

FIRST "AERIAL POST," ALLAHABAD, FEBRUARY 18, 1911.



H. Pequet

*W. Windham
Founder of Aerial Post:*

18.02.1911, Pictorial Postcard flown on the world's first Airmail (Allahabad - Naini), depicts Pilot Henri Pequet and his biplane. Signed by the Pilot Pequet along with Walter Windham founder of the First Aerial Post (only known).

15.02.2025 - 23.02.2025

AMSIPEX-25



1st International Virtual Aero & Astro-philatelic Exhibition

Organised by Air Mail Society India Foundation

Exhibition Souvenir

Patronage



International Federation of
Aero- and Astrophilatelic Societies



Philatelic Congress of India

Jointly Sponsored by



American Air Mail Society



Royal Belgian Philatelic Society

AMSIPEX-25 Exhibition Souvenir

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Editorial Team: Piyush Khaitan, Dharmdev Maurya

Souvenir: Official Exhibition Souvenir for Amsipex-25 by Air Mail Society India Foundation (AMSI)

About Air Mail Society of India Foundation (AMSI): Preserving the Legacy of Indian Air Mail: Connecting History, Philately and Passion. AMSI is dedicated to promoting aerophilately and astrophilately by fostering research, providing comprehensive support, and passionately preserving the rich legacy of Indian Air Mail through education and community engagement.

The Air Mail Society India Foundation (AMSI), established in January 2024, is a young organisation dedicated to the study and collecting of Indian Air Mails. AMSI connects enthusiasts, collectors and researchers from around the world who are interested in the rich history and cultural importance of Indian Air Mail. AMSI aspires to become a world-class aerophilatelic organisation.

AMSIPEX-25 is the First International Virtual Aero and Astro-Philatelic Exhibition organised by the AMSI between 15th - 23rd Feb. 2025. The Exhibits are hosted on <https://www.amsipex.com/>

Acknowledgements: For granting permission to reproduce the articles (**refer index**) in the Exhibition Souvenir, AMSI would like to acknowledge **Guy Thomas** (Stamp Magazine), **Dean Shepherd** (Gibbons Stamp Monthly) and **Ari Muhonen** (London Philatelist).

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Air Mail Society India Foundation (AMSI)

AMSIPEX-25



**1st International Virtual
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American Air Mail Society

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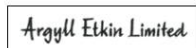
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Exhibits Categories

- ✓ **Competitive Class:**
 - 5 & 8 frame exhibits
 - 1-frame exhibits
- ✓ **Youth Collectors:**
Three age categories
- ✓ **Novice Exhibitors:**
1, 3, or 5-frame exhibits
- ✓ **Literature Class**

Exhibits Summary

- Court of Honour**
3 Exhibits & 21 Frames
- Invitee Class**
17 Exhibits & 70 Frames
- Competitive Class**
61 Exhibits & 175 Frames
- Literature Class**
16 entries

15 Feb. 2025
Exhibits will be live on
website for public viewing

18 Feb. 2025
AMSIPEX-25 Results

18 Feb. 2025
World Air Mail Day
Celebration webinar
16:00 IST onwards

19 & 20 Feb. 2025
Exhibits Feedback
Session

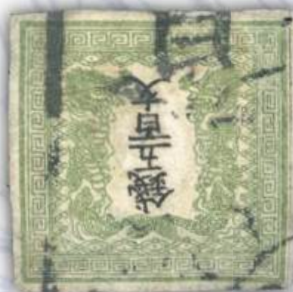
To get all the information about the exhibition
Please visit www.amsipex.com



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FOREWORD



Pragya Kothari FRPSL
Editor
Exhibition Souvenir, AMSIPEX-25

I am delighted to present the Exhibition Souvenir of AMSIPEX 2025, the first virtual Aero and Astro-philatelic exhibition hosted under the auspices of the Air Mail Society of India Foundation (AMSI). This souvenir serves as a gateway to the exhibition, offering insights into its key aspects.

The souvenir is structured into three sections: Exhibition, Articles, and Resources. The first section, *Exhibition*, provides comprehensive details about the event and highlights the significance of World Airmail Day, celebrated annually on February 18th. It also features the achievements of our inaugural *Hall of Achievement* awardee, **Mr. Roland M. Lee**. Additionally, this section includes the Jury Report, results, and a list of special prize winners. Readers will especially enjoy an engaging Q&A session with AMSIPEX-25 Convenor, Mr. Piyush Khaitan FRPSL.

The second section, *Articles*, showcases scholarly contributions from esteemed aero-philatelists worldwide. Covering a broad spectrum of aero-philately research—including trial flights, postal history, stamps, rates and routes, crash mail, and postal stationery—this section is a treasure trove of knowledge. I extend my heartfelt gratitude to the contributors who generously shared their research: **Ken Harman, Peter Jennings, Uttam Reddy, Derek Connell, Pradip Jain, Laurence Kimpton, Douglas Muir, Dipak and Markand Dave, Cheryl Ganz, Anthony S. Bard, Max Smith, Sandeep Jaiswal, and Piyush Khaitan**.

The final section, *Resources*, presents essential exhibiting and judging regulations from the Fédération Internationale de Philatélie (FIP) relevant to Aero-philately, Astro-Philately, One Frame, and Literature categories—an invaluable reference for exhibitors.

The AMSI team has worked tirelessly to bring this specialised virtual exhibition to life. In an era where logistical challenges often hinder physical exhibitions, virtual platforms like AMSIPEX 2025 offer numerous advantages, making it accessible to enthusiasts worldwide. Specialised exhibitions allow for curated displays, offering visitors the convenience of exploring exhibits from the comfort of their homes. Interactive elements, such as webinars and online jury critique sessions, provide invaluable opportunities for collectors to engage with experts, refine their collections, and enhance their knowledge.

This initiative is just the beginning. We are committed to further innovation in virtual exhibitions, fostering global connections on this significant occasion of World Airmail Day. Until next time—stay inspired and keep collecting!

Best Wishes,
Pragya Jain FRPSL

MESSAGE



Piyush Khaitan FRPSL, FPCI.

Convenor, AMSIPEX-25
Chairman, Air Mail Society India Foundation

It is with great pleasure that I introduce AMSIPEX-25, the first International Virtual Aerophilatelic & Astrophilatelic Exhibition.

Air Mail revolutionised global communication by dramatically reducing the time it took for mail to travel across countries and continents, bringing nations closer together. It was undoubtedly one of the greatest innovations of the 20th century, reshaping the way the world connected. The rapid advancements in aircraft, airfields, and civil aviation were driven by the skyrocketing demand for Air Mail. As a result, it is only natural that the community of passionate Aerophilatelists continues to flourish.

As our world expands beyond Earth, space exploration is no longer a far-off dream. Astrophilately is gaining momentum as a growing passion, especially among the younger generation.

Recognising the importance of celebrating both Aerophilately and Astrophilately, the Air Mail Society India Foundation decided to organise this exhibition. Just as Air Mail once brought the world together, we hope AMSIPEX-25 will unite Aerophilatelists and Astrophilatelists from around the globe.

This is our inaugural attempt, and I am truly humbled by the support we have received. A heartfelt thank you to our Patrons, Commercial Sponsors, Joint Sponsors, Jury, and the Organising Committee. With 81 exhibits from 16 countries, spanning 266 frames and 16 literature class entries, the exhibition is a testament to the global enthusiasm for these fields.

Thank you to all the participants, and we look forward to continuing to collaborate on future events together.

With my very best wishes,

Piyush 'PK' Khaitan

MESSAGE



International Federation of
Aero- and Astrophilatelic Societies

Johannes E. Palmer

President

Fédération Internationale des Sociétés Aéro- et
Astrophilatéliques

Dear Exhibition Visitors,

Welcome to the fascinating world of aero-philately - the art of collecting and preserving the history of airmail. This exhibition invites you to discover the milestones of aviation history through unique stamps and postal documents. Each collection tells a story of pioneering spirit, thirst for discovery and technological progress that have shaped our modern understanding of communication and mobility.

Let yourself be inspired by the diversity and beauty of the exhibits and experience the connection between art, technology and history in a very special way. May this visit not only expand your knowledge, but also ignite your passion for airmail collecting.

Have fun discovering and marvelling!

Best wishes

Johannes E. Palmer

MESSAGE



Philatelic Congress of India

Virendra Sharma

Philatelic Congress of India (PCI) Co-ordinator
For AMSIPEX-25

India holds a special place in the history of global airmail, being the birthplace of this revolutionary mode of postal communication. The **world's first official airmail flight by airplane** took place on **February 18, 1911, in India**, marking a milestone in the entire postal world. As we commemorate **World Air Mail Day**, AMSI takes pride in leading this global recognition through **AMSIPEX-25**, the first **International Virtual Aero & Astrophilatelic Exhibition**. This event not only pays tribute to India's rich airmail heritage but also fosters international philatelic collaboration and inspires collectors worldwide.

With around **250 exhibition frames** and global participation, AMSIPEX-25 showcases rare and historic airmail artefacts, including remarkable postal stationery from **World War II**—a testament to the resilience and evolution of airmail services. Although India's first postal stationery was introduced in May 1930 as an 8 anna envelope, collectors continue to seek **rare airmail postal stationery**, particularly which were delivered at **Base Air Post Depots**, which remain scarce today.

The **Philatelic Congress of India (PCI)**, the **National Philatelic Federation** has been instrumental in advancing Philately in India, actively supporting exhibitions, jury training programs, workshops, and the overall development of the Philatelic community.

On behalf of **PCI**, I would like to congratulate the **AMSIPEX organising committee** for their dedication and hard work in making AMSIPEX-25 a success.

As we celebrate World Air Mail Day through AMSIPEX-25, we extend our heartfelt wishes for its immense success and the continued growth of aerophilately across the globe.
Long live the spirit of philately!

Virendra Sharma

MESSAGE



American Air Mail Society

David S. Ball

President
American Air Mail Society

India has played a pivotal role in shaping the world for the better. At Allahabad, a brief 13-minute flight across the River Yamuna to Naini Junction marked the beginning of Airmail, forever changing the way the world communicated. What once seemed like a revolutionary concept has now become an integral part of global correspondence, with Airmail being commonplace in everyday life.

A few years later, in the same city of Allahabad, Mahatma Gandhi, the Father of the Nation, introduced the world to the power of nonviolent resistance as a means to free India from British colonial rule. This philosophy of nonviolence, or *satyagraha*, has since been embraced and successfully applied in numerous struggles for justice and peace worldwide, becoming a beacon of hope and a model for peaceful protest.

On the occasion of World Air Mail Day, the American Air Mail Society extends its heartfelt congratulations to the Air Mail Society India Foundation for organising the successful AMSIPEX-25. This event not only celebrates the history and future of Airmail but also serves as a reminder of the power of letters to connect souls and the way Airmail unites people across vast distances. Just as Airmail once bridged the gap between distant lands, it continues to foster a sense of global unity, bringing the world closer together with each letter sent.

David S. Ball

MESSAGE



Royal Belgian Philatelic Society

Dr. Stefan Bruylants, MD

President, Royal Belgian Astrophilatelic Society
Cosmos

Is a virtual stamp exhibition even possible?

Yes, it absolutely is!

Today, you'll witness the proof of this at AMSIPEX 2025, a fully digital exhibition showcasing 63 collections of aero-philately and astro-philately, with international participation.

In recent years, both of these disciplines have been overlooked at international exhibitions, much to the disappointment of passionate philatelists. Thanks to the vision of Mr. Piyush Khaitan and the support of the Indian Air Mail Society, the Fédération Internationale des Sociétés Aérophilatéliques, the American Air Mail Society, and our own RBAS Cosmos, this event has grown into a remarkable international exhibition.

Though our club in Belgium is relatively small, we are proud to have been invited as a Joint Sponsor to support and promote this event to the fullest. We're also excited to have three beautiful collections from our members featured in the exhibition.

We're already looking forward to the next edition of AMSIPEX.
Best of luck for the future!

Dr. Stefan Bruylants MD

AMSIPEX-25 ~ IMPORTANT DATES

Date	Particulars
18-Jul-2024	<i>AMSIPEX-25 Announcement.</i>
19-Jul-2024	<i>American Air Mail Society (AAMS) - Joint Sponsorship Confirmed.</i>
19-Jul-2024	<i>Philatelic Congress of India (PCI) - Patronage confirmation.</i>
21-Jul-2024	<i>AMSIPEX-25 website www.amsipex.com goes live.</i>
05-Aug-2024	<i>Royal Belgian Astrophilatelic Society COSMOS (RBPS) - Joint Sponsorship Confirmed.</i>
28-Aug-2024	<i>Exhibit Regulations (IREX) published.</i>
10-Sep-2024	<i>Online Entry Form published</i>
17-Sep-2024	<i>International Federation of Aero- and Astrophilatelic Societies (F.I.S.A.) - Patronage confirmation.</i>
19-Sep-2024	<i>AMSIPEX-25 - Silver Sponsor - Argyll Etkin Limited</i>
3-Oct-2024	<i>AMSIPEX-25 - Gold Sponsor - David Feldman</i>
13-Oct-2024	<i>AMSIPEX-25 Regulations (IREX) updated. Medals will also be awarded to all eligible Single Frame exhibits.</i>
16-Oct-2024	<i>AMSIPEX-25 - Gold Sponsor - Robert A. Siegel</i>
25-Dec-2024	<i>Revised Last Date for submission of entry forms.</i>
15-Jan-2025	<i>Last date to Upload Exhibits + Revised Title Page + Synopsis</i>
15-Feb-2025	<i>AMSIPEX-25 Start date</i>
18-Feb-2025	<i>World Air Mail Day celebration + Webinar</i>
18-Feb-2025	<i>Announcement of Results</i>
19-Feb-2025	<i>Jury Feedback Session - Day 1</i>
20-Feb-2025	<i>Jury Feedback Session - Day 2</i>
23-Feb-2025	<i>AMSIPEX-25 End date</i>

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INDIA POST CARD

THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE.



