

AEROPHILATELY SEMINAR FOR EXHIBITORS AND JURORS

Federazione tra le Società Filateliche Italiane (FSFI)

with participation of the FIP Juror of Aerophilately Ivar J. Sundsbø

May 28th, 2022

Program

- Opening of the seminar – Greetings by:
 - President of Federazione tra le Società Filateliche Italiane **Bruno Crevato-Selvaggi**
 - Delegate Exhibitors and Juries **Luca Lavagnino**
- Presentation by **Fiorenzo Longhi** – President of AIDA and former Italian Delegate of Aerophilately
 - **Introduction to the seminar**
- Italian delegate at the FIP aerophilately commission – **Flavio Riccitelli**
 - **Analysis and description of the new guidelines**
- Pausa
- FIP aerophilately juror – **Ivar J. Sundsbø**
 - **Analysis and description of the judging criteria according the new guideline - examples**
- Conclusions
- Questions and answers

Introduction to the seminar

As you know, the Federation is fully committed to the organization of federal seminars, which represent an important opportunity to illustrate the new exhibition trends and the evolution of regulations, as well as a moment of increasing knowledge and sharing experiences for exhibitors and jurors.

The **4th seminar on aerophilately** is also part of this context, which we are going to develop today and which will exceptionally see among the speakers the important participation of the international juror of aerophilately **Ivar J. Sundsbø**, registered in the FIP register.

Introduction to the seminar

In my role of president of the Associazione Italiana di Aerofilatelìa (AIDA), through the federal delegate for aerophilately, Flavio Riccitelli and with the collaboration of the Federazione tra le Società Filateliche Italiane (FSFI), represented by its president Bruno Crevato-Selvaggi and by the Delegate "Events and Juries" Luca Lavagnino, to whom my thanks go, I am happy to start the work of this seminar, in order to clarify many interpretative doubts that have emerged in recent times and, above all, to analyze the **regulation changes** that have arisen with the implementation of the new Guidelines.

A special thanks goes to our host, **Ivar J. Sundsbø**, who with his presence, as a FIP juror of aerophilately, will contribute to giving this seminar an international connotation and recognition by the FIP.

Introduction to the seminar

The need for this seminar had long been felt, considering that the last seminar held in Italy dates back to October 30th, 2010 and was held in Rome, on the occasion of Romafil 2010. On that occasion it was present the international juror **Stephen Reinhard**, also him enrolled in the register of the FIP, which brought the experience gained in previous years, in the context of the FIP Aerofilately Commission with the then Chairman **Egil Thomassen**.

In the following years we were able to record other interpretative works, coming mainly from abroad and, lastly, the regulatory changes introduced by the FIP Aerofilately Commission, starting from January 2020, with the **new Guidelines** (see news of 28.1.2020) .

In developing the materials that will be illustrated below, all previous contributions to which reference has been made will naturally be taken into account, as far as possible.

Introduction to the seminar

PREVIOUS REFERECE CONTRIBUTIONS

- JUDGING AEROPHILATELY, by Stephen Reinhard e Egil Thomassen, Romafil 2010;
- FIP AEROPHILATELY SEMINAR, by Ross Wood, Australia 2013;
- SEMINARIO FIP DE AEROFILATELIA / FIP SEMINAR ON AEROPHILATELY, by Fernando Aranaz, Brasiliana 2013:
- LET'S TALK OF AEROPHILATELY, by Fernando Aranaz, FEPA Congress, Lugano, 2014;
- THE IMPORTANCE OF RARITY AND CONDITION IN POSTAL HISTORY EXHIBITS, by the FIP Postal History Commission, August 2020;
- AEROPHILATELY - NEW GUIDELINES – EXHIBITING & JUDGING, by Norman Banfield, speaker György Lóvei, HUNFILEX 2022.

Introduction to the seminar

REGULATORY SOURCES OF REFERENCE

- GREX – GENERAL REGULATIONS OF THE FIP FOR EXHIBITIONS, approved at the 66th FIP Congress held in Madrid on October 14th, 2000 and amended at the 74th FIP Congress held in Taipei on October 26th, 2016.
- GREV – GENERAL REGULATIONS OF THE FIP FOR THE EVALUATION OF COMPETITIVE EXHIBITS AT FIP EXHIBITIONS, approved at the 75th FIP Congress, held in Bangkok on December 2nd, 2018.
- SREV – SPECIAL REGULATIONS FOR THE EVALUATION OF AEROPHILATELIC EXHIBITS AT FIP EXHIBITIONS (it will be repealed and replaced by the Guidelines at the 76th FIP Congress).
- GUIDELINES FOR JUDGING AEROPHILATELIC EXHIBITS (NEW), approved at the meeting of the Aerophilately Commission on December 1st, 2018 and approved by the FIP Council on August 28th, 2019 but, for technical reasons, the Council postponed their ratification to the 76th FIP Congress which was to be held in Jakarta in August 2020 , but that for covid-19 has also been postponed.

Analysis and description of the new guidelines

INDEX OF TOPICS

- Premise
- The main changes in the new text of the Guidelines
- Analysis and description of the Guidelines
 - **1. Introduction**
- Analysis and description of the Guidelines
 - **2. Definition and nature of aerophilatelic exhibits**
- Analysis and description of the Guidelines
 - **3. Principles of exhibit composition**
- Conclusions – Part I

Premise

In the following analysis will be compared some articles (articles 1, 2 and 3) of the new regulations with those more or less corresponding to the old regulations, up to yesterday still published on the website of our Federation (FSFI), commenting on the main changes and innovations that have occurred. In practice, **what changes in substance**. We refer to an appendix for a detailed analysis of the changes to the entire regulatory text.

The aforementioned comparison will compare the **old text of the SREV**, the one currently published on the Federation's website, and the **new text of the Guidelines**, which merged the two texts – SREV and General Norms – into a single text. Therefore, it will not take into account, because it is useless, the changes that have occurred in the same text of the SREV, but never implemented in the text published on the Federation website and only briefly published on the FIP website. From this comparison it will be possible to promptly highlight the source of origin of the new standards and some old redundant standards, no longer present in the new text.

In fact, it should also be noted that on the FIP website, under "Regulations and guidelines" - SREV ", we no longer find the text of the SREV, albeit updated, but the new rules, that is the new merged text, even if these new rules are not yet ratified.

Premise

This has happened only for the texts developed so far, which refer to the following classes: Aerofilately, Maximafilia, Thematic Philately and Traditional Philately.

Statutes Statutes English	Jury Service Jury guidelines E	FIP Logo 2019 Guidelines
GREX GREX English	Commissioners FIP Commissioners	Requirements for Congress Congress Regulations 2017
GREV GREV English (Updated December 2018)	Recommended Exhibit Sheet Sizes Exhibit Sheet Sizes	Code of Conduct Download PDF File
SREVs & Guidelines / EN Aerofilately (New: to be ratified in 76th FIP Congress) Literature Maximaphily (New: to be ratified in 76th FIP Congress) Postal History Postal Stationery Revenues Thematic Philately (New: to be ratified in 76th FIP Congress) Traditional Philately (New: to be ratified in 76th FIP Congress) Youth Philately Astrophilately Comments on Exhibits at Thailand 2013 in the Promotional Category and the One Frame Exhibits	Qualifying for 8 frames Qualifying for a higher number of frames	Modern Philately Modern Philately Guidelines
	Commissions Guidelines commissions 2017	One Frame One Frame
	Expert Group Operational Guidelines Annex I Annex II & III	Open Philately OPEN-PHILATELY-Guidelines August 2018
		Picture Postcards (Experimental Class) FIP Picture Postcards Special Regulations 2018 FIP Picture Postcards Guidelines 2018

The main changes in the new text of the Guidelines

1. Introduction

Old text (SREV)	New text
<p>Art. 1 – Competitive exhibition This special regulation was drawn up on the basis of art. 1.5. of the general regulation for the evaluation of competing participations at FIP exhibitions (GREV), in order to integrate those principles relating to the participation of aerophilately. It also refers to the general rules for aerophilatelic exhibits.</p> <p>Art. 3 – Principles of of exhibit composition 3.1. Aerophilately represents a study of the development of air mail services and a collection of documents pertaining to such development.</p>	<p>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).</p> <p><u>NOTE:</u> The Guidelines include the contents of the SREV.</p> <p>They are intended to provide guidance regarding:</p> <ul style="list-style-type: none">• Definition and nature of Aerophilatelic exhibits;• Principles of exhibit composition;• Judging of Aerophilatelic exhibits. <p>Aerophilately is the study of airmail services, airmail stamps and documents related to airmail services.</p>

The main changes in the new text of the Guidelines

As can be seen, in the **Introduction** of the new Guidelines is clearly outlined the new approach to be given to the Special Regulations for the different classes, in this case the Aerophilately class. It is no longer a question of integrating the GREV, but of providing a practical guide, understandable and free from more or less arbitrary interpretations, on how to apply the GREV and the Special Regulations for the Evaluation of Aerophilatelic exhibitions, i.e. the old SREV, which in fact disappears, as it is absorbed in the Guidelines, as highlighted in the Note.

