

AEROPHILATELY

NEW GUIDELINES – EXHIBITING & JUDGING

**Norman Banfield FRPSL, FRPSNZ,
Acting Chairman, FIP Aerophilately Commission**

normanb@xtra.co.nz

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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.
- This occurred mid 2019 – it took around 8 emails for a query on the SREV and Guidelines to the Maximaphily Chair to be answered AND for the SREV/Guidelines wording to be understood by the exhibitor.
- 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 this time we asked why do we need both SREV and Guidelines

4. NEW GUIDELINES FOR AERO + MAXI

- Why Maximaphily? – my wife is Chair of the Maximaphily Commission so the same approach was taken for both classes because of the problem above.
- For Aero we 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 is required for these new Guidelines – but they are on the FIP website.

5. NEW GUIDELINES

The new Guidelines contain all of 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.

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
 - The most important **LITERATURE REFERENCES** – 5 or 6

2. CONTENTS OF AN AERO EXHIBIT

- **What can be shown?**
- Covers (including postcards)
- Aero Postal Stationery e.g. India
- Aero stamps
- Airmail markings – including “Jusqu’à...” and cancellation or annulment markings, airmail labels
- **It depends on the STORY and the TITLE of exhibit**

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.

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 [Frame 2, p.1]
DERULUFT: Moscow – Berlin
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 [Frame 6, p.15]
- Bucharest, Sofia, Prague, Stockholm
9. World War II Airmail Services – AEROFLOT/Lufthansa service [Frame 7, p.12]
- Berlin-Moscow & Hamiata Company to China
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 – we use red
- Introductory Statement = first paragraph
- “The Exhibit shows = PURPOSE OF EXHIBIT put in a box for emphasis
- PLAN – lists the sections in the exhibit AND 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'

3 part heading in one line

Route information in bold

Censor = non-Aero information at end

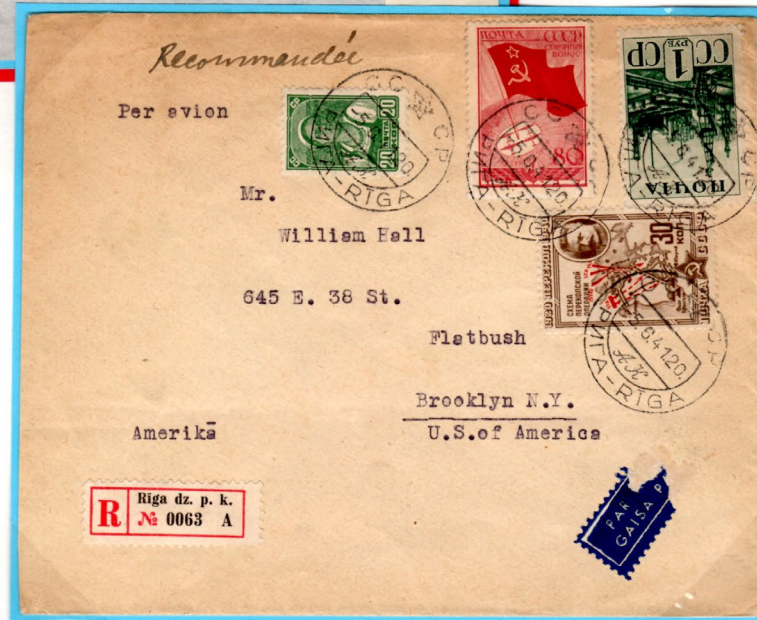
At left – route information in bold

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

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



120.