*To the Hon. Secy
The Government
of the Province
in Lucknow*

World Airmail Day & Its Significance

India, as the birthplace of air mail, holds a unique opportunity to spearhead global recognition of World Air Mail Day. Through its inaugural virtual exhibition, AMSIPEX-25, AMSI aims to celebrate India's rich air mail heritage, promote international philatelic collaboration, and inspire worldwide appreciation of World Air Mail Day.



Souvenir Sheet issued by India Post to commemorate the centenary of World's First Aerial Post (18.02.2011)

History

India holds a distinguished place in the history of air mail. The world's first officially sanctioned air mail flight took place in India on February 18, 1911, when French pilot Henri Pequet transported approximately 6,500 postal articles from Allahabad (now Prayagraj) to Naini aboard a Humber-Sommers biplane.

This landmark event transformed global communication, showcasing air mail's potential to accelerate postal services and bridge vast distances. News of the flight quickly spread worldwide, prompting nations such as Britain, Germany, France, and the United States to organise similar endeavours. The rapid evolution of aircraft design and technology soon followed, leading to the development of larger, faster, and more reliable aircraft. These advancements paved the way for the rise of civil aviation and the expansion of passenger travel throughout the 20th century.

World Air Mail Day

Despite air mail's significant role in revolutionising communication and transportation, World Air Mail Day remains unrecognised on a global scale. It is only fitting that India takes the lead in commemorating this historic milestone. AMSI is actively working to establish World Air Mail Day as an internationally recognised event, celebrated annually on February 18. Our outreach efforts to philatelic societies worldwide have received an encouraging response.

AMSIPEX-25 serves as the perfect platform to launch this initiative. By championing World Air Mail Day, India will inspire other nations to acknowledge its pioneering contributions to global communication and trade. As one of the fastest-growing civil aviation markets, India's historic achievements in aviation deserve global recognition.



Pragy Jain

**Pragy Jain [Pragy] speaks with Piyush Khaitan [PK],
Founder & Chairman of the Air Mail Society India
Foundation and Convenor of AMSIEPX-25**



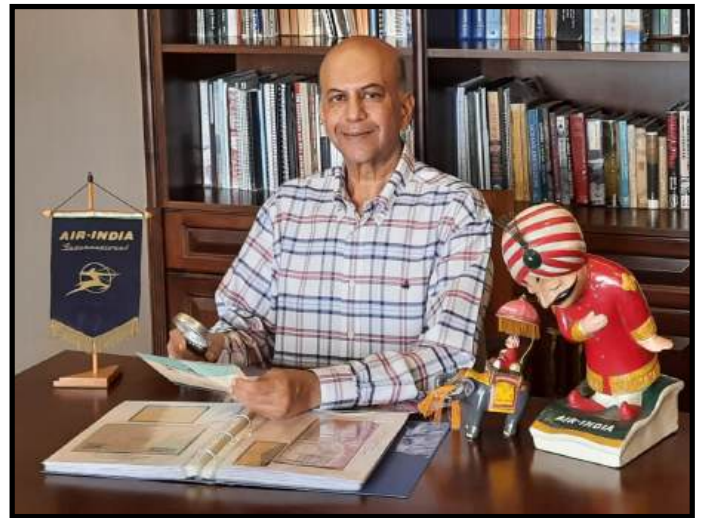
Piyush Khaitan

[Pragy] Mr Khaitan, I'd like to start with asking you about Air Mails; when did you start collecting and why do you find these so interesting.

[PK] I've been collecting Indian air mails for over 20 years now. I started collecting Air India memorabilia about 25 years ago. Air India was the world's finest airline from the 1960s to the 1980s. The Air India Art studio was a mix of genius and madness. The various depictions of the Maharaja are unique in terms of the panache and humour he exemplified. This is unparalleled not only in global aviation but also in any other commercial enterprise.



J.R.D. Tata signed First Flight cover of Tata Sons Ltd.
15 Oct 32 from Karachi to Bombay



Piyush Khaitan started his collecting journey with
Air-India memorabilia around 20 years ago

I thus got drawn to Air India flight covers and from there into the world of Indian Air Mails. I was fortunate to have come into contact with some leading professional philatelists like Ashish Talwar, Markand Dave & Madhukar Jhingan who helped me get started pointing me to useful literature and guided me on how to build a collection during these years.



Cover recovered from IC-605 Indian Airlines Airbus A320
Crash at Bangalore on 14th February 1990.



Newspaper headlines about the crash.

What I find fascinating about Indian Air Mails is the multi-dimensional ways you can study and build a collection. First Flight covers are just one aspect. Studying Routes and Rates; Ancillary Markings; Underpaid Airmails; Misdirected Mail; War Time Censorship; Airline and Airport Development; Crash Mail are among the aspects I have studied and built a reasonable collection. Each of these is a subject one can spend a lifetime learning; there is just so much history and material to study and collect.

[Pragya] Tell us about the Airmail Society India Foundation (AMSI). What prompted you to set it up and what have you achieved so far.

[PK] The first airmail society in India was set up in the mid 1920s in Calcutta, 100 years ago. The Aerophilatelic Society of India kept air mail collectors informed through meetings, exhibitions, journals and other publications for many years. Over time, it seems to have disappeared. In the 1970's the Indian Air Mail Society was quite active and held exhibitions and brought out special covers etc. However in the 20 odd years since I have been collecting, there has been no Indian club or group of collectors meeting on a formal basis. I thought that it would be a good idea to launch a club to for like-minded collectors and the AMSI was born.



We have 62 members and are fortunate to be granted associate membership by the PCI and admitted as a member of F.I.S.A., the worldwide Federation of Aerophilatelic and Astrophilatelic Societies.

The IAMS has an active WhatsApp group where members post questions and share information about Indian Air Mails. We also have a YouTube channel called Hawa Sae (By Air) where already have over a dozen videos available. We celebrate special occasions by launching special covers and cancellations and are today launching our 4th special cover in the last one year.

[Pragya] You are celebrating World Air Mail Day today, something that was long overdue. How did this come about and what is the significance?

[PK] The world 1st official air mail flight happened at Allahabad (now Prayagraj) in India on 18th February 1911. This day needs to be recognised and celebrated. Air mail was a communications revolution that brought the world closer together, shrunk geographies and reduced time lag in delivery of mail. It was suddenly possible to send a letter to distant parts of the world and get a reply within the same week, something impossible until the advent of air mail.



Obverse of the
AMSIPEX-25 Medal

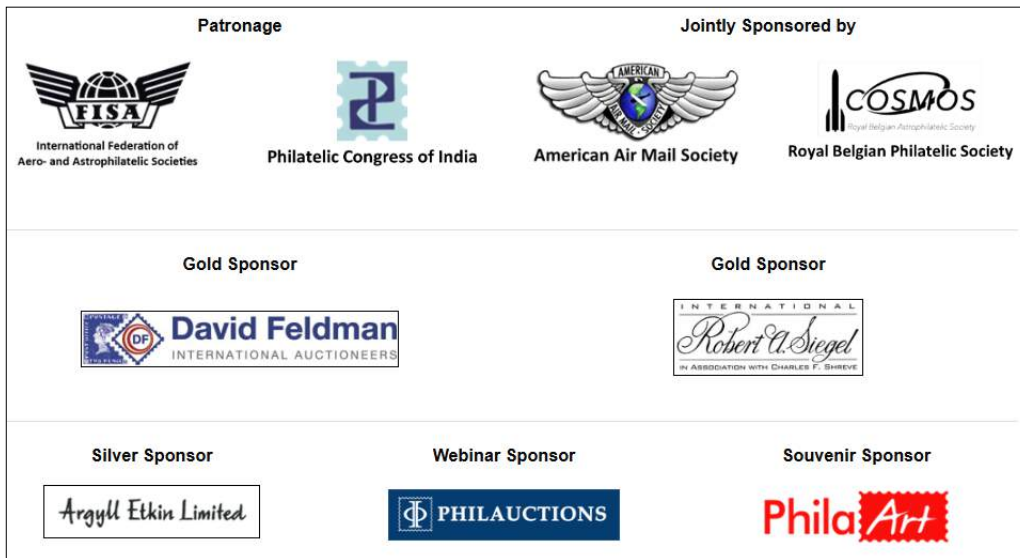


Picture Postcard flown on the 1911 First Aerial Post at Allahabad,
signed by Pequet and Windham - Only Known.

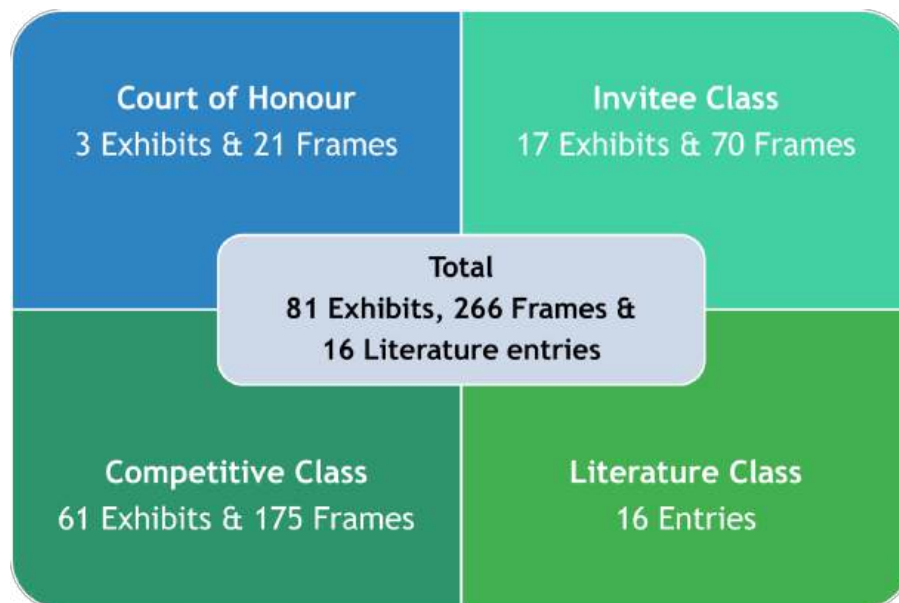
Just like air mail brought the world closer, we hope that World Air Mail Day brings collectors across the world closer. We encourage all air mail societies and collectors across the world to celebrate this day each year in their own way, jointly and individually.

[Pragya] AMSIPEX-25 sounds like a very ambitious venture. What is it all about?

[PK] AMSIPEX-25 which started on 15 February is the First International Virtual Aerophilatelic and Astrophilatelic Exhibition. We have received patronage from F.I.S.A. and the Philatelic Congress of India, joint sponsorship from the American Air Mail Society and the Royal Belgian Astrophilatelic Society, Cosmos. We also have 5 world class commercial sponsors.



AMSIPEX-25 hosts exhibits from almost 81 different exhibitors from 16 countries and over 266 frames off Aero and Astrophilatelic material and 16 Literature Class entries. Some innovations in AMSIPEX-25 are a Novice Class for first time and unqualified exhibitors, and a decision to award medals to One Frame Exhibits.



We are also fortunate to have a world class jury and 3 exhibits in our Court of Honour as well as about 17 different Jury and Invitee Class exhibits. We are also using this occasion to announce the first recipient of our Lifetime Achievement Award and induct him to our Hall of Fame. We're launching a Souvenir Book with articles covering a broad spectrum of Indian Air Mail, and a special cover on this day. We are rounding off this celebration by hosting a six hour long marathon webinar with expert international speakers.

It's certainly an ambitious first attempt for somebody who's never done anything like this before. The response from across the globe has been overwhelming, and I'm fortunate to have an Organising Committee of ten very dedicated volunteers who have put this together. We hope to host AMSIPEX as an annual event and celebrate World Air Mail day in a fitting manner each year.

[Pragya] Very exciting, and all the very best for your endeavors. I am happy to be a member of the AMSI and the Organising Committee for AMSIPEX-25.

[PK] Thank you for your support.



