



Australian Philatelic Federation

Organised Philately in Australia



Jury Training Course July 2024

Welcome Back



Jury Training Course 2024 (JTC 2024)

Session 2 10th July

- Evaluation of Traditional Exhibit (45 min) Glen Stafford
- Evaluation of Aerophilately (45 min) Glen Stafford

FIP Classes Traditional & Aerophilately

- GREX - General Regulations of the FIP for Exhibitions
- GREV - General Regulations of the FIP for the Evaluations of Competitive Exhibits at FIP Exhibitions
- SREV - Special Regulations for the Evaluations of FIP Classes Philately at FIP Exhibitions

GREV for FIP Classes Traditional & Aerophilately

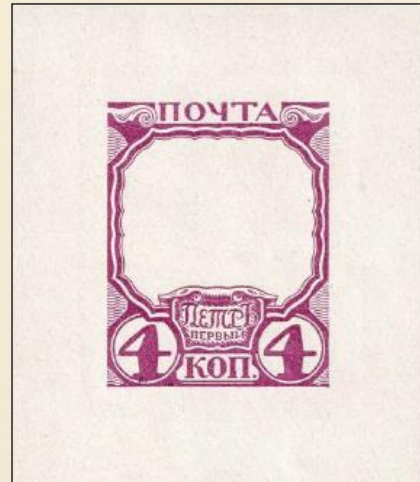
5.2 Judging is based on the criteria explained in Art. 4 above.

- 1. Treatment and Philatelic Importance 30
- 2. Philatelic and related Knowledge, Personal Study and Research 35
- 3. Condition and Rarity 30
- 4. Presentation 5
- Total 100

What is a Traditional Philately Exhibit?

