

AEROPHILATELY

NEW GUIDELINES – EXHIBITING & JUDGING

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Bangkok 2023 – 2 December 2023

13:00 – 15:00 hrs.



Fédération
Internationale de Philatélie

AEROPHILATELY

This is an FIP Qualifying Seminar
Please sign the registrar
Photo

Bangkok 2023 – 2 December 2023
13:00 – 15:00 hrs.



Fédération
Internationale de Philatélie



The Aerophilately Commission

Who is Glen Stafford?

- International Judge FIP & FIAP
- National Judge APF
- FIAP Executive Member
- APF International Officer (Past President)
- FRPSL & RPSV Member
- Active collector for 21 years old
- 42 years in Medical Imaging



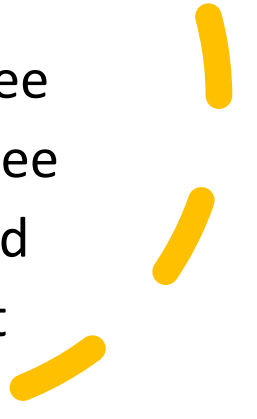


Fédération Internationale de Philatélie

Meet the Commission Team

- Glen STAFFORD (Australia)
- David LU (China)
- Yan Choy YANG (Singapore)
- Fredrik YDELL (Sweden)
- Mark BANCHIK (USA)
- Aldo Samamé y Samamé (Peru)
- Charles Bromser

Commission Chair
Secretary
FIAP Committee
FEPA Committee
FIAF Appointed
FIP Consultant
Webmaster





Welcome to the Aerophilately Commission of the Fédération Internationale de Philatélie

The aim of this website is to be the first port of call for; exhibitors, judges and all who are interested in Aerophilately.

The website contains the contact information for the members of the Bureau and the national delegates to the FIP Aerophilately Commission and various handy details about exhibiting, exhibitions, references and links to other useful sites.

Commission Webpage

- Commission website now hosted by FIP
<https://aerophilately.f-i-p.ch/>
- Change over done by Charles Bromser
- Updated with news on exhibiting and judging Aerophilately
- Please supply info on literature from your country
- Please use the page
- Tell us what you want us to add.

Vale Michael Lin

We are saddened to learn that Michael Lin, Acting Secretary, died on 20th February 2022 after a long illness. Our condolences to his wife Sally.

Michael was an important member of the Taiwan philatelic team with a particularly important contribution to Literature. His contribution will be missed in Taiwan, Aero Commission, FIAP and worldwide.



