



# AIRMAIL NEWS

**FIP Commission for Aerophilately**

**Issue No.1**

The FIP Aerophilately Commission consists of the following members:

FIP Board Coordinator: Aldo Samame y Samame (Peru)

Chairman: Ross Wood (Australia) – Editor of this newsletter

Secretary: Norman Banfield (New Zealand)

FEPA: Jaromir Matejka (Austria)

FIAF: Enrique Lewowics (Uruguay)

FIAP: Mao-Hsin (Michael) Lin (Taiwan R.O.C)

Additional: Fredrik Ydell (Sweden)

Additional: Martha Villarroel de Peredo (Bolivia)

Webmaster: Charles Bromser (Australia)

## Editorial (Chairman's Comments)

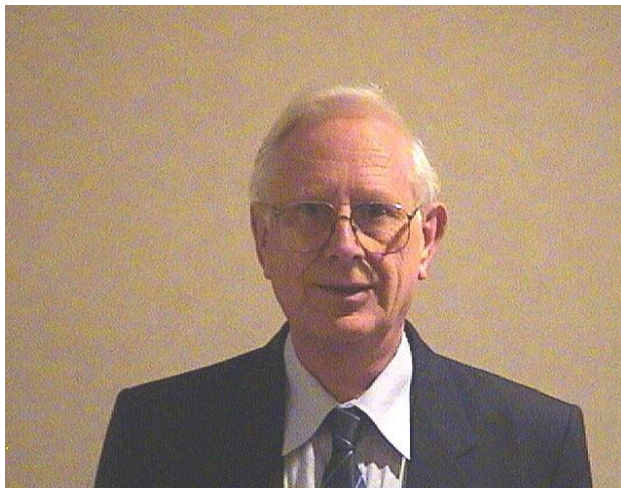
It is over 4 years since I was elected as Chairman of the FIP Commission for Aerophilately and in that time I have distributed 8 short newsletters with information mainly about forthcoming Seminars and Meetings. An agreement has been reached with other members of the Aerophilately Commission that a proper newsletter should be produced.

That was the easy part, now we have to decide what to put in the newsletter. This newsletter is aimed at accumulating news from all the FIP Aerophilately Commission Delegates and other interested airmail collectors and aerophilatelists. This is where you come in. For every newsletter we need news. Please supply me with news of what is happening in your country so that we can disseminate this information to all those interested. What is news? According to the Oxford dictionary news is "*fresh events reported*".

That is what I need so please provide me with information that is news to all aeophilatelists whether they be collectors, exhibitors, both or just interested in aerophilately.

In the first place I will provide you with details of what some members of the aerophilately bureau collect and exhibit which is probably new to you. Then I will go back to the beginning of exhibiting aerophilately by giving several different scenario's on how to start exhibiting aerophilately, right back to how to accumulate a collection so that you can form an exhibit.

### *Secretary: Norman Banfield (New Zealand)*



#### Exhibits:

- Russia – Censorship of Mail 1878-1920 (8 frames) – FIP + FIAP plus in USA (10 frames)
  - Russia – World War I Censorship (8 frames) - FIP
  - Russian Airmails 1922-1950 (8 frames) - FIP
- Russia – Censorship of Foreign Printed Matter – OF - FIP
- Australia – KGVI Postal Stationery (5 frames) – FIP
- St Petersburg – Residence Related Taxes - National

#### Judging

- FIAP – PH (also judged AE, PS, OP, OF, LI)
- National – all classes including including LI

#### Society Memberships

- RPSL - Fellow
- RPSNZ - Fellow
- British Society of Russian Philately (UK)
- Rossica Society of Russian Philately (USA)
- International Society for Japanese Philately (USA)
  - Postal Stationery Society of Australia
  - Association of NZ Philatelic Judges
    - 2 local societies

## A Page from Norman Banfield's Exhibit Russian Airmails 1922-1950 (8 frames)

**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 (Schneuditz)"

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.**

## *Additional: Fredrik Ydell (Sweden)*



### Exhibits:

- Airmail within, from and to the Nordic countries 1809-1924 (Large Gold, FIP)
  - Airmail within, from and to Sweden 1809-1930 (Large Gold, FIP)
  - Airmail within, from and to Denmark 1809-1928 (Large Gold, FIP)
    - Graf Zeppelin Ostseefahrt 1930 (1 frame)
      - Swedish Regents 1523 - 1751
      - Swedish Postal History 1550 - 1872
      - Swedish Rocket-mail 1961-1975

