

SEMINAR ON AERO MAY 2022

HOW TO IMPROVE YOUR EXHIBIT

THANK YOU MR. LONGHI AND MR.
RICCITELLI FOR SPLENDID PRESENTATIONS.
THIS WAS EXCELLENT!

DEVELOPMENT OF THE AERO CLASS:

- **POINTS OF IMPORTANCE FOR THE EXHIBITOR:**

- - THE JUDGING RULES IN PRACTICE.
- - HOW TO MAKE THE BEST PRESENTATION POSSIBLE.
- - HOW TO EXPLAIN THE COMPOSITION OF THE EXHIBIT.
- - WHAT CAN I INCLUDE IN THE EXHIBIT.
- - READING AND UNDERSTANDING THE RULES.
- - HOW TO MAKE AN INTRODUCTION PAGE.

SHORT HISTORICAL BACKGROUND FOR AEROPHIL.

- FIRST AERO TRANSPORT OF MAIL : 1911 IN INDIA
- EXHIBITION OF PHILATELY – FIRST TRACES IN PARIS 1867
- FIRST EXHIBITION OF LARGER SCALE (INTERNATIONAL) – VIENNA 1881.
- 10 LARGE PHILATELIC EXHIBITIONS BEFORE THE YEAR 1900
- 1924 IN HAGUE – LABEL SHOWING A LETTER-CARRYING PIGEON

FIRST AERO SOCIETY IN USA 1913
CLOSED AFTER TWO YEARS.
AERO PHILATELIC CLUB OF LONDON
AMERICAN AIR MAIL SOCIETY SOON
100 YEARS
AIR MAIL MAGAZINES FROM 1923



THE DEVELOPMENT OF AERO COMMISSION

- DISCUSSIONS WITHIN THE FIP- COMMISSION (AND FISA)
- «A CLASS WITH LOTS OF PHILATELIC «MADE-UP» - ITEMS – FFC ETC.»
- TRAD + POSTAL HISTORY HAVE DEVELOPED INTO RESEARCH AND DEEP DIVE/ NARROW SCOPE – SPECIAL STUDIES AND LOCAL POSTAL HISTORY
- THE NEED OF INCLUDING PROPER MATERIAL.
- THE NEED OF ADDING RESEARCH AND PERSONAL STUDIES TO AERO CLASS.
- CHANGE OF JUDGING FROM «WALLET-SIZE» = EXPENSIVE AND «SCARCE» MATERIAL, - INTO COMPOSITION OF EXHIBIT, KNOWLEDGE, NEW ASPECTS AND COMMERCIAL AIR MAIL.
- COULD BE COMPARED TO BOTH TRADITIONAL OR POSTAL HISTORY – BUT ALL HAPPENS «IN THE AIR».

QUALIFICATIONS FOR JURY WORK AT EXHIBITIONS

- 1. JURY APPRENTICE AT REGIONAL SHOW – **MUST HAVE OWN EXHIBIT**
- 2. QUALIFICATION AS JUROR IF PASSED EXAM- JURY LEADER DECIDES
- 3. NEED FOR OWN EXHIBIT TO PASS QUALIFICATION LIMIT
- 4. AT LEAST 2 TIMES JUROR AT REGIONAL SHOWS BEFORE APPRENTICESHIP AT NATIONAL SHOWS
- 5. NATIONAL APPRENTICESHIP – TOUGHER EXAM THROUGH TEAM LEADER AND HIGHER DEMANDS FOR OWN EXHIBIT.
- 6. AT LEAST 2 - 3 NATIONAL SHOWS AS JUROR BEFORE APPLICATION FOR INTERNATIONAL APPRENTICESHIP
- 7. INTERNATIONAL APPRENTICESHIP – JUDGING THREE TO FIVE EXHIBITS – ORAL EXAM BY TEAM LEADER – FIP BOARD DECIDES AFTER RECOMMENDATION FROM TEAM LEADER + **CODE OF CONDUCT!!!!**

COMPOSITION OF A JURY

- GROUPS OF 2-4 JURY MEMBERS FOR EACH CLASS
- TEAM LEADER
- QUALIFICATIONS IN THE CLASS
- **DEMAND TO PREPARE BEFORE THE EXHIBITION**
- FOR SMALL CLASSES – JURY MEMBERS FINISHING EARLY PASS OVER TO ANOTHER CLASS IN WHICH THEY ARE QUALIFIED.
- OF COURSE – DISCUSSIONS WITHIN THE GROUP – ALWAYS REGARDING JUDGING RULES AND FACTS. BIASES ARE NOT ALLOWED! **THERE IS NO ARGUMENT «I DO NOT LIKE»**
- LEVELLING BETWEEN THE GROUPS – PRECIDIUM OF THE JURY AND TEAM LEADERS DISCUSSIONS IF NEEDED

-SO LET US GO BACK, PRIOR TO THE 80-IES.

- THE TITLES INDICATED BELOW MAY GIVE SOME MEANING TO THE OPINION STATED ON THE PREVIOUS SLIDE:
- «A COLLECTION OF PIONEER AIRMAILS» (YEARS? – WHICH AREAS?)
- «THE ZEPPELIN FLIGHTS TO SOUTH AMERICA» (CATALOGUE EXHIBIT?)
- «NORWEGIAN FIRST FLIGHT COVERS» (WHERE IS PERSONAL STUDY?)
- «CATAPULT FLIGHTS» (DETAILED CATALOGUE WITH ALL POSTAL MARKINGS?)
- «ITALIAN FLIGHT SHOWS» (WHERE ARE THE FLOWN CARDS?)
- All these titles do not specify the **actual periode**, possibility of the **study of routes and rates**, which is now considered important for the most important points on the form: **KNOWLEDGE – AND TREATMENT.**

AND THE CONSEQUENCES FOR THE EXHIBITOR?

- THE INTRO-PAGE MUST BE VERY PRECISE!
- DESCRIPTION OF THE SCOPE AND THE PERIOD OF TIME (YEARS!)
- WHY? AND HOW?
- THE TEXTING USED TO ENHANCE/ MARK OUT IMPORTANT ITEMS
- DIVIDE INTO CHAPTERS (IF NEEDED) WITH CLEAR REFERENCES BY HEADING
- STUDIES AND OWN RESEARCH (LITERATURE REFERENCES)
- THE EXHIBITOR IS THE EXPERT ON THE THEME – PLEASE HELP THE JURY TO UNDERSTAND.....
- **A WELL DISPOSED INTRO-PAGE WILL ALWAYS GIVE EXTRA POINTS ON TREATMENT, AS WELL AS HELPING THE EXHIBITOR TO FOLLOW THE «RED THREAD» AND CHOSING THE BEST ITEMS TO ILLUSTRATE THE STORY.**

THE JURY FORM IN A SIMPLE WAY BY POINTS

- TREATMENT MAX 20 POINTS
- IMPORTANCE MAX 10 POINTS
- KNOWLEDGE AND RESEARCH MAX 35 POINTS
- QUALITY MAX 10 POINTS
- RARITY MAX 20 POINTS
- PRESENTATION MAX 5 POINTS
- = TOTALLY 100 POINTS
- (WHICH HAS NEVER BEEN GIVE TO AN EXHIBITOR!)

THINK OF YOUR EXHIBIT AS A NOVEL

- CONCISE TITLE – TAKE YOUR TIME TO DECIDE
- BEGINNING –STORYLINE – ENDING
- CLOSE RELATION BETWEEN THE TITLE AND WHAT IS IN THE EXHIBIT
- HOLD ON TO THE STORYLINE AND ILLUSTRATE YOUR NOVEL BY USING PHILATELIC ITEMS
- REMEMBER «FLOWN ITEMS»
- USE ENOUGH TIME TO MAKE UP YOUR INTRO PAGE. VERY IMPORTANT
- IT IS MORE IMPORTANT TO USE TIME AND BRAIN THAN THE WALLET.