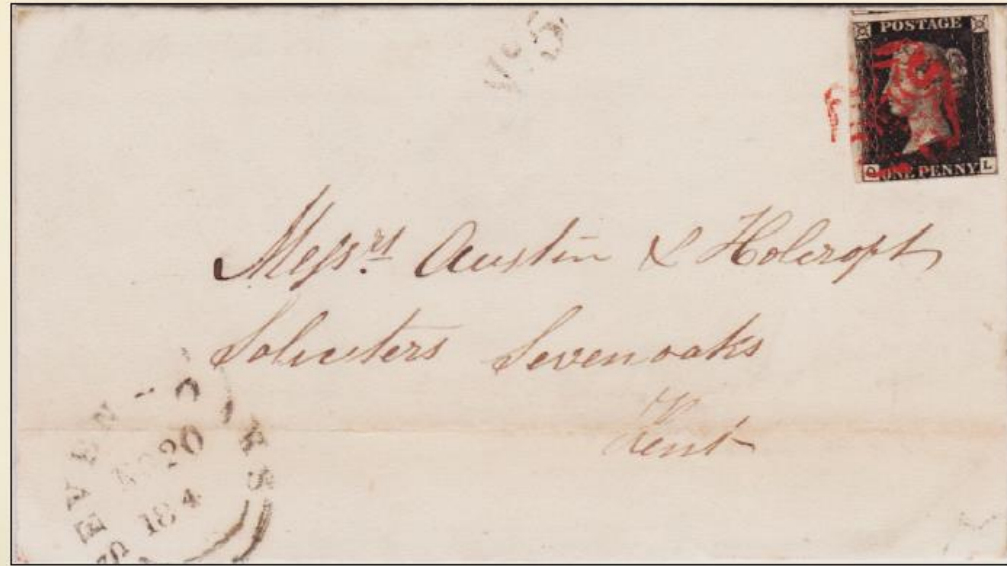
Materials that can be used:-

- ❖ Pre-production / Archive material



❖ Issued stamps and usages

- Postage stamps, unused or used, singles or multiple



❖ Varieties



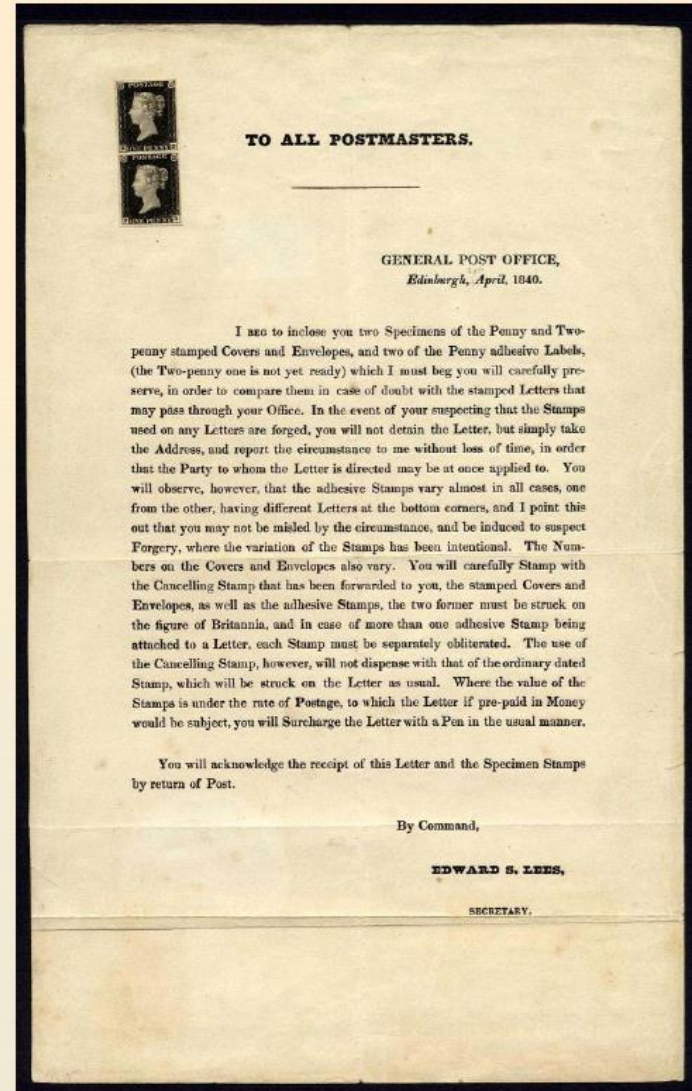
New Zealand
Philatelic Federation



❖ Relevant documents



Document authorizing overprint on stamp



Postal Notice "To all postmasters"



New Zealand
Philatelic Federation



❖ Local stamps, private delivery services, parcel company and carrier stamps, shipping company stamps etc



❖ Plate reconstruction

HYDERABAD

The "Post Stamp" Issues 1871 - 1909

1/2 Anna


Plate 2 - Reconstruction of the Sheet

Sheet Composition "A"

Sheet Composition	
A	B
C	D

The Printing Sheet of the "Post Stamp" issues is composed of 160 stamps, 15 stamps in 16 rows. Each sheet position of Plate 2 has been identified by enthusiastic philatelists and this collection shows a complete *Reconstructed Sheet* in 4 pages.

This reconstructed sheet includes *Dot over "Fe" of "Asafte"* *Missing Error* in 8 positions at Pos. 7, 22, 37, 52, 67, 82, 97 and 112.



	1	2	3	4	5	6	7
1							
2							
3							
4							
5							
6							
7							
8							

Refer the Sheet Composition "G"

43

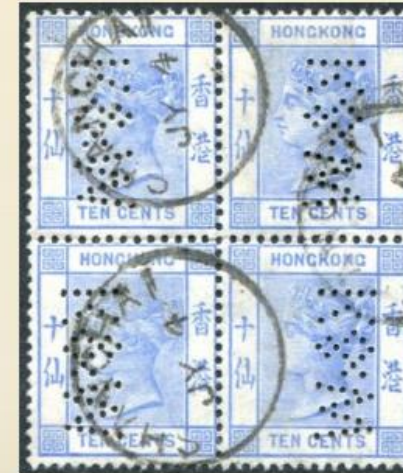
❖ Perfins, registration and parcel label



NEW GUINEA – 3d GRI 1915 Kawieng label



1984 GB Frama label trial and paper



❖ Fiscal stamps authorized for postage use and postally used fiscal stamps



HK2c revenue used on circular in lieu of 2c postage stamp



HK\$3 and NZ 15/- fiscal authorized for postal use

Other items

- ❖ Postal stationery if they are printed with the same cliché as the postage stamps and stationery cut-outs, if they are used as postage stamps



4k Die proof

❖ Postal forgeries and philatelic forgeries can be used in comparison with the issued stamps



1867 1/- Green Pl 5
Stock Exchange
Forgery (left)



1991 24p GB Machin Forgery

❖ Letter culture e.g. valentine, patriotic envelopes, illustrated envelopes*



U.S. WWI & II patriotic envelopes



U.S. valentine envelope mailed on 14 February

*Could be shown under Postal History sub-class 2c

Judging criteria

- ❖ Judging the appearance of the exhibit:
Presentation – 5 points
- ❖ Judging the challenge and how well the challenge has been met:
Treatment 20 points and Philatelic Importance 10 points
- ❖ Judging the material included:
Rarity 20 points and Condition 10 points
- ❖ Judging what the exhibitor knows about the material presented:
Knowledge and Personal Study 35 points

Presentation = 5 points

- ❖ The appearance of the exhibit should complement the treatment of the exhibit by its general lay-out and clarity.
- ❖ Judges should evaluate the work put into the appearance of the exhibit from the point of view of how it facilitates the **understanding** and **attraction** of the exhibit to judges and viewers alike.