### Judging

I am a F.I.P. accredited juror in Aerophilately and made my F.I.P. apprenticeship at Australia 2013

I am also an accredited juror at the Nordic level (2009) and the National level

### Society Memberships

- Swedish Philatelic Federation
- Swedish Postal History Society (SSPD)
  - Trelleborgs Filатели Sällskap
- Fellowship of Philatelists, Stockholm
  - Norrorts Philatelic Society
- Royal Philatelic Society London

A Page from Fredrik Ydell's Exhibit Airmail within, from and to Sweden 1809-1930 (8 frames)

**1. Forerunners 1809-1910**

Denmark - was one of the first countries to transport mail by balloon - as early as 1808 (all letters in Danish archive), and 1809 between Denmark and Sweden (two known on private hands). A few more balloons flight took place during the 1800s in Denmark - 1891 and 1893. These are shown in the exhibit.

Sweden - in addition to the balloon flights which took place from Denmark to Sweden in 1809 and 1893, an English balloon came to Sweden in 1807. And 1909 flew the first Swedish domestic air mail - a balloon flight from Stockholm to Östersund!

Norway - they had their first balloon flight already in 1870. Balloon "Vilde d'Orléans" flew from Paris to Norway in late November 1870.

**Chapter 1.  
Forerunners  
1809-1910**



Elsinore (Denmark) – Helsingborg (Sweden)

February & March  
**1809**

The showed pamphlet was flown from Elsinore in Denmark to Sweden, over the water between the two countries, in unmanned balloons in the beginning of 1809.

1792 the Swedish king Gustav III was shot and injured so seriously that he died within a few days. The killer Jacob Johan Anckerström was executed and several of the conspirators against the king were banished from the country. One of the conspirators Carl Fredrik Ehrenswärd took refuge in Denmark and changed his last name to Gyllenbourg-Ehrenswärd.

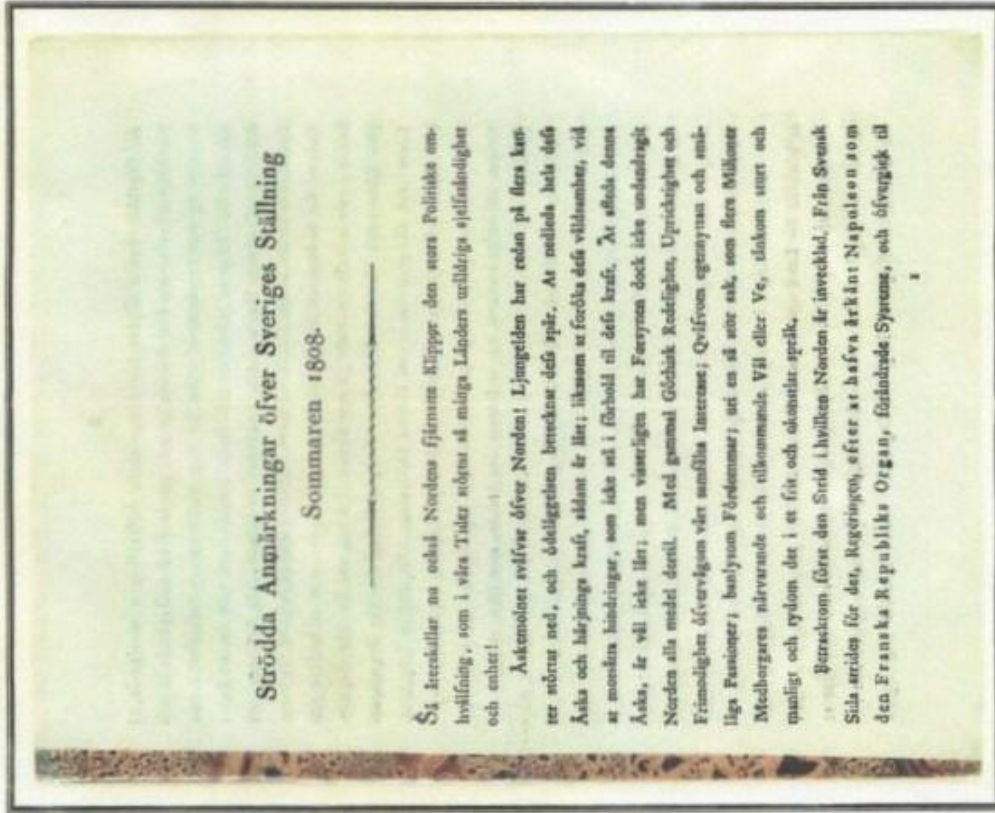
He continued to dislike the Swedish royal house and wrote a 16-page pamphlet about the Swedes having to make revolt and topple the Swedish royal house. He suggested instead that one should elect the Danish king as new Swedish king.