IMABA 1948 BASEL – AERO CLASS:

- TRANS-PACIFIC-AIRMAIL FIRST FLIGHT COVERS 1935-47
- FLUGPOST – ZEPPELIN SAMMLUNG
- AIRMAIL – FIRST FLIGHT COVERS AND ZEPPELIN POST
- FLUGPOST – RAKETENPOST (RAKETENBELEGE VON ZWÖLF LÄNDER)
- AIRMAIL – AIR STAMPS FROM THE WHOLE WORLD
- POSTE AERIENNE (DU MONDE ENTIER)
- UNITED STATES (AIR MAIL MINT, BLOCKS AND SINGLES)
- FLUGPOST (VOLLSTÄNDIGE SAMMLUNG VON DÄNEMARK)
- LUFTPOSTSAMMLUNG (BALLONPOST / GORDON-BENNETT FLÜGE / LUFTPOST AM MAIN UND RHEIN 1912)

LONDON 1980 – AERO CLASS

- 2 AERO EXHIBITS IN HONOUR CLASS – 65 EXHIBITS IN COMPETITION.
- «THE DORNIER DO-X»
- «AIRMAILS OF BRITISH BORNEO»
- «AIRLETTERS AND AEROGRAMMES OF GREAT BRITAIN»
- «CANADIAN PIONEER AND SEMI-OFFICIAL AIR MAIL 1911-34»
- «USA INTERRUPTED FLIGHT COVERS (CRASH-MAIL)»
- «GREAT BARRIER ISLAND PIGEON POST 1897-1908»
- «PERU AIR MAIL – THE FIRST 25 YEARS 1927 – 1952»
- STILL LOTS OF FIRST FLIGHTS – NOT COHERENT STORIES – SHOWING «GEMS OF AIRMAIL» - BUT MUCH BETTER THAN PREVIOUSLY

THE REVISION OF REGULATIONS BY EGIL THOMASSEN

- EQUALIZING THE AERO CLASS WITH OTHER CLASSES.
- REGARDING AERO AS «**DEVELOPMENT** OF AIR MAIL SERVICES AND COLLECTION OF **DOCUMENTS** PERTAINING TO SUCH DEVELOPMENT»
= THE WORD **DEVELOPMENT** IS IMPORTANT – THE WORD DOCUMENTS IS IMPORTANT
- MOVING THE CLASS CLOSER TO «POSTAL HISTORY IN THE AIR»
- THE ADHESIVE STAMPS REGARDING AIR MAIL COME MORE INTO THE BACKGROUND
- FOCUS ON «**ITEMS FLOWN**»
- LESS FOCUS ON PHILATELIC CONSTRUCTED MATERIAL.
- OPENING A NEW DOOR FOR EXHIBITORS (PERSONAL STUDY!)

THE CONSEQUENCES OF THE REGULATIONS

- COLLECTORS SEE NEW POSSIBILITIES.
- SMALLER SCOPE OF EXHIBIT GETS A CHANCE TO ACHIEVE HIGHER POINTS-MARKINGS THAN PREVIOUSLY.
- STORY-TELLING INSTEAD OF «MIXED PICKLES» (QUOTE FROM DA SILVEIRA)
- **TREATMENT** OF EXHIBIT BECOMES MUCH MORE IMPORTANT DURING THE JUDGING.
- **KNOWLEDGE AND PERSONAL STUDY** (35 PTS) BECOMES MORE DIFFICULT BECAUSE A «CATALOGUE EXHIBIT» DO NOT SHOW MUCH KNOWLEDGE. THE EXHIBITS ALSO GIVE A MUCH BIGGER **CHALLENGE TO THE JURY!!!**
- LESS FOCUS ON STAMPS – STILL POSSIBLE TO DO A STUDY ON THE ADHESIVE STAMPS FOR AIR MAIL.

CLASSES IN FIP EXHIBITIONS

- 12 CLASSES WITHIN FIP – INCLUDING THE TWO LATEST, MODERN PHILATELY AND OPEN PHILATELY
- AREO- EXHIBITS MUST BE WRITTEN UP AND CONSTRUCTED ACCORDING TO THE FIP-RULES AND REGULATIONS
- TRANSFER TO OTHER CLASSES MAY APPEAR ONLY WHEN THE EXHIBIT GETS MORE POINTS IN ANOTHER CLASS.
- **NB – EXHIBITORS MUST READ THE REGULATIONS!!!!**

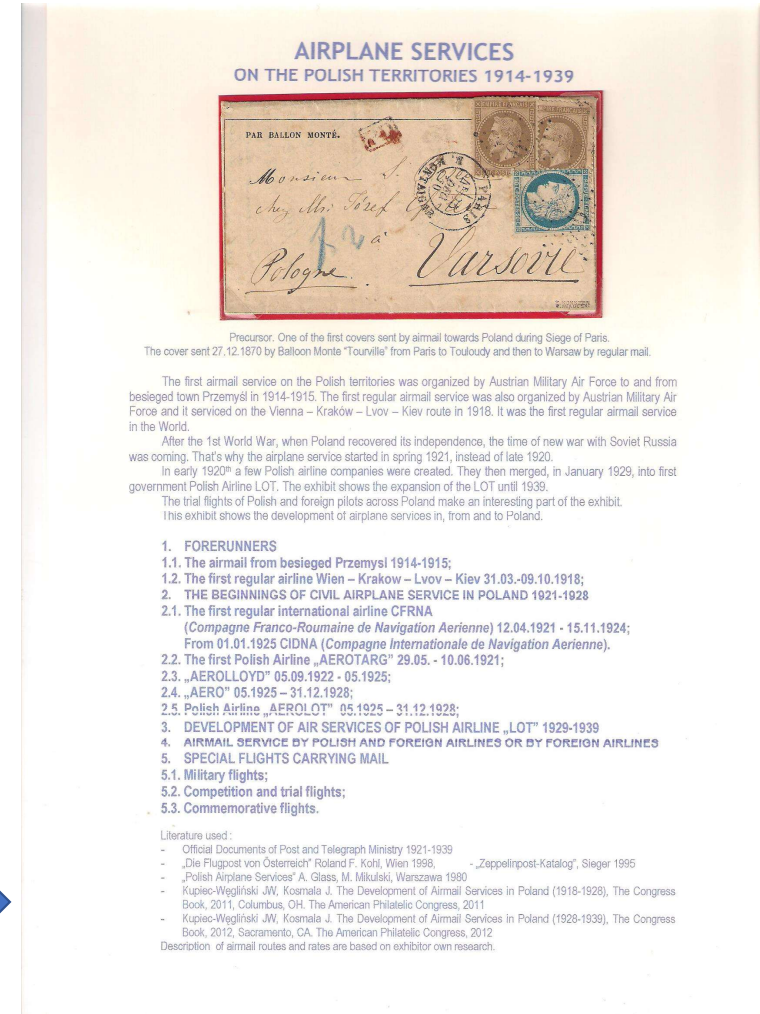
HOW TO PREPARE FOR THE JUROR

- BY READING THE INTROPAGE (AND EVENT. SYNOPSIS) THE JUROR MAY HAVE AN IMPRESSION OF:
- WHAT IS THE SCOPE?
- WHAT IS THE STORY-LINE?
- WHICH ITEMS WILL I FIND IN THE EXHIBIT ACC. TO SCOPE / INTROPAGE?
- WHICH ITEMS ARE SCARCE WITHIN THE SCOPE?
- ARE THERE ANY «KEY ITEMS» WITHIN THE SCOPE?
- IF THIS IS AN EXHIBIT OF A «NEW» AREA – WHAT IS THE GRADE OF OWN STUDY AND RESEARCH?
- WHICH LITERATURE HAS BEEN USED BY THE EXHIBITOR?

PREPARATIONS FOR A JUROR PRIOR TO EXHIBITION

- ACCESS TO LIBRARY
- HAVING OWN LIBRARY WITH RELEVANT LITERATURE
- ALWAYS MAKING NOTES AFTER READING THROUGH THE INTRODUCTION PAGE IN DETAIL – COMPARING TO REGULATIONS IN THE CLASS
- STUDYING SYNOPSIS IF AVAILABLE

A WELL-DONE INTRO PAGE BY KOSMALA ON THE AIR MAIL OF POLISH TERRITORIES, LG AT FINLANDIA 2017



HOW MAY THIS BE DONE?

- NUMEROUS ATTEMPTS TO MAKE A «STORY-LINE»
- NUMEROUS ATTEMPTS OF MAKING AN INTRODUCTION SHEET
- NUMEROUS ATTEMPTS TO ACCOMMODATE TO FIP REGULATIONS

- IMPORTANCE / TREATMENT
- QUALITY / RARITY
- PRESENTATION
- KNOWLEDGE / RESEARCH

THE REGULATION DEMANDS THE FOLLOWING
INTROPAGE:

DESCRIBING PURPOSE OF EXHIBIT

TIME LIMITATIONS (FROM – TO)


HOW IS THIS DONE?

WHAT ARE THE ITEMS ILLUSTRATING YOUR STORY

HOW DO YOU MARK OUT SPECIFIC IMPORTANCE

TREATMENT

- Intropage is important: Showing WHAT?
- How do I do it.
- Short description of scope.
- Historical background.
- Purpose of exhibit
- Division in sections/ chapters
- Bibliography
- Own research
- MARK IMPORTANT ITEMS.

