

# Guidelines for Judging Aerophilatelic Exhibits

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## 1. Introduction

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

NOTE: These Guidelines include the contents of the SREV.

They are intended to provide guidance regarding:

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

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

## 2. Definition and Nature of Aerophilatelic exhibits.

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

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

a) Development and Operation of Airmail Services

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

Transportation of mail by air in this subclass relates to actual items with their stamps, vignettes (with and without face value), labels, cancellations, cachets, transit, route and other explanatory markings, written endorsements, backstamps and relevant signatures. Material which does not show any treatment by an organized postal service should be restricted to a minimum.

b) Airmail stamps and their use in Airmail Service

1. Official and semi-official stamps issued especially for use on Airmail, mint or used, but also showing usage on cover.
2. Essays, proofs, varieties etc associated with the airmail stamps and postal stationery.

2.3 Aerophilatelic exhibits may include ancillary items such as maps, photographs, timetables etc provided they are considered vital to illustrate and draw attention to a particular point or situation. They should not overpower the material and accompanying text.

## 3. Principles of Exhibit Composition

### 3.1 Scope and Intent

An Aerophilatelic exhibit should be a study of the development, operation or other defined scope of airmail services, showing directly relevant items and documenting the treatment and analysis of the aerophilatelic material. Alternatively, an exhibit can be the study of stamps (including proofs and essays) and usages relating to Air Mail and Aerophilately.

### Subclass a) Development and Operation of Airmail Services

- A. It will include envelopes (covers), postcards, stationery, newspapers, wrappers, etc which have been transported by air and which usually bear dates and indications of carriage by airmail.

- B. To ensure that the exhibit is judged as Aerophilately the covers must be organized to show the development or operation of airmail services, including the routes taken, postal rates and markings.
- C. Items to be flown, but not flown for a legitimate reason, may be included.
- D. The study of routes, postal rates and markings are frequently relevant to the development of the subject. Maps and drawings may be included if they highlight a route or flight, but maps should be restricted in number and used only if relevant.
- E. The contents of a cover may be included in the exhibit, if they enhance the understanding of the theme or confirm the authenticity of the item.
- F. Duplication of items should be avoided, regardless of value.
- G. Items documenting the pioneer period, e.g. air forwarded forerunners to regular air postal services or early airmail flown by other carriers where postal services were not available, are considered important to the development of airmail services and therefore to aerophilately.  
Examples:
  - Entrusted mail ("Plis confiés") from the Siege of Paris and airborne mail from besieged Metz and Belfort.
  - Private labelled and flown pioneer airmail e.g. "Vin Fiz".
  - Flown military mail from World War I and the post World War I period e.g. Przemysl mail.
  - The Great Barrier Island and Marotiri pigeon-flown mail.
- H. 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.
- I. Non-postal material should be completely described and must be directly related and important to the development of airmail services.
- J. Items containing a message dropped from the air are included within the scope of Aerophilately.
- K. Recovered (crash) mail has special standards for description and condition. The description should include the postal aspects of the incident, the amount of mail saved (e.g. number of covers saved), and applicable postal markings. The normal standards of condition do not apply to crash covers.

#### **Subclass b) Airmail stamps and their use in Airmail Service**

- A. Stamps issued or overprinted for use on airmail.
- B. Postal stationery, including aerogrammes and airmail postcards, issued specifically for airmail use is Aerophilatelic material.
- C. Vignettes or airmail labels used to show that mail was flown are included in the scope of an Aerophilatelic exhibit.
- D. An exhibit may also include related material such as:
  - Essays and proofs
  - A study of printing methods or reconstruction of printing or overprinting plates
  - A study of paper varieties, watermarks, perforations, printing/overprinting errors, etc.
- E. Appropriate use of the Airmail stamps on covers showing the purpose and the rates the stamps were used for.
- F. Duplication of items should be avoided, regardless of value.

**NOTE:** Exhibits of airmail stamps in sub-class 'b' should be developed and judged using the Traditional Philately Guidelines but with Aerophilatelic usage.

### **3.2 Structure of the Exhibit – sub-class 'a'**

This article gives examples of the structure of an exhibit - it is not a comprehensive list. It is the responsibility of the exhibitor to define and demonstrate the Aerophilatelic nature of the exhibit.

#### **3.2.1 Chronological development of airmail**

Commonly chosen date periods are:

- A pioneer period up to 1918
- A development period 1918-1945

- A modern period after 1945.

### 3.2.2 Development of airmail in a geographic area

- Country or associated group of countries
- Route – Airline
- Service (e.g. army, navy) – Aircraft manufacturer

### 3.2.3 Development of airmail by means of transport

- Pigeon
- Lighter than air (balloon, airship)
- Heavier than air (parachute, glider, aircraft)
- Rocket (but not Astrophilately)

### 3.3 Supporting Material

Any supporting material used should relate to a particular detail which, although important, cannot be otherwise represented. Memorabilia (e.g. menus or the like) may not be used.

### 3.4 Introductory Sheet or Title Page

An exhibit should have a clear beginning, a central theme, and a logical ending.

**All Aerophilatelic exhibits must include an introductory sheet or Title Page.** This should consist of:

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

## 4. Judging Criteria for Aerophilately Exhibits

Judging of an exhibit will be carried out in general in accordance with Section V of the GREX.