The three topics covered by the Guidelines, which constitute the program of our seminar, are therefore clearly highlighted.

Finally, the general definition of aerophilately, in which the term **development** is lost (which will be recovered in subsequent articles), we find the first big news, namely the presence of **air mail stamps**.

The main changes in the new text of the Guidelines

2. Definition and nature of Aerophilatelic exhibits

Old text (SREV)	New text
Art. 2 – Competitive exhibits An aerophilatelic exhibit is composed essentially of postal documents transmitted by air bearing evidence of having been flown (GREV art. 2.3.).	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.

In Article 2, in the first paragraph is reiterated the presence of **air mail stamps** and also of **postal stationery**, with **proofs, essays and uses of the same relating to air mail**.

To understand the importance that the inclusion of air mail stamps assumes, the impact of which we will better see by analyzing the following paragraphs of this article, it is good to go back to the past and understand how and why we have come to introduce this important news. A presentation by Fernando Aranaz at the FEPA Congress in Lugano on 13 September 2014 helps us in this: **LET'S TALK OF AEROPHILATELY**.

The main changes in the new text of the Guidelines

In his arguments, Aranaz starts from an observation:

What happens with the Aerophilately?

**What do you do with the
Aerophilately?**

**Aerophilately exhibits are transferred
to other Classes**

AND/OR

**Exhibits of other Classes are
transferred to Aerophilately**

... which led to the transfer of exhibits from one class to another. In particular, the transfer of exhibits from the Aerofilately class to the Traditional Philately class and/or from other classes (the Postal History class) to the Aerofilately class.

The main changes in the new text of the Guidelines

He then wondered why this happened, trying to provide an explanation, which is briefly as follows: **for over thirty years we have interpreted and/or rigorously applied Article 3 of the SREV**, in particular the part highlighted in yellow.

Old text (SREV)

Art. 3 – Principles of exhibit composition

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

An aerophilic exhibit has therefore as basis contents:

- 1. postal documents dispatched by air;**
- 2. official and semi-official stamps issued especially for use on airmail, in mint or used state, but principally on cover;**
- 3. all types of postal and other marks, vignettes and labels relating to aerial transport;**
4. items connected with a particular means of aerial transport, not convoyed through a postal service but deemed important to the development of airmail;
5. leaflets, messages and newspapers dropped from the air, as a way of normal postal delivery or on the occasion of postal service interrupted by unforeseen events;
6. mail recovered from aircraft accidents and incidents.

The main changes in the new text of the Guidelines

In Article 3, but as already seen in Article 2 of the SREV, there was talk of **postal documents** and no mention was made of **stamps**. In particular, in paragraph 3.1 one could read: **Aerophilately represents a study of the development of air mail services and a collection of documents pertaining to such development.**

SREV of AEROPHILATELY

Article 3: Principles of Exhibit Composition

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

Collection of documents, no stamps

An Aerofilatelic exhibit has therefore as basic contents:

- 1. Postal documents** dispatched by air
- 2. Official and semi-official stamps issued especially for use on Airmail, in mint or used state, but principally on cover**
- 3. All types of postal and other marks, vignettes and labels relating to aerial transport**

The main changes in the new text of the Guidelines

In practice, on the basis of this article, the jurors found themselves in a position to penalize, from the point of view of the "Treatment", those collections that showed stamps. Or, with the presence of many stamps, the jurors decreed the transfer of the collection to the Traditional Philately class. Here are some of the examples mentioned:

Marta Villarroel de Peredo (Bolivia)
Bolivia Air Mail

Enrique Bialikamien (Costa Rica)
Costa Rica-Development of Air Mail

Mario Ravasi (Switzerland)
Scadta-Development of Colombian Air Mail

Others who have already suffered the problem, put the exhibit directly in TR

Santiago Cruz (Colombia)
Scadta's First Issues- A Traditional Approach to Airmail Stamps

The main changes in the new text of the Guidelines

It was necessary to realize, told Aranaz, that it **was difficult to think of Aerophilately without stamps.**

As a member of the FIP Board and then in charge of the Aerofilately Commission, he therefore proposed the use of air mail stamps and elaborated the creation of three subclasses (as had been done for Postal History):

- ❑ 1. Pure Aerophilately – only flown covers
- ❑ 2. Air Mail with stamps and their use
- ❑ 3. Routing marks (OAT, AV2)

**It is difficult to understand the
Aerophilately without the stamps that
made it possible**

The main changes in the new text of the Guidelines

The review that followed led to the current version of the Guidelines, which partly accepted the proposed proposal, as only two sub-classes have been envisaged:

- **a) Development and Operation of Airmail Service**
- **b) Airmail stamps and their use in Airmail Service**

The process of getting there went through two successive stages:

- **1st phase** – update of the SREV to extend the notion of aerophilately to the stamps
- **2nd phase** – rationalization of the rules, with the merger of the **SREV + General rules** in the **latest version of the Guidelines**, which have made the text streamlined, understandable and without redundancies.

In addition to Article 2 (Definitions and nature of aerophilatelic exhibits), just seen, the main innovations introduced have especially affected **Article 3 (Principles of exhibit composition)**.

The main changes in the new text of the Guidelines

Entering into the merits of Article 3 (paragraph 3.1), it is important to highlight how the old distinctions of aerofilatelic material have left room for the division between the two subclasses highlighted above. An Important Note was then added to subclass b).

Old text (General Rule of SREV)	New text
3.1.1. Covers. 3.1.3. Other material. 3.1.4. Non postal material. 3.1.5. Material dropped from the air. 3.1.6. Recovered mail.	Subclass a) Development and operations of airmail service
3.1.2. Stamps and essays.	Subclass b) Airmail stamps and their use in airmail service <u>NOTE:</u> Exhibits of airmail stamps in sub-class 'b' should be developed and judged using the Traditional Philately Guidelines but with Aerophilatelic usage.

Analysis and description of the Guidelines

1. Introduction

It is important to reiterate, once again and without misunderstanding, that:

Aerophilately is the study of air mail services, air mail postage stamps, and documents relating to air mail services.

But before talking about aerophilately and the documentation that underlies it, it is necessary to clear away some prejudices, of which aerophilately has often been a victim, especially in Italy. So, before saying what is aerophilately, it is good to highlight what is not aerophilately.

Aerophilately is not, as it is often depicted, "flying envelopes" or rather it is not only "first flights". Aerophilately, as we will see, was born with air mail, quickly becoming the collector of documents and/or stamps and postal stationery referring to air transport. This confirms the above definition.

Analysis and description of the Guidelines

2. Definition and nature of aerophilatelic exhibits

An airphilatelic exhibit is essentially composed of postal documents transmitted by air bearing proof that they have flown and/or airmail and postal stationery stamps with proofs, essays and uses relating to air mail.

After this premise, **Article 2** illustrates the **BASIC CONTENTS** of competitive exhibitions, in their **intrinsic characteristics**, distinguishing between:

SUBCLASS A)
DEVELOPMENT AND
OPERATION OF AIRMAIL
SERVICES

SUBCLASS B)
AIRMAIL STAMPS AND
THEIR USE IN AIRMAIL
SERVICES

SUPPORTING
MATERIAL

Analysis and description of the Guidelines

2. Definition and nature of aerophilatelic exhibits

□ SUBCLASS 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 for the development of air mail.
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.

Analysis and description of the Guidelines

2. Definition and nature of aerophilatelic exhibits

The list of basic contents of subclass A) is followed by a further definition that summarizes them as follows:

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.

With the following recommendation:

Material which does not show any treatment by an organized postal service should be restricted to a minimum.

Analysis and description of the Guidelines

2. Definition and nature of aerophilatelic exhibits

□ SUBCLASS B) AIRMAIL STAMPS AND THEIR USE IN AIRMAIL SERVICES

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.

□ SUPPORTING MATERIAL

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.

Analysis and description of the Guidelines

3. Principles of exhibit composition

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.

This definition anticipates the contents of **article 3**. In fact, in the same article the **basic contents** previously described are taken up and deepened, but contextualized within the plot that characterizes the **purpose** and **intent** of each aerophilatelic exhibition, in the compliance with defined **principles of composition** of the same.