IBRA 2023, 25-28 May

	Nome	Country	Exhibit	Frames	Points	Medal
2970-2980	JAQUARD	Italy	Souvenir du siege de Paris 1870/1871 - Private mail transported by Ballons-Montés during the Prussian Siege	8	93	G
2981-2991	JAQUARD	Italy	Souvenir du siege de Paris 1870/1871 - Newspaper letters transported by Ballons-Montés during the Prussian Siege	8	95	LG
2992-3002	Schøyen, Björn A.	Norway	First United Kingdom Aerial Post, 1911 - The First Sustained Air Mail Service in the World	8	97	LG + SP + GPIC
3003-3009	Koskiaho, Tuomo	Finland	Airmail in Estonia in 1920 - 1940	5	86	VL
3010-3020	Bot, Jacques	Netherlands	Fokker during the interbellum	8	92	G + FEL
3021-3031	Dmytro, Frenkel	Ukraine	International airmail in Russian Empire, RSFSR, USSR 1870-1941.	8	93	G
3032-3038	Bartoc, Alexandru Dan	Romania	Air Mail sent by CFRNA and CIDNA	5	88	LV
3039-3045	Abdulwahab, Nader	Iraq	The Royal Air Force Desert and Air Service, IRAQ (1917-1927).	5	90	G
3046-3056	Alserkai, Ahmad Bin Eisa	United Arab Emirates	A Postal History Study of Airmail from Iraq 1919 - 1945	8	88	LV
3057-3067	Marechal, René	France	Airmail across the Aegean sea (1929-1947)	8	80	V
3068-3078	Beer, Peter	Switzerland	North Atlantic Catapult Airmail flights 1928-1935	8	85	LV
3079-3089	Nanjeer, Adnan Hussain	Pakistan	KLM- (1927-52): The 25 years of development – Amsterdam to Batavia & the region	8	85	LV
3090-3096	Riccitelli, Flavio	Italy	The South America air mail service by AIR FRANCE (1933-1940)	5	88	LV
3097-3103	Bendeck, Sergio A.	Honduras	The First years of Honduras Air mail, 1925 - 1933	5	85	V
3104-3114	Vogt, Ronny	Argentina	Argentina Airmails 1912 - 1939	8	94	G + SP
3115-3125	Lewowicz, Enrique	Uruguay	Uruguayan Air Mail (1929 - 1947)	8	91	G
3126-3136	Ravasi, Mario	Switzerland	SCADTA Development of Colombian airmail	8	92	G
3137-3143	Mehlitz, Volkmar	Germany	Berlin 1936 - Olympic Airmail	5	80	V
3144-3154	Melamed, Semyon	United States	Giants of the Sky! Zeppelin Airships and their Mail: Demonstration Flights 1900 - 1931	8	88	LV
3155-3165	Förster, Eckhard	Switzerland	Zeppelin Pioneer Mail	8	88	LV
3166-3172	Rothbauer, Erhard	Germany	Das Luftschiff LZ 17 "Sachsen" - Die Historie der Fahrten des erfolgreichsten "kleinen" Zeppelin Luftschiffes der Pionierzeit	5	88	LV
3173-3179	Valcarcell, Nicola	Italy	Graf Zeppelin L.Z. 127" Italy Flight 29/30th May 1933	5	85	LV
3180-3190	Renaud, Jacques	France	Commercial and private mail carried by german airships - Mechanical postage, period 1928-1935	8	90	G
3191-3201	Ganz, Cheryl	United States	Zeppelins and the United States	8	95	LG

Cape Town 2022 FIP

Name	Title	Frames	Points	Medal
Nicholas Arrow	South African Airmails - The Imperial Airways story		5	86LV
Eduardo Consejo Prieto	Airmail related to Spain (1870-1938)		5	89LV
Michael Croy	The History of Canadian Aviation and Pioneer Air Mail		5	77LS
Ferdinando Giudici	Souvenir du siege de Paris - 1870/1871 - Private mail transported by ballons-montés during the Prussian siege		8	95LG
James Johnson	SCADTA - Consular mail		8	88LV
Gyorgy Lovei	Postal documents of the international air mail service to and from Hungary till 31.12 1933		5	80V
Markand Dave	The Rocket mails of India 1934-44		5	90G
John Moore	Airmail from Nyasaland 1931-1964		5	85LV
Flavio Riccitelli	The Zeppelin flight in the Mediterranean (1929-1933)		5	88LV
Bjorn Schoyen	First United Kingdom aerial post 1911 - The first sustained air mail service in the world		8	97LG
Hallvad Slettebo	Zeppelin - The Norway connection		8	91G
Khaled Abdul Mughni	Imperial Airways first flight through Kuwait 1932-1934		1	83
Naresh Agrawal	Labelling air mail		1	64