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

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

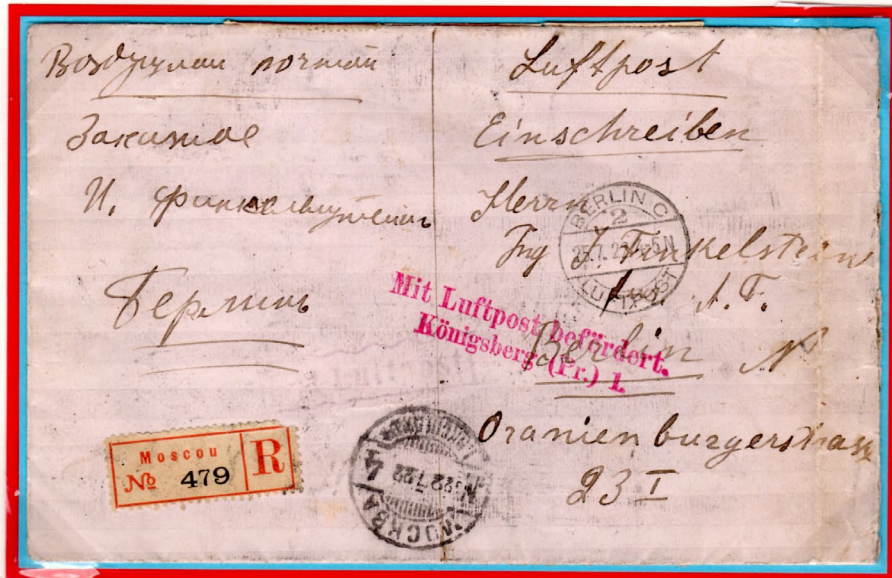
1. EARLY YEARS 1922 – 1924 DERULUFT MOSCOW – KÖNIGSBERG

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 my cover which I have 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 my 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	<i>Hippomenes</i>)
Darwin	13.12.34	Karachi	<i>Arethusa</i>) Imperial
Karachi	19.12.34	Alexandria	<i>Hengist</i>) Airways
Alexandria	22.12.34	Athens	<i>Scipio</i>)
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
- Do 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
- On my apprenticeship in Taipei I queried whether an exhibit was a Large Gold – the answer: “It doesn’t look like a Large Gold exhibit”.
 - Good material, good information but was not well presented.

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?

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
e.g. 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.

**Example: A cover from Iraq to Tasmania in 1935 – forced landing near Darwin, Australia – 3 recorded, 4th cover in an exhibit in 2004.

Obviously rare.

What did it cost?

GBP 10 in London in 2000.

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.



Datestamps: 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 mat.

HAMI – ALMA ATA SERVICE 1941

ITALY to THAILAND

WWII

Trieste, Italy 25.9.40 – Bhuket 6.11.40

To Captain of s.s. *SUMATRA*, Lloyd Triestino



Trieste, Italy – Phuket, Thailand
September 1940

Via Berlin, MOSCOW, China,
Hong Kong, Bangkok

Route:

- Venice**-Berlin - Lufthansa
- Berlin**-Moscow - Lufthansa/Aeroflot joint service
- Moscow** – Tashkent – Alma Ata - Aeroflot
- Alma Ata** – Urumchi – Hami - Hamiata Company using Eurasia aircraft
- Hami** – Chungking 19.10.40 - Eurasia Aviation Co
- Chungking** – Kunming 21.10.40 – Hong Kong 23.10.40 - CNAC
- Hong Kong** – annulment of air carriage – black bars over airmail cachet
- Hong Kong – Bangkok by sea [last BOAC service was 13.10.40]
- Bangkok** 31.10.40 – Bhuket – 6.11.40 - Aerial Transport Co twice weekly service

Russian: 'ВОЗДУШНАЯ'
= Onward airmail from Moscow

Superscription: "Via Siberia" and
"By Japanese Air Mail Japan – Bangkok"
- but this service suspended 22.9.40

Postage L.3.25 = foreign letter L.1.25 +
Air Fee L.2.00 to Thailand [old BOAC rate].

Censored: Venice, Italy and Hong Kong.

Italian ship "*Sumatra*" held by Thai port
authorities after Italy's entry into the war
June 1940. Still there April 1941 with cargo
not released. Scuttled at Bhuket 8.12.1941.

Copy of reverse at 65% showing Italian & Hong Kong
censor labels and transit & arrival datestamps.



How many exist?

Other covers seen do not have
the Moscow onwards by air
marking.

PREVIOUS RESULTS

- You may know what points/medal the exhibit has had before
- This can be used as a double check on your marking -
BUT it is NOT a target
- At one exhibition I queried whether our lower result was correct –
a check showed the exhibitor had removed an important item.
So our lower mark was correct!
- **You must judge the exhibit in the frames!**

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.
- My Russian P.H. ‘Gold’ at MOSCOW 1997 would not get a Vermeil today.

Best of luck with your Exhibiting and your Judging – enjoy it!

- Finally, ‘Thank You’ to Chris Hargreaves for presenting this seminar.