These assumptions will be illustrated below with some concrete examples.

1. Postal documents despatched by air

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.



ALA LITTORIA
Identification cancel
of the covered air
section



ZEPELIN MAIL
Identification cancel of the flight to Argentina with the
Zeppelin airship - Argentinafahrt 1934



LATI
Routing via South
America with the Italian
airline

1. Postal documents despatched by air

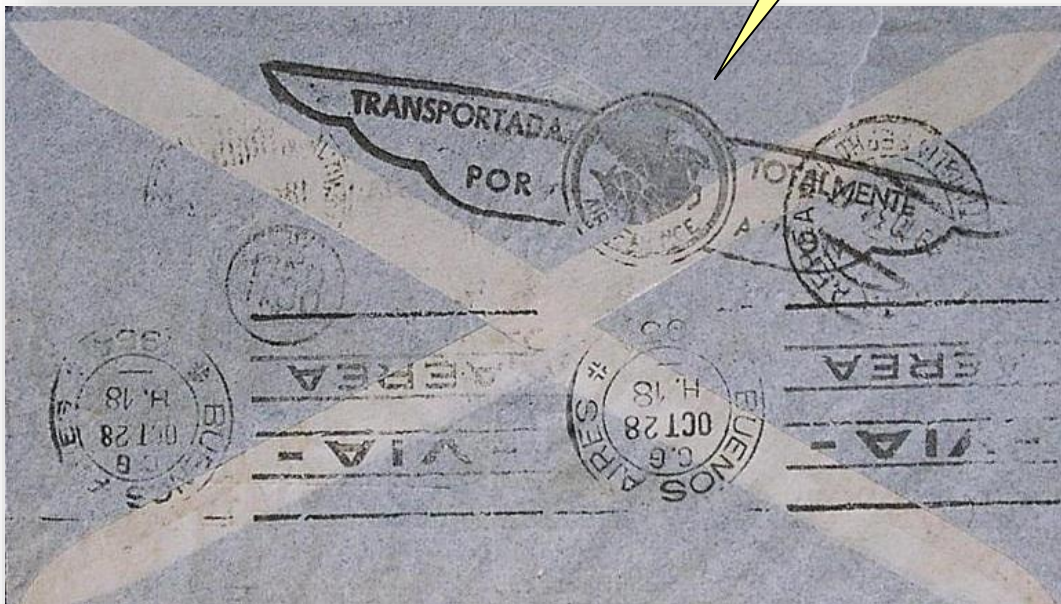


AIR FRANCE

Dispatch from
Italy to
Argentina
transported
totally by air.

AIR FRANCE

Dispatch from
Germany to
Uruguay
transported
totally by air.

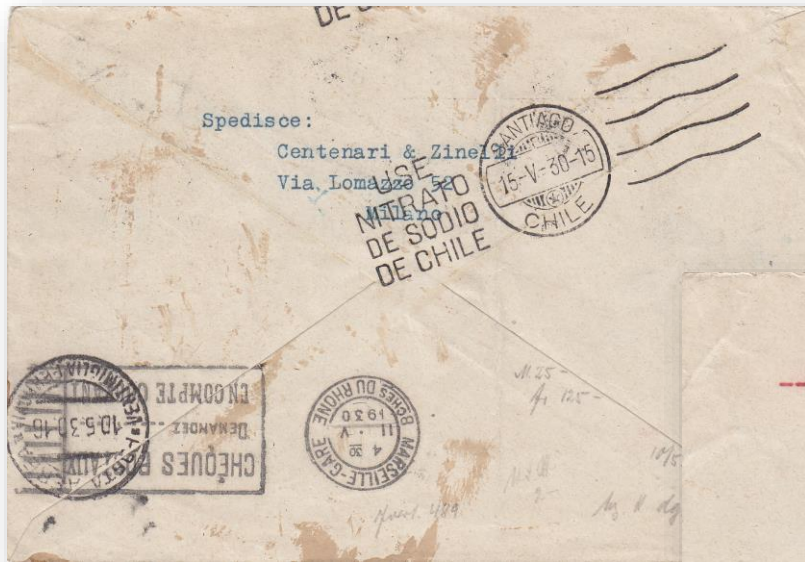


LATI

Headband for
newspapers or
advertising
brochures, with
evidence of the
type of postal
item
"drucksache"
(prints).

1. Postal documents despatched by air

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.



The line of CGA, later known as LIGNE MERMOZ was 13,000 km long, the longest in the world, which started from Toulouse towards Chile, passing through Morocco, Senegal, Brazil and Argentina, with connections to Bolivia, Paraguay and Colombia.

AEROPOSTAL CONTENT

Letter from Italy (Milan, 9.5.30) to Chile (Santiago, 15.5.30), via Ventimiglia, Italy (t. 10.5.30) and Marseille, France (t. 11.5.30).

The letter traveled with the first postal connection of AEROPOSTALE company to South America, entirely by air, by JEAN MERMOZ, carried out on May 12nd, 1930. An isolated experiment that unfortunately did not follow.

The dispatch from Italy of a commercial nature can only be identified through the dates of departure / arrival.

Franking:
10.25 Lire, as per the postal rate for Chile (surface /20 gr. 1.25 Lire, air surcharge/5 gr. 9.00 Lire).

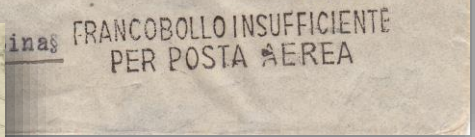
POSTAL HISTORY CONTENT

Letter from Italy (Milan, 9.5.30) to Chile (Santiago, 15.5.30). Franking: 10.25 Lire, as per postal rate for Chile (surface / 20 gr. 1.25 Lire, air surcharge / 5 gr. 9.00 Lire).



1. Postal documents despatched by air

C) Items to be flown, but not flown for a legitimate reason, may be included.



ZEPPELIN MAIL
A postal courier from Somalia and Italy arrived late in Rome and the Rome Post Office decided to arrange a special dispatch to Seville, in order to allow transport by airship returning from the SA. But then this service was not carried out and the courier was sent back to Rome and the special triangular stamp was placed on it.

Letters without postage for forwarding by air and sent by ordinary means.

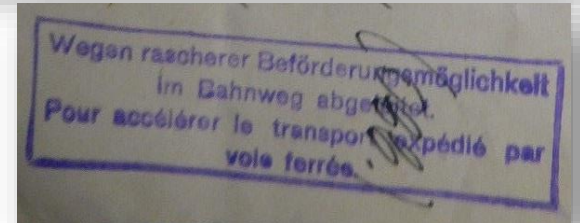
1. Postal documents despatched by air



As shown by the cancels applied, the letter arrived too late to be loaded on the plane and thus guarantee transport by air. In the absence of a similar means available, the letter continued in the ordinary way.



We can say the same for this letter, even if the cancel is different and much more explanatory. Also here we are faced with a situation in which there is no availability of air transport and therefore, to avoid leaving the letter in storage, we proceeded to forward it by ordinary means. The target is always the same: sending the message as soon as possible, with the means available.