Indonesia 2022 FIP

Name	Country	Titel	Result	Special Price
Putranto Tono Dwi	Indonesia	The Development of KLM and KNILM Operation in The Netherlands Indies 1920 - 1942	96 LG	SP
Giudici Ferdinando	Italy	Souvenir Du Siege De Paris 1870/1871 - Newspaper lettres transported by Ballons-Montes during the Prussian Siege	96 LG	SP
Giudici Ferdinando	Italy	Souvenir Du Siege De Paris 1870/1871 - Private mail transported by Ballons-Montes during the Prussian Siege	95 LG	
Stafford Glen	Australia	Nicaragua - Airmail Stamps 1929 - 1937	90 G	
Ling Chung H	Australia	Airmails of British Borneo 1926 - 1941	90 G	
Yang Yan Choy	Singapore	Malaya Airmails 1911-1942	88 LV	
Lo Han Kiong	Indonesia	Netherlands Indies Airmail 1923 -1942	87 LV	
Abdulwahab Nader	Iraq	Royal Air Force Desert and Air Service IRAQ (1917-1928)	86 LV	
Flavio Riccitelli	Italy	The Airmail on the Atlantic Routes of the Pan American Airwars (1939-1945)	86 LV	
Mak Kwok Pui	Hong Kong	The Chinese Domestic Airmail Service during the Second SinoJapanese War (1937-1945)	86 LV	
Khaitan Piyush	India	The Airmail Service of Tata Sons, India (1932-1953) [(previous title : The Karachi - Madras Route Extension Flight of Tata Sons Ltd. (October 1932)]	80 V	
Levine Barbara	Israel	Haiti Airmail Development through 1948	80 V	
Natarajan Kiran	India	Air Graphs - A War Time Postal Innovation	73 S	
Murjani Sandeep	India	Air India	72 S	

Taipei 2023 FIAP

- Nicaragua – Airmail Stamps 1929
-1937 Gold
- The Netherlands Indies Airmail
1920 – 1942
- Air Mails of Siam

航空集郵
Aerophilately

1. THE PAST

- GREV – General Regulations - Principles – ALL classes – necessary
- SREV – Special Regulations – by Class - Enlarge on the GREV
- Guidelines – more detail - EXPLAIN the SREV – by Class

2. PURPOSE OF GUIDELINES

- To explain the SREV
 - Why is this necessary?
 - Why do we need 2 sets of rules

3. PROBLEMS HAVING SREV + GUIDELINES

- Different wording to say the same thing causes confusion – especially when English is not a person’s first language.
- In 2019 at a meeting between Commission Chairs/Secretaries and the FIP Board it was agreed that Commissions should:
 - simplify wording of Guidelines
 - replace long sentences with short sentences + bullet points
- At that time, it was asked why do we need both SREV and Guidelines
 - The FIP Board says “Yes”

4. NEW GUIDELINES FOR AEROPHILATELY

- The New Guidelines combined the SREV and Guidelines into ONE set of rules – the New Guidelines. These were approved by Delegates and Federations and by the FIP Board.
- Normally changes to Guidelines can be approved by the FIP Board but changes to SREV must be approved by FIP Congress - held every 2 years.
- Due to a technical problem over timing of consultation, the approval of the FIP Congress was required for these new Guidelines – they are now on the FIP website. <https://www.f-i-p.ch/wp-content/uploads/FIP-Guidelines-AERO-Final-09.08.2022-approved-2.pdf>

Guidelines for Judging Aerophilatelic Exhibits

Final 08.08.2022

1. Introduction

These Guidelines are issued by the FIP Aerophilately Commission to give practical guidance on how to apply the GREV and the Special Regulations for the Evaluation of Aerophilately Exhibits (SREV).

NOTE: These Guidelines include the contents of the SREV.

They are intended to provide guidance regarding:

1. Definition and nature of Aerophilatelic exhibits
2. Principles of exhibit composition, and
3. Judging of Aerophilatelic exhibits.

Aerophilately is the study of airmail services, airmail stamps and documents related to airmail services.

2. Definition and Nature of Aerophilatelic exhibits.

2.1 An Aerophilatelic exhibit is composed essentially of postal documents sent by air bearing evidence of having been flown and/or airmail stamps and postal stationery with proofs, essays and airmail usage of the items.

2.2 There are two subclasses of Competitive Exhibits – these will have as their basic contents:

- a) Development and Operation of Airmail Services
 1. Postal documents despatched by air.

5. NEW GUIDELINES

The new Guidelines contain all the information in the previous SREV and Guidelines – but in ONE document and without repetition.

These cover –

- **EXHIBITING** – What is a good Aero exhibit
- **JUDGING** – How to judge an Aero exhibit
- **READ THEM** – READ THEM AND READ THEM AGAIN
- If something is still not clear, ask someone for help.