THE ITALIAN SOUTH ATLANTIC AIR MAIL SERVICE OF L.A.T.I. (1939-1941)		
<p>The exhibit illustrates, by the mails from and to the European and American countries, the Italian Air Mail Service with South-America from December 1939 to December 1941 and describes the strategic importance it assumed in the first years of the war period.</p> <p>The Italian Transcontinental Air Line, as usually known by its initials: L.A.T.I. (Linee Aeree Transcontinentali Italiane), maintained a weekly service between Rome (Guidonia) to Rio de Janeiro (later Buenos Aires), with very few interruptions. The analysis describes the fundamental stages of the airline development and its, as far as possible, regular exercise, through civil and commercial mail departing from the large number of countries that made use of this service, in Europe, South and Central America, as well as the dispatches that affected the inaugural flights. The study also focuses on the routes, on the censorship signs and the tariffs applied in the different countries, depending on the different postal routes used.</p> <p>The setting I gave to the collection follows an aeropostal approach, minimizing the provoked mail to a philatelic purpose. Moreover, even for the argument chosen, almost all the material exhibited (with the exception of very few documents) has genuine postal characteristics.</p>		
PLAN:		
1. ORIGINS	5.6.10 Mail from Italy to USA (via South America and Pacific Coast)	
2. INAUGURAL FLIGHT ROME-RIO DE JANEIRO-ROME (1939)	5.7 Mail from Netherlands	
2.1 Southbound flight	5.8 Mail from Spain and Dependencies	
2.2.1 Dispatch for Spain (Seville)	5.8.1 Mail from Spain to Brazil	
2.2.2 Dispatch for Brazil	5.8.2 Mail from Spain to Argentina	
2.2.3 Dispatch for the other South American countries, via Rio de Janeiro	5.8.3 Mail from Spain to Uruguay	
2.2 Northbound flight	5.8.4 Mail from Spain to Chile	
2.3 Northbound flight crashed	5.8.5 Mail from Spain to USA, via Seville	
3. FIRST FEEDER FLIGHT LISBON-SEVILLE (1939)	5.9 Mail from Portugal	
4. FIRST FLIGHT BRAZIL-ARGENTINA (1941)	5.10 Mail from Occupied France (Vichy)	
5. REGULAR SOUTHBOUND SERVICE (1939-1941)	5.11 Mail from Switzerland	
5.1 Mail from Austria	5.12 Mail from Liechtenstein	
5.2 Mail from Bohemia e Moravia	5.13 Mail from the other European Countries	
5.3 Mail from Belgium	6. REGULAR NORTHBOUND SERVICE (1939-1941)	
5.4 Mail from Denmark	6.1 Mail from Argentina	
5.5 Mail from Germany	6.1.1 Mail from crew members of "Graf Spee" prisoners in Argentina	
5.5.1 Mail from Germany to the South America countries	6.2 Mail from Brazil	
5.5.2 Mail from Germany to crew members of "Graf Spee" prisoners in Argentina	6.3 Mail from Chile	
5.5.3 Mail from Germany to the USA, via South America	6.4 Mail from Uruguay	
5.6 Mail from Italy	6.5 Mail from Bolivia	
5.6.1 Mail from Italy to Brazil	6.6 Mail from Paraguay	
5.6.2 Mail from Italy to Argentina	6.7 Mail from Peru	
5.6.3 Mail from Italy to Uruguay	6.8 Mail from Colombia	
5.6.4 Mail from Italy to Chile	6.9 Mail from Venezuela	
5.6.5 Mail from Italy to Bolivia	6.10 Mail from Cabo Verde	
5.6.6 Mail from Italy to Peru	6.11 Mail from the Central American countries	
5.6.7 Mail from Italy to Ecuador	7. REGULAR SERVICE FROM BRAZIL-ARGENTINA (1941)	
5.6.8 Mail from Italy to Colombia	8. CHRISTMAS GREETING'S CARDS	
5.6.9 Mail from Italy to the Central American countries (via Recife)	9. ADVERTISING ITEM	
	10. LAST FLIGHTS AND INTERRUPTION OF SERVICE	
	10.1 Mail of last regular flights	
	10.2 Mail returned to the sender for interruption of service	
MAIN BIBLIOGRAPHICAL SOURCES CONSULTED		
<ul style="list-style-type: none"> • Richard Beith: The Italian South Atlantic Air Mail 1939-1941, London, 1993; • William Victor Kriebel: "Correo Aéreo"-History of the Development of Airmail Service in Brazil, The American Air Mail Society, 1996; • Thomas H. Boyle Jr.: Airmail Operations during World War II, The American Air Mail Society, 1998; • Fiorenzo Longhi: Aerofilia Italiana, Catalogo Storico Descrittivo 1898-1941, Milano, 1998; • Alfredo Bessoner: Some notes on LATI services, Fil-ITALIA, n.2, Italian & Colonial Study Circle, 1999; • Mario D. Kurchan: The Secret of Air Mail routes and rates in South America (1928-1941), Buenos Aires, 2001; • Hans E. Aitink and Egbert Hovenkamp: Bridging the Continents in Wartime - Import Air Mail Routes 1939-1945, 2005; • Edward B. Proud: Intercontinental Airmails Volume I - Transatlantic and Pacific, 2008; • Robert E. Piccirilli: Postal and Airmail Rates in France & Colonies 1920-1945, 2011; • Flavio Riccitelli: Il Servizio postale regolare della LATI sulla rotta sud-atlantica, Vaccari Magazine, 2012-2019; • Martin Cusworth: The Italian South Atlantic Airline (LATI), Italian and Colonies Study Circle, London, 2012; • Flavio Riccitelli: La battaglia del Rio de La Plata (dicembre 1939) ed altro ancora ..., Posta Militare 138, Rivista AICPM, 2016. 		

INTRO in A -3

Bridging The Atlantic By Plane (Record Flights 1919-1939)

In the beginning, the complete successful crossing of the ocean by air was considered a record by itself. Stimulated by different prizes or with the aim of testing and promoting new flying equipment, pilots started to set speed and distance records. Little by little, the new challenge was to give a commercial utility to the air transportation and this is how the first air mail, pay-load and passenger flights started to be performed.

Although many of the succeeded flights established multiple records simultaneously, the classification used in this exhibit is based mainly on the declared intention and not on the outcome of each trial, to clearly illustrate the evolution from a sport and fun activity to an organized civil business that definitely speeded up the economic progress.

Most of the covers carried on record flights were rather testimonial evidences than a real mail service; the franking rates may not be relevant, being in many cases just symbolic, incorrect or nonexistent. Some flyers even broke the law, transporting mail that was not approved by post offices, these exceptions representing however a valuable proof of their records. In this respect, the exhibit is mainly focused on showing the story of the early flights over the Atlantic Ocean, from the first attempts up to the first surveys, trials and inaugural flights meant to prepare the commercial routes, without detailing the scheduled flights, trying to keep the focus on what could be considered a record.

Observation: The underlined city names delimitate the flight leg on which the exhibited cover was carried. The circumstantial stop-overs on the flight itinerary due to technical or weather condition are within brackets.

Philatelic treatment:

- ♦♦♦ item of "world status" or an item of top rarity
- ♦♦ item of "high importance", a high rarity
- ♦ "important" item, a rarity

Those covers pointing out important milestones of the air mail history are framed in blue.

The text on grey background is common information for the following exhibits.

Expertisation Certificates are confirmed: (e)

Chapters:

1. Crossing Attempts And Flying Records

- 1.1. North Atlantic
- 1.2. South Atlantic
- 1.3. Dornier DoX Transatlantic Tour
- 1.4. Crossing in Flying Formation
- 1.5. Round-The-World Flights

2. Building The Air Mail Routes

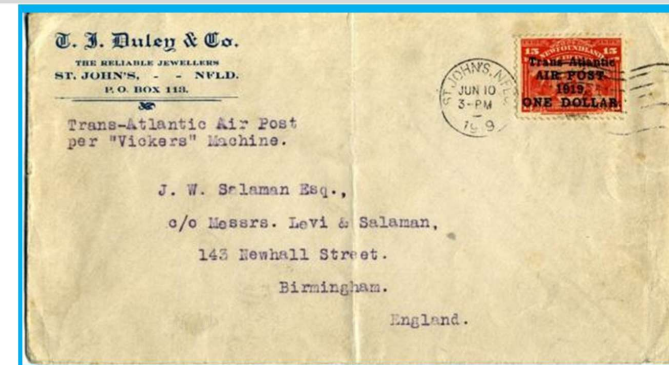
- 2.1. Newfoundland
- 2.2. Gulf, Caribbean And Bermuda
- 2.3. Western Coast Of Africa
- 2.4. Eastern Coast Of South America
- 2.5. Accelerated Mail By Shore-To-Ship And Ship-To-Shore Flights
- 2.6. North America – Europe Flights
- 2.7. Europe - South America Flights

Main Bibliography And References: AAMS, *American Air Mail Catalogue* (AAMC), 5-6-7th edition; **John M. Walsh, John G. Butt**, *Newfoundland Specialized Stamp Catalogue* (NFSSC), 6th edition; **Edward B. Proud**, *Intercontinental Airmails*, Vol. I & III (2008); **Florenzo Longhi**, *Aerofilia Italiana, Catalogo Storico Descrittivo 1898-1941* (Longhi) (2007); **Frost**, *Special Airship Mail and Postcard, Catalogue* (2005); **Robert E. Picirilli**, *Postal and Airmail Rates in France & Colonies 1920-1945* (2011); **Dr. Mario D. Kurchan**, *The Secrets of Air Mail Routes and Rates in South America, 1928-1941* (2001); **Simine Short, Cheryl Ganz**, *Via Airmail – An Aerophilatelic Survey of events, Routes, and Rates* (1992); **Roger A. Baldwin**, *Experimental Airmail and S.S. Leviathan* (2007); **James W. Graue, John Duggan**, *Deutsche Lufthansa, South Atlantic Airmail Service 1934-1939* (2000); **James W. Graue**, *German North Atlantic Catapult Airmail Flights 1929-1935*, 2nd edition (2014); **Gerard Collot & Alain Cornu**, *Ligne Mermoz* (1990); *Lignes Africaines* Vol. I (1999), Vol. II (2007-2011); **J.L.C.M. Tschroots (A.I.J.P)**, *H.H.C. Tschroots-Boer, Luchtvaart en Luchtpost encyclopedie* Vol. I (1990) & II (2016); **Anthony S. Wawrukiewicz**, *U.S. International Postal Rates, 1872-1996* (1996); *Great Britain Domestic and International Postal Rates and Fees 1871-1999* (2000); **Dr. Robert C. Smith & Anthony S. Wawrukiewicz**, *Canada Domestic and International Postal Rates and Fees 1870-1999* (2000); **Frank Muller**, *Catalog of First Flights of the World* (1950); *Scott Catalogue* (Scott).

