

# Special Regulations for the Evaluation of Aerophilatelic Exhibits at F.I.P. Exhibitions

## Article 1: Competitive Exhibitions

In accordance with Article 1.4 of the General Regulations of the F.I.P. for the Evaluation of Competitive Exhibits at F.I.P. Exhibitions (GREV), these Special Regulations have been developed to supplement those principles with regard to Aerophilately. Also refer to Guidelines to Aerophilatelic Regulations.

## Article 2: Competitive Exhibits

An Aerophilatelic exhibit is composed essentially of postal documents transmitted by Air bearing evidence of having been flown (ref. GREV Article 2.3).

## Article 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 Aerophilatelic 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.
4. Items connected with a particular means of aerial transport, not conveyed through a postal service but deemed important to the development of air mail.
5. 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.
6. Mail recovered from aircraft accidents and incidents.

3.2 The arrangement of an aerophilatelic exhibit derives directly from its structure following a basic pattern:

1. Chronological
2. Geographical
3. Means of transport
  - a) Pigeon
  - b) Lighter than air
  - c) Heavier than air
  - d) Rocket

(ref. GREV Article 3.2).

3.3 Aerophilatelic exhibits may include ancillary items, such as maps, photographs, timetables and the like as long as they are considered vital to illustrate, and draw the attention to a particular point or situation. They should not overpower the material and accompanying text on display. (Ref. GREV Article 3.4).

3.4 The plan or the concept of the exhibit shall be clearly laid out in an introductory statement (ref. GREV Article 3.3).

## Article 4: Criteria for Evaluating Exhibits

(Ref. GREV Article 4).

## Article 5: Judging of Exhibits

5.1 Aerophilatelic exhibits will be judged by approved specialists in their respective field and in accordance with Section V (Articles 31-47) of the GREX (ref. GREV Article 5.1).

5.2 For Aerophilatelic exhibits, the following relative terms are presented to lead the Jury to a balanced evaluation (ref. GREV Article 5.2):

1. Treatment and Philatelic Importance	30
2. Philatelic and related Knowledge, Personal Study and Research	35
3. Condition (10) and Rarity (20)	30
4. Presentation	5
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Total	100

## **Article 6: Concluding Provision**

- 6.1 In the event of any discrepancies in the text arising from translation, the English text shall prevail.
- 6.2 These Special Regulations for the Evaluation of Aerophilatelic Exhibits at F.I.P. Exhibitions have been approved by the 61st F.I.P. Congress in Granada on the 4th and 5th May 1992. They come into force on 1st January 1995 and apply to those exhibitions granted F.I.P. Patronage, auspices or support, which will take place after 1st January 1995.

# **Guidelines for Judging Aerophilatelic Exhibits**

## **Article 1: Competitive Exhibitions**

These Guidelines are intended to assist exhibitors in the development and jurors in the evaluation of aerophilatelic exhibits. They should be read in conjunction with the GREV and SREV of Aerophilatelic Exhibits at F.I.P. Exhibitions.

## **Article 2: Competitive Exhibits**

The transportation of mail by air may be shown in several ways: by adhesive 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.

## **Article 3: Principles of Exhibits Composition**

### **3.1 Scope and Intent**

An aerophilatelic exhibit should represent a study of the development, operation or other defined scope of airmail services, presenting directly relevant items and documenting the treatment and analysis of the aerophilatelic material

#### **3.1.1 Covers**

- A. An aerophilatelist is primarily interested in mail such as envelopes (covers), postcards, stationery, news papers wrappers, etc. which have been transported by air and which usually bear dates and indications of the mode of their transportation.
- B. Items prepared to be flown but not flown for a legitimate reason, may be included in an aerophilatelic exhibit.
- C. 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 to the documentation.

D. 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 subject.

E. Duplication of items should be avoided, regardless of value.

### 3.1.2 **Stamps and Essays**

A. Adhesive stamps issued or overprinted specifically for use on airmail are part of aerophilately, even when used for other postal purposes.

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

C. An exhibit may also include related material, such:

- Essays and proofs
- A study of printing methods or reconstruction of printing or overprinting plates
- A study of paper varieties, watermarks, perforations, etc., or printing/overprinting errors.

### 3.1.3 **Other Material**

Vignettes or labels used on flown covers may also be included in an aerophilatelic exhibit, but vignettes or labels should not dominate an exhibit.

### 3.1.4 **Non-Postal Material**

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 the besieged Metz and Belfort.
- Private labeled and flown pioneer airmail, e.g. "Vin Fiz".
- Flown military mail from World War I and the post-World War I period, like Przemysl mail.
- The Great Barrier Island and Marotiri pigeon-flown mail.

Non-postal material should be completely described and must be directly related and important to the development of airmail services.