5. NEW GUIDELINES

English Version – Norman Banfield (New Zealand)

Finnish Version – Ari Muhonen (Finland)

Arabic Version – Abdulla Khouri (UAE)

Spanish Version – Need volunteer

Chinese Version – ACPF in progress (China)

Subclass a

1. Postal documents dispatched by air.
2. All types of postal and other marks, vignettes and labels relating to aerial transport.
3. Items connected with a particular means of aerial transport, not conveyed through a postal service but deemed important to the development of airmail.
4. Leaflets, messages and newspapers dropped from air, as a way of normal postal delivery or when postal services interrupted by unforeseen events.
5. Mail recovered from aircraft accidents and incidents

Subclass b

1. Official and semi-official stamps issued especially for use on Airmail, in mint or used state and also on cover
2. Any essays, proof, varieties etc. associated with Airmail stamps and Postal Stationery (Including Aerograms)

Part 1: 1. ESSENTIALS FOR A GOOD EXHIBIT

- One problem with the rules is that they tell you WHAT to do but not HOW to do it.
- Every exhibit MUST tell a story
- A good TITLE PAGE is essential

GREVs require a Title Page. It should include:

- TITLE which describes the content of the exhibit
- INTRODUCTORY STATEMENT stating the CONCEPT (idea) of the exhibit
- Statement on the PURPOSE of the exhibit
- Defines the SCOPE of the exhibit
- PLAN of the exhibit
- Rarity Statement
- The most important LITERATURE REFERENCES – 5 or 6

2. CONTENTS OF AN AERO EXHIBIT

What can be shown?

- Covers (including postcards)
- Aero Postal Stationery
- Aero stamps
- Airmail markings – including “Jusqu’à...” and cancellation or annulment markings, airmail labels

It depends on the STORY and the TITLE of exhibit

3. Treatment

- Aerophilatelic subjects normally combine routes – rates – markings.

Skill and thought are required to do this successfully

- How do you arrange the exhibit?
 - Chronologically? By Rate Period? By Event – World War II
- Start + End Dates – make sure these are logical e.g. 1939, 1945
 - It depends on the airmail service and the country
- Try to get a balance between the sections of the story
 - not always possible but don't pad out a large section.

3.4 Introductory Sheet or Title Page

An exhibit should have a clear beginning, a central theme, and a logical ending. All Aerophilatelic exhibits must include an introductory sheet or Title Page. This should consist of:

- The title of the exhibit
- Short, precise and relevant general information on the subject
- A description of the purpose of the exhibit
- A description of the scope of the exhibit (What is included in the exhibit and what is omitted)
- A plan of the structure of the exhibit – chapters or sections etc.– rather than a "frame by frame" or "page by page" description
- A list of personal research by the exhibitor within the subject (with references to articles or literature)
- A list of the most important literature references. Judges will use this information to research the subject and evaluate the exhibit.

RUSSIA – AIRMAIL SERVICES 1922 - 1950

Russian airmail services started in May 1922 with the German-Russian company DERULUFT (Deutsch-Russische Luftverkehrs-Gesellschaft) service between Moscow and Königsberg, East Prussia, and overnight rail connection with Berlin. From 1923 onwards DERULUFT, DOBROLET, UKRVOZDUKHPUT and later AEROFLOT developed services within European and Asiatic Russia. Airmail is very important to a country the size of Russia both internally and for overseas connections.

THE EXHIBIT SHOWS:

- Development of airmail services and routes within Russia and internationally.
- Importance of international airmail routes via Moscow linking W. Europe with Asia.
- Application and analysis of the different airmail rates especially during the 1922-1923 inflation period. **Rates in tables are combined postal rates and airmail fees.**
- Airmail markings and etiquettes used.
- The effect of World War II and the changes in the availability of airmail routes.

The exhibit concentrates on commercial mail with first flights showing the start of a service.