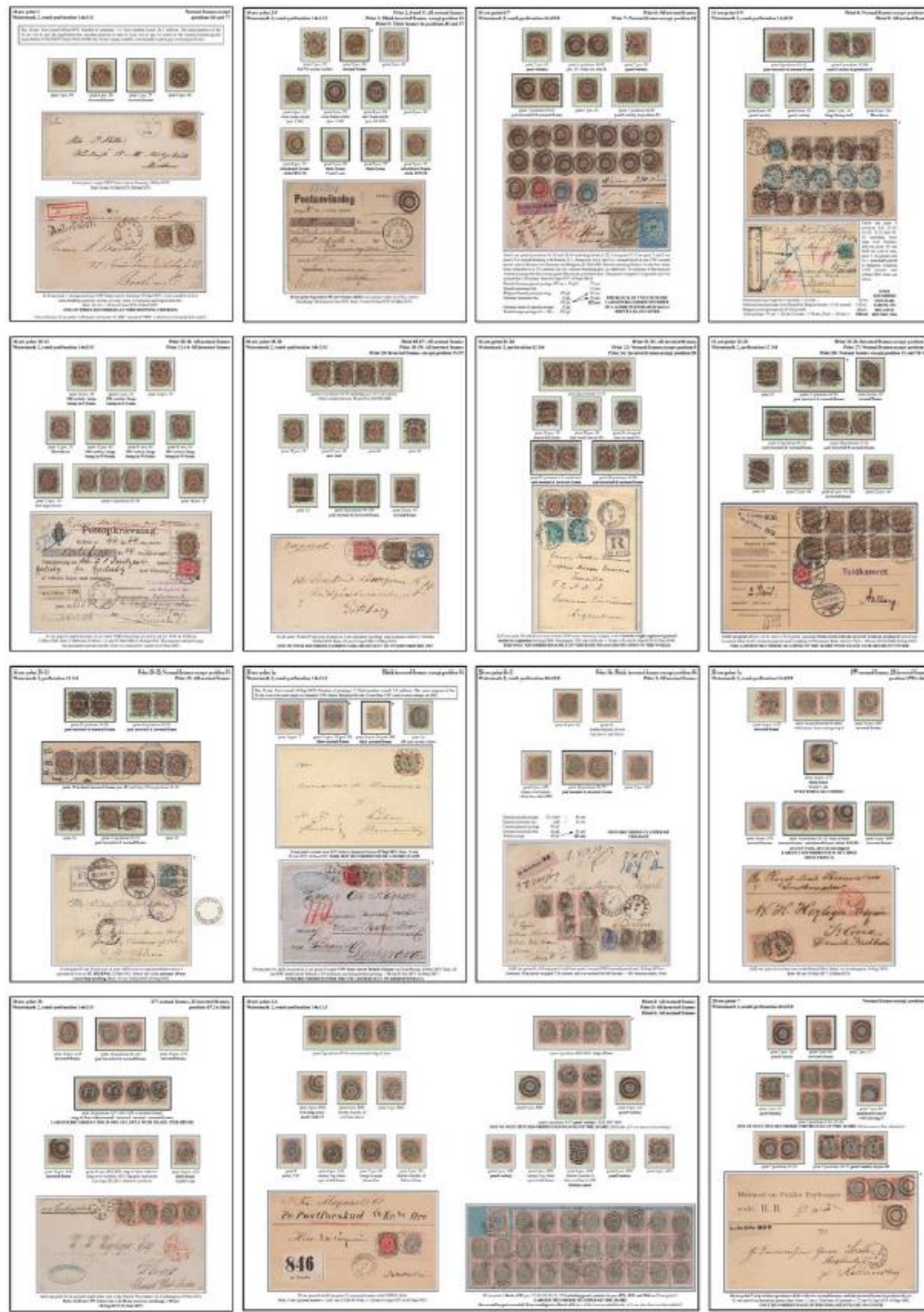
Judges should be looking for....

- ❖ Is there clear connection between the philatelic material and text?
- ❖ Connection between material and text
- ❖ Appropriate font size and style of text is the exhibit easy to read?
- ❖ Accessibility – use of tables and short paragraphs facilitates understanding
- ❖ Related non-philatelic material e.g. enlarged part of the stamp helps to make the exhibit more understandable

- ❖ The balance on each page – is it top or bottom heavy?
- ❖ The balance in the frame – avoid frames with overfilled pages vs. pages with too many blank spaces
- ❖ No wasted space –
 - Empty space (except where used for rarity emphasis)
 - Space filled with unnecessary illustrations, large maps, or other “space filler” techniques.
- ❖ The mounting – is it carefully done or sloppy?



New Zealand
Philatelic Federation



2 sk. print 1 line perforated
Watermark 2, line perforation 12.5

All normal frames

2 sk. print 1 line perforated. First issued: Jan/1871. Number of sheets issued: <1,000. Printed with the A- and B-sheet of Frame Plate 2. The ovals in the line perforated part of print 1 is dark ultramarine with unevenly applied colour. The frames are light blue-green.



Colour trial for the 2 sk.
for more essays and proofs,
see the introduction

**Line
perforated**



print 1 pos. A51
line perforated
mint



Plate proof print 1 corner block of
three pos. A80-A90-A100
**LARGEST RECORDED
MULTIPLE OF THE
2 SK. PLATE PROOFS**



print 1 pos. A15
line perforated
mint

**Line
perforated**



print 1 used
line perforated



2 sk. print 1 LINE PERFORATED, 4 sk. print 1 comb perforated, and 8 sk. 1864 print 3 line perforated
on a registered letter sent to Sweden 21/Mar/1871. Rate: 6 sk. + 8 sk. = 14 sk. 01/Jul/1869-31/Dec/1874.
**ONE OF TWO RECORDED USAGES OF 2 SK. LINE PERFORATED IN PRIVATE HANDS
SENT TO A FOREIGN DESTINATION**

Design and production
Perforation

Perforation machines and
perforation mistakes

All regularly issued bicoloured ore stamps are comb perforated. From 1875-1895, the perforation was 14x13 1/4. From October 1895 onwards, the perforation was 12 3/4. In the 14x13 1/4 period, three different perforation machines were used: KI (1875, and again 1879-1889), KII (1875-1895), and KIII (1889-1895). KI and KII had the needles irregularly placed so that the vertical row in the sheet can be determined. Only six stamps with inverted comb perforation are known. These are all strongly off centre by a characteristic distance because the perforation guide dots (see previous page) were not centred exactly between row 5 and 6.