The propaganda pamphlet, "Stödda Anmärkingar öfver Sveriges Ställning Sommaren 1808" ("Selected notes on the position of Sweden in the summer of 1808"), was printed in 300 copies and sent from Elsinore in Denmark to Helsingborg in Sweden in small pilotless balloons in February and March 1809.

The balloons were built by the Dane Johan Peter Colding who had carried out balloon flights in Denmark already in the middle of 1808. Now he organized balloon flights even between Denmark and Sweden.

All pamphlets were collected and burnt, except for four copies which were sent to the Swedish king. Of these four copies - one copy being at Kungliga Biblioteket (the Royal Library) in Stockholm, one at Krigsarkivet (the Royal Archive) in Stockholm and two in private hands.

The Pamphlet, which was flown by unmanned balloons from Denmark to Sweden in 1809



Carl Fredrik Ehrenswärd.

It was death penalty in Sweden to try to dismiss the King through revolution, therefore pamphlette was written anonymously.

The transport of the pamphlet was done with unmanned balloon because;

- Sweden was at war with Denmark so no official boats went between Sweden and Denmark.

- The wintercold did that ports around the coast of Sweden and Denmark was frozen, so no boats could be used.

- Carl Fredrik Gyllenbourg-Ehrenswärd could not leave the pamphlet itself in Sweden, because it was death penalty to make revolution against the king. And Carl Fredrik was not allowed to return to Sweden, because of his involvement in the conspiracy and assassination of Swedish King Gustav III.

On this basis Carl Fredrik could only choose balloons for transport of the pamphlets.

**This is the world's oldest item sent by airmail between two countries**

## AEROPHILATELY EXHIBITING – SUGGESTIONS ON HOW TO BEGIN Part I

So you wish to exhibit in aerophilately. We will discuss Subclass (A) firstly as it is with regards the development of airmail. This could put you in one of two categories.

- 1. New Exhibitor and has collector that has built up a number of airmail covers and /or airmail stamps and you now wish to exhibit your collection as an exhibit.
- 2, Existing exhibitor who now would also like to diversify and exhibit in aerophilately and is not sure exactly how to begin and build up his collection to include suitable material for an aerophilately exhibit. This would vary from person to person

We will initially discuss them separately as at this stage they may not have sufficient material for an exhibit.

### 1. NEW EXHIBITOR

The first thing that we need to ascertain is what the exhibitor has in his collection and the reason for his collecting this material. When this has been ascertained eg.

the new exhibitor states that he has been collecting Graf Zeppelin mail to, from and through Brazil as he was born there. He says that he only collects mail carried on this Zeppelin LZ 127 on flights via Brazil.

At present he knows that he does not have an example of airmail carried on all of these flights as he is not absolutely sure that mail from some countries exist . Below is a cover from his collection carried on the first flight from Brazil in 1931. It was carried as far as Friedrichschafen then by DLH to Prague and then delivered by pneumatic mail within Prague.