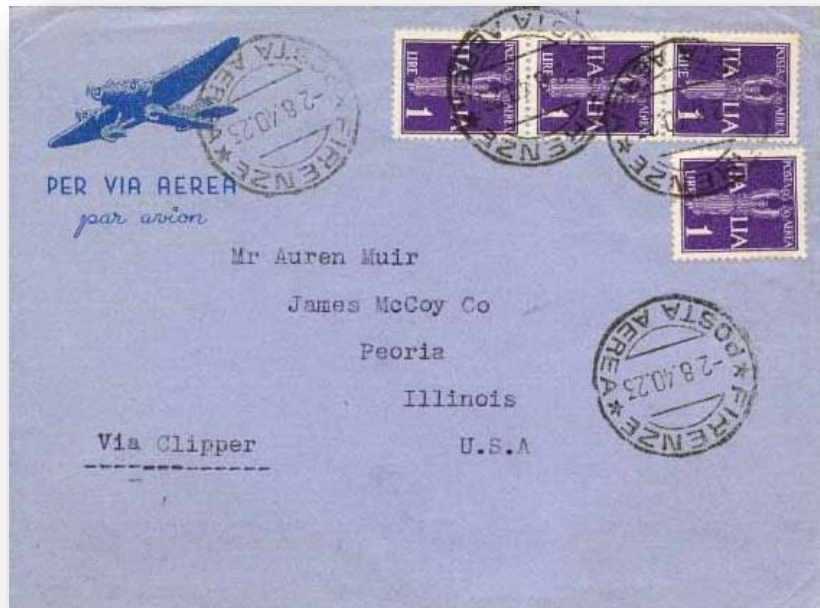


1. Postal documents despatched by air

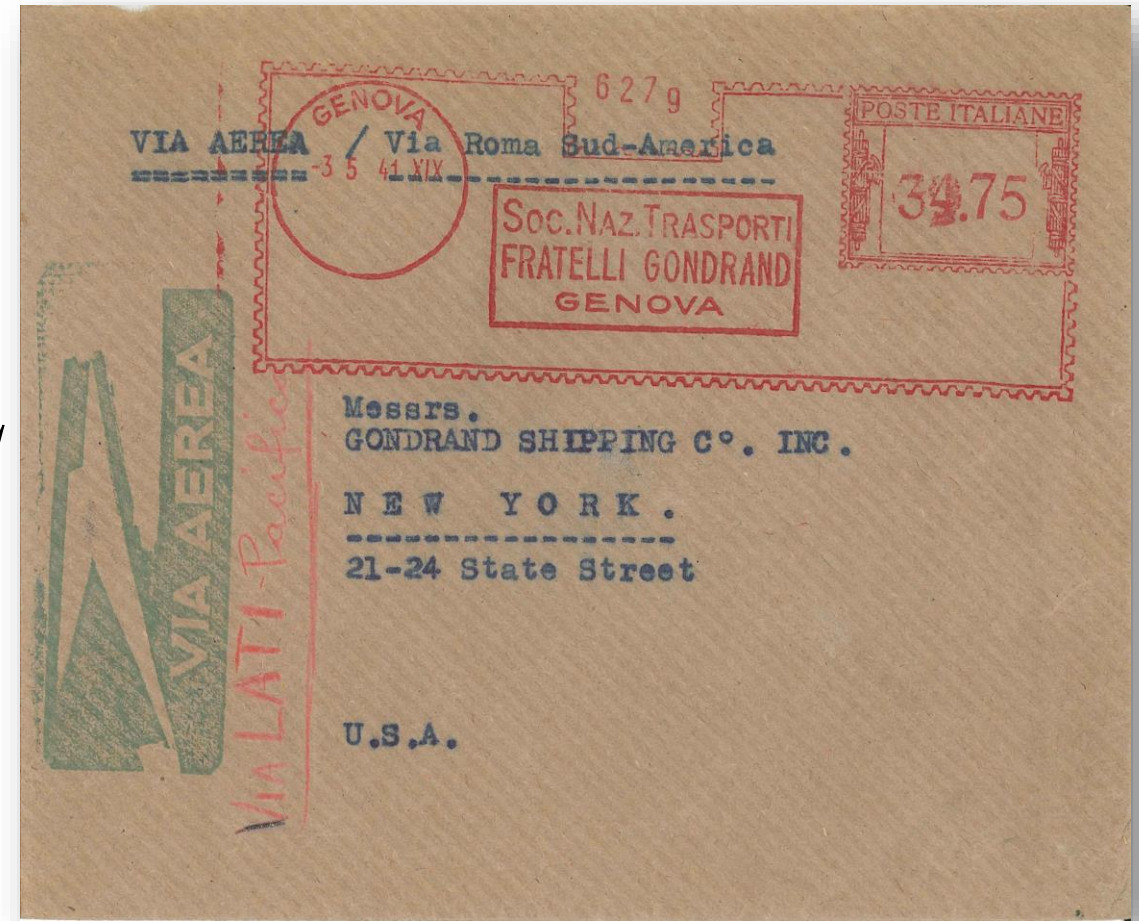
D) The study of routes, postal rates and markings are frequently relevant to the development of the subject. ...

PAN AMERICAN AIRWAYS

Routing via Lisbona:
air surcharge/5 gr. 2.75 Lire



LATI
Routing via
South
America-
Pacífico:
air surcharge
/5 gr. 16.75
Lire



1. Postal documents despatched by air



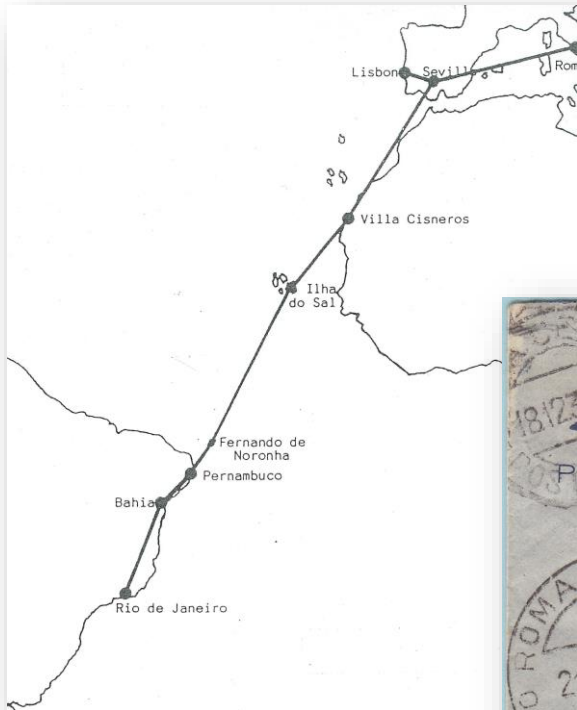
ITALIA (PAA vs LATI)
 Alternative routings:
 via LATI (air surcharge/
 5 gr. 11.75 Lire);
 via PAA (air surcharge/
 5 gr. 7.00 Lire.



MESSICO (LATI vs PAA)
 Considering its geographical position, it was very rare the routing via LATI from Mexico to Europe, also because it was more expensive than that offered by the PAA (3.70 Pesos vs 1.25 Pesos).

1. Postal documents despatched by air

D) ... 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.



LATI
Inaugural Flight Rome - Rio de Janeiro, with the route map.

LATI
The routing for the courier from Bolivia, carried out in collaboration with the LAB and Condor companies (see map).



6. REGULAR NORTHBOUND SERVICE (1939 - 1941)

6.6 Mail from Bolivia

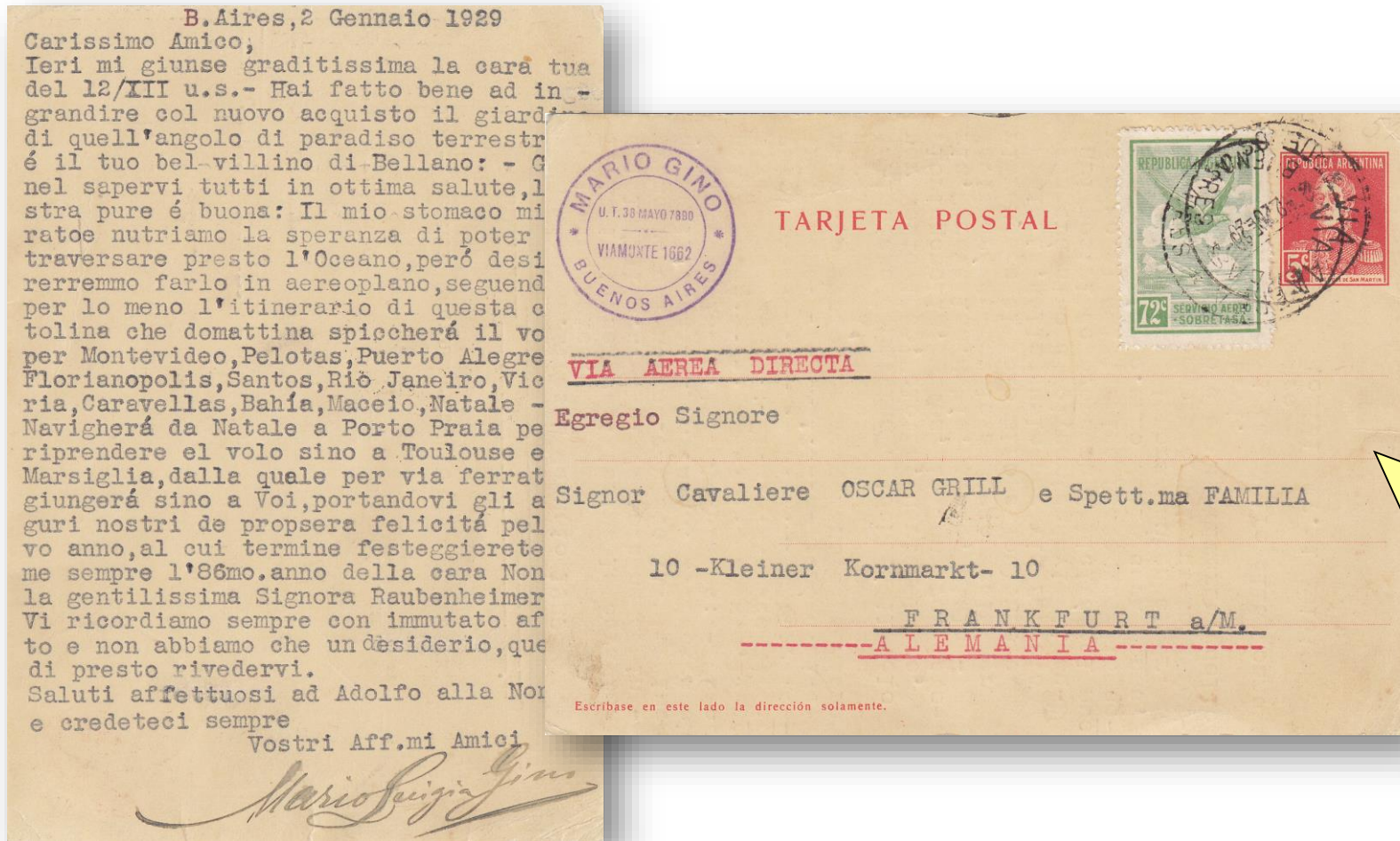
Air transport to Rio de Janeiro (Brazil), the junction point with the LATI airline, was carried out in collaboration between the LAB companies (Lloyd Aereo Boliviano), which covered the La Paz - Cochabamba - Corumbá section (on the border with Brazil) and "Syndacato Condor", which guaranteed the connection to Rio de Janeiro.