AMSIPLEX-25 - Webinar

18 February, 2025, World Air Mail Day

6 Speakers &

5 hours of Non Stop fun on Aero & Astro Philately



Terry Hare Walker
Imperial Airways Route to India 1927-29



Markand Dave FRPSL
Indian Rocket Mails during WWII Period



Pradip Jain RDP FRPSL
By the First Aerial Post of the World 18th Feb 1911

	India  IST	Central Europe  CET	UK  GMT	USA  Eastern
Inauguration	16.30 - 17.00	12.00 - 12.30	11.00 - 11.30	06.00 - 06.30
Terry Hare Walker Imperial Airways Route to India 1927-29	17.00 - 17.40	12.30 - 13.10	11.30 - 12.10	06.30 - 07.10
Markand Dave FRPSL Indian Rocket Mails during WWII Period	17.40 - 18.20	13.10 - 13.50	12.10 - 12.50	07.10 - 07.50
Break	18.20 - 18.40	13.50 - 14.10	12.50 - 13.10	07.50 - 08.10
Pradip Jain RDP FRPSL By the First Aerial Post of the World 18th Feb 1911	18.40 - 19.20	14.10 - 14.50	13.10 - 13.50	08.10 - 08.50
David S Ball Pushing the Envelope	19.20 - 20.00	14.50 - 15.30	13.50 - 14.30	08.50 - 09.30
Break	20.00 - 20.20	15.30 - 15.50	14.30 - 14.50	09.30 - 09.50
Cheryl Ganz RDP FRPSL The Basel Zeppelin Post Exchange Office	20.20 - 21.00	15.50 - 16.30	14.50 - 15.30	09.50 - 10.30
Ken Sanford Air Crashes of Imperial Airways	21.00 - 21.40	16.30 - 17.10	15.30 - 16.10	10.30 - 11.10



David S Ball
Pushing the Envelope



Cheryl Ganz RDP FRPSL
The Basel Zeppelin Post Exchange Office



Ken Sanford
Air Crashes of Imperial Airways



Zoom link will be shared shortly



World Air Mail Day Webinar 18 Feb. 2025 - Schedule

Fellowship

Start Time: 16:00 (IST), 11:30 (CET), 10:30 (GMT) & 05:30 (ET)

Inauguration

Start Time: 16:30 (IST), 12:00 (CET), 11:00 (GMT) & 06:00 (ET)

Welcome Address

Special Cover release

Souvenir Book release

Jury Report

Announcement of Exhibition Results

Special Prizes

AMSI Chairman's address

Hall of fame and Lifetime Achievement Award

Vote of Thanks

Talk 1 - Imperial Airways Route to India 1927-29 - By Terry Hare-Walker

Start Time: 17:00 (IST), 12:30 (CET), 11:30 (GMT) & 06:30 (ET)

Talk 2 - Indian Rocket Mails during WWII Period by Markand Dave

Start Time: 17:40 (IST), 13:10 (CET), 12:10 (GMT) & 07:10 (ET)

Talk 3 - By the First Aerial Post of the World. 18th Feb 1911 by Pradip Jain

Start Time: 18:40 (IST), 14:10 (CET), 13:10 (GMT) & 08:10 (ET)

Talk 4 - Pushing the Envelope by David S. Ball

Start Time: 19:20 (IST), 14:50 (CET), 13:50 (GMT) & 08:50 (ET)

Talk 5 - The Basel Zeppelin Post Exchange Office by Cheryl Ganz

Start Time: 20:20 (IST), 15:50 (CET), 14:50 (GMT) & 09:50 (ET)

Talk 6 - Air Crashes of Imperial Airways by Ken Sanford

Start Time: 21:00 (IST), 16:30 (CET), 15:30 (GMT) & 10:30 (ET)

Zoom Details

Meeting ID: 943 4063 8575

Passcode: 026815

Meeting link: <https://tinyurl.com/18-Feb-Webinar-Zoom-Link>



Scan QR code
to join meeting

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Aerophilately
Australia
Jury Chair



Mr. David S. Ball
Aero- & Astrophilately
USA



Mr. Charles Bromser
Astrophilately
Australia



Mr. Stefan Bruylants
Astrophilately
Belgium



Mr. Madhukar Deogwanka
Aerophilately
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AMSIPEX-25 1st INTERNATIONAL VIRTUAL AEROPHILATELIC & ASTROPHILATELIC EXHIBITION INDIVIDUAL REGULATIONS (IREX)

This IREX is subject to change – please check the latest version on www.amsipex.com periodically

IREX Revision timeline	
Date	Revised Content with IREX Clause Number
10-Oct-2024	10.1. The exhibits must be uploaded in PDF format as a single file in case of single-frame exhibits or Framewise PDF in case of Multi-frame exhibits.
10-Oct-2024	11.7. All exhibits, including One Frame Exhibits receiving between 55-100 marks will also be awarded a medal.
28-Oct-2024	10.3. Exhibitors in Class 6 (eBook /Physical Copy) must send one copy of each title or volume, which will not be returned, to the Organizing Committee as to reach no later than 15 January 2025.
10-Nov-2024	9.1. Each online frame is of sixteen sheets of A4 size (210x297mm) pages or eight sheets of A3 size (420x297mm) pages or combination of A4 & A3 pages and Twelve sheets of 3rd size (310x297mm). However, the height of each sheet must not exceed 297mm.
23-Nov-2024	5.5. Completed entry forms must be uploaded online no later than 25 December 2024 (Extended date).

1. ORGANIZATION

- 1.1. AMSIPEX-25 1st International Virtual Aerophilatelic & Astrophilatelic Exhibition is being organized to celebrate World Air Mail Day - 18th February.
- 1.2. AMSIPEX-25 is organized by the Air Mail Society of India Foundation (AMSI).
- 1.3. AMSIPEX-25 will take place from 15-23 February 2025.
- 1.4. AMSIPEX-25 is held under the Patronage of the Philatelic Congress of India (PCI) & as a member society of the Fédération Internationale des Sociétés Aéro- et Astrophilatéliques (FISA).
- 1.5. AMSIPEX-25 is jointly sponsored by the American Air Mail Society and the Royal Belgian Astrophilatelic Society - Cosmos.

2. REGULATIONS

The exhibition is governed by:

2.1 The FIP Guidelines for Judging Aerophilatelic Exhibits and the FIP Guidelines for Judging Astrophilatelic Exhibits.

2.2 These Individual Regulations (IREX)

All regulations are available on the exhibition website <https://www.amsipex.com/regulations.html>

3. CLASSIFICATION OF EXHIBITS

3.1 Group I Non-Competitive Class (By Invitation)

- A) Court of Honour
- B) Official Class
- C) Jury Collections
- D) Other Non-Competitive Entries

3.2 Group II Competitive Classes

Class 3.2.1. Aerophilately

3.2.1.1. Development and Operation of Airmail Services (5 or 8 frames)

3.2.1.2. Airmail stamps and their use in Airmail Service (5 or 8 frames)

Class 3.2.2. Astrophilately (5 or 8 frames)

Class 3.2.3. Youth (As of January 01, 2025) – Aerophilately & Astrophilately related

3.2.3.1 Collectors aged 10-15 years (1-3 frames)

3.2.3.2 Collectors aged 16-18 years (2-4 frames)

3.2.3.3 Collectors aged 19-21 years (3-5 frames)

Class 3.2.4. Novice – Aerophilately & Astrophilately related (1,3 or 5 frames)

Class 3.2.5. One Frame exhibits – Aerophilately & Astrophilately related (1 frame)

Class 3.2.6. Philatelic Literature

3.2.6.1. Aero and Astro philatelic Monographs (published maximum 5 years prior to 2025)

3.2.6.2. Aero and Astro philatelic Periodicals (published maximum 2 years prior to 2025)

3.2.6.3. Aero and Astro philatelic Web Sites

4. CONDITIONS FOR PARTICIPATION

4.1. Participation is open to exhibitors who are members of philatelic societies affiliated to the FIP Member Federations or FISA Member Federations.

4.2. For Exhibits in the Classes 3.2.1, 3.2.2, 3.2.3.2, and 3.2.3.3 and 3.2.5 the required minimum qualification is 75 points or Vermeil medal at national or 70 points or Large Silver medal at an international within the last five years.

4.3. For Exhibits in Class 3.2.3.1, the required qualification is 70 points or Large Silver medal at national exhibition or 65 points or Silver medal at an international within the last five years.

4.4. For Exhibits in Class 3.2.4 and 3.2.6, there is no pre-qualification required.

4.5. All qualifying awards must have been recognized by the National FIP/FEPA/FIAP/FIAF/FISA member or by FIP in case of international exhibitions.

4.6. Exhibits that have been awarded large gold medal or Grand Prix at a FIP/FEPA/FIAP/FIAF Patronage Exhibitions cannot be exhibited in any competitive class.

4.7. The exhibitor must be the owner of the exhibit displayed.

4.8. Exhibitors may display their exhibit under a pseudonym, provided their name and membership in any appropriate philatelic society is made known to the Organizing Committee.

4.9. Entries in the Non-Competitive classes shall be by special invitation at the discretion of the Organizing Committee.

5. CONDITIONS OF ENTRY

5.1. Application is through the online entry form on the website. On completion of the form, each exhibitor will receive an email with an exhibit reference code (e.g. A001) which they will need to use in the subject of all email correspondence. Exhibitors will also need to upload an introductory title page (mandatory) in one of the FIP languages; English, French, German or Spanish. A synopsis of up to two A4 pages (single-sided) may also be uploaded (optional, but highly recommended).

5.2. The exhibitor may revise the title and introductory page after having the exhibit accepted, but the concept of the exhibit cannot be changed. A revised introductory title page and/or synopsis may be uploaded on the exhibition portal no later than 15 January 2025.

5.3. The entry form must be duly completed in English.

5.4. A separate entry form is required for each exhibit.

5.5. Completed entry forms must be uploaded online no later than 25 November 2024.

5.6. The Organising Committee reserves the right to refuse to accept any application in whole or in part without assigning any reason for rejection.

6. NOTIFICATION OF ACCEPTANCE

6.1. Notification of application acceptance or non-acceptance by the Organizing Committee, together with the number of frames allocated to each accepted exhibit, will be sent to the exhibitors when frame allocations have been made. The Organising Committee will scrutinise applications on an ongoing basis and notify discrepancies to applicants at an early date. However, it is anticipated that all such notification will be made before 31 December 2024.

6.2. The decision of the Organizing Committee on acceptance of exhibits is final.

7. FRAME ALLOCATION

7.1. In Classes 3.2.1 and 3.2.2 Exhibits are allocated:

a) 5 frames for the exhibits which have previously received less than 85 points at a recognized national or less than 80 points at a higher level (International or Regional) exhibition.

b) 8 frames for the exhibits that have Exhibits which have previously received at least 85 points at a recognized national or 80 points at higher level (International or Regional) exhibitions.

c) 1 frame for applications of Single Frame exhibits

7.2. In Classes 3.2.3 and 3.2.4 the Exhibits are allocated the 1-5 frames as per application as relevant and described in Clause 3 – Classification of Exhibits.

7.3. If an exhibit eligible for 8 frames, but material is not available for showing 8 frames, the exhibit can continue to be shown in 5 frames.

8. ENTRY FEES

8.1. The entry fee in the Competitive Classes is INR 2,000 per frame for multiple frame exhibits for Indian Exhibitors and US\$ 25 for International Exhibitors.

8.2. The entry fee in the Competitive Classes is INR 3,000 per frame for single-frame exhibits (Class 3.2.5) for Indian Exhibitors and US\$ 35 for International Exhibitors.

8.3. The entry fee in the Literature Class is INR 3,000 (US\$35)

8.4. Youth Class Entries will be at Rs. 1,000 (US\$12) per frame for multiple-frame exhibits and Rs. 2,000 (\$25) for single-frame exhibits.

8.5. Members of the Air Mail Society India Foundation (AMSI) will enjoy a discount of Rs. 2,000 (\$25) per entry except for Single Frame, Literature Class, and Youth Class exhibit entries.

8.6. Entry fees are not refundable

8.7. The entry fee is required to be paid along with the entry.

9. EXHIBIT PRESENTATION

9.1. Each online frame is of sixteen sheets of A4 size pages or the equivalent in double pages or combination of single & double pages. However, the height of each sheet must not exceed 29.7cm.

9.2. Stamps, and other philatelic items may not be used more than once in an exhibit.

9.3. Copied material (Photostats, scans or photographs) used in exhibits must be clearly labelled as such.

9.4. No stamp, and other philatelic items can be enhanced, or in any manner altered or resized by using software or any other method. If such an activity is detected then the exhibit will not be adjudged.

10. DELIVERY OF EXHIBITS

10.1. The exhibits must be uploaded in PDF format as a single file in case of single-frame exhibits or Framewise PDF in case of Multi-frame exhibits.

10.2. The exhibit must be uploaded on the Exhibition Portal.

10.3. Exhibitors in Class 6 must send one copy of each title or volume, which will not be returned, to the Organizing Committee as to reach no later than 15 January 2025.

11. JUDGING OF EXHIBITS AND AWARDS

11.1. Exhibits in the Competitive Classes will be judged and awarded prizes by the international jury.

11.2. The Jury may call on any person as a consultant for the Jury.

11.3. Should the Jurors require to have a physical view of any item as shown on a scanned page, then the Jury reserves the right to have the original item examined for authenticity. The Exhibitor should make the item available for viewing prior to the jury pronouncement.

11.4. The awards for entries falling under Class 3.2.1 & 3.2.2 are as follows:

- 1) Large Gold medal – 90 marks and above
- 2) Gold medal - 85-89 marks
- 3) Large Vermeil medal - 80-84 marks
- 4) Vermeil medal - 75-79 marks
- 5) Large Silver medal - 70-74 marks
- 6) Silver medal - 65-69 marks
- 7) Silver Bronze medal - 60-64 marks
- 8) Bronze medal - 55-59 marks

11.5. The Best-in-Class Award, one for each class will also be awarded.

11.6. All entries will be awarded with appropriate Certificates.

11.7. All exhibits, including One Frame Exhibits receiving between 55-100 marks will also be awarded a medal.

11.8. A Certificate of Participation will be given to exhibits attaining less than 55 marks.

11.9. The Organizing Committee may place Special Prizes to be awarded at the discretion of the Jury Team.

11.10. The deliberations of the jury are confidential and its decisions, once announced, shall be final and irrevocable.

12. LIABILITY

12.1. The Organizing Committee, the Jury, the voluntary personnel, and employees accept no liability for any loss or injury suffered by exhibitors or members of the public arising directly or indirectly from any cause whatsoever related to the exhibition.