KI, 5th vertical
line



KII, 8th vertical
line



**inverted comb
perforation (KIII)**
ONE OF SIX RECORDED



KIII



perf. 12 3/4

During the comb perforation process, several things could go wrong. Most of these perforation mistakes appear as a result of improper forward displacement of the sheets between the perforation of consecutive rows. Such problems can lead to very low stamps, very tall stamps, and double perforated stamps. Almost all of these mistakes were caught in quality control, so very few stamps with major perforation mistakes actually reached collectors. Several bicolours also occur entirely imperforate. In most cases, they are plate proofs "liberated" from the printers or the Postal Museum in early times, since they are only recorded unused.



12 ore print 12, 16 ore print 12, 25 ore print 4, all pos. 99 imperforate
**ONE OF ONLY TWO RECORDED IMPERFORATE 12 ORE,
16 ORE, AND 25 ORE STAMPS IN PRIVATE HANDS**

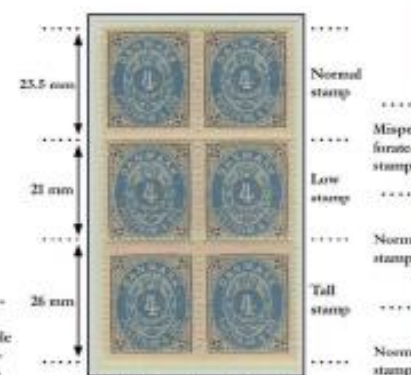


imperforate pair
4 ore print 38 position B17-B18



**Block of four with double
perforation of the lower two
stamps**

print 15b pos. B49-B50, B59-B60



**Block of six where the top two
stamps are normal height, the
middle two stamps very short,
and the lower two stamps very tall.**

print 99 pos. B49-B50, B59-B60, B69-B70



**Corner block of three with
strongly displaced perforation
on the upper stamp**

4 ore print 55 pos. A10, A20, A30

Treatment = 20 points

- ❖ Title Page defines.....
 - Purpose and scope of the exhibit
 - Provides references for the subject chosen

- ❖ Material selected should....
 - Provide a logical storyline e.g. start and end dates and a balanced exhibit
 - Adequate material used to explain the subject without duplication
 - The focus is on the stamps themselves reflected in the write-up
 - Completeness – any missing material particularly the key items.

Philatelic Importance = 10 points

- ❖ The significance of the subject within the philately of the country or area exhibited
- ❖ The significance of the subject on a worldwide scale
- ❖ How difficult is the selected area to collect?
i.e. The Challenge factor
- ❖ Can the exhibit be duplicated easily?
- ❖ How much of the key material of the chosen subject is present

Rarity = 20 points

- ❖ In assessing rarity keep in mind it is both an **objective** and a **relative** term
- ❖ A judge needs to assess the difference between the rarity of major printing error and a minor plate flaw even if only the same quantity of each have been so far recorded
- ❖ Does the exhibitor explain what is shown being rare?
- ❖ Does the exhibitor uses philatelically produced material?

- ❖ The judge should consider the rarity being shown in the exhibit
- ❖ An exhibit with only ordinary material cannot get high points
- ❖ An exhibit with many rare items relevant to the subject might get maximum points even if a few rarities are **missing**
- ❖ If an exhibit has many rarities getting close to maximum points, **adding more rarities** should generate more points in e.g. Importance/Knowledge