DERULUFT Fokker F.III's at Khodinka Airport, Moscow, May 1922 ready to start the service to Königsberg.
Lufthansa Archives

PLAN: The exhibit is shown generally in chronological order within the following sections:

1. Early years 1922-1924: DERULUFT: Moscow – Königsberg including inflation period rates [Frame 1, p.2]
2. Improved Services 1925-1932: Consolidation & Expansion DERULUFT: Moscow – Berlin [Frame 2, p.1]
3. Promotion of Airmail Services [Frame 4, p.7]
4. Development of Internal Airmail Routes [Frame 4, p.14]
5. Rate Period 1932-1936: AEROFLOT, use of Jusqu'à and other markings [Frame 5, p.4]
6. Via Moscow to/from Far East [Frame 6, p.1]
7. Moscow-Teheran Route [Frame 6, p.8]
8. Rate Period 1936-1950: Pre WWII - New Routes to the West
- Bucharest, Sofia, Prague, Stockholm [Frame 6, p.15]
9. World War II Airmail Services – AEROFLOT/Lufthansa service
- Berlin-Moscow & Hamiata Company to China [Frame 7, p.12]
10. Post World War II 1945-1950 [Frame 8, p.14]

Rarity: Important and scarce items are double matted – in blue and red.

Principal references:

- | | |
|-------------------------|---|
| G.A. Ackerman | "Via The Red Skies – Development of Soviet Airmail 1922-1945", Author, 2001 |
| R.E.G. Davies | "AEROFLOT: An Airline and its Aircraft", Paladwr Press, 1992 |
| | "LUFTHANSA: An Airline and its Aircraft", Paladwr Press, 1991 |
| I. Drushinin | "Speshnaya Pochta" (Express Post), Kollektioner No.33, 1997 (Russian) |
| R. Taylor | "The Post-Rider" Journal (Canada), various articles 1985 onwards |
| T.H. Boyle Jr | "Airmail Operations During World War II", AAMS, 1998 |
| G.V. Shalimov + G. Shaw | "Catalogue of Propaganda-Advertising Postal Cards of USSR 1927-1934", USPS 2002 |

3. TITLE PAGE

- TITLE – Clear and Concise
- Introductory Statement = first paragraph
- ‘The Exhibit shows’ = PURPOSE OF EXHIBIT
Can be put in a box for emphasis
- PLAN – lists the sections in the exhibit with frame and page number where each section starts – **judges like this**
- RARITY – says how Rarity is identified
- REFERENCES – 7 shown – ideally 5 or 6

Example:

TITLE – “Russian Airmails 1922 – 1950” – the date 1950 is a bit obscure – it is the end of the rate period. With more material, especially for the joint Russian/German service Moscow-Berlin in 1940 - 1941 this can be changed to 1922 – 1941.

It has an INTRODUCTORY STATEMENT – the first paragraph

It states the PURPOSE of the exhibit = what the exhibit shows – placed in a box for emphasis

It has a PLAN - and states where each section starts – **judges like this**

It has REFERENCES – a maximum of about 5 or 6 is OK

It also has a photo – not too big – invites people to look at the exhibit

4. PAGE HEADINGS

- Exhibit Title – on Title Page only – does not need to go on each page
- Section heading - on first page of each section
 - Larger than normal text
 - Consider capital letters, in bold, underline, coloured font
BUT do not use a lot of different colours or fonts – it causes confusion
- Other Pages in section – use Page Heading for the item
- Two headings in same line saves space – see example

VIA PERSIA

to CANADA & USA

WWII

Stockholm 17.4.41 - St Johns, Newfoundland 'ВОЗДУШНАЯ' = **onward airmail from Moscow**
Germany did not allow mail from Sweden to British Empire countries to transit Germany to Lisbon then on by PANAM flying boat to USA. The Stockholm-Prestwick, Scotland service was not fully operational.



For this reason the cachet indicating by air over the Atlantic was crossed out.