Letter from La Paz, Bolivia (p. 12.11.40) to Milano, Italy (a. 27.11.40), via Corumbá, Brazil, Rio de Janeiro, Brazil and Rome, Italy. Franking: 32.80 Bolivianos, also on the back.

The definition of the air surcharge for mail traveling from Bolivia with LATI is very difficult. Based on the analysis of a good number of letters, the total postage found most frequently was 14.10 Bolivianos, without the possibility of distinguishing the ordinary rate, the air surcharge and any ancillary rights. The only thing that can be highlighted is the very high amount of postage (therefore the air surcharge), compared to what was required by Air France, whose rate was equal to 1.40 Bolivianos

1. Postal documents despatched by air

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.



AEROPOSTALE

The first organization of the Line involved the use of Laté 26 in the hydro version from Natal to the island of Fernando de Noronha and from Porto Praia (Cape Verde Island) and San Louis (Senegal), using the sea route only in the section (2,200 Km) between Fernando de Noronha and Porto Praia.

The text of this postcard testifies to this: "... we have the hope of being able to cross the ocean soon, but we would like to do it by plane, at least following the itinerary of this postcard that will take off tomorrow morning to Montevideo, Pelotas, Puerto Alegre, Florianopolis, Santos, Rio Janeiro, Victoria, Caravellas, Bahia, Maceio, Christmas - It will sail from Christmas to Porto Praia to resume its flight up to Toulouse and Marseille, from which it will reach you by train, ...".

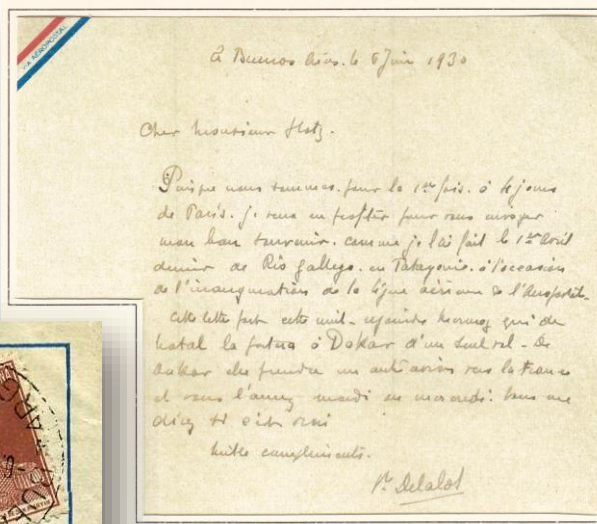
1. Postal documents despatched by air

AEROPOSTALE

Dispatch from Argentina of the first South-North flight, with the letter, in which explicit reference is made to the inaugural air service of the French company.



... cette lettre... qui da Natal la portera à Dakar d'un seul vol.



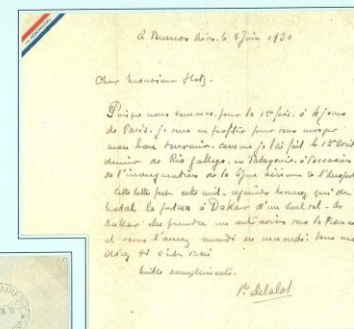
• Corriere dall'Argentina

Anche per la corrispondenza in partenza dall'Argentina non si ebbe la verifica dei fatti, contrariamente a quanto auspicato dal mittente, come si evince dal messaggio contenuto in questa lettera.



Prima serie di tentativi non riusciti

Lettera da Buenos Aires, Argentina (p.6.6.30) a Paris, Francia (a. 18.6.30). Affra: 0.78 Pesos, come da tariffa prevista per l'Europa (superficie 120 gr. 0.12 Pesos, raccomandata 0.12 Pesos, sovr. aerea 1/3 gr. 0.54 Pesos).



...Cette lettre... qui da Natal la portera à Dakar d'un seul vol.

1. Postal documents despatched by air

F) Duplication of items should be avoided, regardless of value.

ZEPELIN - ORIENTFHART

Here are shown two postcards both sent from Friedrichshafen and traveled by Zeppelin airship flight to Palestine. As is known, almost all of the postal courier was the subject of Er Ramle's postal launch. These postcards were also part of this launch.



As can be seen from the details of these two postcards, such as the place of departure (Friedrichshafen) and the type of cancel (circular), as well as the type of special cancel (rubber), it can be said that these are very similar pieces and therefore the presence of one of these pieces in the collection should be avoided.

SOME TIPS TO AVOID EXPOSING DOUBLE PIECES

There are some parameters to evaluate if two pieces are double and therefore one of the two is preferable to be excluded. In this regard, it may be useful to try to list the cases in which this condition does not occur, although we are aware that this list cannot be exhaustive, as much depends on the sensitivity of the collector and also on the development of his exhibit:

- different postal items (cover, postcard or other postal item);
- different destinations, which require different postage, while referring to the same company;
- use of special stamps or postage of particular postal importance;
- presence or absence of special cancels, when it is relevant to highlight this aspect;
- presence or absence of labels or start-up indications, when its relevant to highlight this aspect;
- etc.

2. All types of postal and other markings, vignettes and labels relating to air transport



AEROPOSTALE

Among the promotional initiatives in favor of the air service, the CGA produced special labels to be applied on mail, which virtually covered the air surcharge.



An example of postage without the use of air mail stamps, replaced by the air mail label, which indicates the air surcharge paid in cash.

Label describing the transport by sea to New York and then by air to destination with Pan American Airways and SCADTA lines.



2. All types of postal and other markings, vignettes and labels relating to air transport

IMPERIAL AIRWAYS

The sign on the label testifies to the transport by air to Brindisi, from where it continued by ordinary route to its destination.



SANA-LLOYD SABAUDO

SANA seaplanes made the air connection, without any surcharge, between Genoa and Gibraltar, coinciding with the transatlantic liners of Lloyd Sabaudo, to bring or collect the bags of mail, allowing a time saving of over a day.



3. Items connected with a particular means of air transport, not carried by a postal service, but considered important to the development of airmail

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.

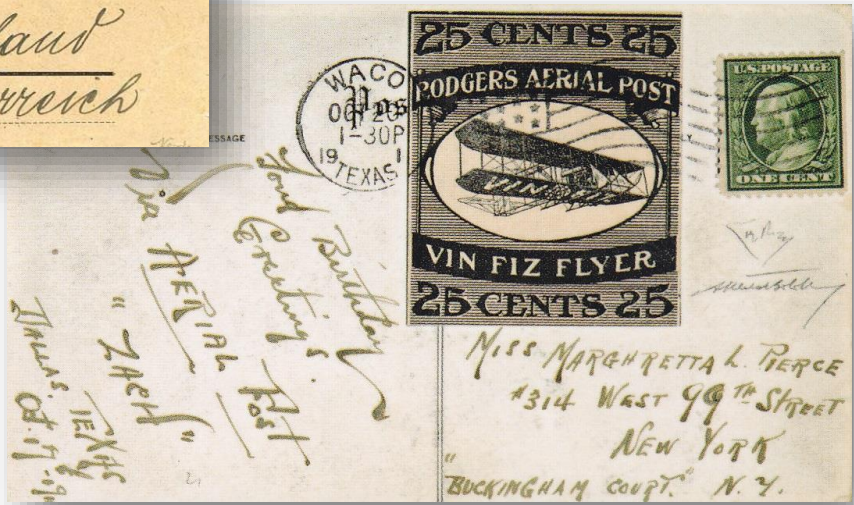


Mail transported with the BALLON MONTEE during the Siege of Paris.