12.2. The Organizing Committee cannot prevent copying or downloading of exhibit images as the images of exhibits will be displayed on a public website.

12.3. The laws of the India shall govern interpretation of these regulations, and any legal cases arising shall be settled within the jurisdiction of the Courts of India in the city of Bengaluru.

13. AGREEMENT TO REGULATIONS

13.1. The submission of an application form by an exhibitor on the Entry Form shall be deemed as a sign of acceptance of these regulations defined in Article 2.

14. AMENDMENT OF REGULATIONS

14.1. The Organising Committee reserves the right to amend these Regulations at any time, if necessary without prior notification. The updated regulations will be available on www.amsipex.com

15. CONTACT ADDRESSES

The Organizing Committee
c/o Mr. Piyush Khaitan, Convenor AMSIPEX-25.
T4-182, Pebble Bay,
R.M.V. 2nd Stage,
Bengaluru – 560094, India,
Mobile. +91 97692 35565
Email: chairman@airmailsocietyindia.org



**Report of the Jury Chair
Inaugural AMSIPEX-25
1st International Virtual Aerophilately &
Astrophilately Exhibition**

*Presented by Glen Stafford
Jury Chairman, AMSIPEX-25 &
FIP Aerophilately Commission Chair*



The inaugural AMSIPEX-25 1st International Virtual Aerophilately and Astrophilately Exhibition was a prestigious National Exhibition, featuring both Aerophilately and Astrophilately FIP Classes.

The jury panel consisted of eight jurors, with the event led by Team Leaders Charles Bromser and myself (Glen Stafford). The teams and their respective responsibilities were as follows:

- **Team 1:** Led by Charles Bromser (Team Leader), with Stephen Bruylants and Walter Hopperweiser. This team was responsible for judging all Astrophilately entries, including both multi-frame and single-frame exhibits, as well as Novice and Youth entries (27 entries in total).
- **Team 2:** Led by myself (Glen Stafford, Team Leader), with David Ball, Madhukar Deogawanka, and George Lovei. This team focused on evaluating all Aerophilately entries, both multi-frame and single-frame exhibits (34 entries in total).
- **Team 3:** Led by Javaid Muhammad (Team Leader), this team was tasked with judging the Literature entries.

I would like to extend my sincere thanks to all members of the Jury for their professional conduct throughout the event. Special appreciation is also due to PK and Madhukar Jhingan for their invaluable support to the jury.

The judging process was conducted using Scoring Sheets, which were emailed to all jurors along with detailed instructions. The jurors reviewed the exhibit scans via the links provided in their judging spreadsheets. For the evaluation of each exhibit, we adhered to the FIP Special Regulations for the Evaluation of Competitive Exhibits (SREVs) for Aerophilately, Astrophilately, and Literature.

In total, there were 61 entries, comprising both multi-frame and single-frame exhibits, as well as 16 Literature entries. The overall standard of the exhibits was exceptional, with many achieving Gold and Large Gold medal levels.

I strongly encourage everyone to visit the official exhibition website at www.amsipex.com to explore the exhibits.

Finally, I would like to thank the Organizing Committee for their unwavering support and assistance, as well as the Exhibitors for entrusting us with the opportunity to judge their exceptional exhibits.

The judging process proceeded smoothly and professionally, and I am grateful for the collective effort involved in making this inaugural event a success.

Glen Stafford

Jury Chairman

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AMSIPEX-25

List of Exhibits Classwise (in alphabetical order by last name)

3.1 Group I Non-Competitive Class (By Invitation) - A) Court of Honour				
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames
NC021	Bartos, Alec	Romania	Space Stamp Design	5
NC018	Hopferwieser, Walter	Austria	Space Mail	8
NC018	Jain, Pradip	India	Indian Airmails Developments & Operations (1911-1942)	8

3.1 Group I Non-Competitive Class (By Invitation) - C) Jury Collections				
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames
NC003	Ball, David S	USA	Americans in Space: Projects Mercury, Gemini, and Apollo	8
NC004	Ball, David S	USA	Pushing the Envelope: Pioneer Rocket Mail 1928-1963	1
NC005	Ball, David S	USA	Lindbergh Flies the Mail: 1926-1931	5
NC019	Bromser, Charles	Australia	Australia in Space - The Story of the Woomera Rocket Range	1
NC001	Bruylants, Stefan	Belgium	The history and future of Chinese manned spaceflight	5
NC002	Bruylants, Stefan	Belgium	European Space Activities	5
NC006	Lövei, György	Hungary	Hungarian Air Mail to and from and via Hungary up to 31.12.1933	5
NC007	Stafford, Glen Melville	Australia	Nicaragua – Airmail Stamps 1929 - 1937	8

3.1 Group I Non-Competitive Class (By Invitation) - D) Other Non-Competitive Entries				
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames
NC017	Ranasaria, Sunil Kumar	India	British India Airmails (1911-1938)	5
NC022	Sharma, Virendra	India	British India Air Mail Postal Stationery	1
NC008	Khaitan, Piyush	India	O.A.T. and A.V.2 Markings on airmails connected with India (1935-1952)	5
NC010	Khaitan, Piyush	India	The 1948 Air-India International Flight to London - A Unique Event in World Philately	5
NC011	Khaitan, Piyush	India	Indian Crash Air Mails (1919-1990)	8
NC012	Khaitan, Piyush	India	The Birth of Airmail - The First Aerial Post at Allahabad - 18 February 1911	1
NC013	Khaitan, Piyush	India	Indian Mail via Airship and Catapult Flights	1
NC015	Khaitan, Piyush	India	Underpaid Indian Airmail	5
NC016	Khaitan, Piyush	India	Auxiliary Airmail Markings - India	5

Competitive Class Exhibits
(Arranged as per Exhibit Class and Last Name of Exhibitors)

3.2.1.1. Aerophilately > Development and Operation of Airmail Services							
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
E0091	Abdulwahab, Nader	Qatar	Establishment And Development Of Iraq Air Mail Service (1916-1939)	7	92	LG	
E0058	Ayache, Jean Daniel	France	Airmail From And To New Caledonia 1929-1949	8	92	LG	SP-1 (Winner - Best Aerophilately Exhibit)
E0015	Callan, Brian	Ireland	Zeppelin Mail Posted On Board 1929 To 1937	5	91	LG	
E0027	Callan, Brian	Ireland	French And German Airships 1900 To 1940	5	84	LV	
E0050	Ghose, Chandrajit	India	Rocket Mails Of India 1934 - 1937	5	79	V	
E0059	Minnaar, Emil	South Africa	Airmails Of The Rhodesias & Nyasaland Until 1946	8	88	G	
E0052	Misra, Dharendra Nath	India	A Philatelic Journey With First Flights And Their Celebrations.	5	66	S	
E0064	Murjani, Sandeep	India	Air India - From Roots To Routes	5	75	V	
E0065	Murjani, Sandeep	India	Indian Airlines	5	75	V	
E0062	Nair, Mohanchandran	India	Development And Operations Of Indian Airmails (1911-1950)	5	84	LV	
E0092	Neugaonkar, Pratisad	India	Indian Airmails 1911 - 1938	5	92	LG	SP-10 (Runner-up - Best Aerophilately Exhibit)
E0014	P K, Kuruville	India	Indian Airmails - Evolution, Development And Operations (1911-1939)	5	81	LV	
E0033	Sanford, Ken	USA	Air Crash Mail Of Imperial Airways	8	89	G	
E0048	Wada, Fumiaki	Japan	Us Post Office Department/ Official Business Airmail, 1911~1945	5	81	LV	

3.2.1.2. Aerophilately > Development and Operation of Airmail Services							
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
E0040	Biswas, Debatanu	India	British Royal Air Force (Raf) – A Journey Through Covers	5	67	S	
E0019	Dave, Markand	India	The 1929 Air Mail Stamps Of India	5	90	LG	

3.2.2. Astrophilately							
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
E0068	Bartos, Vadim-Alexandru	Romania	Soviet International Manned Space Flights	5	90	LG	SP-5 (Runner-up - Best Astrophilately Exhibit)
E0020	Dave, Markand	India	The Rocket Mails Of India 1934-44	5	92	LG	SP-2 (Winner - Best Astrophilately Exhibit)
E0090	Jhingan, Savita	India	From India To Space	5	83	LV	
E0016	Oppens, Bart Van	Belgium	Space : An Eternal Frontier ?	5	85	G	

3.2.3.1. Youth Class - Collectors aged 10-15 years							
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
E0069	HS, Nandakishore	India	Astrophilately	1	61	SB	SP-11 (Winner - Best Youth Exhibit; Age 10-15 yrs)

3.2.3.2. Youth Class - Collectors aged 16-18 years							
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
E0066	Shah, Dhyana	India	The Cross-Border Aviation - First Flights Between Nations	2	78	V	SP-12 (Winner - Best Youth Exhibit; Age 16-18 yrs)

3.2.4. Novice – Aerophilately & Astrophilately related							
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
E0041	Behera, Prakash	India	Apollo-Soyuz Test Project	3	70	LS	
E0080	Bhaumik, Malay	India	Gliding Briskly - Throgh The Trails Of Human Flight	5	70	LS	
E0083	Bhaumik, Malay	India	The Fascinating World Of Helicopters	3	66	S	
E0067	Bhujade, Chandrakant	India	German Rocket Mail	1	55	B	
E0086	Jagtap, Sanjay	India	Indian Rocket Mails (Rocket Pioneer Stephen Smith - A Memoir)	3	75	V	
E0087	Jagtap, Sanjay	India	Indian Pigeon Mails	1	83	LV	SP-4 (Winner - Best Novice Class Exhibit)
E0042	Mehra, Gauresh	India	Kourou To Comets Via Darmstadt	1	74	LS	
E0043	Mehra, Gauresh	India	Halley'S Comet Stamp Art	1	63	SB	
E0044	Mehra, Gauresh	India	Halley'S Comet: The Science, Narratives And Business Around The Halley'S Comet	5	76	V	SP-13 (Runner-up - Best Novice Class Exhibit)
E0045	Mehra, Gauresh	India	Common Design Templates In Halley'S Comet 1985-86 Stamps & Covers	1	63	SB	
E0047	Mehra, Sushil	India	Simplified Classification Of Indian Aviation Covers	1	70	LS	
E0071	Chandan Sengupta	India	Tale Of Two Cities Start Of London Calcutta Airmail Services: July 1933	3	74	LS	
E0073	Thapar, Raman	India	Aerogrammes Of The World	3	50	CP	
E0078	Thapar, Raman	India	First Flight Covers Of The World	3	63	SB	
E0079	Thapar, Raman	India	Rocket Mails And Covers Flown In Military Aircrafts	3	60	SB	

3.2.5. One Frame - Aerophilately & Astrophilately related							
Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
E0038	Agrawal, Naresh	India	Labelling Air Mail	1	63	SB	
E0026	Ganguli, Rahul	India	Letters Got Wings	1	71	LS	
E0029	Ganz, Cheryl	USA	Basel Zeppelin Posts	1	93	LG	
E0053	Gupta, Parvesh Kumar	India	Postal Meter Panels	1	64	SB	
E0054	Hargreaves, Chris	Canada	Wings Over Winnipeg, Canada	1	85	G	
E0074	Jain, Pradip	India	England -India-Australia Ross Smith & Beyond	1	91	LG	
E0076	Jain, Pradip	India	...By The First Aerial Post Of The World	1	91	LG	
E0075	Jain, Pragya	India	1929 Airmail Stamps - The First Airmail Stamps Of India	1	94	LG	SP-8 (Winner - Best 1 Frame Aerophilately Exhibit)
E0077	Jain, Pragya	India	Picture Postcards Flown In The First Airmail Flight Of The World	1	86	G	
E0034	Kahn, Serge	France	Thor Solberg'S Odyssey	1	90	LG	
E0028	Lemmer, Marianne Van den	Belgium	Space Dogs - The First Soviet Superstars	1	82	LV	SP-9 (Winner - Best 1 Frame Astrophilately Exhibit)
E0051	McEntyre John	Canada	The Development Of Official Canadian International Airmail Routes 1928-42	1	82	LV	
E0082	Natarajan, Kiran	India	Fairwell India '44 - The final 'Greeting' Airgraphs of India Command	1	85	G	
E0063	Paharia, Rajesh	India	Civil Airgraphs Service In India	1	84	LV	
E0021	Quickenborne, Marc Van	Belgium	Living Beyond The Space Frontier - Sergei Krikalev	1	81	LV	SP-7 (Runner-up - Best 1 Frame Astrophilately Exhibit)
E0046	Riccitelli, Flavio	Italy	The Greeting Cards At Reduced Rate By L.A.T.I. During The Christmas Period (1939 - 1941)	1	84	LV	
E0060	Sasidharan, Saijindralal	India	Artificial Satellite	1	66	S	

E0055	Schmied, Christian	Switzerland	Animals In Space	1	74	LS	
E0056	Schmied, Christian	Switzerland	Apollo-Soyuz Test Project - Astp	1	70	LS	
E0057	Schmied, Christian	Switzerland	Lifting Bodies	1	71	LS	
E0030	Seth, Vinod	India	Aero Philately	1	65	S	
E0039	Subramanyam, Satish	India	The First Flight Cover	1	62	SB	
E0036	Ydell, Fredrik	Sweden	The Swedish Atlantic Flight 1929	1	90	LG	
E0035	Ydell, Fredrik	Sweden	Scadta - Danish Consulate Stamps And Mails 1925-1928	1	94	LG	SP-6 (Runner-up - Best 1 Frame Aerophilately Exhibit)