Only other route was:

Moscow-Astrakhan-Baku-Pahlevi-Teheran
by AEROFLOT

Teheran-Baghdad
by surface

Baghdad-Cairo-Durban
by BOAC

then by sea to the USA

Censored on arrival in Canada - 'C.36'

Riga 5.6.41
Moscow - Teheran - Baghdad - Singapore - Honolulu San Francisco
31.7.41
New York
4.8.41

using **Aeroflot** Moscow-Teheran, BOAC Baghdad-Singapore then PANAM to Hawaii and on to San Francisco.

Rate: Foreign Airmail letter Rate R.2.30



3-part heading in one line

Route information in bold

Censor = non-Aero information at end

At left – route information in bold

A small overlap on one or two pages is OK – but do not hide information or markings

5. Air Mail Labels + 'Jusqu' à' Markings

- Part of Aerophilately and description of covers. Where do you find the information?
- Air Mail Labels – “Catalogue of Airmail Labels” by Günter Mair
Published 1991 by The Postal Label Study Group of Los Angeles
worldwide coverage -2 volumes 626 pages
- “Jusqu' à Airmail Markings” by Ian McQueen 1993, Supplement 1995
273 pages – includes airmail cancellation or annulment marks
- “Airmail Directional Handstamps” by Ian McQueen, 2003, 2 volumes

5. Air Mail Labels + 'Jusqu' à' Markings

Airmail Stamps

- Pays for the airmail service.
 - PAA 15c (< 14g) + surface 7½c (<20g)+ No tax

Airmail Stamps Value

- Pays for a particular route.
 - FAM 5 Route
- Pays for a particular weight.
 - 15c per 14grams (½ oz.)
- Jus' Qua bars



6. Aircraft Movements

If you can give official flight numbers and exact dates this shows KNOWLEDGE. Often not easy to find but references include:

- “Aircraft Movements on Imperial Airways” by Peter Wingent
 - Eastern Route 1927-1939 – 2 volumes
 - African Route 1931-1939 – 1 volume
- “Intercontinental Airmails” by Edward Proud – 3 volumes
- “Bridging the Continents in Wartime-1939-1945” by Hans Aitink & Egbert Hovenkamp - 2005
- “Airmail Operations During World War II” Thomas H Boyle Jr. – American Airmail Society - 1998

1. EARLY YEARS 1922 – 1924 DERULUFT MOSCOW – KÖNIGSBERG

First Russian airmail service started 3.5.1922 for passengers and diplomatic mail - opened for commercial mail 4.6.1922. Operated twice weekly, Sunday & Thursday, by joint Russian-German company DERULUFT from Moscow to Königsberg with overnight rail connection to Berlin. Only Russian registered aircraft were used - initially Fokker F.III.

The years 1922-1923 included the inflation period with many changes in airmail rates.

RATE PERIOD 1.7.22 – 14.10.22

Postcard	Registered	Letter	Registered	Registered Letter to Germany 135 R.
72R	117R	90R	135R	



Moscow 22.7.22 to Berlin 25.7.22

Foreign letter rate:	45R.
Registration:	45R.
Airmail fee:	45R.
	135R.

Cachets:

Russian: Moscow - **Mit Luftpost** used 1922-23
 German: 'Mit Luftpost befördert / Königsberg (Pr.) 1.'

Copy of back reduced to 60%



7. MAPS

A SMALL map can help – BUT preferably only show the places important to the story and the item on the page.

Note:

Moscow date stamp 22 July 1922

Recently an auction had a similar cover but dated 29 July and described as the earliest recorded cover on this service – sent a week after this cover which the exhibitor had for 20 years!!

8. FIRST FLIGHT COVERS

- Old style of Aero exhibits concentrated on First Flight Covers (FFC)
- Now – emphasis is on **Commercial/Private airmail**
- Do FFC have a place in an exhibit?

YES – if they prove the start of a commercial airmail service

- Best if followed by commercial mail

9. HOW MANY COVERS PER PAGE?

- We have all seen exhibits that look “thin”.

What does this mean?

Is the exhibitor short of material? Is the full story being told?