The jury will use the following general criteria (GREV, Articles 4 & 5):

1. Treatment –	20 points – GREV, Article 4.5
2. Philatelic Importance –	10 points – GREV, Article 4.6
3. Philatelic and related Knowledge, Personal Study and Research –	35 points - GREV, Article 4.7
4. Condition –	10 points - GREV, Article 4.8
5. Rarity –	20 points - GREV, Article 4.8
6. Presentation –	5 points - GREV, Article 4.9.
Total –	100 points

Exhibitors should be aware of the need to consider carefully the various aspects which combine together to maximise the award an exhibit can attract.

Some indications are given below of the basic elements underlying each individual criterion.

#### 4.1 Treatment (20 points)

Treatment is the development of the story for the subject chosen.

In assessing treatment judges are looking for:

- A logical development that is easy to follow
- Completeness of the material shown in relation to the scope of the exhibit
- A clear and concise write up
- A balanced exhibit for the subject chosen.

They will check that the exhibit:

- Has an Introductory or Title Page which –
  - States the purpose of the exhibit
  - Defines the scope of the exhibit
  - Has a plan of the exhibit
  - Gives the most important literature references.
- Reflects the statements made on the title page relating to the title, purpose, scope and plan
- Is developed in accordance with the plan
- Has Page headings which support the understanding of the treatment
- Has a natural start and ending point of the exhibit
- Does not contain duplicated material (padding)

#### **4.2 Philatelic Importance (10 points)**

The “importance” of an exhibit is determined by:

- the significance of the actual exhibit in relation to the subject chosen and
- the overall significance of that subject in relation to the development of world airmail services.

In assessing importance of the exhibit consideration is given to:

- How difficult is the selected area to collect?
- What is the significance of the material shown relative to the selected subject?
- How much of the key material of the chosen subject is present?
- What is the significance of the subject relative to the philately of the country?
- What is the significance of the subject relative to world aerophilately?

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.

Other factors of Aerophilatelic importance:

- A wide geographical area is generally more important than a narrow one
- A pioneer period is generally more important than a modern one
- A long period is generally more important than a shorter one

#### **4.3 Philatelic and related Knowledge, Personal Study and Research (35 points)**

4.3.1 Philatelic and related knowledge is demonstrated by the items chosen for the exhibit and their related write-up and analysis.

- Personal study is demonstrated by correct analysis of the items shown in the exhibit.
- Personal research is presentation of new facts related to the chosen subject. Where presentation of new facts is evident, a large portion of the total points may be given for it.

Philatelic and related knowledge:

- The choice of items reflects knowledge of the chosen subject.
- The exhibit demonstrates a full and accurate understanding of the subject chosen.
- The write-up shows that existing literature has been used. Judges will look to see how far previous research has been successfully used in the exhibit.
- The items are described correctly.

4.3.2 Information given should not overwhelm the philatelic material shown. A well thought out plan may avoid lengthy descriptions in the exhibit.

New information from personal research by the exhibitor should be identified and rewarded.

Evaluation of philatelic and related knowledge, personal study, and research will be based on the description of each philatelic object shown.

If using rarity statements ("One of X recorded") it is important to state, the source of this information. Do not use expressions like "Unique" or "Very rare".

Only the knowledge, study and research documented by the items in the exhibit can be judged. Furthermore, exhibitors should bear in mind that the information given should not overwhelm the philatelic material shown.

#### **4.4 Condition (10 points)**

4.4.1 As condition varies for Aerophilatelic items, judges consider the quality obtainable. In general, good condition, clear legible postal markings and cachets, and a good general appearance should be rewarded, while poor quality may need to have points deducted. The stamps on covers and other items should be in good condition.

4.4.2 Crash covers are an exception to the general rule on condition. However, the postal markings applied to salvaged covers should be as clear as possible

4.4.3 Repaired items are to be mentioned in the description. The detection of obviously faked or repaired material which is not described as such will result in a penalty.

#### **4.5 Rarity (20 points)**

Rarity is directly related to the philatelic items shown and the relative scarcity of this material, and in particular to the Aerophilatelic rarity. Rarity is not always equivalent with or proportional to value.

#### **4.6 Presentation (5points)**

4.6.1 The method of presentation should show the material to the best effect and in a balanced way. With entires it is important to avoid unduly uniform arrangements, and variation in layout is therefore preferred.

4.6.2 The exhibit is evaluated on:

- Good balance in the frames and the individual pages
- Good use of the page – with not too much white space on the pages
- The write-up is clear, concise and relevant to the material shown and to the subject chosen for the exhibit
- Sufficient write-up – but not too much
- Illustrations should not dominate. Any photocopies of complete or large parts of an item must be a minimum of 25 % different in size from the original, although full size copies of individual postmarks or other markings are permitted.
- Careful mounting

4.6.3 Other factors:

- Overlapping of items is accepted but obscuring important features should be avoided.
- No advantage or disadvantage shall apply as to whether the text is handwritten, typewritten or computer printed.
- Coloured paper should be avoided.
- Mounting of long covers at an angle should be avoided.

### **5. Conditions of Application**

- These Guidelines were approved by the FIP Aerophilately Commission in Bangkok on 1 December 2018 and by the FIP Board at Buenos Aires on 28 August 2019. They were ratified by the FIP Congress in Indonesia on 9 August 2022.
- These Guidelines take effect from this date.
- In the event of discrepancies in the text from translation, the English text shall prevail.