The mail of the Siege of PRZEMYSL.



Mail transported to the United States coast-to-coast with the VIN FIZ to promote air mail.

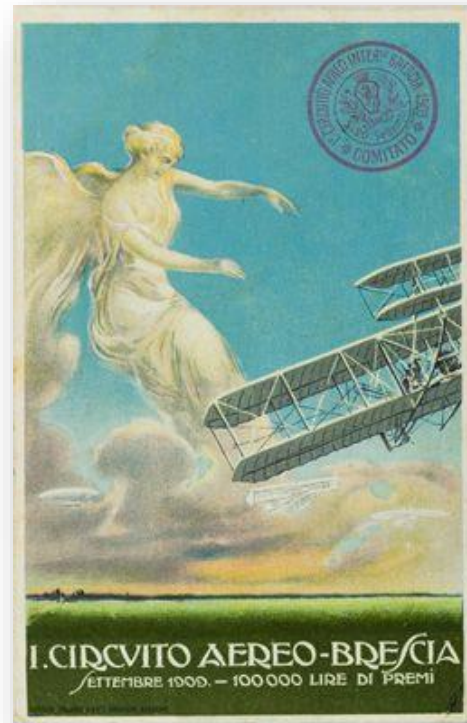


3. Items connected with a particular means of air transport, not carried by a postal service, but considered important to the development of airmail

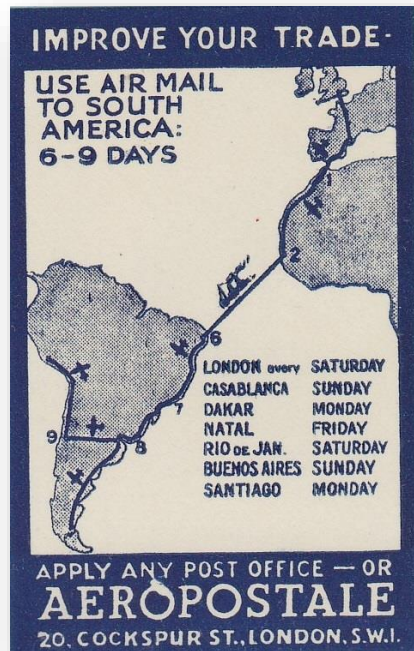


THE FIRST AVIATOR EXPERIMENTS

The items that document the pioneering period, when aviation takes its first steps and gradually begins to arouse the interest of a large audience, also respond to our target. These are the early 1900s and aviation shows, initially heroic experiments, gradually take the form of aerial circuits. Air postal services are not yet available, but these events can be considered important for their development.

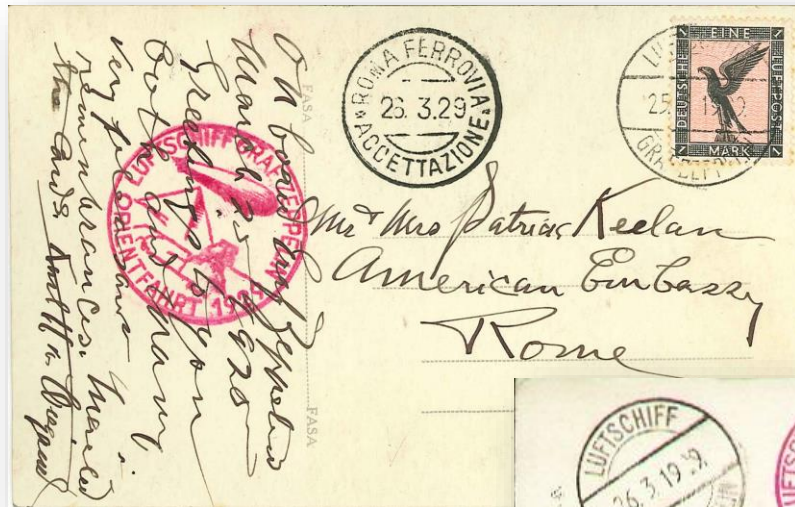


3. Items connected with a particular means of air transport, not carried by a postal service, but considered important to the development of airmail
- 1) Non-postal material should be completely described and must be directly related and important to the development of airmail services.



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

J) Items containing a message dropped from the air are included within the scope of Aerophilately.



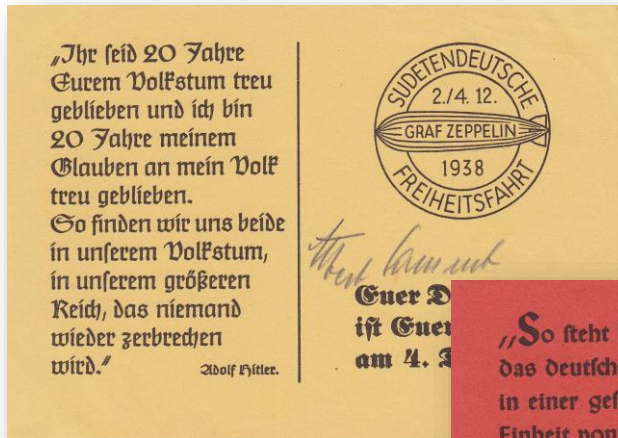
ZEPELIN MAIL
Romefahrt 1933, postal
dispatch dropped on Naples
(Nettuno)

ZEPELIN MAIL
Orientfahrt 1939, postal
dispatch dropped on Rome

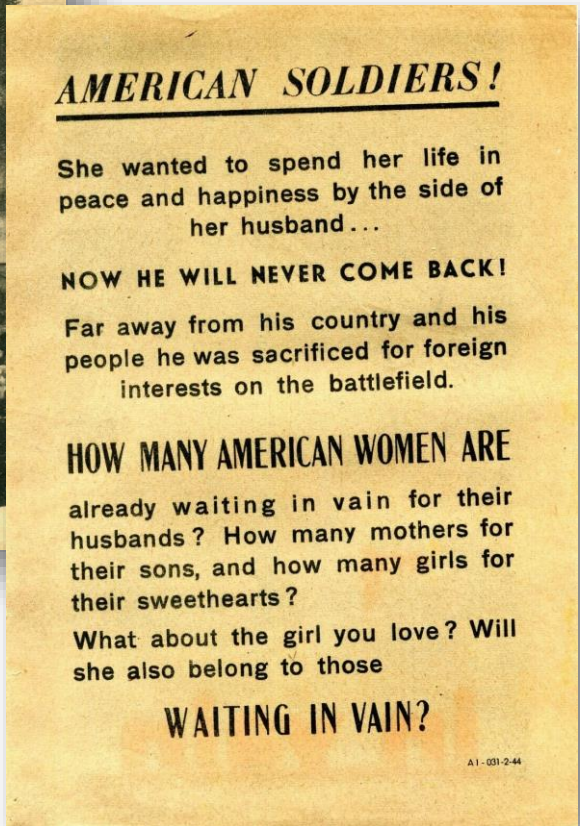
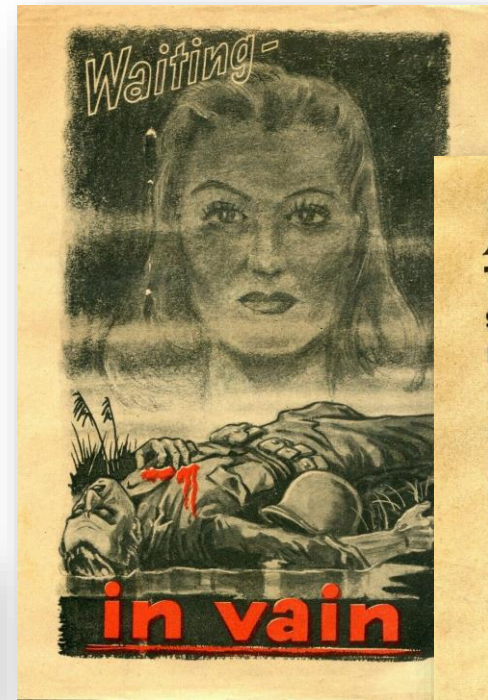