1. Crossing Attempts And Flying Records

1.1. North Atlantic

Due to the technological and economical advance of Europe and North America, the scheduled maritime transports of mail, merchandise and passengers were fast improving and in parallel, the airship transportation started to grow. Increasing the speed of steamers and airship had certain technological limitations so that, supported by airplane manufacturers and stimulated by various prizes, pilots pushed the limits forward but, in this race, not all of them survived.



♦♦♦ June 14th, 1919. St. Johns, Newfoundland - Clifden, Ireland - London, UK

Crew: Capt. John Alcock, pilot and Lt. Arthur Litten Brown, navigator.

Record: First successful non-stop flight across the Atlantic on a distance of 1,960 miles in 16h 12'.

Aircraft: Vickers-Vimy.

Mail Carried: 196 covers and one packet.

Franking: 15c, specially overprinted Cabot issue, "No comma after Post" variety.

Additional Notes: For their achievement, the crew won the "London Daily Mail" prize of GBP 10,000 and another GBP 3,100 offered by two other sponsors. The recipients donated GBP 2,000 to the Vickers workers.

♦♦♦ June 14th, 1919. St. Johns, Newfoundland - (Parsborro, Nova Scotia) - New York, NY, USA - London, UK

Crew: Admiral Sir Mark Kerr, Maj. Herbert J.G. Brackley and Maj. Trygve Gran, navigator.

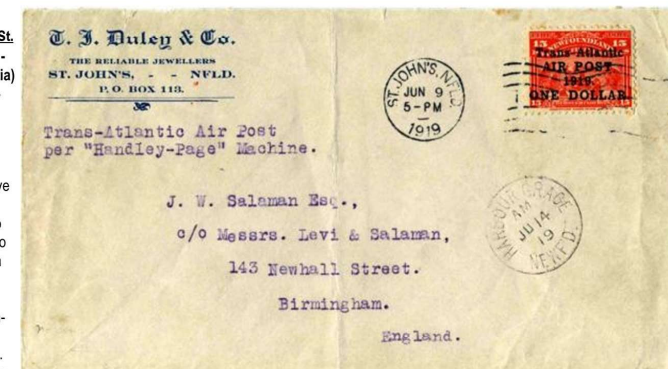
Record: First attempt to fly from Newfoundland to New York triggered by a crew decision upon hearing of Alcock and Brown's success. Crash-landed at Parrsboro.

Aircraft: Handley-Page.

Mail carried: 115 pieces.

Franking: 15c, specially overprinted Cabot issue, "No comma after Post" variety.

Additional Notes: After repairs, they continued on to New York, to connecting with the dirigible R34 that had already arrived there on July 6th for furtherance to England. As they missed the R34 that took off on July 9th in the night, the mail arrived on July 10th went via Cunarder "Mauretania" which was docked in New York Harbour. Mail addressed to England out of London was not backstamped on arrival.



DEVELOPMENT THROUGH THE STORY.

- INDICATION ON INTRO-SHEET OF CHAPTERS AND SUBCHAPTERS
- LET THE JUROR KNOW AT ALL TIMES WHERE TO FIND THE STORY-LINE BY THE DIVISION INTO CHAPTERS
- DO NOT LEAVE THE STORYLINE BY PUTTING IN AN ITEM «NOT BELONGING» EVEN IF IT IS SCARCE.
- THE WORD **DEVELOPMENT** IS ESSENTIAL TO TREATMENT IN AERO
- GO THROUGH THE EXHIBIT WITH «NEW EYES» – TO SEE IF THE CHAPTERS/ SUBCHAPTERS/STORY-LINE ARE COHERENT
- ARE THERE DIFFICULT PERIODS OMITTED?
- IS THE BALANCE BETWEEN THE PERIODS OK?

WHAT ITEMS TO NOT INCLUDE

- ITEMS NOT BELONGING TO THE STORY-LINE
- ITEMS NOT ADDING INFORMATION TO THE STORY-LINE
- POOR QUALITY NOT SHOWING INFORMATION THAT IS ESSENTIAL, SMUDGY CANCELLATIONS/ DEFECT STAMPS ETC.
- **INFORMATION OBVIOUS TO ALL**
- **CONCENTRATE ON THE «HIDDEN» INFORMATION – DATES DEFINING CERTAIN PERIODS – CHANGE OF ROUTES – EXPANSIONS OF ROUTES - RATE PERIODS**
- YOU AS AN EXHIBITOR HAVE TO INFORM THE JURY WHERE TO LOOK – WHERE TO FIND THE KEY ITEMS

FORWARDED AIR MAIL 1929 - 1945.

Combination of air and surface transport of mail on Intercontinental/ International routes.

The first purpose of this exhibit is to show the postal cancellations when there has been a combination of Air / Surface transport, and there is a postal cancellation of the air mail label. The second purpose of the exhibit is based on showing the development of the intercontinental air routes, by using air mail which has been cancelled as illustrations to the concept. These cancellations are called “minor air mail markings” and can be traced to the specific terminal where the air transport ended. The cancellations will be described according to use, type and time of use.

These cancellations are called “minor air mail markings” and can be traced to the specific terminal where the air transport ended. The cancellations will be described according to use, type and time of use.

- The structure of the exhibit:

I: The first international commercial air routes 1929 - 1935.

- *Imperial Airways to Asia and South Africa including Feeder Services*
- *PANAM FAM-routes with cancellations New York, Pre- Pacific route FAM-14.*
- *French routes (Air Orient / CGA / Air France/ Aeromaritime/ Air Afrique)*
- *KLM route to Netherlands Indies*
- *Transport by air within one continent / surface mail between continents.*

II. Air routes up to 1939 and the first North Atlantic commercial route, including German, Belgian and Italian routes.

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III. Pre-War and WWII 1939-45- redirection of air mail routes and censorship.

- *Horse-shoe route, South Atlantic route, routes to avoid occupied areas.*

TREATMENT AND IMPORTANCE

- APPROPRIATE MATERIAL – STRICTLY RELATED TO THE TITLE OF THE EXHIBIT (= BE VERY CHOOSY TO FIND THE CORRECT TITLE)
- THE SCALE WEIGHT MAY BE USED HERE.



IMPORTANCE MAY BE MEASURED BY THE FOLLOWING CRITERIAS:

BROAD SPECTRE GEOGRAPHICALLY

CONTAINING PIONEER PERIODE

CONTAINING EARLY COMMERCIAL MATERIAL

CONTAINING KEY ITEMS FOR THE ACTUAL SCOPE

AN EARLY PERIOD IS GENERALLY MORE IMPORTANT THAN A MODERN

A LONG PERIOD IS MORE IMPORTANT THAN A SHORT ONE.

IS THIS EXHIBIT THE MOST IMPORTANT WITHIN THE SCOPE?

THE WEIGHT SCALE OF THE FIRST CRITERION

- AN IMPORTANT SCOPE (EX. EARLY COLOMBIAN AIRMAIL) MAY GIVE POINTS FOR IMPORTANCE – LOW POINTS FOR TREATMENT IF KEY ITEMS ARE MISSING. (EARLY LABELS/ THE FIRST SCADTA-ISSUES ETC.)
- A LESS IMPORTANT SCOPE – (EX. AIR MAILS OF NEW CALEDONIA) – MAY GIVE LESS POINTS IN IMPORTANCE, BUT MUCH MORE POINTS IN TREATMENT = THE SUM BETWEEN THE TWO MAY BE MUCH HIGHER.
- THERE ARE LOTS OF SCOPES WITHIN AIRMAIL STILL TO BE ATTACKED BY EXHIBITORS. THE LATEST EXHIBITIONS ARE ALL SHOWING THE SAME TENDENCIES, WITH «NEW» POINTS OF VIEW.
- **USE YOUR PHANTASY WHEN CHOOSING SCOPE FOR EXHIBIT!!!**

MORE ON TREATMENT (max 20 points)

- **Why** the specific beginning of the story?
- Do you have a **specific postal or historical ending** which falls naturally into your storytelling?
- **Can your exhibit be «read» fluently and diagonally?**
- Are the important **«key-items»** present? (not the most expensive-remember the jury is looking at the WHOLE story)
- Is there balance between the chapters / segments, or are some periods dominating?
- WHAT IS A KEY – ITEM?