It probably means it needs more pages with 2 covers per page

- For Aero and Postal History exhibits most of the pages have 2 items per page - over an 8 frame/128-page exhibit = around 230 covers/postcards.
- This can be achieved even with European size covers of 1920/1930s by putting information at side of covers.
- Some pages will only have one special item – see next page

INWARD AIRMAIL

1934 ex AUSTRALIA

First Regular Airmail Service Australia-England with connections to Europe

QANTAS and Imperial Airways to Athens
LUFTHANSA Athens to Berlin – DERULUFT Berlin to Moscow

Melbourne, Australia 8.12.34 via Athens 22.12.34 to Moscow 6th Ekspeditsiya 27.12.34

Postcard rate Australia – Russia 1s 2d. Superscription required: 'Australia-Greece-Russia'



Ex Nelson Eustis – circa 3 flown to Russia



Backstamp slightly enhanced

Moscow 'Z' arrival datestamp:

The letter 'Z' does not occur in modern Russian. According to the Russian dictionary by Vladimir Dal, the definition of "zetit" or "to Z" someone means to spy on them. In the late 1920s/early 1930s 'Z' or 'zet' datestamps were applied to incoming and outgoing foreign mail to indicate that the item had been subject to 'surveillance'.

Ref. D Skipton, *Rossica* No 158, 2012

Route:	Dep.	Arr.	Aircraft
Melbourne		Cotumundra	By rail
Cootamundra NSW		Charleville Queensland	DH-84 Dragon - Butler Air Transport
Charleville	11.12.34	Darwin	Hippomenes)
Darwin	13.12.34	Karachi	Arethusa) Imperial
Karachi	19.12.34	Alexandria	Hengist) Airways
Alexandria	22.12.34	Athens	Scipio)
Athens		Berlin	Deutsche Lufthansa
Berlin	27.12.34	Moscow	DERULUFT

Backstamps:

Athens Airport	22.12.34	1900 hours
Moscow 6 th Ekspeditsiya	27.12.34	code letter 'Z'

Part 2 - JUDGING THE EXHIBIT

- Exhibiting and Judging are “Two sides of the same coin”.
- Exhibits are judged/evaluated using a points system:

- Treatment	20
- Importance	10
- Knowledge/Research	35
- Condition	10
- Rarity	20
- Presentation	5
Total	100

Presentation – 5 points

- Normally judged first - only 5 points but can influence points in other categories
- Does the Title Page and all other pages look neat? Are headings clear?
- **Is the write-up easy to read? – How do you judge Treatment and Knowledge if you cannot easily read the write-up?**
- Is the layout pleasing? Avoid “tramlines” – often seen in Postal Stationery
- Avoid long paragraphs – put a space line between paragraphs
- You are not writing a book – long grammatically correct sentences not required.
Use short sentences – a dash “ – ” can replace 2 or 3 words
- Bold important words, places, routes, dates

Treatment -20 points


TREATMENT is the development of the STORY for the subject chosen.

- Is the development logical?
- Good Title Page?
- Is the Title correct for the material in the exhibit?
- Is the material complete in relation to the scope of the exhibit?
- Is the STORY told well? Is it developed in accordance with the PLAN?
- Is it a STORY or only a collection of covers?
- Do the Page Headings help in understanding the treatment?
- Is there duplication or padding?



Treatment

Treatment is defined as the development, completeness and correctness of the material shown.



Philatelic Importance – 10 points

- The “importance” of an aerophilatelic exhibit is determined by:
 - significance of the exhibit in relation to subject chosen
 - overall significance of that subject in relation to the development of world airmail services
- An aerophilatelic exhibit of an area with greater contribution to the development of world airmail services has greater importance than an exhibit from an area with a lesser contribution. SOME important subjects;

Great Britain - Australia 1919 - 1939; France - South America; KLM Netherlands - Dutch East Indies; USA - East Coast S. America; Russia Moscow – Persia, Afghanistan, China, Vladivostok, Japan, USA; World War II Airmail Services; Trans-Atlantic Airmail Services etc

Philatelic Importance continued....