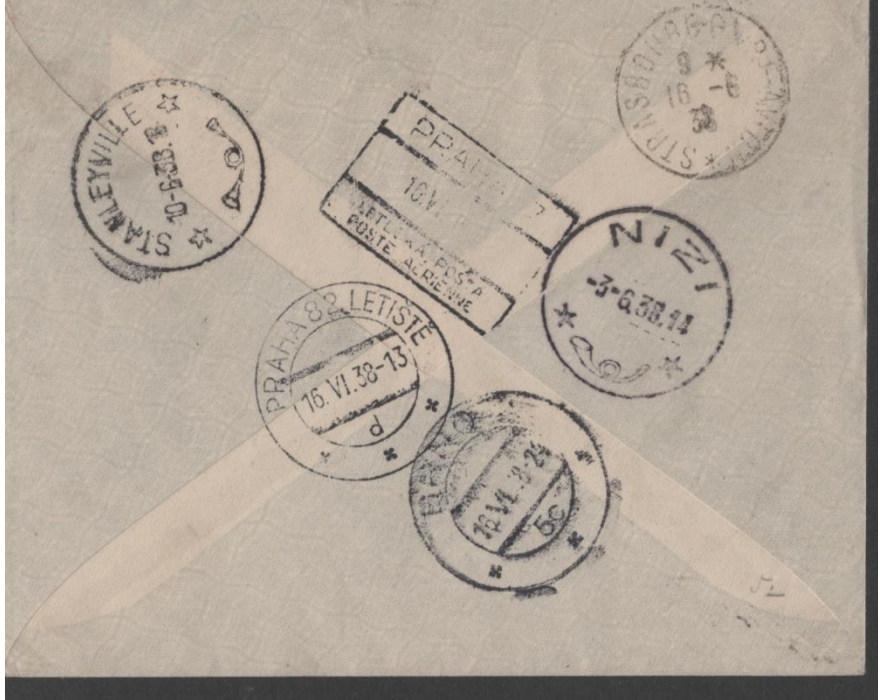


Reverse Reduced to 75%

Another example could be as follows:

A New Exhibitor had been collecting airmail to and from Belgian Congo for many years and has over 100 covers from Belgian Congo all over the world such as the one shown below





Reverse Reduced by 25%

These are just two examples of collections that potential exhibitors have in their possession that are waiting to be exhibited. The reverse is shown at a reduced size as this is what is necessary in an exhibit so we will start by showing this rule before we go any further

## 2. EXISTING EXHIBITOR

Here I will give three examples of existing exhibitors that have exhibited in three different classes, Postal Stationery, Traditional and Postal History and wish to continue in the same country with aerophilately exhibits.

### Example 1 Czechoslovakia Postal Cards Exhibit

This Exhibitor is a qualified exhibitor of Czechoslovakia Postal Cards and has noticed that he has a large collection of uprated Postal Cards sent airmail and on this basis would like to exhibit in aerophilately. He realizes that he will need to obtain many other covers to complete his exhibit but as postal cards uprated airmail are difficult to obtain he feels that this is a start to obtain sufficient material to create and aerophilately exhibit. Many exhibitor's of aerophilately do not show enough variety of the types of material carried and in some instances the postcards are much harder to find than the covers.



Though this card is overpaid by 80h it clearly shows that it was flown to Austria (rate 70h plus 50h airmail) whereas the one below is correct at 2k 40h plus 1k 50h airmail rate to Sweden



Example 2 Kenya Uganda and Tanganyika Exhibit

This exhibitor has discovered that he has many items over that were not the best available to put into his traditional exhibit with many multi franked covers which would be a good starting point for an aerophilately exhibit.



The 1937 airmail rate was 75c per ½ ounce to Switzerland with no backstamps and therefore should not be shown in an exhibit but is shown here to emphasis that point.