3.2.6.1. Philatelic Literature – Aerophilately & Astrophilately related

Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
L0002	Callan, Brian	Ireland	Graf Zeppelin Lz-127 South America Airmail 1930 To 1937	Litration Class	86	G	SP-29 (Honourable Mention - Literature Class Exhibit)
L0001	GIACCARDI, Francesco	Italy	Aerophilately Atlantic Balbo'S Cruises	Litration Class	85	G	
L0012	Lee, Ronald	Australia	The Story Of Australia's Overseas Airmail Vol 1- The Beginning Via India 1934.	Literature Class	91	LG	SP-3 (Winner - Best Literature Class Exhibit)
L0013	Lee, Ronald	Australia	The Story Of Australia's Overseas Airmail Vol 2 - The Rapid Advances Between 1934-1939 Of England To Australia Airmail	Literature Class	90	LG	
L0014	Lee, Ronald	Australia	The Story Of Australia's Overseas Airmail Vol 3 - World War II : 1939 - December 1941	Literature Class	89	G	
L0015	Lee, Ronald	Australia	The Story Of Australia's Overseas Airmail Vol 4 - Part 1 - World War II : December 1941 - Recovery 1954	Literature Class	88	G	
L0016	Lee, Ronald	Australia	The Story Of Australia's Overseas Airmail Vol 4 - Part 2 - World War II : December 1941 - Recovery 1954	Literature Class	88	G	
L0009	Mehra, Sushil	India	Advertising Jrd'S Aviation Dream	Literature Class	65	S	
L0011	Mehra, Sushil	India	Carried Covers Of India	Literature Class	71	LS	
L0005	Sanford, Ken	USA	Air Crash Mail Of The World	Litration Class	85	G	
L0010	Wada, Fumiaki	Japan	National Air Mail Week/ May 15-21, 1938	Literature Class	77	V	
L0006	Wadhwa, Capt. Vijay	India	Celestial Chronicles- Stellar Impressions	Literature Class	76	V	

3.2.6.2. Philatelic Literature – Aerophilately & Astrophilately related > Aero and Astro philatelic Periodicals

Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
L0008	Agrawal, Naresh	India	Aero Philatelic Articles-4 Nos. I.E. 1. The Story Of Pigeon Mail In India 2. The Story Of First Night Air Mail Service In India 3. The Story Of Air Graph 4. Brief Insight In To Sikkim Experimental Rocket Mail	Literature Class	71	LS	
L0017	Hargreaves, Chris	Canada	The Canadian Aerophilatelist	Literature Class	82	LV	
L0007	Sanford, Ken	USA	La Catastrophe	Literature Class	84	LV	

3.2.6.3. Philatelic Literature – Aerophilately & Astrophilately related > Aero and Astro philatelic Web Sites

Exhibit Number	Name of the exhibitor	Country	Title of exhibit	Frames	Marks	Medal	Special Prize
L0018	Thapar, Sahil	India	Stampdigest.In	Literature Class	70	LS	

List of Special Prizes and Winners



SP-1
Winner
Exhibit#E0058
Best Aerophilately Exhibit
Jean Daniel Ayache



SP-2
Winner
Exhibit#E0020
Best Astrophilately Exhibit
Markand Dave



SP-3
Winner
Exhibit#L0012
Best Literature Class Exhibit
Ronald Lee



SP-4
Winner
Exhibit#E0087
Best Novice Class Exhibit
Sanjay Jagtap



SP-8
Winner
Exhibit#E0075
Best 1 Frame Aerophilately Exhibit
Pragya Jain



SP-9
Winner
Exhibit#E0028
Best 1 Frame Astrophilately Exhibit
Marianne Van den Lemmer



SP-10
Runner-up
Exhibit#E0092
Best Aerophilately Exhibit
Pratisad Neugaonkar



SP-5
Runner-up
Exhibit#E0068
Best Astrophilately Exhibit
Vadim-Alexandru Bartos



SP-6

Runner-up

Exhibit#E0035

Best 1 Frame Aerophilately Exhibit

Fredrik Ydell



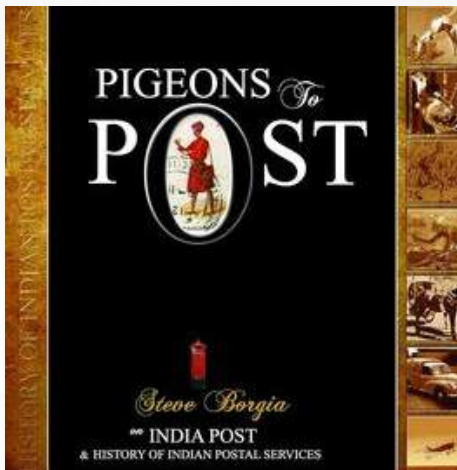
SP-7

Runner-up

Exhibit#E0021

Best 1 Frame Astrophilately Exhibit

Marc van Quickenborne



SP-29

Honourable Mention

Literature Class

Exhibit#L0002

Brian Callan



SP-11 Winner

Youth Class (10-15 yrs)

Exhibit#E0069 -

Nandakishore H S

SP-12 Winner

Youth Class (16-18 yrs)

Exhibit#E0066

Dhyana Shah

SP-13 Runner-up

Novice Class

Exhibit#E0044

Gauresh Mehra



SP-14 to SP-28

Awarded to

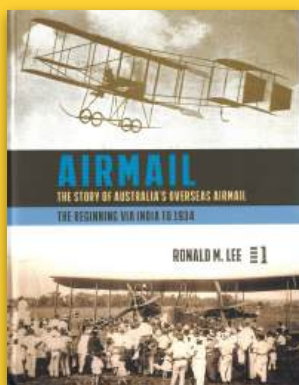
All Novice Exhibitors

Hall of Fame & Life Time Achievement Award

Mr. Ronald M.Lee (Australia)



PUBLICATIONS



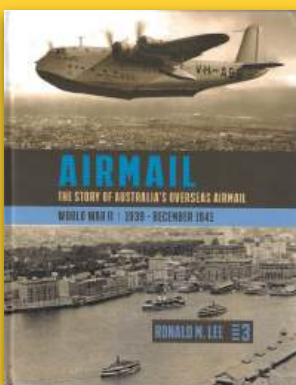
The Story of Australia's Overseas Airmail Vol.1

The Beginning Via India 1934



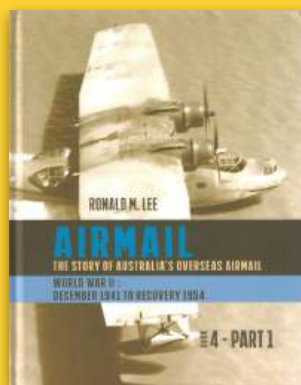
The Story of Australia's Overseas Airmail Vol.2

The Rapid Advances Between 1934-1939 of England To Australia Airmail



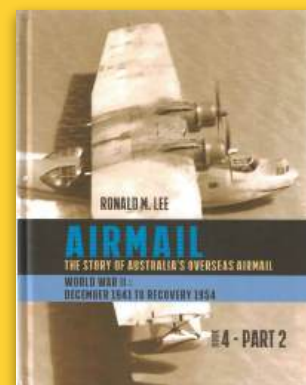
The Story of Australia's Overseas Airmail Vol.3

**World War II:
1939 - December 1941**



The Story of Australia's Overseas Airmail Vol.4 - Part I

**World War II:
December 1941 - Recovery 1954**



The Story of Australia's Overseas Airmail Vol.4 - Part II

**World War II:
December 1941 - Recovery 1954**

About Mr. Ronald M. Lee

(in his own words)

My interest in philately began at an early age when my father encouraged me to collect stamps to help me learn history and geography. Whilst at high school, in the latter years of WWII, I received letters from uncles and cousins serving with the Australia Forces overseas. I was puzzled because, unlike the mail I received which was posted by civilians in Australia, these letters were without stamps and cancelled with a postmark which did not indicate from where the letter was posted. I kept the envelopes but it was many years before I had the information which enabled me to understand what is not known as military mail. By the 1960s I was seriously studying and collecting Australian military mail. The purchase of the material from the late Jack Leek's collection and the documenting for sale of much of the massive collection formed by the late Phil Collas, both of whom were prominent Australian Forces mail collectors and writers, gave me good understanding of forces mail. These collectors assembled their collections before photocopiers were available and they were only able to show one side of covers in their collections. Frequently I found, where the backs of covers were shown to illustrate a particular postmark, that the front, hidden from view, was an airmail item. Again I was challenged as I had no knowledge of airmails to and from Australia and there was no publication which told the story.

Gradually the collecting and studying of airmail material became my primary interest. Searching for information I read widely and developed an extensive library and filing system of information. During those years I travelled frequently to Canada, USA and Britain where I met collectors, viewed collections and attended exhibitions.

As I refined my information system I began to realise that the difficulty I had in understanding the Australian airmail story would be experienced by others, particularly those new to the hobby, and that I should therefore write and publish a book on the subject. From this idea came the five volume series on airmail between England and Australia via India which I show in this exhibition.

Being an architect I wished to publish a well designed book. I believed the book should be easy to read and in chronological order so that collectors could readily find information relating to a cover in hand. I felt, too, that it was important to include some general history as so often more information, other than only the marks on a cover, are necessary to fully understand an item.

I engaged graphic designer Jane Hardwick to design the book based on my brief. Jane enthusiastically joined me in the project and has contributed much more than only her graphic design skills. She has organised the printing, the distribution and promotion of the books enabling me to concentrate on research and writing.

As I viewed airmail collections it was evident that military mail was generally not included yet there are frequent occasions, due to wartime conditions, when unusual and interesting airmail occurred. These books, therefore, include wartime material. I also found it necessary, to fully tell the story, to define mail, airmail and the various airmail categories such as Opportunity Mail, Experimental Mail, Official Mail, Ephemera and Flight Souvenirs. This enabled me, for example, when considering items carried by Ross and Keith Smith on the first flight from England to Australia, to identify categories of mail other than the flight souvenirs which comprised most of the mail.

Understanding the environment of the time is sometimes necessary for a complete understanding of an airmail cover. In Australia we had always understood that Guillaux carried the first airmail between Melbourne and Sydney at the instigation of the Post Office. Research, however, revealed that the flight was organised by Guillaux and that only souvenir postcards were carried, not mail, and this has significantly altered the Australian airmail story.

When I began writing I certainly did not realise the enormity of the project I had undertaken. It has, however, been a most rewarding and interesting exercise. My wish is that other aerophilatelists will enjoy and benefit from the information in this series of books.



1st International Virtual
Aero- & Astrophilatelic Exhibition
15-23 February 2025

*Lifetime Achievement Award
& Hall of Fame*

awarded to

Ronald M. Lee

For his contribution as an Airmail Historian,
Aerophilatelist and Researcher of set of books title
'Airmail - The Story of Australia's Overseas Airmail'



Piyush Khaitan
Convener, AMSIPLEX-25



***Citation read out by
Mr. Piyush Khaitan, Chairman,
Air Mail Society India Foundation
while presenting the
Lifetime Achievement Award to
Mr. Ronald M. Lee and inducing him
to our Hall of Fame.***



The Air Mail Society India Foundation is proud to honor Mr. Ronald M. Lee with the first-ever Lifetime Achievement Award and to induct him as the first member of our Hall of Fame on this historic occasion of World Air Mail Day, February 18, 2025.

Mr. Lee is a distinguished aerophilatelist and author whose contributions have significantly enriched the study and understanding of airmail history, particularly in relation to Australia's overseas airmail. His passion for philately began during his high school years when he collected military mail from the World War II era. Over time, his interest shifted to studying and documenting airmail covers and their historical significance.

One of Mr. Lee's most notable contributions is his five-volume series on airmail between England and Australia via India, a meticulously researched and well-structured resource that is highly regarded in the field. His dedication to research, combined with a clear and accessible writing style, has made his work a cornerstone for collectors and researchers alike.

Mr. Lee's architectural background played a pivotal role in his approach to publishing—a commitment to well-designed, user-friendly books that provide not just philatelic information but also historical context, enriching readers' understanding of airmail history. It is fitting that on this day, dedicated to the legacy of airmail, we recognize his extraordinary contributions to aerophilately.

What is all the more remarkable that Ron completed this definitive history of Australian Airmails at the age of 95, battling age related and other medical conditions. Sir, we salute you!

Mr. Ronald M. Lee, it is my great honor to present you with the Lifetime Achievement Award and formally induct you as the first participant into the Hall of Fame of the Air Mail Society India Foundation. We thank you for your lifetime of dedication and contribution to aerophilately.

Congratulations once again, Ron. Your work and legacy will continue to inspire collectors and researchers for generations to come.



Court of Honour

Exhibit# 1

Space Stamp Design

Mr. Alec Bartos

Romania

5 frames exhibit

Exhibitor Profile:

Bartos Vadim-Alexandru (Alec Bartos) is an award-winning stamp designer, internationally acclaimed painter, and graphic designer. Alec Bartos is currently the president of the Astrophilately Commission of the Romanian Philatelic Federation and a co-opted member of the Astrophilately section of the International Philatelic Federation (FIP). A lifelong artist, he discovered his fascination with space and combined it with an interest in philately from an early age. With a bachelor in Fine Arts, he is also an alumnus of and has lectured at the International Space University where he holds a Master in Space Sciences degree. He became a member of the Romanian Philatelic Federation at the age of seven and he drew all space-related philatelic issues of the Romanian Post from 2007 to the present, as well as postcards, postage stamps, and well as other philatelic issues with different themes, such as flowers, wildlife, history, nature or the Olympics.