ZEPELIN MAIL
Orientfahrt 1929, mail sent to Er Ramle
(written by Capt. Albert Sammt)

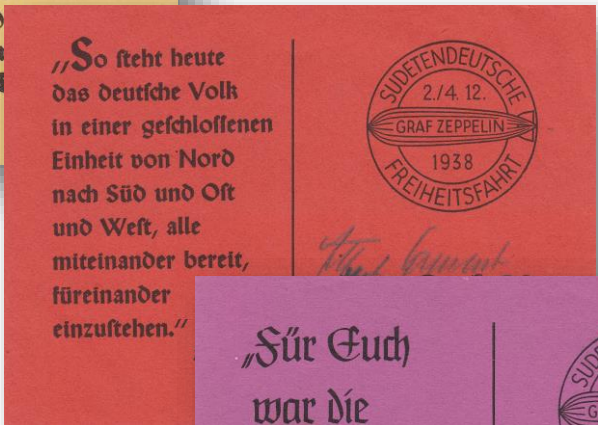
4. Leaflets, messages and newspapers dropped from the air, as a way of normal postal delivery or when postal services are interrupted by unforeseen events



One of the propaganda leaflets launched on the Anglo-American troops beyond the GUSTAV LINE (Anzio, Nettuno, Cassino), by the Junkers 88 of the Luftwaffe.

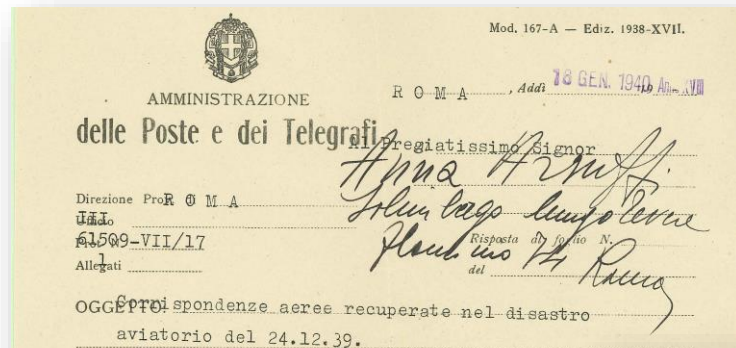


During the flight of the Airship LZ.130 "Graf Zeppelin II" over the Sudetenland (2-3 December 1938), some electoral propaganda leaflets were launched, on the occasion of the plebiscites held in the territories not yet annexed to Germany.

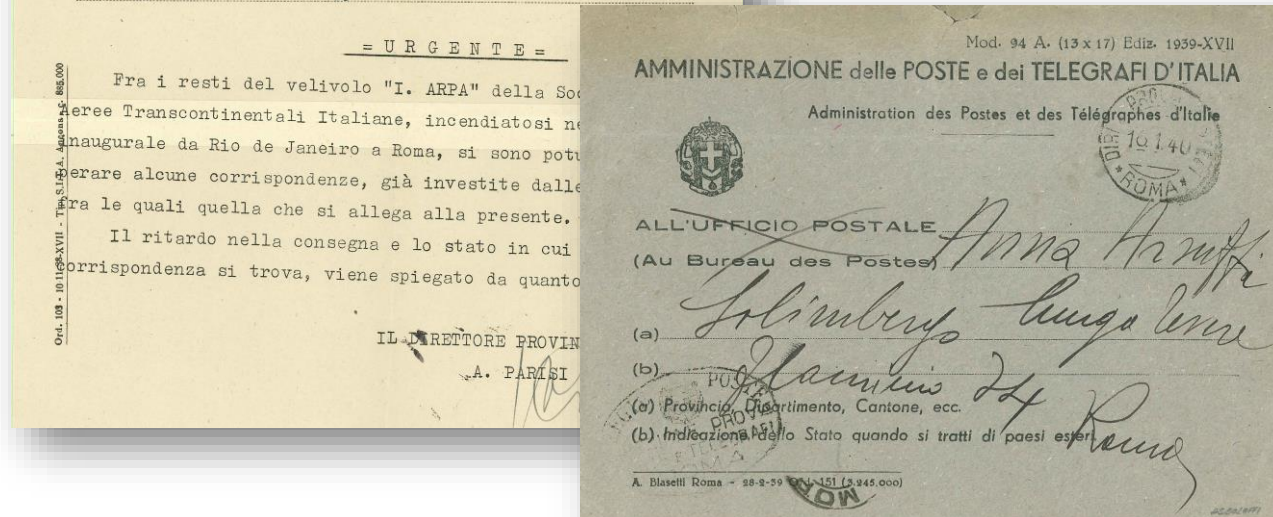


5. Mail recovered from aircraft accidents and incidents

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.



The cover letter and relative shelter envelope.



LATI
Inaugural flight Rio de Janeiro-Rome, 1939.
Letter recovered from the I-ARPA accident in Morocco.

1. Official and semi-official stamps issued especially for use on Airmail, mint or used, but also showing usage on cover.

A) Stamps issued or overprinted for use on airmail.

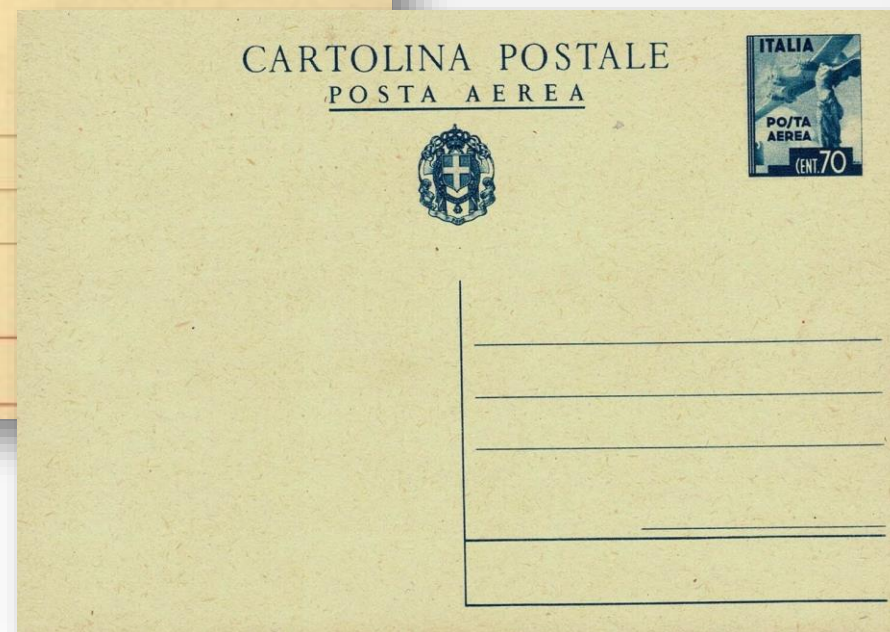


1. Official and semi-official stamps issued especially for use on Airmail, mint or used, but also showing usage on cover.

B) Postal stationery, including aerogrammes and airmail postcards, issued specifically for airmail use is Aerophilatelic material.

On December 21st, 1942 (Royal Decree 1445 of 24.10.1942) was authorized the issue of two special postcards for air mail, to be used in internal relations, with Libya and the Aegean, in denominations of 60 cents. and 70 cents.

The first was intended for direct correspondence to troops (instead of 15 + 50 cents of air surcharge) and the second for correspondence between civilians (instead of 30 cents + 50 cents of air surcharge). In this promotion there was a war implication, since the postcards were valid for the entire duration of the war. But precisely because of the war events these postcards had very little use and the very few known examples used in 1943 are authentic rarities.



1. Official and semi-official stamps issued especially for use on Airmail, mint or used, but also showing usage on cover.

C) Vignettes or airmail labels used to show that mail was flown are included in the scope of an Aerophilatelic exhibit.



The first air mail labels used by the 'Lignes Aeriennes Latécoere' on the Toulouse-Rabat route. It is also indicated the value of the air surcharge.



Label used by the Aeropostale company as "Service de propagande sans supplement".



Label used on the courier transported with the transpolar flight of the NORGE airship.