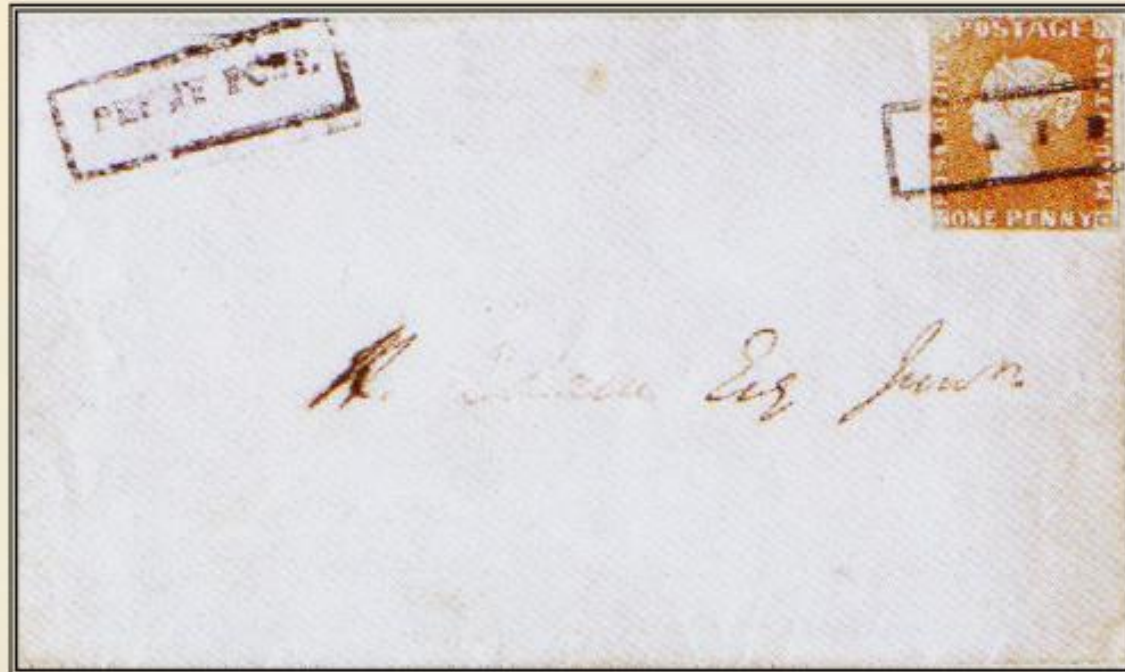
Levels of rarity

The judge should consider the rarity being shown in the exhibit

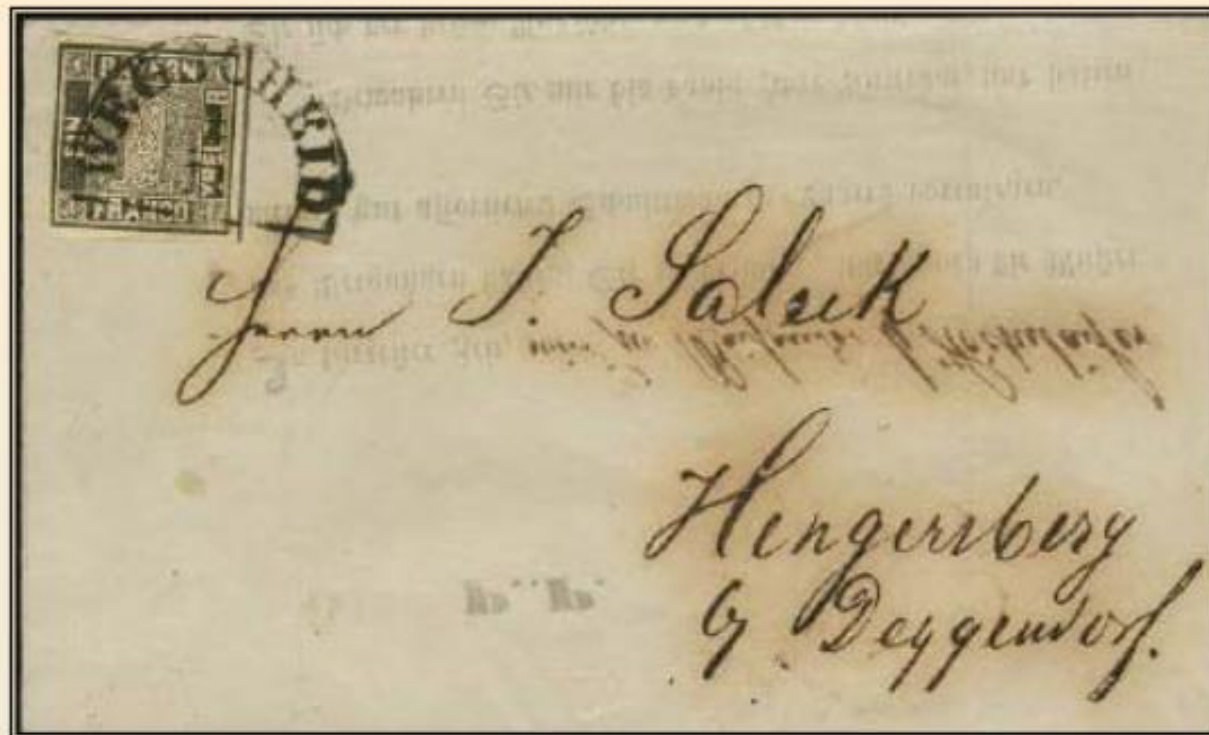
- ❖ Primary Material: including world rarities
- ❖ Secondary material: including great rarities and important items
- ❖ Supporting material: including unusual items

Primary Material: including world rarities

- ❖ Highest known rate or franking
- ❖ Single use of a rare stamp on cover with the correct rate



❖ Earliest usage of a stamp



F.D.C. of the "Schwarzer Einzer" Bavaria 1kr black of 1849

❖ Largest multiple of the stamp



Complete sheet of “Sachsen Dreier” Saxony 3pf. Of 1850

Secondary Material: including great rarities

- ❖ Archival/documents supporting the stamp issue
- ❖ Covers bearing the stamp showing special rates, routes, destinations, significant dates
- ❖ Use of a rare and significant handstamp or a rare and important cancellation on the stamp
- ❖ Abnormalities in paper, watermark and perforations and colour



New Zealand
Philatelic Federation

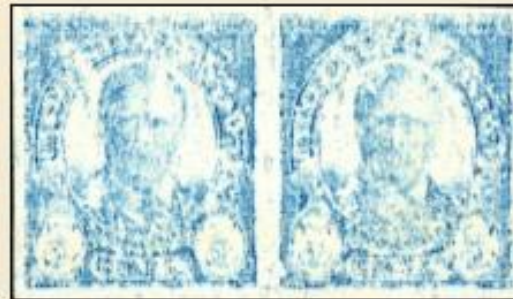


Secondary Material: including important items

- ❖ Same as above categories but slightly more common
- ❖ Included to facilitate understanding of the exhibit

Supporting material: uncommon

- ❖ Plate/cylinder blocks
- ❖ Printers waste



Supporting material:

- ❖ “Collector’s” Specimen
- ❖ “Collector’s” Proofs



Quantity produced is usually limited. But would not gain marks in “Rarity”.