IMPORTANCE (max 10 pts)

- **Importance has now been divided in 2 x 5 points.** 5 of the points are for the whole scope in world philately (France / GB / Germany are more important than Armenia / Paraguay and Faroe Islands). A long periode is more important than a shorter one etc.
- **The other 5 points are for your specific topic** – is this exhibit one of the best of its kind.
- This means that for London 2022 Jugoslavia and New Caledonia (small «unimportant» areas) both received a gold medal.
- LATI – 2 years and 3 months (very short periode) for South America got a gold.

London
2022

Intro-page
for Large
Gold

The Development of KLM and KNILM operation in The Netherlands Indies 1920 - 1942

The *Koninklijke Luchtvaart Maatschappij* (KLM / Royal Dutch Airlines)
organized the intercontinental flights from Netherlands to Netherlands Indies v.v.,
while the *Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij*
(KNILM / Royal Netherlands Indies Airways) organized the air routes in Netherlands Indies.

SCOPE OF THE EXHIBIT

This exhibit focus on the development of Netherlands Indies Airmail, displaying airmails
carried inside, from and to the Netherlands Indies by military aircrafts (pioneering for pre KNILM route), pioneering and
experimental KLM flights, or regular commercial KLM and KNILM service up till the end of their operation in 1942.
Also included some covers and other material supported to the above subject shown.

All important covers shown here with a lot of rare airmail covers used as reference at Verkuil's airmail book *"The Development of KLM Airmail Service Holland - Dutch East Indies 1920-1942"*, Tschroots's airmail encyclopedia *"Luchtvaart and Luchtpost Encyclopedie"*, Catalogue Airmail issued by De Vliegende Hollander *"Luchtpostcatalogus van Nederland en Overzeese Rijksdelen"*, Boesman airmail book *"Postvluchten Catalogus voor Nederland en Overzeese Rijksdelen"*, Putten and Weijer censor book *"Postal Censorship and Internment Camp Mail in the Netherlands Indies 1940-1942"*, also Aitink and Hovenkamp airmail book *"Bridging the Continent in Wartime, Important Airmail Route 1939-1945"* to make this exhibit the most represent of KLM and KNILM history in Netherlands Indies until 1942. Detail information shown in the books written in this **white background type**

Airmail rate
written in this
bright-yellow-green
background type box

Surface mail rate
written in this
yellow-ochre
background type box

RARITY STATEMENT

The rarity statements are based on different sources. The rarity of the airmail
covers / postal cards itself is based on personal registration of items in
auction catalogue, in exhibits and from reference literature, **written in BOLD**.

STRUCTURE OF EXHIBIT

- Chapter 1 : Pioneering by military flight (pre KNILM route) pages 01 - 16**
Showing covers carried by pioneering military flights in Neth. Indies on 1920, 1921, 1923, 1926 and 1927 connecting
cities Weltevreden - Telok Betong, Weltevreden - Cheribon, Weltevreden - Tandjongpandan, Weltevreden - Riouw -
Medan, Batavia - Semarang - Soerabaja, Poeroektjahoe - Bandjermasin, Bandoeng - Weltevreden, Bandoeng -
Batavia - Tandjong Karang. Some of these routes will be an important route for KNILM in the next few years.
- Chapter 2 : Pioneering Netherlands - Netherlands Indies KLM flight pages 17 - 32**
Showing the first airmail cover on first KLM scheduled flight Amsterdam-London in 1920 that making the first
connecting airmail and seammil from Netherlands to Neth. Indies, the first direct flight covers from Netherlands to
Neth. Indies in 1924 (*van der Hoop* flight), feeder flights Rotterdam - Genoa and Marseilles in 1925-1929, First
passenger KLM to Neth. Indies flight (*van Lear Black* flight) and first KLM airmail service to Neth. Indies in 1927
(*Postduiff* flight).
- Chapter 3 : Experimental Netherlands - Netherlands Indies KLM flight pages 33 - 48**
Showing covers from the first period KLM experimental flights Amsterdam - Batavia in 1928-1929 and second period
KLM experimental flights Amsterdam - Batavia in 1929-1930.
- Chapter 4 : Growth and development of KLM in Netherlands Indies pages 49 - 88**
Showing covers carried on first regular KLM every fortnight flight in 1930, *Abel Tasman* Flight, first KLM weekly
flight in 1931, Some memorable flights as *Postjager* flights, *Zilvermeeuw* flight, *Pelikaan* flights, *Uiver* flights with
her glory in MacRobertson 1934 air race London-Melbourne and her tragedy crashed in Syria, first KLM twice weekly
flight in 1935, tragedy of *Maraboe* flight, first flight with new airmail regulation in 1937, first KLM using DC-3 to
Neth. Indies in 1937, first KLM three times per week flight in 1937, the 500th KLM flight to Neth. Indies in 1937 and
the combined Intercontinental Airways to Australia.
- Chapter 5 : Growth and development of KNILM in Netherlands Indies pages 89 - 104**
Showing covers carried on the growing of KNILM regular schedule that connecting Bandoeng, Batavia, Semarang,
Soerabaja, Makassar, Palembang, Medan, Manado, Manokwari, Amboina, Ternate, Balikpapan, Bandjermasin,
Tarakan and some other cities in Neth. Indies, also some nearby cities as Singapore, Sydney and Saigon.
- Chapter 6 : Struggle in World War II period pages 105 - 128**
Showing covers which be part of history to the curtailed KLM Netherlands-Neth. Indies route in 1939, connecting
with Clipper flight across Pacific to America and Europe through Hong Kong, Manila, Sydney and Singapore,
connecting with the horse shoe route to America and Europe, red cross mail using KLM flights, end of airmail service
to Netherlands in 1940, undercover mail to Neth. Indies, end of KLM and KNILM service in Neth. Indies in 1942.

References :

Boesman, J., *Postvluchten: Uit de Geschiedenis van het Luchtpost-vervoer*
Aitink, H.E., Hovenkamp E., *Bridging the Continent in Wartime : Important Airmail Routes 1939 - 1945*
Verkuil, M., *The Development of KLM Airmail Service Holland - Dutch East Indies 1920 - 1942*
Tschroots, J.L., Boer, H., *Luchtvaart and Luchtpost Encyclopedie deel 1 and 2*
Proud, E.B., *Intercontinental Airmails Vol 2 Asia and Australasia*
Putten, Weijer, *Postal Censorship and Internment Camp Mail in the Netherlands Indies 1940-1942*

London 2022

NARROW SCOPE - BUT THE FIRST SUSTAINED AIR MAIL SERVICE. BEST IN AERO CLASS

First United Kingdom Aerial Post, 1911 - the First Sustained Air Mail Service in the World

The importance of the Coronation Aerial Post is that it was the first sustained air mail service in the world sanctioned by the Postmaster General. There was a total of 16 flights from London to Windsor in which 37 bags of mail were carried, and 4 flights carrying 4 bags of mail from Windsor and London. All this happened within a period of eighteen days in September 1911.

Treatment: This exhibit intends to tell the entire story of the First UK Aerial post, starting with a selection of the special produced postal stationeries including essays and proofs, the postal treatment of these and a selection of special printed Aerial trade advertising post cards. Then in a chronological way, showing an extract of the flights documented through postcards, envelopes, newspapers and different flight documents carried on these flights. The exhibit finally shows stationaries sent to some unusual overseas destinations.

Personal Study and Research: Only two catalogues (Field & Baldwin, 1934 and Booth, 2016) have been published upon this subject, and this exhibit is mainly based on information from these books together with the results of my own studies and research for more than twenty years. An identifying timeline for the design and printing process of the Aerial Post Essays and Proofs are for the first time shown in this exhibit. Personal studies of the today existing waybills, despatch notes and the Postmaster at Hendon Aerodrome H. E. Kelham's, handwritten records about arrival and despatches of mail bags, have together with flown items, made it possible to make an identification key to recognize mail carried on almost each of the flights. These new discoveries are presented in this display.

Rarity: All shown bag labels, despatch notes and waybills are unique, and are the only secure documentation of the unique flights. All other items marked with a red frame are known in one or two samples.

