emergency.

The letters were taken by more conventional means, by ferry-boat and sent to Tarbert where they received the Harris cancellation. In addition, the letters which had been charred or scorched in the first explosion were also marked on the reverse with a three-line violet rubber stamp, made up by the postmaster of Scarp and reading "Damaged by first explosion at Scarp --- HARRIS" (59). Mr Macdonald, the Head Postmaster of Lochmaddy, represented the Postmaster General during the experiment and thus the Scarp rocket post may be regarded as an official one. Postcards reproducing a photograph captioned "Explosion of the rocket! / Scarp 28 VII 34" were subsequently published by Zucker and may be found bearing the same photograph.

In December 1934 Zucker attempted to fire a mail-carrying rocket across the Solent from Lymington to the Isle of Wight but this was no more successful than the Scarp experiment. On the latter occasion unused stocks of the Western Isles Rocket Post stamps were suitably overprinted. Zucker later returned to Germany and subsequently engaged in rocket experiments that culminated in the V1 and V2 weapons of 1944-5.

July 8 2001

THE SUNDAY TIMES - JULY

Rocket mail is first class

The film I look forward to most among the enticing crop now being made in the UK is an offbeat, indeed hardly credible, yarn called *The Rocket Post*. Yet it's based on a true incident in our island story. In 1934 experiments took place to see if it would be feasible to send the mail between islands in the Outer Hebrides by rocket.

A German scientist called Gerhard Zucker launched a trial rocket on the Sussex Downs and, encouraged by its partial success, a second rocket from Scarp, a tiny island off Harris, which exploded and showered letters all over the beach.

The third launch was more successful; this time the rocket landed among rhododendron bushes in the grounds of Amhuinnsuidhe castle on Harris.

But this imaginative if bizarre way of getting the post through to the outer fastnesses of our land was never taken up. Zucker went back to Germany and was executed before the beginning of the second world war for giving away scientific secrets to America and other European countries. He was thus one of those unsung Germans who — we often forget — were the first victims of Nazism.

WHAT HAPPENED TO DAMAGED "FIRST EXPLOSION" SCARP LAUNCH COVERS?

(1)

Accident Mail: In the first of the two trials (i.e.: that from Scarp), the projectile exploded prematurely, and most of the mail was damaged. The Postmaster applied a violet three-line cachet

**Damaged by first
explosion at
Scarp ~~31~~ HARRIS**

to the back of the damaged covers. This cachet was made up from loose rubber type, and reads as shown in the illustration. In order that this mail should actually be flown it was re-transmitted in the second firing: that from Harris.

ie: RE-FIRED IN 2ND FIRING FROM HARRIS !

(2)

Despite the provision of two cachets, both rocket flights took place from Scarp.

A second attempt was made on Monday 31st July. The mail on this occasion consisted of the 793 survivors, plus a fresh batch, ~~making 400 with red stamps and 535 with green,~~ a grand total of 935 covers. Again the rocket exploded on detonation but fortunately only the nose was blown off the projectile and the mail was recovered intact.

ie: RE-FIRED IN 2ND FIRING FROM SCARP !

(3)

Those covers which had been recovered were handed in at the Harris post office, where they were held until the firing of the return rocket had been completed. Then the stamps were cancelled "HARRIS AUG. 1. 1934." The rocket

ie: NOT RE-FIRED AT ALL !

WHAT WERE THE REACTIONS TO
THE EXPLOSIONS IN THE HERBIDES?

①

The "Daily Record" carried a large photo of the explosion and the publicity did not do well for Zucker's further activities in England.

= BAD VIBES!

②

Postcards reproducing a photograph captioned "Explosion of the rocket! / Scarp-Harris, 28 VII 34" were subsequently published by Zucker and may be found bearing his autograph.

= ZUCKER HAD IT - HAD
PUBLICITY ITSELF MADE!

WHAT HAPPENED TO ZUCKER
IN WAR?

①

Zucker later returned to Germany and was subsequently engaged in rocket experiments that culminated in the V1 and V2 weapons of 1944-5.

②

LEWIS HENIGAN SAYS "THEY DIDNT
LET HIM NEAR THEIR V1 & V2 EXPERIMENTS!"