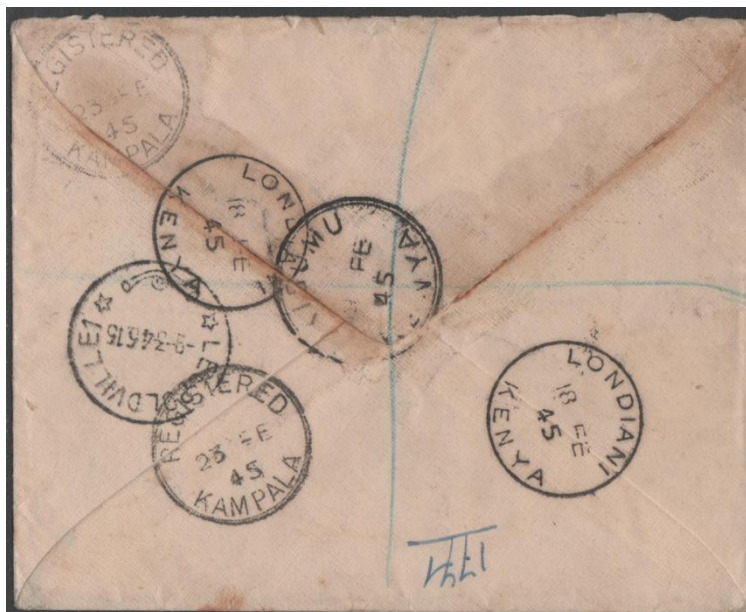


Reverse Reduced by 25%

Airmail Cover 1945 to Belgian Congo



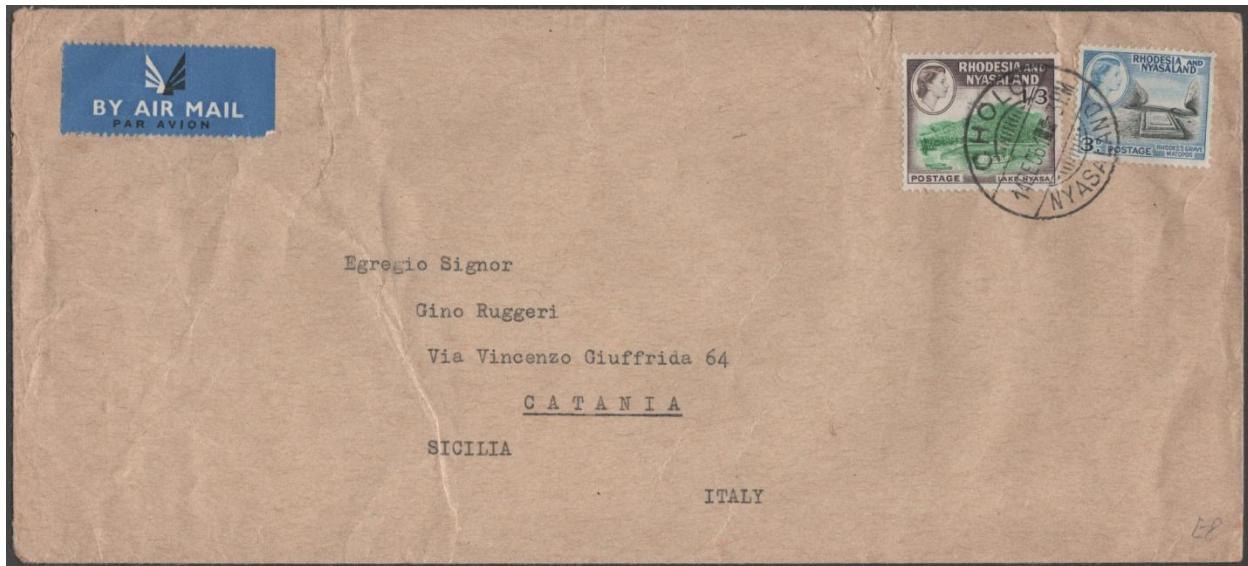
Backstamps clearly show route that the cover has taken to the destination at 1s 50c per ½ oz plus 30c for registration



Reverse Reduced by 25%

### Example 3 Nyasland Exhibit

The exhibitor again has discovered that he has many airmail items left over for his aerophilately exhibit and makes a good basis to begin acquiring additional items to exhibit



Below is a reverse of the cover showing only the destination which is at the 1s 6d rate to Italy. Again in this instance it is shown for education and should not be shown in an exhibit. Stating it is *backstamped on arrival is sufficient*.



Reverse Reduced by 25%

Now that we have set up examples of 5 potential exhibits in aerophilately subclass (A)

Before we go into more details on the rules of exhibiting as a whole for aerophilately now that I have your attention I wish to explain why people like to exhibit.

- The desire to show other people your collection.

- Wanting to be part of what many other collectors are doing
- Having the opportunity to obtain assistance from other collectors and judges on how you can improve your exhibit.
- Imposing the discipline on yourself to organise your collection
- Gaining an award and being able to improve your exhibit to enter at National and International levels
- Increasing your enjoyment in the wonderful hobby

I will now give the exhibits their Titles in the order 1 to 5 so we can go through potential the exhibit's and discuss the rules for exhibiting aerophilately and how the judges should interpret the SREV;s (rules) and Guidelines.