- Wide geographical area is generally more important than a narrow one
- Pioneer Period or Development Period generally more important than a modern one
- A long period generally more important than a shorter one
- But be careful – it can depend on the country and the year
 - WWII – 6 years but can be split up into a number of areas/services all justifying 8 frame exhibits

Philatelic & Related Knowledge, Personal Study & Research – 35 points

- Demonstrated by items shown AND related write-up and **ANALYSIS**
- **Personal study** is shown by correct analysis of items shown
- **Personal research** is shown by new facts related to the subject.

- Write-up requires more than a description of what can be seen on the covers
– *face value of individual stamps is not required*

- It is the total postage and is this the correct rate and for what period?

- How is the rate made up? Surface rate, airmail surcharge, registration?

- Does the write-up show that existing literature has been used?

Knowledge continued

- Information given should not overwhelm the philatelic material
- A good plan may help to avoid long descriptions
- New information from personal research by the exhibitor should be identified – if published, include in the References
- Remember – an exhibitor may be an expert on the subject and have published a book.
BUT you must judge only the knowledge documented in the exhibit.

Condition – 10 points

- Condition for Aerophilatelic items varies – what quality is available?
- Good condition – clear legible postmarks and cachets – good general appearance – this should be rewarded
- Stamps on covers should be in good condition
- Crash covers may be in poor condition, but markings should be as clear as possible
- Repaired or faked items not so described should be penalised.

Rarity – 20 points

- Rarity does not always relate to cost or value in \$ terms **
- Rarity is directly related to the **relative scarcity** of Aerophilatelic items
- For Rarity statements it is important to state the source of the information e.g. “One of ‘x’ recorded ...”
- Avoid the use of “Unique” or “Very Rare”. Instead use “1 of x recorded”
- Auction sales and eBay/Delcampe can often be a guide to rarity.

EUROPE – FAR EAST VIA RUSSIA

ORIGIN IRAQ

From the early 1930s the **Berlin-Moscow-Irkutsk** route provided a fast airmail link to the Far East. It was extended to Vladivostok in 1933, daily from May, using *Tupolev ANT-9* aeroplanes.

Baghdad-Tokyo, Japan via Berlin-Moscow-Irkutsk-Vladivostok, July 1933.

Japan is an unusual destination for mail from Iraq – routing via Berlin and Moscow is exceptional.



Datetamps: Baghdad As Samawal 17.7.33, Breslau 24.7.33 and Berlin 24.7.33

Cachets: German: "Mit Luftpost befördert/flughafen Halle/Leipzig (Schfeudits)"

Russian: **Moscow** receiving cachet used on transit mail:
"ПОЛУЧЕНО С ВОЗДУШНОЙ ПОЧТОЙ"
= Received / by aerial / post.
Moscow boxed cachet **ВОЗДУШНОЕ** added to indicate
oncarriage by air beyond Moscow.

Route: Air: Baghdad – Leipzig by K.L.M. (correct rate 35 fils) dep. Wednesday 19.7.33,
- Leipzig–Breslau and Breslau–Berlin by Deutsche Lufthansa,
- Berlin–Moscow by **DERULUFT** & Moscow–Irkutsk–Vladivostok by **DOBROLET**,
- then by sea Vladivostok to Japan.

Between May and December 1933 the route via Berlin and Moscow was quicker than by air Baghdad to Calcutta or Rangoon and then by sea. Imperial Airways service eastward extension to Singapore only started in December 1933.

Baghdad to Tokyo July 1933

via Berlin and Moscow

Quickest route

May – December 1933

How many more exist?

Mounted on a red matte.

Final Comments

- We have covered some of the areas to produce a good exhibit.
- We have covered the judging of an exhibit.
- All judges need to exhibit regularly – rules may stay the same but over time the standard required gets higher.
- Best of luck with your Exhibiting and your Judging – enjoy it! (It's a hobby after all)

Future Exhibitions with Aerophilately class

- EFRIO 2024 FIP
- China 2024 FIAP
- PhilaKorea 2024 FIP
- Indonesia 2024 FIAP
- Melbourne 2025 FIAP
- Boston 2026 FIP

Thank you for attending

Final Questions.