Chapter:		
0. Introduction	1 page	
1. The First UK Aerial Post, Envelopes and Postcards	15 pages	5. The Windsor to Hendon Return Flights, September 17th and 18th
1.1. Essays and Proofs of the Postal Stationaries		5.1. The First Windsor Mail Bags
1.2. The Official Postal Stationaries – Privileged mail		5.2. Carrying Mail in Both Directions
1.3. The Official Postal Stationaries – Public mail		5.3. The Fourth Windsor flight – carrying the Windsor Chronicle – Special Air Post Issue
1.4. Trade Advertising Post Cards		6. The “Hubert Sympathy Strike” and the Concluding Flights, September 19th to 26th
1.4.1 Printed on cards with blank backs		6.1. Increasing flights problems
1.4.2. Printed on standard post cards		6.2. The Last Mail Bags and the Final Flight
2. The Organizing and Postal Treatment of the Airmail	11 pages	6.3. The End of the First UK Aerial Post
2.1. The Organisers of the Flights		7. Foreign Destinations
2.2. The Mail Carrying Pilots		7.1. Europa
2.3. The Official Aerial Postmarks		7.2. Asia
2.4. Collecting Points of Mail		7.3. Africa
2.5. Flown Contrary to Regulations		7.4. Central America and the Caribbean
3. The Inaugural Flight from London to Windsor on September 9th	4 pages	7.5. South America
3.1. The Inauguration of the First UK Aerial Post		7.6. Oceania
4. The Continuing Flights, September 11th-16th	9 pages	
4.1. The second Day of Flights		
4.2. The World's First Aeroplane Crash Mail		
4.3. “High Winds” – Flying the Rescued Mail Bags		

Sources: The “Aero Field” Handbook No. 3: “The Coronation Aerial Post -1911”, Francis Field and N.C. Baldwin, 1934
“Letters in the Air”, Jeffrey H. Booth, 2016
“Aerial Post - Despatch table”, Postm. H.E. Kelham, 1911
“1911 – Coronation Aerial Post – 2011”, Douglas N. Muir, Curator, Philately, BMAPA, 2011
“The Aero Field” Magazine, Vol.3., Ed. Francis Field, 1939
“The First United Kingdom Aerial Post”, Peter Lister Collection, 2011

“The United Kingdom Coronation Aerial Post, 1911”, Humphrey Norvill Collection, 1998
“First United Kingdom Aerial Post, 1911”, Dennis D. Edwards Collection, 1998
The Windsor Chronicle, Special Aerial Post Edition, September 15th 1911
The Daily Telegraph of September 9th 1911
Other London Newspapers and Magazines from Sept. 1911
Own studies.

London – Windsor - Mail flown in Both Directions



Written on the reverse side of this card: “This card was sent to Windsor from Hendon by the first aerial despatch on the 9th September. The date on which the first U.K. Aerial post was inaugurated, and it was reposted at Windsor and returned by the first aerial despatch from there on Sept. 16th 1911. The first day on which the aerial post service from Windsor was started. Sept. 16th 1911 W.G. Kirkwood Mail Organiser”

No Public postcards or envelopes were included in the first mail bags from Hendon or Windsor so these were not included in the first flights mailbags. Only three public postcards flown in both directions are so far known.



This violet Privilege Envelope was carried on the first flight in both directions. Only the privileged mail was included in the first mail bag carried from Hendon to Windsor on September 9th by Gustav Hamel. On arrival this envelope got a Windsor receiving postmark. The first return flight from Windsor took place in the evening of September 17th, including just one bag of Privileged Mail, and this mail got a Cricklewood receiving postmark the next morning. This is so far the only known item proved to be flown on the first flight in both directions.



LONDON 2022

TOP POINTS FOR RESEARCH AND KNOWLEDGE

Airmail from and to New Caledonia, 1929-1949

This is a study of the development of air mail services from and to New Caledonia, a French Overseas Territory located in the South West Pacific, during the first 20 years of its aviation history, from the first attempt to carry mail by air, in 1929, to the first regular airline service between France and New Caledonia in 1949.

The first attempted flight with mail, from Vila (New Hebrides) to Noumea took place in July 1929. In September 1949, Air France introduced the first regular air service between Paris and Noumea.

In 1929, sending mail by sea from France to Noumea (New Caledonia's capital) used to take forty days -via the Suez Canal and Australia- and up to two months -via Panama and Tahiti. Twenty years later in 1949, mail could be received within six days, thanks to Air France. The development of the airmail has tremendously improved life on this remote island. This is the story this exhibit wishes to tell, illustrating it with flown covers. During that period airmail routes and rates varied, and became even complex during World War II.

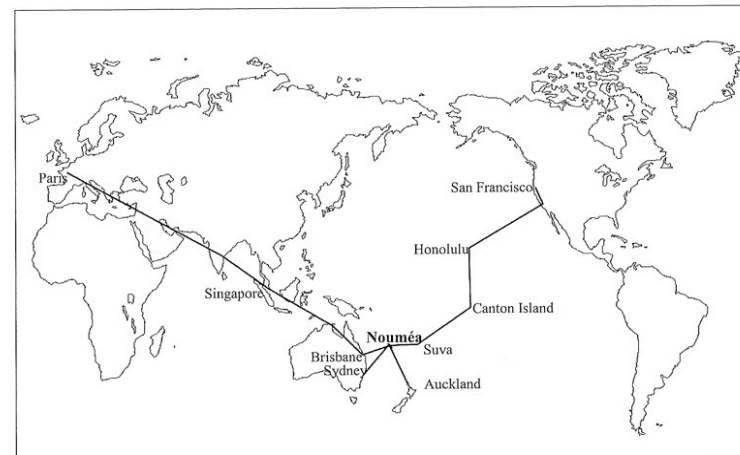
First flights and first airmails (1929-1939): The first aviator who carried mail within New Caledonia, in 1931, is Victor Roffey, a young Australian. He succeeded to cross the Ocean, reaching Australia on board of his small Gipsy Moth, carrying some covers. In 1932, the French aviators de Verneilh, Dévé and Munch left Paris for the first direct flight to Noumea, in 135 flight hours and 20 stops. Henri Martinet, chemist in Noumea, made the first westbound flight from Noumea to Paris in 1939. The opening of the air mail service by Qantas and Imperial Airways between Australia and England in 1934, accelerated the postal service between New Caledonia and Europe, by connecting, in Sydney, airmail and seamail.

World War II period (1939-1945): The Territory joined the Free French government at a very early date (from September 1940) thus breaking the connection with France. In July 1940, a major development occurred: Pan American Airways inaugurated its South Pacific service from San Francisco to Auckland (New Zealand) through intermediate stops in Honolulu, Canton Island and Noumea. This service allowed airmails to be flown eastbound to Europe through the United States till the Japanese attack on Pearl Harbor on 7 December 1941. In March 1942 US Army created a base in New Caledonia and built major airfields. Post Offices and military air services were implemented to carry soldiers airmail and, exceptionally, civil airmail.

The Post-War Period (1945-1949): With the cessation of hostilities, commercial airlines decided to include Noumea in their respective network. The first one to operate is the Australian Qantas in 1945. Pan Am resumed services in 1946. A local airline, Trapas, is created in 1947 but disappeared some years after. Air France, made one survey flight between Saigon and Noumea in 1947 and then, in September 1949, opened a regular flight from Paris reaching Noumea within six days.

References:

H.AITINK/E.HOVENKAMP: *Bridging the Continent in Wartime*, The Netherlands, 2005
J.D. AYACHE, *Le Cagou*, Revue d'histoire postale du Pacifique sud Français, Nouméa, 2002-2019
T. BOYLE, *Airmail Operations during WW II*, American Air Mail Society, 1998
L. CHEVALIER, *Des Ailes dans le Ciel Calédonien*, Noumea, 1976
G. KLING: *Histoire de la Poste et du Timbre en Nouvelle-Calédonie*, Nouméa, 1983
J.E. KRUPNICK, *Pan American's Pacific Pioneers*, Missoula, US-MT, 2000
R.PICIRILLI, *Postal and Airmail rates in France and Colonies 1920-1945*, UK, 2011
Local newspapers : *La France Australe*, *Le Bulletin du Commerce de la Nouvelle-Calédonie et des Nouvelles-Hébrides*



Introduction

p. 1 and 2

Frames 1, 2 and 3

I/ First flights and first airmails:

p. 3 to 48

- 1.1 The French cruiser *Tourville*, 1929.
- 1.2 The internal flights by Brown and Roffey
- 1.3 The flight of Victor Roffey to Australia
- 1.4 de Verneilh, Dévé and Munch
- 1.5 Henri Martinet
- 1.6 Regular air mail services

Frames 4, 5 and 6

II/ World War II:

p. 49 to 96

- 2.1 From September 1939 until June 1940
- 2.2 The first Pan Am flight
- 2.3 The Free French
- 2.4 Airmail carried on Pan Am flights
- 2.5 Military air services