1. **Brazil the Graf Zeppelin LZ 127 Connection**
2. **Development of Belgian Congo Airmails**
3. **Czechoslovakia Airmails 1918 to 1940**
4. **Kenya Uganda and Tanganyika Airmails**
5. **Nyasaland Airmails**

- **JUDGING THE AEROPHILATELY SUBCLASS A)**

- **1. An Aerophilately Exhibit in Subclass a)**

- **2. Defining Aerophilately in Subclass a)**

- **3. Composition of the exhibit**

- **4. Arrangement of the exhibit**

- **1. AN AEROPHILATELIC EXHIBIT IN SUBCLASS A)**

- An Aerophilatelic exhibit is composed essentially of postal documents transmitted by Air

- The word "postal" is to be interpreted to cover all transportation of mail by air. If this is not done then we would be unable to include such things in exhibits as the Vin Fiz flown cards, Barrier Island Pigeon Post and various private Pioneer material.

- "Transmitted by air" must include mail that was prepared but could not be due to such things as poor weather of mechanical problems.

- **2. DEFINING AEROPHILATELY SUBCLASS A)**

- Aerophilately represents a study of the development of the air mail services and a collection of documents pertaining to such development.

- To be judged as Aerophilately the covers must be organised to show the development of airmail services. In other words, there must be a recognized aerophilatelic theme.

- **3. COMPOSITION OF THE EXHIBIT SUBCLASS A)**

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

Aerophilatelic exhibits may include ancillary items, such as maps, photographs, timetables and the like as long as they are considered vital to illustrate, and draw attention to a particular point or situation. They should not overpower the other material and accompanying text on display. (Article 3.3)

**Note: For every ancillary item that is included there is at least one other (possibly more relevant) item that can not be shown within the exhibit.**

- 4. ARRANGEMENT OF THE EXHIBIT

The arrangement of an aerophilatelic exhibit derives from its structure following a basic pattern.

- Chronological
- Geographical
- Means of Transport

1. Pigeon
2. Lighter than air
3. Heavier than air
4. Flying Boat
5. Rocket

The plan or concept of the exhibit shall be clearly laid out in an introductory statement

We now have an idea how to set out an exhibit in aerophilately sub-class (A). Of the 5 exhibits discussed previously by their title No 1 would be by Means of Transport (Lighter than air) with the other four being Geographical. Most of them would be done chronologically even without changing the title and as number 3 already has a period given this gives and starting and ending date. The other three do not require and starting and ending date but they could have one as the assumption would be that they start from when airmail was first introduced and end when the country changed its name on Independence. If you did not wish to show the airmail for the full existence of the country then you can always stipulate the dates that the exhibit covers.

The other thing that you need to decide is what your exhibit will contain. By that I mean are you going to have outwards mail only or inwards, outwards and through airmails. This should be determined when you start to build your collection and must clearly be shown when you create your introductory page, We will discuss this more in Part II of this AEROPHILATELY EXHIBITING – SUGGESTIONS ON HOW TO BEGIN.

## AN UPDATE ON WHAT IS HAPPENING IN THE AEROPHILATELY COMMISSION.

1. Intention to produce a real Newsletter in June and then six-monthly. I need your support - you are reading it now.
2. Request for a seminar for a beginners guide to Aero exhibiting – to be included in the Newsletter.
3. FINLANDIA 2017 – noted more exhibits in Aero (22) than Postal Stationery - need to include Aero in more specialised exhibitions as we managed to do in Bandung.
4. BANDUNG 2017 – Aero seminar requested but there was no time slot available. I will be attending this exhibition and there are 12 Aerophilately exhibits accepted, when originally Aero was not to be included.
5. BRASILIA 2017 – Though there is no aerophilately class in Brasilia in October Norman Banfield will be attending a meeting with the FIP Board. Suggestions on what should be discussed at the meeting should be sent to me as soon as possible,
6. PRAGA 2018 – will request to hold a seminar “Beginners Guide to Exhibiting in Aerophilately” even though there is no Aero at this exhibition. If not we go forward to 2018.
7. There are two FIP Exhibitions in 2018 which include Aerophilately namely Israel and Malaysia so get ready to enter and make sure that you qualify at your next National Exhibition so that you can enter. Please also enter your aero exhibits in your Continental Exhibitions as well as the more exhibitions that we enter aerophilately the more support we will get from FIP.

That is all for now. I again would like your feedback and your news and most of all I need you to exhibit whether locally, nationally or at continental and international exhibitions in aerophilately.

Ross Wood

Chairman FIP Commission for Aerophilately