Rare material tends to attract forgers attention....

Look out for:-

- Fake stamp, covers and errors
- Fake rare postmarks on stamps
- Fake rare overprint and perfins
- Fake perforation errors
- Fake archival material

Notify the expert group for further examination if needed

Condition = 10 points

- ❖ When assessing condition the shown items should be in the best possible condition **for what is available** to get full points
- ❖ Any repaired stamps and covers will lead to reduction of points
- ❖ If not stated “repaired”, the judges may refer the item to the expert team
- ❖ Postmarks on stamps and covers should be clear unless clear examples do not exist

Condition & Rarity

- ❖ While rarity is still in our minds, the judge should realize that an item in remarkable condition may be truly exceptional even though a large number of examples exist
- ❖ On the other hand, rare material in poor condition will not score as high if this material does exist in better condition

Philatelic knowledge and Personal Study = 35 points

- ❖ Implicit Knowledge
 - Material selected to tell story
- ❖ Explicit Knowledge
 - Explanations and analysis in write-ups
- ❖ Research & Personal Study
 - New Information presented as part of exhibit story

Implicit knowledge

- ❖ Assess the material included or excluded from the exhibit to tell the philatelic story....this will indicate a strong or weak grasp of the chosen topic
- ❖ Determine if the exhibit consists of mostly common single stamps and covers showing common rates, routes or markings

Explicit knowledge

- ❖ Determine if the items shown are properly and accurately described.
- ❖ The judge should determine if all relevant information about the stamps being noted e.g. printing quantities, shade, perforations, watermark, postmark on used stamps, in case of rarities, how many known
- ❖ Avoid lengthy write-up of the rates, routes and markings of covers
- ❖ Rarities/significant items should be highlighted and explained

Implicit vs. Explicit Knowledge

1874 cover
Hong Kong to
Melbourne via
Galle franked
24c green wmk
CC 18c no wmk
as late fee



Implicit knowledge: Use of a “late fee” cover to Australia rather than a single-rate cover franked 24c green (1/-) to U.K. which is fairly common

Explicit knowledge: Description is too “auction catalogue”



New Zealand
Philatelic Federation



Implicit vs. Explicit Knowledge

Same cover written up for a Traditional Philately Class exhibit



24 Cents green watermark Crown CC showing a constant variety 'Break in top frame over 'O' of 'KONG' and colour flaw in the top left corner' (NE/36). The stamp is used together with an 18 Cents lilac no watermark on a 26 November 1874 cover from Hong Kong to Melbourne Victoria. Postage is made up by 24 cents (1/-), the single rate to Australia, plus 18 cents (9d) 'late fee'.



New Zealand
Philatelic Federation



Personal Study

- ❖ If the subject is relatively unstudied area the judge would expect to find a good deal of personal study and the exhibit should be given credit for this or lose points if not present
- ❖ If the subject is well-studied assess the amount of personal study by the exhibitor's grasp of the literature in their chosen subject and the analysis of this research
- ❖ If the exhibit of well-researched subject provides an appropriate fresh approach this adds points for personal study

**Design and production
Perforation**

**Imperforate stamps
(continued from previous page)**

8 ore print 43 and 4 ore print 38 imperforate got into the hands of a contemporary philatelist. Most exist unused except for six covers and less than 10 used stamps. Single sheets of 8 ore print 70 and 108 also exist unused. 8 ore print 108 imperforate with frame tête-bêche is shown on page 16. The only imperforates which probably reached a post office by mistake were 4 ore print 22, 8 ore print 51 and 8 ore print 53. One unused stamp is known of 8 ore print 53. 8 ore print 51 was until recently thought to be the only imperforate bicoloured stamp known to have been genuinely used. Two stamps cancelled Fredericia (see under 8 ore print 51) and one cancelled Randers (shown here) have been recorded. In 2023, a genuinely used imperforate 4 ore stamp from print 22 was sensationally found 140 years after it was issued.



8 ore print 53 position A99 imperforate

THE ONLY RECORDED IMPERFORATE STAMP FROM PRINT 53



8 ore print 70 position B87-B88, B97-B98 in block of four with one normal and three inverted frames

One single sheet of print 70 was issued imperforate, so the normal frame is **THE ONLY ISSUED EXAMPLE!**



8 ore print 51 position A4 imperforate

all three recorded copies are defective!
THE RANDERS COPY
(The best Fredericia example is shown under 8 ore print 51)

e (Opinion says that the stamp is print 53, but this is wrong!)