About the exhibit:

The exhibit presents all of the Space stamp issues of Romanian Post designed by Alec Bartos as well as other space themed philatelic items designed by him for other postal authorities and associations. Since the first modern era design contest held in 2007 by Romfilatelia, the postal authority in Romania in charge with stamp issues, Alec Bartos won all the space related stamp design contests. Presented in the exhibit are all the postal elements of each issue; stamps, blocks, souvenir sheets First Day Covers, Maximum cards etc. All of the above are described and the technical specifications are detailed. Throughout the exhibit early designs, different proposal drafts and other unissued stamp designs are also presented.

Alongside other possibly unique items, the gem of the exhibit is the envelope and letter sent in space by the only to date Romanian cosmonaut from his birthplace town, on his birthday, to the International Space Station. The cover bears the potentially first Romanian space stamp proved to be flown in space.

The exhibit was presented in several location both in philatelic venues as well as general audience large events (mainly space related). Worth highlighting are Astrophil-Berlin, Open Doors at International Space University - Strasbourg, SpaceFest - Bucharest , Space In The City - Cluj-Napoca, Astrofest – Târgoviște, Cosmoteca DeSemne Spațiale (part of Timișoara European Culture Capital Year) or the yearly European Space Education Resource Office ESA's meetings held in Romania.



I the undersigned, Dr. Jean-Jacques Favier, Research Program Director, former Astronaut and P.I. of the program MMARS (Microbial Methanogen Associated Research in Strasbourg), certify that this logo flew 30 days aboard the International Space Station inside the MMARS cube. The experiment was launched on Feb. 19 2017 onboard the Space X Falcon9 rocket from the Kennedy Spaceflight Center (KSC) and splashed down safely in the Pacific Ocean within the Dragon 10 capsule on March 20 2017, travelling more than 19 200 000 km into space



Strasbourg, Sept. 20 2017

Wavri

Dr J.J. Favier

This logo has been designed by Alec Bartos, ISU M5516 alumnus and designer

ALEC BARTOS - SPACE STAMP DESIGN

COSMOS 2011

ROMANIAN SPACE STAMP FLOWN IN SPACE

Brasov, 27 September 2012

Dear colleagues,

Things have changed and evolved since the Romanian back-up space crew together with Roman's father for the first Soviet-Romanian space mission, to be part of the first crew and fly into space. The emotions and the satisfaction part of the privileged group that have seen our home planet, the Earth, from here certainly remained the same.

Today is my birthday and I wish you all the best things, to be successful in do aboard the station and may you have a safe and soft return home. I wish "Happy Birthday!" to your colleague Tarolkin, a pleasant stay on board ISS missions for the future.

For the moment I am working on finalizing the details of our annual plans the Association of Space Explorers, organized in Saudi Arabia, where we are expecting your participation.

Best regards,

Dimitru-Dorin Prunariu
27.09.2012

Cosmonaut

Dimitru-Dorin Prunariu

Greetings to ISS crew
Alec Bartos
STAMP DESIGNER



- a. ISS Международной космической станции board cancel
- b. 12 02 13 21 Russian Post Russian segment postmark - board ISS Type 1 date&time Moscow postcode 12 FEB 2013 Почта России Российский сегмент БЮРТ МКК МОСКВА
- c. 12 FEB 2013 Russian segment postmark - ISS Type 2 12 FEB 2013 Российский сегмент Международной космической станции

Hand made cachet envelope sent from Brasov (native town of D. Prunariu) on his 60th birthday anniversary (27.09.12) to the International Space Station



Court of Honour

Exhibit# 2

Space Mail

Mr. Walter Hopferwieser

Austria

8 frames exhibit

Exhibitor Profile:

When Neil Armstrong and Buzz Aldrin landed on the Moon in July 1969, I bought my first launch covers. Shortly afterwards, I sent them to Houston to have the astronauts sign them. While studying Electrical Power Engineering at the Vienna University of Technology, I met cosmonauts Georgi Grechko and Vyacheslav Sudov. Later, as a consulting engineer, I designed and supervised the electromechanical equipment of hospitals, road and railway tunnels, and inspected elevators. When nobody knew the whereabouts of the Salyut-6 Space Mail, I attended IAF and ASE congresses as a freelance journalist to meet cosmonauts. Since 1996, I have been the chairman of the Austrian astrophilately society “Gmünder Weltraumfreunde.” During the latest two decades I met most Russian cosmonauts after their return to Earth. In 1983, I wrote a book called “Space Mail,” which I revised in 2016 and finally in English in 2019. In 1990 I experienced my first Soyuz launch in Baikonur, and in 2018 my last. In October 2018 I surprised Oleg Artemyev after his landing in the Kazakh steppe. My exhibit was awarded Large Gold at the FIP exhibitions in 2019 in Wuhan, 2023 in Essen and 2024 in Bucharest.

About the exhibit:

The earliest Space Mail orbited Earth with the US spy satellite Discoverer 17 in 1960. Centerpiece of the “Space Mail” collection is one of three trial cancellations of the Apollo 11 postmark Michael Collins did when leaving the Moon. 10 different covers flown to the Moon also include the only two Apollo 16 Moon-flown covers signed by the entire crew. An unflown souvenir cover bears the only known example of the withdrawn Indian 2 Rupees stamp prepared for Soyuz T-11 in 1984; 3 covers the withdrawn Hungarian 4 Forint stamp of 1979. The PIRS module, Space Shuttle STS-133 as well as Dragon CRS-2 and 4 carried only one letter to the International Space Station; the Space Shuttle STS-131 only one letter to Earth. In 2002 congratulations signed by Vladimir Putin were treated on board of the ISS as was a letter signed by John F. Kennedy on his 100th birthday in 2017.

Space Mail

This exhibit tells the story of space travel with a focus on space mail. The German war rockets A-4 / V-2 were the first to reach space. Sputnik became the first satellite, Yuri Gagarin the first human in space. From 1969 to 1972 NASA landed 12 men on the Moon. For the following decades, manned spaceships remained in Earth orbit. Space stations were built and inhabited.

Whenever covers were flown by the spacecraft, the different missions are documented by flown covers. Letters containing a message are preferred. Otherwise, the events are documented with event covers from the launch or landing sites, respectively. In the Soviet Union, both the Baikonur Cosmodrome and the individual missions were initially top secret. Therefore, covers from other places such as Moscow or Kiev are shown. Tracking stations, secondary recovery ships, as well as non-key launches are not shown.

Structure of the exhibit:

1. Pioneer Rocket Mail		1931 - 1935
2. First Space Rockets	A-4 / V-2	1942 - 1948
3. The Race into Space	Sputnik to Soyuz 5	1957 - 1969
4. X-15 Rocket Planes		1960 - 1967
5. Reaching the Moon		1968 - 1972
6. The way to Space Stations	Salyut-1 to 5	1971 - 1977
7. Salyut-6 and Salyut-7		1977 - 1981
8. Orbital Complex MIR		1986 - 1999
9. International Space Station		1998 - 2022
10. Chinese Space Mail		1994 - 2020

The missions are shown chronically within each chapter. Spaceflight data are printed in normal font, *whilst philatelic aspects are printed in italic font.*

The frame gives the scarcity: **Red: 1 to 3 exist.** **Blue: 4 to 10 exist.**

Grey: Issue unknown or at least 11 exist.

Most important literature and research:

- Walter Hopperwieser: Pioneer Rocket Mail & Space Mail
- Ling Fugen: The Record and Study of China's Space Flown Philatelic Items, 2016
- Numerous meetings with cosmonauts from Russia and other countries

Moon rock
Lunar meteorite
NWA 11474





Court of Honour

Exhibit# 3

Indian Airmails Developments & Operations (1911-1942)

Mr. Pradip Jain RDP, FRPSL

India

8 frames exhibit

Exhibitor Profile:

Born on 4th March, 1953 at Patna is recognized as an Aerophilatelist in the field of philately world over. He nurtured this hobby from the early age and is acknowledged to have the best collection of Indian Airmails. His collection of Indian Airmails was first exhibited at Ameripex-86, Chicago (USA) where he received his first Large Silver medal and thereafter, he received several international recognitions from Vermil to Gold and to five times Large Gold in various World Philatelic Exhibitions, such as, Capex-96 (Canada), Istanbul-97 (Turkey), Pacific-97 (USA), Indepex-97 (India) and Italia-98 (Italy). His collection was also nominated for Grand Prix National at Indepex-97, Felicitation of Jury at Pacific-97 and was adjudged for the World's Best Aerophilately Award at Italia-98 World Stamp Exhibition. Mr. Pradip Jain has represented India as a National Commissioner at Singapore-95 World Stamp Exhibition and was a member of Philatelic Advisory Committee, Department of Post, Govt, of India for several years. At present Mr. Jain is the expert group member from India at AIEP, Association International De Experts Philately (Europe) on "Indian Airmails".

He has also been awarded the highest State Honour "Bihar Ratan" by his native state Bihar, India on 28th March, 1991 for his contribution in the field of Philately. Through this book, the author takes us all on a wonderful aerial spin on the flight of "Indian Airmails". His expertise and knowledge on the subject makes the flight all the more adventurous and interesting.

About the exhibit:

Interweaving the whole of aerial happenings, this book deeply delves into the history of early developments accounting each and every event, major correspondence & developments, which the author believes is the backbone of modern airmail systems. Despite of the fact that development of aeroplane centered itself in the United States and Europe, India has the glory for hosting the world's first official aeroplane mail flight in 1911, February 18th. The Allahabad-Naini flight was the beginning of airmails not only in India, but in the world. The development & growth since then have been enormous not only in terms of the number of flights or mails carried, but also in terms of methodology applied to carry such mails. This book is a modest attempt to produce an illustrative and comprehensive survey on this subject.

During the development era, India being in the midway - a stopover for all aircrafts to and fro Europe, far East and Australia - became a mine of information on aerophilately. The book is divided into several chapters. All topics are elaborately covered with supporting figures and photographs along with re-production of authors' prize-winning exhibit on Indian Airmails. "It has been my sincere endeavour through out to represent in detail my labour behind the subject. I hope the reader shall find the book a delight not only to read but will also prize its possession."

GREAT BRITAIN TO INDIA FLIGHT

(FIRST THROUGH FLIGHT TO INDIA)

BANDAR ABBAS - KARACHI

13th January, 1919

The aviators left Martlesham Heath on 13th December 1918 and after a series of mishaps and force landing arrived Bandar Abbas which they left on 13.1.1919 for Karachi. Again a force landing at Omara (150 miles from Karachi) transferred Maj. MacLaren and mails to H.M.S. Britomart by which they arrived Karachi on 16.1.1919.

O.H.M.S. cover flown Bandar Abbas to Karachi and registered from there for Tehran bearing circular CENSOR 3 mark and 3 line special cachet.



ONE RECORDED COVER KNOWN TO EXIST THAT OF THE ABOVE.

Signed by copilot Jock Halley

POSTAL RATE : Over weight letter registration charges 2 Annas and letter postage 1 Anna for weight upto $2\frac{1}{2}$ Tola and additional 1 Anna for each $2\frac{1}{2}$ Tola or part thereof in excess.

The Aircraft was named OLD CARTHUSIAN and was purchased with wartime contributions from the old boys of Christ Hospital

Commemorative covers by AMSI



World Air Mail Day - 18 Feb. 2025



Air Vistara First Flight after merger with Air India 12 Nov. 2025



Air Vistara Last Flight 11 Nov. 2025



1st National Space Day
23 Aug. 2025



International Federation of
Aero- and Astrophilatelic Societies

ABOUT F.I.S.A. ~ <https://fisa-web.com/>

F.I.S.A. stands for Fédération Internationale des Sociétés Aéro- et Astrophilatéliques (International Federation of Aero- and Astrophilatelic Societies). F.I.S.A. is the international representative of the interests of the Aerophilatelic and Astrophilatelic community. The main task for F.I.S.A. is to promote and defend Aerophilately and Astrophilately in the international world of philately. It represents 26 major **aerophilatelic** (18) and **astrophilatelic** (8) societies in 15 countries worldwide, representing more than 2.500 collectors, and has contact on regular base with these clubs. Following is a list of Member Societies (<https://fisa-web.com/members/>) -

Type	Members	Country
Aero	Aerofila	Argentina
Australia	Australian Airmail Society	Australia
Astro	GWF	Austria
Aero	Belgian Aerophilatelic Society	Belgium
Astro	Royal Belgian Philatelic Society Cosmos	Belgium
Aero	Canadian Airmail Society	Canada
Astro	Gesellschaft der Weltall-Philatelisten	Swiss
Aero	Philatelisten-Club Swissair	Swiss
Aero	Schweizerischer Aerophilatelisten-Verein	Swiss
Aero	CAMS	China
Aero	Der Aero Philatelisten Club	Germany
Aero	Internationaler Aero-Philatelisten Club "Otto Lilienthal" e.V.	Germany
Aero	Interessengemeinschaft Lufthansa Aerophilatlie e.V.	Germany

Type	Members	Country
Astro	Weltraum Philatelie	Germany
Aero	Zeppelinpost e.V.	Belgium
Astro	Association Astrophilatélique de France	France
Astro	Association Philatélique du C.E. Arianegroup LHA	France
Aero	Cercle Aérophilatélique Français	France
Aero	The British Air Mail Society	Great Britain
Aero	MABEOSZ	Hungary
Aero	Air Mail Society of India Foundation	India
Aero	Associazione Italiana di Aerofilatelia	Italy
Astro	Associazione Italiana Astrofilatelia	Italy
Aero	De Vliegende Hollander (The Flying Dutchman)	Netherlands
Aero	American Airmail Society	USA
Astro	The Space Unit	USA

The F.I.S.A. Documentation Center (<https://fisa-web.com/documents/>)

One of the tasks for F.I.S.A. is to provide aero- and astrophilatelists the necessary documentation for their exhibits : from F.I.P. regulations over short articles to the publication of some major exhibits in this Document section of the website. We would appreciate if members send us some short articles about some special events to be published here : these articles will remain on the site for consultation. We provide articles in .pdf file, so each visitor can print or save the article.