Frames 7 and 8

III/ Post War Period (1945-1949):

p. 97 to 128

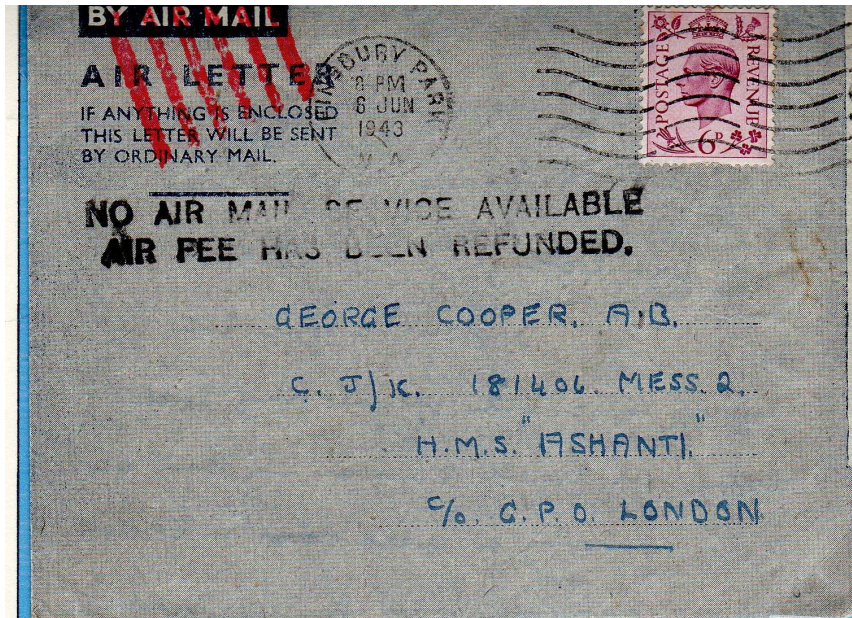
- 3.1 Post war airmail
- 3.2 Qantas
- 3.3 Pan Am
- 3.4 Trapas
- 3.5 Air France

KNOWLEDGE AND RESEARCH.

- The top note on the jury form – max 35 points
- Description and analysis – MUST KNOW: Routes and rates / air company / all postal markings related to the item concerning air mail (jusqu'à marking / OAT / minor air mail markings / routings)
- NICE TO KNOW: Additional markings related to development
- Which items has been used to illustrate the information?
- Eventual historical background / WHY?
- Pointing out KEY ITEMS (for rarity/ extraordinary circumstances)
- Related information.
- Do not be shy to inform about own research (Articles / monographs)

HOW TO USE INFORMATION

- AN ITEM FOR ANALYSIS:



Air letter from Edinburgh to a soldier on board H.M.S. "Ashanti" dated 8 June 1943, franked for air transport within the military. "Ashanti" was at the time from 1942 after finishing the Malta Convoys in the Mediterranean, transferred to the Forces in Africa. At the beginning of June 1943 the ship was docked at the Thames for repairs, hence - no need for air transport. Cancelled as air mail in London and stamped "NO AIR MAIL SERVICE AVAILABLE/ AIR FEE HAS BEEN REFUNDED"

UPU CONGRESS LONDON 1929. HISTORICAL BASIS.

- ART. 6 PT. 1.: REDIRECTION OF AIR MAIL TO NEW ADDRESS IS DONE BY SURFACE MAIL
- ART.6 PT.2: IF REDIRECTION OR RETURN IS EFFECTED BY ORDINARY MEANS, **THE «PAR AVION» LABEL AND EVERY NOTATION RELATIVE TO THE TRANSMISSION BY THE AIR ROUTE MUST BE CANCELLED OFFICIALLY BY MEANS OF TWO HEAVY TRANSVERSE LINES.**
- **= THE THEME FOR THIS EXHIBIT** – HENCE A START IN 1929 – AS THE OFFICIAL DECISION RELATES TO THE CONGRESS PAPERS
- SOME EXCHANGE OFFICES MADE «CANCELLERS» FOR THIS PURPOSE WHICH ARE DUMB / MAINLY NO DATES OR INDICATIONS OF PLACE OF USE.

EXAMPLES OF PAGES / THE LUCKY STRIKE /KEY ITEM

- FORWARDED AIR MAIL BY SURFACE TRANSPORT
- THE ONLY EXAMPLE OF THE RESERVE TRANS-AFRICAN ROUTE
- AN EXAMPLE FROM CHINA



MORE EXAMPLES /WRITE-UP/ MAY BE USED IN SEVERAL EXHIBITS

- ITEM FOR ANALYSIS: FRONT PAGE

WHICH MAIN CHAPTER OF THE EXHIBIT



Interrupted air mail due to War actions.

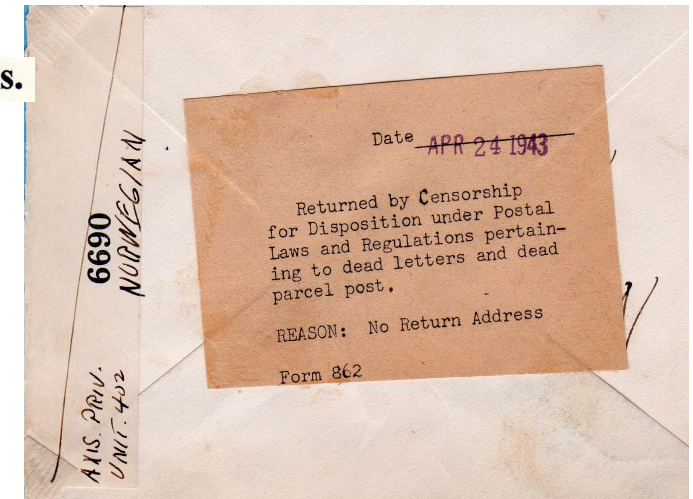
SUBCHAPTER

USA enters the war.

ANALYSIS OF THE ITEM

With the Japanese attack on Pearl Harbour in the morning 7.Dec. 1941 USA entered WW II and some of the mail was influenced by censorship and special regulations related to the war. Air cover from Chicago to Norway correctly franked 30 c for air mail to Europe. One of the regulations made it mandatory to put sender's name and address on reverse side. Cover censored and detained.

REVERSE SIDE

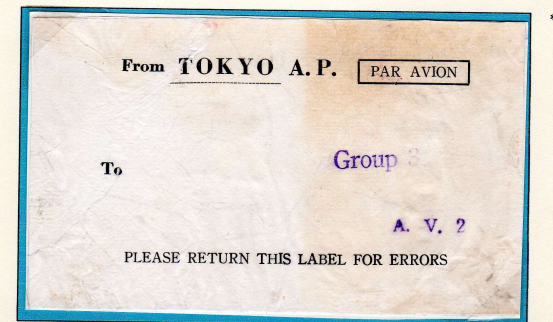


HOW TO USE CHAPTERS / SUB-CHAPTERS

- MAKE A **STRINGENT** DEFINITION OF THE SCOPE
- DEFINE THE WHOLE PERIOD BY **POSTAL CRITERIA – OR ROUTE CRITERIONS**
- DEFINE SUBCHAPTERS WITHIN THE SCOPE – **AND MENTION WHY.**

A.V.2 .-MARKINGS ON DISPATCH NOTES.

The main part of this exhibit is showing the covers with A.V.2 markings, but also the dispatch notes or labels for the letters had such markings in form of local cachets. These are seldom seen as they were thrown because they were only a message for the exchange post office or receiving office and nothing to be kept for the records or accountancy.



Postal A.V.2 -marking on dispatch note from Tokyo.
One cover is registered from Moji , Japan to Denmark in 1953 with an A.V.2 marking different from the one shown here.
No date or marking of year - previously unlisted.



Dispatch tag (AV8) for air mail bag following the mail from Hong Kong to San Francisco (no date).
Endorsed noted the weight of air mail according to regulations:
LC Kg 2,70 (Lettres corresp)
AO Kg 1,20 (Autres Objects)
Total Kg 3,90.

The "BORDEREAU A.V.2" was applied in Hong Kong.
THIS TYPE IS NOT PREVIOUSLY LISTED IN LITERATURE.

DLH AND THE CIVIL WAR IN SPAIN

- DURING THE CIVIL WAR IN SPAIN DLH WAS THE ONLY «OUTSIDE» AIRLINE.

II. DLH via Spain.

Terminal Marseille.



Air mail from Las Palmas to Bern 17. April 1937. Franco prepared the Military Coup as Governor of Canary Islands during 1936, and this cover is sent the second year of civil war. Air by DLH to Marseille, cancelled as air mail and sent by surface mail to Bern. Regional surcharged issues as franking - ordinary Spanish stamps 60 centavos surface mail + 3,90 Ptas. as air surcharge (2 weight class). Local issue with stamp 1 Viva Espanal. Censored Las Palmas.

Same sender and addressee, sent 26. March 1938. Censored in Las Palmas before air transport by DLH via Malaga to Marseille. Propaganda postmark as the Franco-rebels had advanced during the last year. Franked Local issue 5 pts. 60 pts as surface mail (from 1.4.37-31.3.38) + 2,70 Ptas as air surcharge. Cancelled as air mail Marseille and sent by surface route to Bern.