### 3.1.5 **Items dropped from the Air**

Items containing a message dropped from the air are included within the scope of aerophilately.

### 3.1.6 **Recovered Mail**

Recovered (crash) mail has special standards for documentation and condition. The documentation should describe 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.

### 3.2 **Arrangement**

This article suggests patterns for the intended structure. 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**

For classification by date, the periods commonly chosen 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**

For classification by geographical area, the groups commonly chosen are:

- 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**

Groups commonly chosen are, for example:

- Pigeon
- Lighter than air (balloon, dirigible)
- Heavier than air (parachute, glider, aircraft)
- Rocket

### 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 Statement**

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

The display must begin with an introductory page in which the exhibitor defines in full what the subject is, explains how it will be developed, and specifies what the self-imposed limits are.

The plan should be used to provide relevant general information on the subject and to indicate areas of personal research. It may also include a short list of the important documentary sources used. The judges will use this information to evaluate the material shown in relation to the aims set forth by the exhibitor.

## **Article 4: Criteria for Evaluating Exhibits**

### 4.4 **Treatment and Philatelic Importance**

4.4.1 A total of 30 points may be given for treatment and philatelic importance.

20 points: Development, completeness and correctness

10 points: Related to relative philatelic importance.

4.4.2 When evaluating the treatment and importance of the exhibits, judges will look at the:

- General development of the subject
- Completeness of the material shown in relation to the scope of the exhibit
- Relative philatelic significance of the subject shown.

Exhibitors should ensure that the exhibit is cohesive and avoid combining largely unrelated subjects.

4.4.3 The importance of an exhibit will be measured in relation to the overall development of airmail transportation. The aerophilatelic exhibit of an area with greater contribution to the development of the infrastructure of world airmail services lies higher on the scale of importance than an exhibit from an area with a lesser contribution.

4.4.4 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.

As the General Regulations indicate, the aerophilatelic interest of an exhibit is a contributing factor.

4.4.5 The judges will assess whether the material exhibited is relevant to the scope of the exhibit. The exhibit must be developed and balanced in the periods and areas outlined in the title and the plan.

### 4.5 **Philatelic and Related Knowledge, Personal Study and Research**

4.5.1 A total of 35 points may be given for philatelic and related knowledge, personal study and research.

4.5.2 Philatelic and related knowledge is demonstrated by the items chosen for display and their related comments.

Personal study is demonstrated by the proper analysis of the items chosen for display.

For exhibits where original research (presentation of new facts related to the chosen subject) is evident, a large proportion of the total points may be given for it. For subjects which have been extensively researched previously, judges will look how far this researches have been successfully used in the exhibit.

4.5.3 The information given should not overwhelm the philatelic material shown. A well thought out plan may avoid otherwise lengthy descriptions in the exhibit.

### 4.6 **Condition and Rarity**

4.6.1 A total of 30 points may be given for condition and rarity.

20 points: Rarity and significance of items shown

10 points: Condition of items shown.

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

4.6.3 As condition varies for aerophilatelic items, judges should 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 should be penalized. The stamps on covers and other items should be in good condition.

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.

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.

#### 4.7 **Presentation**

4.7.1 Presentation may be given up to 5 points.

4.7.2. Presentation should complement the treatment of the exhibit by its general lay-out and clarity. Judges should evaluate how the presentation enhances the understanding and attractiveness of the exhibit.

4.7.3 Illustrations of relevant postal markings are necessary only when the originals are not clear enough to the observer. When it is desirable to illustrate significant markings on the reverse side of a cover, they may either be drawn or illustrated with a reproduction (photograph or photocopy), but a reproduction should be apparent as such to the observer. Colour photocopies or photographs should be at least 25% different in size from the original.

### **Article 5: Judging of Exhibits**

5.2 For Aerophilatelic exhibits, the following relative terms are presented to lead the Jury to a balanced evaluation:

Treatment and Philatelic Importance		30
Treatment	20	
Philatelic Importance	10	
Philatelic and related Knowledge		
Personal Study and Research		35
Condition and Rarity		30
Condition	10	
Rarity	20	
Presentation		5
		—
Total		100

### **Article 6: Concluding Provisions**

6.1 In the event of a conflict of provisions, the order of authority shall be, from high to low:

- GREV                      General Regulations for the Evaluation of Competitive Exhibits at F.I.P. Exhibitions
- SREV                      Special Regulations for the Evaluation of Aerophilatelic Exhibits at F.I.P. Exhibitions
- Guidelines              for Judging Aerophilatelic Exhibits.

These Guidelines rate below all decisions made by the F.I.P. Congress.

6.2 These Guidelines are based on the revised SREV for Aerophilately, approved at the 61st Congress at Granada, Spain on 4th May 1992, and are effective for exhibitions after 1st January 1995, when the revised GREV and SREV are implemented.

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