8 ore print 43 position B91 imperforate



4 ore print 22 position B4 imperforate

THE ONLY RECORDED IMPERFORATE 4 ORE FROM PRINT 22 AND THE ONLY RECORDED 4 ORE IMPERF SOLD FROM A POST OFFICE



100 ore print 2 position 5-6 imperforate



IMPERFORATE STAMPS ON COVER: 4 ore print 38 pos. B7-B8 and pair 8 ore print 43. Correctly paid 36 ore letter.
THE MOST BEAUTIFUL OF THE SIX RECORDED COVERS WITH IMPERFORATES

What is expected of a good philatelic judge?

- ❖ Adequate preparation before arriving at exhibition
- ❖ Judge all exhibits within the time-frame allocated
- ❖ Consult more experienced judges in other classes if in doubt
- ❖ Give helpful critique/feedback verbally or written to exhibitor or commissioner
- ❖ Be courteous at all times – discuss in a harmonious manner with the exhibitor and judging team members

FIP Aerophilately Class



[This Photo](#) by Unknown Author is licensed under [CC BY-NC](#)



Aerophilately

JUDGING AEROPHILATELY

To know and understand the Regulations and apply them correctly and fairly



Subclass a

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

Subclass b

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

Part 1: 1. ESSENTIALS FOR A GOOD EXHIBIT

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

GREVs require a Title Page. It should include:

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

2. CONTENTS OF AN AERO EXHIBIT

What can be shown?

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

It depends on the STORY and the TITLE of exhibit

3. Treatment

- Aerophilatelic subjects normally combine routes – rates – markings.

Skill and thought are required to do this successfully

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

RUSSIA – AIRMAIL SERVICES 1922 - 1950

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

THE EXHIBIT SHOWS:

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

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



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

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

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

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

Principal references:

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

3. TITLE PAGE

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

Example:

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

It has an INTRODUCTORY STATEMENT – the first paragraph

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

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

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

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

4. PAGE HEADINGS

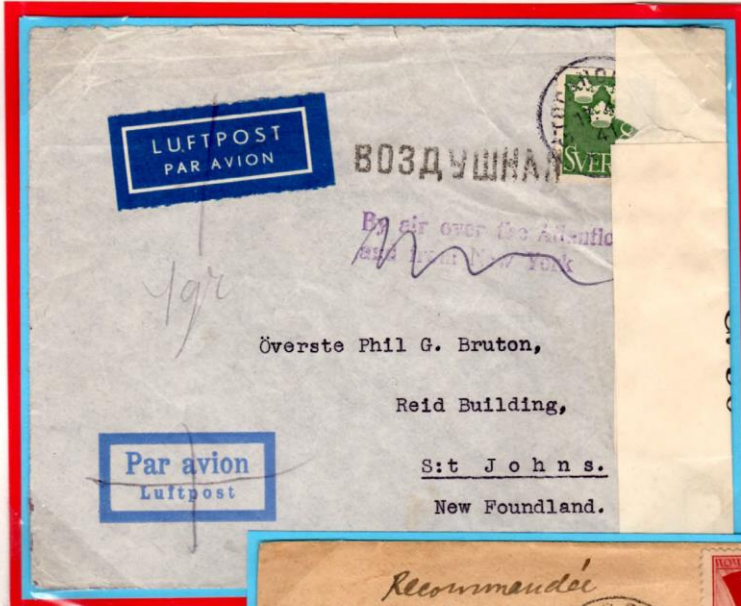
- Exhibit Title – on Title Page only – does not need to go on each page
- Section heading - on first page of each section
 - Larger than normal text
 - Consider capital letters, in bold, underline, coloured font
BUT do not use a lot of different colours or fonts – it causes confusion
- Other Pages in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

VIA PERSIA

to CANADA & USA

WWII

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



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

Only other route was:

Moscow-Astrakhan-Baku-Pahlevi-Teheran
by AEROFLOT

Teheran-Baghdad
by surface

Baghdad-Cairo-Durban
by BOAC

then by sea to the USA

Censored on arrival in Canada - 'C.36'