F.I.S.A. aims to publish as much information as possible on Aero- and Astrophilately. One of the most important sources of all collections are research works : these can be books, magazines, cd, dvd, internet publications or whatever more. But the basic for all scientific research is finding correct facts on all technics.

“THE LANDMARK FLIGHT” – By Ken Harman

(Published in Stamp Magazine May 2002)

In February 1911 the world's first official aeroplane post was flown at an exhibition held in Allahabad, India. Ken Harman reveals the story behind this airmail landmark



The front and back of a postcard signed by one of the two pilots who flew the famous airmail route - Henri Pequet

Mail had on occasion been taken aloft unofficially in aeroplanes in the first decade of the 20th century, but the first official post by aeroplane was organised as part of an exhibition in India in February 1911. Detailed accounts of this are sparse in books on the air posts of the world, possibly because the 'airmail event' was arranged at quite short notice and as part of a large national exhibition in the city of Allahabad, in the United Provinces of Agra and Oudh.

In 1908 a large exhibition was held at Nagpur, which led to influential people proposing a future, larger exhibition. It was decided this should be held in the central part of Northern India, in the Provinces of Agra and Oudh. The failure of the rains, famine and plague, delayed plans, but in 1909 rain fell and the plans for the project started.

The Lieutenant-Governor of the United Provinces, Sir John Prescott Hewett, gave his support, and an informal meeting was held at Allahabad in 1909. This was followed by a public meeting on July 29, 1909, attended by 700 people, including maharajas and judges. The meeting endorsed the idea, and a large sum of money was subscribed on the spot. Committees and sub-committees soon got to work, and the Government delegated officers to assist by supplying expert and technical knowledge. Allahabad, the capital of the province, was agreed as the site - a wise choice as it is in the middle of a populous area. Also in January each year, the great Hindu bathing-festival of Magh Mela was held on the Eastern edge of the city on the river banks where the two sacred rivers - the Ganges and the Jumna - met together with the mythical river, the Saraswati. It was anticipated many pilgrims would visit this exhibition, and maybe take away ideas for improvements in field cultivation and village industries.

The site selected was open land (partly used as a military farm) to the West of the Fort on the wide plain on the banks of the river, within sight of the confluence of the blue river Jumna and the muddybrown Ganges. The only buildings there were the Fort Railway Station and an old ordnance godown. A railway line and sidings were built into the exhibition to facilitate transport of exhibits and materials. The whole area covered 120 acres. The United Provinces Exhibition was scheduled to open on December 1, 1910, to run for three months, and to close on Tuesday, February 28, 1911. The aims were largely educational, but all kinds of sporting events and amusements were also laid on - polo tournaments, boxing, pageants, a scenic railway, magic mirrors, a theatre, bioscope, and fireworks. Music was provided by bands, and recitals were also given by leading Indian musicians.

Post & Telegraph offices



An embossed half anna cover with flight postmark and Allahabad marks on the back.

In all some 5,000 to 6,500 items were included in the mail, the total weight being 200 to 300 lbs'

All the important buildings were constructed in what was described as the 'Indo-Saracenic style of architecture, combining the best of Hindu and Muhammadan art'. The exhibition opened on December 1, 1910. The main approach was from the North through the long lines of the exhibitors' and visitors' tented camps. On entering, immediately to the right, was a domed building occupied by the Post & Telegraph Offices, which also contained relevant exhibits. Another Post & Telegraph Office was also provided for the use of the camps: 'In tents outside the Exhibition ground, halfway down the Exhibition road'.

The main pavilions followed: 'the Fine & Applied Arts Court, a display of railway engines, and Courts for General Industries, Native States, Education, Ladies', Medical & Hygiene, Engineering, Textiles, Forestry, Agriculture, etc.'. It had been agreed early in the planning stage that an aviation meeting should be part of the exhibition, largely with the aim of educating people to this new development in transport. In 1910, Captain Walter George Windham, R. N. (later Commander Sir Walter Windham), was invited to bring some aeroplanes from England to take part. Windham became very interested in flying and was soon one of the most influential aviation pioneers. He founded The Aeroplane Club in 1908, and in October 1909 had taken part in what was (arguably) the first aviation meeting in Britain at Doncaster, and the 1910 Bournemouth meeting. Windham accepted the invitation, gave up his motor business, and booked a passage to India for late 1910. He arranged to take six aeroplanes, and two flyers - Henri Pequet and Edward Keith Davies - and two mechanics, Billon (French) and Haffkin (English). Captain Windham shipped the aeroplanes to Bombay in large crates, and they were then sent on by rail to Allahabad.

There were two biplanes (similar to French Sommer planes) and four monoplanes, all made under licence by the Coventry-based motor firm Humber. One of the bi-planes was fitted with the light four cylinder rotary 50hp water-cooled engine. Both biplanes gave splendid exhibition flights. The monoplanes were based on French Bleriot designs, had three-cylinder 30hp air-cooled engines, but weren't a success at Allahabad. Somewhat underpowered, they wouldn't rise more than 20 or 30 feet. Matters weren't improved by air pockets caused by the varying temperatures over the ground due to the flow of the two big rivers. There were problems with punctures of the aeroplane tyres, caused by large thorns on the flying ground, and it was necessary to repair tyres after almost every landing. These thorns were so sharp they were used by troops as gramophone needles!

Planes on view



Registered Cover to Bombay with Cachet R/ALLA HABAD in black.
Only 931 pieces were registered for the flight

The aeroplanes were put on view in the sheds to the South of the grandstand, admission charge being one rupee. Anyone so taken with flying as to wish to buy an aeroplane could order one at £1,000 a biplane, or £500 a monoplane. A reporter from *The Pioneer Mail and Indian Weekly News* made a special visit to the aviation ground (issue of January 13, 1911), and had a lengthy talk with Pequet and Davies. He reported: 'If all its familiars are as affable and as tolerant as Messrs. Pequet and Davies, the upper air would undoubtedly seem to be the element devised by Nature for social intercourse, in every sense of the phrase, on the highest plane'. The flyers were contracted to fly 30 hours each in the three months of the exhibition, spending the time on daily flights, normally starting at 4pm. Davies was the first person to fly an aeroplane in India - he assembled one of the monoplanes and flew 200 yards on November 25, 1910. Three days later Pequet flew for about 10 minutes at a height of 300 feet.

Kenneth Laurie was made responsible for deciding whether flying should be attempted each day. He checked the wind with an anemometer on the Fort walls - if it was under "1 Omph, he hoisted the flag for flying to proceed at 4pm. When flying was over for the day, a red flag was hoisted. If flying was not to take place, black flags were raised in the city at Kotah Parcha bridge arch at the intersection of Canning and City Roads, and on the Mayo Hall.

By January 1911, large crowds gathered each day to watch the flying, and examine the aeroplanes at close quarters. The average flight was two miles. Apart from the contracted demonstration flights, pilots were prepared to take passengers. Windham was the first person to fly in India as a passenger, and was followed by the Maharajah of Kishangargh.

The idea for an airmail arose informally. The Rev. W.E.S. Holland, Chaplain of the Holy Trinity Church in Allahabad, was also a Warden of a hostel for Indian students. He asked Captain Windham if he could help to raise funds for the new hostel. It occurred to Windham that this could be done by arranging an aerial post. Windham approached the Postmaster General of the United Provinces - Geoffrey Rothe Clarke - and he (with the approval of the Director General of the Post Office in India) soon gave permission. Arrangements went ahead rapidly. Windham appointed the Chaplain as Postmaster of the mail. People wishing to have items flown were asked to send them addressed and stamped at the appropriate postage rate, to the Chaplain of the Holy Trinity Church before February 16, 1911. The Post Office wouldn't sanction a charge over and above the normal postage rate, but a nominal sum of six annas (or sixpence) was asked for as a donation to the new church hostel buildings. If stamps were sent, eight annas was requested. Only letters or cards under one ounce in weight were accepted. Special rates were available for those wishing to send large consignments of mail.



Postcard showing the exhibition's Forestry Court with the writer describing average attendance as between 30,000 and 40,000 daily'

A special postmark was authorised. Windham drew an outline representing a bi-plane in flight over the mountains of Asia. The die for this was cast at the postal workshops at Aligarh, and the Postmaster General announced: 'Will be destroyed on the day following the carriage of the first aerial mail. This will ensure the unique character and value of the stamps, and those who take advantage of the present opportunity will secure a monopoly of the stamps thus marked', (The Pioneer Mail, February 12, 1911). The postmark, 4 cm in diameter, was applied in a magenta colour on public mail, but black on privileged items.

In addition, the Committee responsible for the event, announced in The Pioneer Mail and Indian Weekly News on February 17 that special postcards would be available bearing a picture of the bi-plane in which the mail was to be carried. These cards, signed by Pequet, were cancelled with the special aerial postmark. The cost was one rupee (cash or money order), and for this the Chaplain sent a card to any address. The cards were therefore presumably written by the Chaplain or his helpers, and bear no messages. Owing to the lack of time available, a mere 40 to 50 of these special cards were flown on the day, and not long after the flight, were fetching £25 each.



A 1961, 50th anniversary cover sent to Sutton in Surrey with two Golden Jubilee postmarks, Pequet pictured in his bi-plane, and with 18/5/61 double circle mark on back.

Path Cleared by convicts

The day before the flight a staff of four people from the Postal Department were continuously engaged at the hostel, which had been turned into a small post office, sorting - starting at 9am and finishing at midnight. The mail flight was originally fixed for Monday, February 20 at 4.30pm. In the event Pequet flew it on Saturday, February 18, 1911. The take-off was watched by Sir John Hewett and Lady Hewett, together with government staff and a huge crowd. The Humber bi-plane took off shortly after 5.30pm from the aviation ground, circled around twice and then flew across the River Jumna, South to Naini Junction, about two miles away, at a height of 130 feet. Its speed was about 40mph in the air and about 30mph when landing. Maini had been chosen as the place to receive the mail as it was the nearest point on the main railway line from Calcutta to Bombay. A site enabling the plane to descend and take-off safely had been cleared at Naini by convicts from the nearby Central Jail. When Pequet descended, after a flight of about 13 minutes, there were no crowds. He recalled in a 1972 interview that there was one postal official there to whom he handed his bag before returning to Allahabad. The round trip lasted 27 minutes.



The author's line drawing of the Official postmark, to show its make-up off cover

The plane used for the world's first official post by aeroplane was Windham's own machine, fitted with the Humber 50hp engine. A copy of it was made quickly by the Humber Company so it could be exhibited on the firm's stand at the Olympia (London) Air Show from March 24 to April 1, 1911. In all, some 5,000 to 6,500 items were said to have been included in the mail, the total weight being 200 to 300lbs. Many complimentary letters were sent to European monarchs, leading statesmen, and officials at Westminster, and to people connected with aviation.

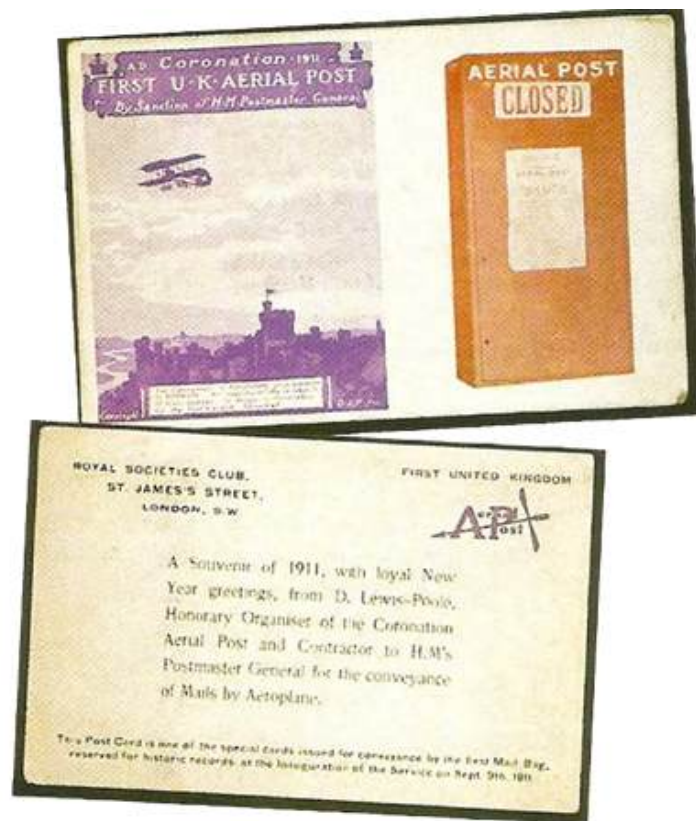
The exhibition closed on the evening of Tuesday February 28, 1911. The attendance was somewhere in the region of 'seven lakhs' (700,000 people). On certain days 50,000 visitors came through the gates. Many distinguished people attended, including two Viceroys and the Crown Prince of Germany. The 'Pioneer Mail' concluded: 'Thus falls the curtain on a production which is pronounced on all hands a very memorable success, which had attracted all from the highest to the simplest in the land, which has edified many and brought amusements to myriads, and which has been so singularly fortunate in its freedom from all the mishaps that it has not been able to point to so much as an accident with the aeroplanes ...'.