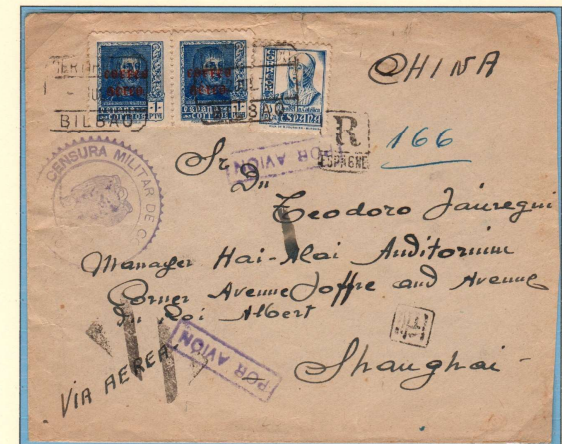


II. DLH via Spain.

Terminal Marseille.



Air mail Barcelona - Bern 20. Sept. 1938. Censored by Republican forces, as Barcelona still was held by Republicans at the time. By air from Barcelona to Marseille by DLH; cancelled as air mail at Marseille by small type rectangular stamp / oblique bars, and sent as surface mail to Bern. Rate surface mail 1,25 x 2 = 2,50 Ptas (from 1.4.38) + 3 x air surcharge (0,50 x 3) to France 1,50 Ptas.



Registered air mail from Bilbao to Shanghai 3.7.1938. Censored by Franco-forces at Burgos, sent by air to Marseille. Cancelled as air mail in Marseille and sent by ship via Suez to China. Foreign surface rate 1,25 pta. + reg. fee 1,25+ air surcharge to Marseille 0,50 Ptas.

SOME MYSTERIES TO BE SOLVED

- WHY MARSEILLES BETWEEN DENMARK AND FAROE ISLANDS?
- WHY REFUNDING OF BRITISH AIR FEE?

III. European internal routes.

Terminal Marseille.



Postcard from Lyon to Devon 25 April 1941, marked by sender 'via Lisbonne'. Surface transport to Marseille. According to sender there would be a possibility to use the air route via Lisbon to UK, but the postcard was instead cancelled as airmail in Marseille and sent by ship. UPU rate postcards 1.50 Fr. + air surcharge 1.25 Fr. - overfranked 1.05 Fr. Censored upon arrival in GB.



Cover from occupied Denmark 27 May 1941 to Faroe Islands. Manuscript marking 'via Siberia and New York' from sender, cover instead sent by surface route. Censored in Berlin, forwarded to Marseille and cancelled as air mail. Ship to GB, censored and sent to Faroe Islands by surface mail. UPU rate: 30 pre surface rate which would be sufficient for the route actually chosen. Cover instead franked for Trans-Pacific air route.

III. Internal European routes/ No Air Mail Available.

Terminal London.



Air letter from Edinburgh to a soldier on board H.M.S. 'Ashanti' dated 8 June 1943, franked for air transport within the military. 'Ashanti' was at the time from 1942 after finishing the Malta Convoys in the Mediterranean, transferred to the Forces in Africa. At the beginning of June 1943 the ship was docked at the Thames for repairs, hence - no need for air transport. Cancelled as air mail in London and stamped 'NO AIR MAIL SERVICE AVAILABLE/ AIR FEE HAS BEEN REFUNDED'.



Air cover franked 1 sh.s.d from Liverpool to H.M.S. 'Warspite' - a British battleship. After participating in the invasion of Italy in 1943, the ship was hit by bombs, towed to Malta, but ended up in Gibraltar 12 Nov. 1943 for extensive repair. In March 44 the battleship came back to G.B. The cover above was cancelled as air mail in London, sent to Gibraltar by ship, and the same instructional marking struck on the cover.

QUALITY

- MAX 10 points
- Always regarded for which type of item
- A War-Time cover with several Censorships will not be deducted in points
- Thin «aero-paper» is difficult to find in good quality
- FFC was «taken care of» by philatelists – should always be nice!
- Commercial covers have been treated by postal treatment – this is more difficult to find in good quality than FFC's
- For recovered mail the postmarks should be in good quality
- QUALITY IS A RELATIVE POINT ON THE JURY FORM!

QUALITY: SHOULD THIS COVER BE INCLUDED?

- Commercial reg. cover
- Norway - Iran
- Correct rate
- Censored in Cairo
- Dated 1949
- **ONLY COVER SENT FROM NORWAY WITH A.V.2-MARKING (so far)**
- (From own exhibit)



RARITY – ALSO RELATIVE

- Max 20 POINTS
- Rarity in relation to what?
- **World rarity (Money-money money!!!)**
- Rarity in relation to the scope of the exhibit (PATIENCE and KNOWLEDGE is needed to wait for the correct items)
- BACK TO KEY-ITEMS – (counts for both importance and rarity)
- Difficulty of acquisition – items «hard to find» which are those that never pops up at actions – but you may find in a dealers box. KNOWLEDGE!
- Some items may reach high in rarity even if it is not heavy covers with classical stamps. Point them out for the juror!!!!

THE MOST IMPORTANT KEY-ITEM OF THE EXHIBIT

- THE FORMS IN USED CONDITION ARE EXTREMELY DIFFICULT TO FIND, THEY WERE USUALLY NOT KEPT IN ARCHIVES AND INSTEAD THROWN AWAY.
- (From my AV2-exhibit)

A.V.2 -FORMS.

When air mail covers were sent from country of origin via another country to reach the air transport, it was mandatory to fill in an AV 2-form stating the weight of the air covers and the destination. Missing forms were questioned like the example below, showing what the AV 2-forms were all about.

Question form for missing AV2-form sent from the postmaster in Boden, Sweden to Narvik, Norway in 1937.

"Bordereau AV2 missing. The following air mail covers present: 1 to California 15 gr, 1 to Canada 8 gr, 1 to Transvaal 5 gr, 2 to Brazil 25 gr and 6 to Australia 51 gr" - and the form was returned from Narvik to Boden with the following message:

"AV2 included. Must have passed directly packed from the southbound coastal steamer to 308" - which was the number on the border train between Narvik and Kiruna (Ofotbanen)

VERY SCARCE ITEM.

DESPATCHES OF
«OPEN MAIL» I.E.
NOT ENOUGH TO
USE A MAIL BAG

ONLY THE TOP
COVER RECEIVED
THE MARKING
A.V.2

WHY WAS THIS A KEY ITEM?

- Collection AV2 items since 1987 – loooong time
- Unused forms are not scarce
- **Used form were thrown into the garbage and are VERY scarce**
- During four years in sequence NO ITEMS WERE FOUND to fit in the exhibit – not a single cover of interest.
- **This used paper illustrates the absolute whole idea with A.V.2-forms and the postal use**
- Found on E-bay!
- The irony: Sold by a Swedish dealer I know well.

PRESENTATION

- Even if it is «only» 5 points max – it is very important.
- The jury ALWAYS searches to find a first impression to get an idea of «HOW DOES IT LOOK»
- A poor «first impression» gives an idea that «this exhibitor doesn't care too much for the exhibit»
- Just a tip: Put the 16 sheets on the floor – get up on a chair the get not just a look, but a view and ask yourself: HOW DOES IT LOOK? IS ANYTHING «STANDING OUT»? DOES IT GIVE A SENSE OF HARMONY? ARE THE ITEMS LOOKING GOOD – IS IT IN BALANCE?
- **TAKE YOUR TIME!!!!**

CONCLUSIONS

- **USE BRAIN AND PHANTASY INSTEAD OF WALLET**
- TELL THE JURY THE STORY YOU WILL TELL, USING PRESENTATION – ANALYSIS – CHOISE OF ITEMS – **YOU ARE THE EXPERT IN YOUR AREA.**
- WORST CASE: YOU GET A JURY WHO DO NOT UNDERSTAND ANYTHING (NOT LIKELY!)
- BEST CASE: YOU GET A JURY WITH EDUCATION WITHIN YOUR SCOPE
- EVEN SO: TELL THE JURY YOUR STORY - DEFINED BY YOURSELF – USING RESEARCH AND KNOWLEDGE. IMPRESS THE JURY BY DOING A GOOD JOB.
- THE NEW REGULATIONS HAVE GIVEN ROOM FOR INVESTIGATION IN NEW AND UNKNOWN AREAS.

MORE CONCLUSIONS

- **THE JURY IS ALWAYS JUDGING WHAT THEY SEE IN THE FRAMES**
- **REMEMBER: YOU CAN ONLY BUY QUALITY AND RARITY.**
- THE REST OF THE CRITERIAS ARE FOR THE BRAIN: PRESENTATION (ESTETHIC SENSE AND SKILL ON COMPUTER PROGRAMS)
- KNOWLEDGE AND RESEARCH – BRAIN BY COMBINING MONOGRAPHS/ CATALOGUES/ HISTORICAL FACTS/HIDDEN KNOWLEDGE WITHIN ARCHIVES WITH YOUR ITEMS AND STORYLINE
- TREATMENT- AGAIN BRAIN + PEDAGOGICAL SENSE BY **EXPLAINING YOUR EXHIBIT THE BEST WAY POSSIBLE.**
- **USE MUCH TIME FOR THE TITLE AND THE INTRO-PAGE!!!!**

THANK YOU FOR
YOUR ATTENTION.