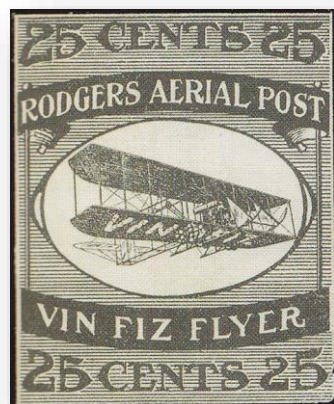
PER VIA AEREA PAR AVION Via Brindisi Aero Espresso Ital.	PER VIA AEREA PAR AVION Via Brindisi Aero Espresso Ital.
PER VIA AEREA PAR AVION Via Brindisi Aero Espresso Ital.	PER VIA AEREA PAR AVION Via Brindisi Aero Espresso Ital.
PER VIA AEREA PAR AVION Via Brindisi Aero Espresso Ital.	PER VIA AEREA PAR AVION Via Brindisi Aero Espresso Ital.
PER VIA AEREA PAR AVION Via Brindisi Aero Espresso Ital.	PER VIA AEREA PAR AVION Via Brindisi Aero Espresso Ital.

Airmail labels of AEI were offered with details of the services performed by the company and the airfares applied.



Pan Am labels, often applied to related mail.

The label used to collect the air charge on the mail of the flight VIN FIZ.



1. Official and semi-official stamps issued especially for use on Airmail, mint or used, but also showing usage on cover.

E) Appropriate use of the Airmail stamps on covers showing the purpose and the rates the stamps were used for.



Letter of the Chicagofahrt 1933, franked with 2.75 Rm, as per the postal rate for Usa, with the 2.00 Rm stamp issued for the occasion.



The 2.00 Rm Zeppelin stamp was required for postcards to Brazil and the 4.00 Rm stamp for those to United States.



Postcards of the flight to South America, the USA and Brazil to Europe in 1930, franked with the stamps issued for the occasion of 2.00 and 4.00 Rm and 5.000 Reis.



Chicago Postcard of the flight to South America, the USA and Brazil to Europe in 1930, franked with the stamps issued for the occasion of 2.00 and 4.00 Rm and 5.000 Reis.

1. Official and semi-official stamps issued especially for use on Airmail, mint or used, but also showing usage on cover.



Letter of the special flight Rome-Buenos Aires of 1934, franked as requested with the 5.00 Lire stamp, issued for the occasion.

Postcard of the return flight of the Romefahrt 1933, franked with Zeppelin 3.00 lire stamp, as requested for this flight and issued for the occasion.



1. Official and semi-official stamps issued especially for use on Airmail, mint or used, but also showing usage on cover.
 - F) Duplication of items should be avoided, regardless of value.

2. Essays, proofs, varieties etc. associated with the airmail stamps and postal stationary

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.



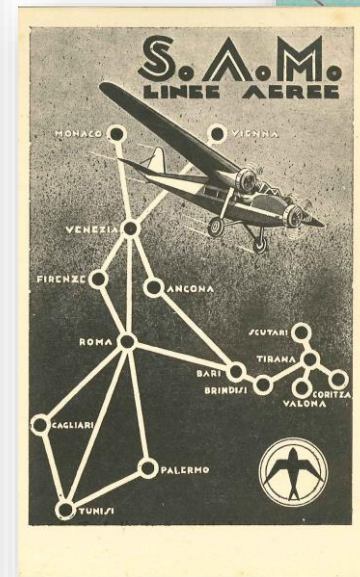
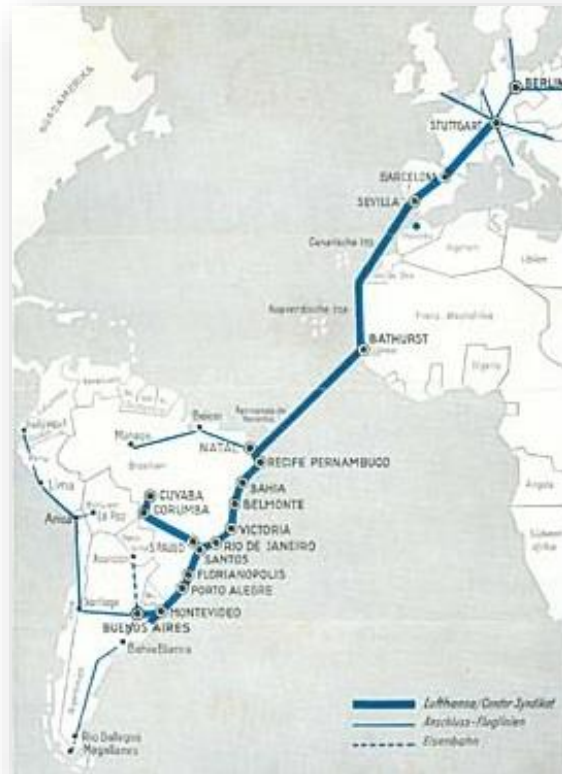
5 STAR VARIETY
(position 22 of the
first group of 50)



On July 24th, 1933, a special stamp was issued by Terranova for the Atlantic Air Cruise. The new stamp obtained by overprinting its own 75 cent air mail value. By mistake were also overprinted a number of sheets of 10 cent. stamps in yellow from the same series, Today it is known as "Yellow Balbo".

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.

3.3 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.



Analysis and description of the Guidelines

3. Principles of exhibit composition – Subclass « A »

- CHRONOLOGICAL DEVELOPMENT OF AIRMAIL
 - A pioneer period up to 1918
 - A development period 1918-1945
 - A modern period after 1945.
- DEVELOPMENT OF AIRMAIL IN A GEOGRAPHIC AREA
 - Country or associated group of countries
 - Route – Airline
 - Service (e.g. army, navy) – Aircraft manufacturer
- DEVELOPMENT OF AIRMAIL BY MEANS OF TRANSPORT
 - Pigeon
 - Lighter than air (balloon, airship)
 - Heavier than air (parachute, glider, aircraft)
 - Rocket (but not Astrophilately)

However, these examples are not an exhaustive list, as it is the collector's freedom to choose what he believes to be the most suitable structure to describe his participation, defining and demonstrating its aerophilatelic nature.

Analysis and description of the Guidelines

3. Principles of exhibit composition – Subclass « B »

Structure subclass «B»

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

Analysis and description of the Guidelines

3. Principles of exhibit composition – Introductory sheet

To conclude, last but not least in terms of importance, is the analysis of the Introductory Sheet or Introductory Page, which every aerophilatelic collection must have, in which the Title of the same is also highlighted. Through this introductory page the collector must demonstrate that his collection has a clear beginning, a central theme and a logical conclusion.

Here are its requirements:

- 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.

Conclusions – Part I

- We have seen how in the setting up of an Aerophilately exhibit, the “aerpostal” aspect can be privileged over the “aerophilatelic” one and vice versa. Much depends on the sensitivity of the collector and his knowledge and also, but only in part, on his financial resources. The “plot” of an exhibit, when well developed, wisely dosing the aerpostal and aerophilatelic aspects, is undoubtedly to be privileged, at least in terms of originality, which is no small feat. Only in this way Aerophilately, in a broad sense, can be able to preserve its specificity. It must also be said that collecting is not static, but something that evolves over time and even Aerophilately does not escape this rule, if we consider the increasing attention given to aerpostal aspects and also to the genuineness of the material on display.
- The most important novelty of the new Guidelines is the revaluation of the “stamp”, as the basic content of an aerophilatelic exhibit, with particular reference to the uses of it relating to the air mail. The fact that such an area must then be developed and judged using the guidelines of Traditional Philately does not prejudice or contradict the presence of this material, the use of which remains in any case aerophilatelic.

Conclusions – Part I

- The tendency to favor more and more aeropostal aspects - although we do not always find ourselves in front of exhibit where these aspects are predominant - can be considered a natural development of an aerophilatelic exhibit, which we have seen has as its object: **the airmail service and the "regular" or "exceptional" connections made for its performance.** Hence an increasing attention to the various aspects that characterize these events, from the times, places and protagonists to the companies, aircraft and different routings, as well as the different rates required for the service. There remain areas for which the aeropostal aspects do not emerge clearly and the commemorative aspect of the event is instead privileged. These areas are absolutely to be preserved, when it is demonstrable that these events also contributed to the development of air mail services.

Analysis of judging criteria of new guidelines

INDEX OF TOPICS

- The main changes introduced in the judging criteria for aerophilatelic exhibits
- 4.1 Treatment
- 4.2 Philatelic Importance
- 4.3 Philatelic and related Knowledge, Personal Study and Research
- 4.4 Condition
- 4.5 Rarity
- 4.6 Presentation
- Conclusions – Part II

Conclusions and condition of application

These Guidelines were approved by the FIP Aerofilately Commission in Bangkok on December 1st, 2018 and by the FIP Council in Buenos Aires on August 28th, 2019. They will be ratified by the FIP Congress in [------] on [------]

These Guidelines come into force from that date, but being published on the FIP website they already apply.

In the event of any discrepancies in the text with respect to the translation, the English text will prevail.