3-part heading in one line

Route information in bold

Censor = non-Aero information at end

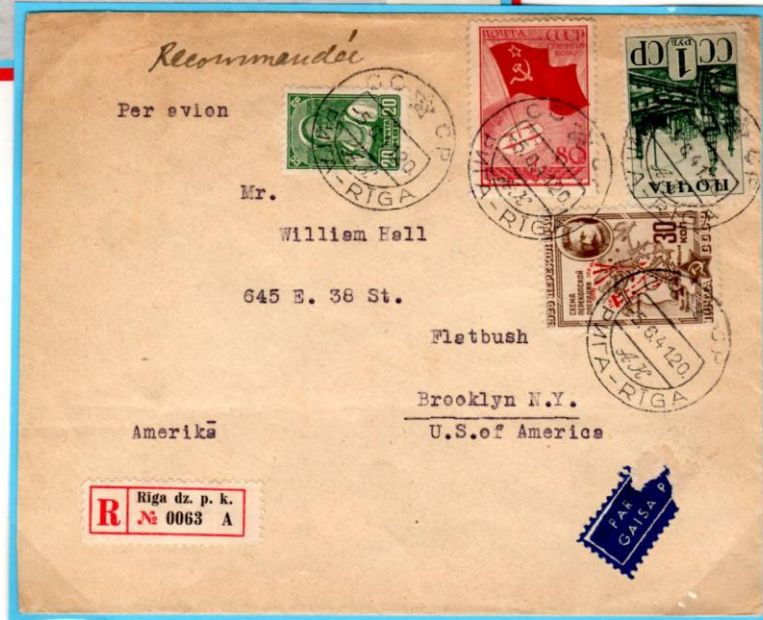
At left – route information in bold

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



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

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

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

Airmail Stamps

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

Airmail Stamps Value

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



6. Aircraft Movements

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

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

1. EARLY YEARS 1922 – 1924 DERULUFT MOSCOW – KÖNIGSBERG

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

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

RATE PERIOD 1.7.22 – 14.10.22

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



Moscow 22.7.22 to Berlin 25.7.22

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

Cachets:

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

Copy of back reduced to 60%



7. MAPS

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

Note:

Moscow date stamp 22 July 1922

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

8. FIRST FLIGHT COVERS

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

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

- Best if followed by commercial mail

9. HOW MANY COVERS PER PAGE?

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

What does this mean?

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

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

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

INWARD AIRMAIL

1934 ex AUSTRALIA

First Regular Airmail Service Australia-England with connections to Europe

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

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

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



Ex Nelson Eustis – circa 3 flown to Russia



Backstamp slightly enhanced

Moscow 'Z' arrival datestamp:

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

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

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

Backstamps:

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

Part 2 - JUDGING THE EXHIBIT

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

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

Presentation – 5 points

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

Treatment -20 points


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

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



Treatment

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



Philatelic Importance – 10 points

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

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

Philatelic Importance continued....

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

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

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

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

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

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

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

Knowledge continued

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

Condition – 10 points

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

Rarity – 20 points

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

EUROPE – FAR EAST VIA RUSSIA

ORIGIN IRAQ

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

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

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



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

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

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

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

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

Baghdad to Tokyo July 1933

via Berlin and Moscow

Quickest route

May – December 1933

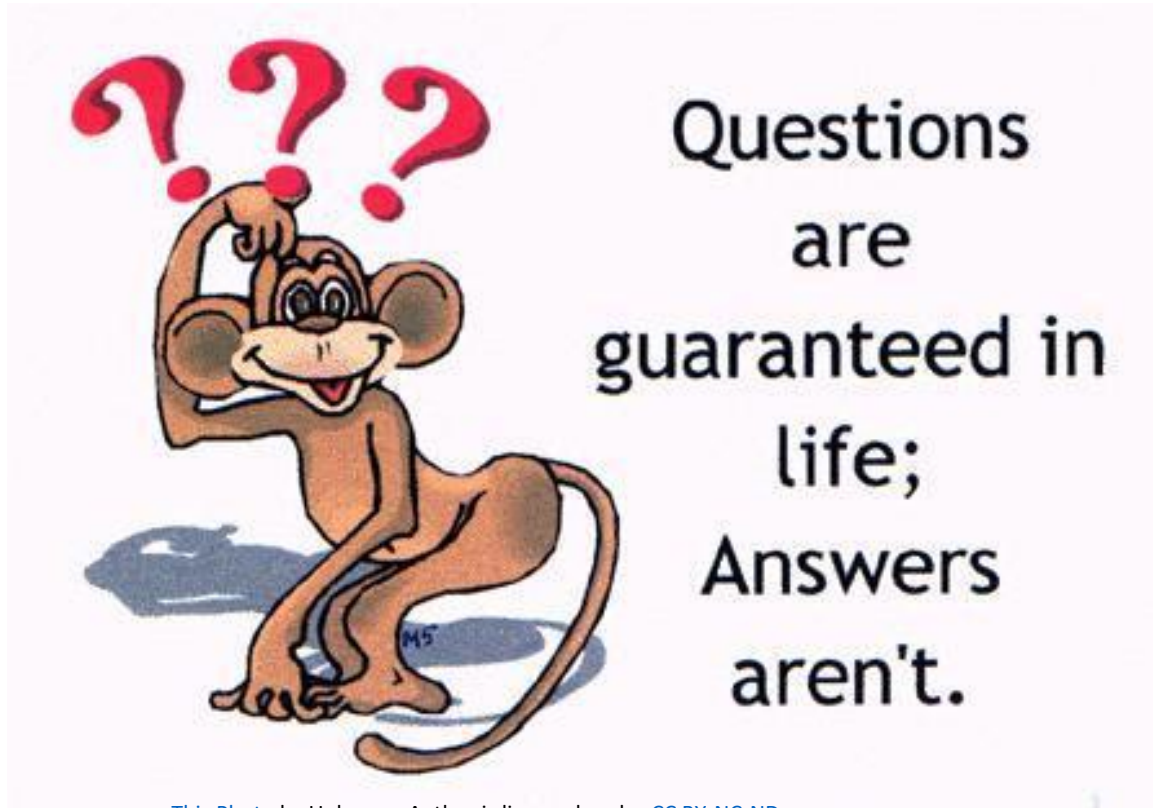
How many more exist?

Mounted on a red mat.

Final Comments

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

FIP Classes Traditional & Aerophilately



[This Photo](#) by Unknown Author is licensed under [CC BY-NC-ND](#)