Removal of exhibits started immediately on closure - everything being dismantled and taken away with the exception of some items that were sent back to England for the Imperial Exhibition (the Coronation Exhibition at White City, London). The Pioneer Mail stated: 'The feature of the Exhibition has perhaps been the success of the aviation programme'.

The Holy Trinity Church at Allahabad proposed to call the new hostel The Windham Hostel, but Captain Windham thought The Oxford and Cambridge Hostel would be better, and this was adopted. By March 10, letters flown on the pioneer mail had reached England, and The Times explained on March 13 under the heading 'An Indian Aerial Post' the reason for the postmark.

Bombay flights

Capt. Windham took the monoplanes on to Bombay where they were flown successfully at the Oval. Keith Davies flew there from one end of the Oval to the other, amid great acclaim. As a novelty, flights were made in darkness, the ground being lit up with lamps. As Henri Pequet had been injured, Captain Dawes of the Berkshire Regiment - a qualified pilot who had helped Kenneth Laurie with aviation advice at Allahabad - took his place.



GB card for the first UK aerial post of September 1911 for the Coronation of George V

Windham returned home to use his experience in India to promote the idea of special mail flights linked to the Coronation of King George V. He went to discuss the idea with the Postmaster General, Sir Herbert Samuel. Samuel was anxious to help, but pointed out it wouldn't be possible to agree to any special postal charges for such air-borne letters. Windham hit on the idea of offering for sale specially printed airmail envelopes and cards, not in post offices but in big shops and stores - and thus the arrangements for the famous Hendon to Windsor return flights for the Coronation Aerial Post of September 1911 went ahead. He retired from naval duties on July 3, 1920, was knighted in 1923, and made a Freeman of the City of London in 1933. Windham, born in 1868, died on July 5, 1942, after a good, and varied life.

Pequet continued in aviation - he became a test pilot and in 1934 was the Chief Pilot at the Aero-Club of Vichy. He remained a lifelong friend of Gabriel Voisin, at whose aviation school he had learnt to fly in 1908. He died in March 1974 at the age of 86.

The Western part of the Exhibition site at Allahabad became a public park, originally Minto Park, but now Madan Mohan Malaviya Park. There is still the Proclamation Pillar commemorating the Proclamation of 1858 when authority was transferred from the East India Company to the British Crown. The foundation stone had been laid in 1910 shortly before the Allahabad Exhibition opened.

Centenary of the World's First Official Aerial Post

By Peter Jennings (Published in Gibbons Stamp Monthly Feb. 2011)

Aviation and philatelic history made at Allahabad, India, on 18 February 1911

2011 marks the centenary of two of the world's most important pioneer airmail flights. The first official Aerial Post flight took place during the United Provinces Exhibition at 5.30 p.m. on Saturday 18 February 1911. Less than seven months later the first United Kingdom Aerial Post from London to Windsor on Saturday 9 September 1911 was flown by the intrepid English pioneer aviator Gustav Hamel. In this special report, Peter Jennings FRPSL, FRGS, reviews the first of these historic flights.



The 23-year-old French pioneer aviator Monsieur Henri Péquet (1888-1974) took off from grounds of the United Provinces Exhibition at Allahabad in a British built Humber Sommer biplane. He flew across the Jumna River in the direction of Naini Junction, about five miles away, where 13 minutes later he handed one sack of mail to an official from the Indian Post Office. Péquet returned immediately to land again on the exhibition grounds, having completed the whole journey in 27 minutes.

The world's first official aerial post consisted of approximately 6500 letters and postcards including a number of large postcards that depicted the pilot and flying machine. The flight, witnessed by more than a million people, including the Governor, Sir John Hewitt, was in aid of the Oxford and Cambridge Hostel and Holy Trinity Church in Allahabad.

In Great Britain *The Times newspaper* carried a report on 13 March 1911 under the headline: 'An Indian Aerial Post'. This historic aerial mail was and still is news today.

The United Provinces Exhibition of 1910– 1911 was held in the central part of northern India, in Allahabad, the capital of the United Provinces of Agra and Oudh. The Exhibition opened on 1 December 1910 and closed on 28 February 1911.



'Registered No. 109' cover addressed to Fyzabad, flown from Allahabad to Naini Junction on 18 February 1911. The two rupees King Edward VII stamp is cancelled with the special cachet in magenta

Reverse of cover backstamped: 'Allahabad 18 FEB. 11' and 'Fyzabad, Reg. 20 FEB. 11'

"Registered No. 109 cover addressed to Fyzabad, flown from Allahabad to Naini Junction on 18 February 1911. The two rupees King Edward VII stamp is cancelled with the special cachet in magenta. Reverse of cover backstamped : 'Allahabad 18 FEB.11' and 'Fyzabad, Reg. 20 FEB 11'

Signed special post cards

At quite short notice, the organising committee announced in *The Pioneer Mail* and *Indian Weekly News* on 17 February 1911 that special postcards would be available bearing a picture of the biplane in which the mail was to be carried. These cards were signed by Henri Péquet, and cancelled with the special postmark. No messages were included.

My fellow aero-philatelist Jeffrey Brown, who has produced an excellent book and CD, *Indian Air Mails*, has done a considerable amount of original research into the number and provenance of the two types of large-sized postcards. The inscription at the top of type I is: 'FIRST "AERIAL POST," FEBRUARY 18, '11.' And on type II: 'FIRST "AERIAL POST," ALLAHABAD, FEBRUARY 18, 1911.'

The entry in the 1934 Field catalogue states: 'Special large card depicting the pilot and machine signed (aviator). Only 40 were carried and probably not more than 12 exist today. All the large cards with a genuine cachet and postmarked, "ALLAHABAD 18 FE. 11" will have been flown.' Jeffrey's researches have so far identified 60 cards, so these large cards are less rare than Field thought.

Jeffrey Brown, who has recently retired as Membership Secretary of the India Study Circle for Philately, of which I am proud to be a member, told GSM: 'The importance of this flight cannot be overstated. Captain Windham had the foresight to recognise that speedy communication across large distances would be a boon to both individuals and governments. Airmail was the basis of this communication throughout the 20th Century. His post of 6500 letters has turned into millions of letters per day across the globe.'

Captain Windham

The world's first official aerial post was initiated by Captain Windham, who took two aviators and eight planes to the United Provinces Exhibition at Allahabad at the request of the Government of the United Provinces of Agra and Oudh. Henri Péquet continued in aviation, becoming a test pilot and, in 1934, was the chief pilot of the Aero-Club at Vichy. He died in France in March 1974, aged 86. Captain Windham returned to England where he organised the First UK Aerial Post, London– Windsor, during September 1911 in celebration of the Coronation of King George V. He was knighted in 1923 and died on 5 July 1942, aged 74.



UP Exhibition Camp registration handstamp on registered cover addressed to Jubbulpore. One anna postage and eight annas registration fee, King Edward VII stamps cancelled with the special cachet in magenta
Right: Reverse of cover backstamped: 'Allahabad Reg 18 FE. 11' and 'Jubbulpore Reg 20 FE. 11'

UP Exhibition Camp registration handstamp on registered cover address to Jubbulpore. One anna postage and eight annas registration fee. King Edward VII stamps cancelled with the special cachet in magenta.

Right: Reverse of cover backstamped: 'Allahabad Reg 18 FE. 11' and 'Jubbulpore Reg 20 FE. 11'

Absorbing experience

In his absorbing book *My Fifty Years in Flying*, Harry Harper, 'the World's First Air Reporter'—with the *Daily Mail* (published by Associated Newspapers in 1956) wrote in chapter 12, *The First Air-Mail Trials*: 'Actually the story of the

development of the flying mail is one of the most fascinating in the whole history of the air. And one of the greatest authorities on the subject, and more particularly on the very earliest experiments in carrying letters by air, was my friend the late Sir Walter Windham.'

Harry Harper added: 'To listen to Sir Walter talking about man's very first experiments in carrying letters by air, as I had an opportunity of doing more than once, was an absorbing experience. I remember that when on his return from India in 1911 Sir Walter Windham told me of his intention to try and induce our postal authorities in this country to sanction officially a mail-carrying trial by aeroplane.'

Much has been written about the world's first aerial mail during the past 100 years, but the most vivid is an account given by Henri Péquet during an interview with a French magazine. Extracts are reproduced in the magnificent book *Indian Airmails, Development And Operations (1911–1942)* by Pradip Jain, the doyen of Indian aero-philatelists (reedited by this correspondent for the benefit of the reader).

Péquet interviewed

Asked when he first became involved in aviation, Henri Péquet replied: 'In 1908 I began as a mechanic at Gabriel Voisin and in that capacity, I accompanied Sanchez Besa at the meeting in Berlin the following year.'

As a *pilot*? 'On 30 October 1909 I took a plane and let myself go. A few days later I had a fire on board. I think I was the first pilot to whom this ever happened. During 1910 I participated at the meeting in Buenos Aires, and then I became an instructor at Rheims in France.'

And your pilot's licence number? 'I got number 88 during 1910 flying a Voisin.' (It is dated 10 June 1910).

How did you come to fly in India? 'I had signed a contract with Humber of Coventry to make demonstration flights at the meeting and exhibition organised at Allahabad. I went to India with another pilot, an Englishman named Davies.'

What sort of plane was used for the first airmail flight? 'It was a Sommer with a rotary Gnome engine of 50 horsepower, a two-seater biplane.'

What instruments did you have on board? 'Before us was just space. I had a watch on my wrist and an altimeter on my left knee. We had to listen to the revolutions on the oil gauge and decide when we thought it correct to take off.'

What was your mission? 'My mission on 18 February 1911 was to fly to the fortress at Naini which was about 5 miles from Allahabad, and carry a sack of mail of 30 lbs containing 6000 letters and cards, some of which were addressed to the King of England and many famous personalities of the day.'

'I flew over the Ganges and I was not quite sure that I would make it'



The large postcard, type II, signed by the pilot, Henri Pequet

Was a special cachet used? 'Yes certainly. The organisers gave great importance to the fact that the cachet bore the words: First Aerial Post. (Henri Péquet revealed that he sent a cover to himself but that it was stolen from him).

Asked about the flight, the aviator said that it lasted 27 minutes and that he flew at a height of 120 to 150 feet at a speed of 60 miles per hour and 50 miles per hour on landing. He said: 'The ground was flat. I followed the road in the middle of the forest. I remember seeing buffaloes. Before landing I flew over the Ganges and I was not quite sure that I would make it. But it was not the unexpected bath but the crocodiles that I feared!'

Was there a crowd when you arrived? 'No, only a Post Office employee to whom I delivered my sack of mail!'

Some of the best accounts read by this correspondent, an Affiliate of the Royal Aeronautical Society, appeared in the *Aero Field*, published by Francis J Field; a distinguished and knowledgeable aerophilatelic dealer who wrote the Introduction to my book *Aerogrammes*, published in 1973.

Exhibition site

The site selected was open land, partly used as a military farm, to the west of the Fort on the wide plain on the banks of the river and within sight of the confluence of the blue river Jumna and the muddy-brown Ganges. The whole area covered 120 acres. On entering, immediately to the right, was a domed building occupied by the Post and Telegraph Offices, which also contained relevant exhibits. Another Post and Telegraph Office was also provided for the use of the camps, in tents outside the Exhibition ground, halfway down the Exhibition road.



The large postcard, type II, addressed to The Palace, Bhopal, flown from Allahabad to Naini Junction on 18 February 1911. Signed by the pilot, Henri Pequet. The half anna King Edward VII stamp is cancelled with the special cachet in magenta. Also postmarked 'Allahabad 18 FE.11' and 'Bhopal 20 FE.11'

Anglo-French team

In 1910, Captain Walter George Windham RN (later to be Sir Walter Windham), one of the most influential pioneers of aviation, was invited to bring some flying machines from England to take part in the Allahabad events. He accepted the invitation, gave up his motor business, and booked a sea passage to India for late 1910.

The Anglo-French team led by Captain Windham included two pilots and two mechanics. The pilots were Péquet and Davies. In the hold of the SS Persia were two disassembled Roger Sommer biplanes and six Blériot monoplanes. The ship docked at Bombay and the team, together with the dismantled airplanes, travelled by train to Allahabad where they arrived on 5 December 1910. A few days later the aircraft were reassembled and operating from a polo field adjacent to the exhibition grounds.

The Humber Motor Company of Coventry, England, had begun to manufacture aeroplanes during 1910 and had been invited to exhibit its products at the Exhibition being held in Allahabad. Humber had built the Blériot planes under license from the French aircraft designer; and the Roger Sommer aircraft from the design of an exhibition pilot of the same name whose plane was a modification of an earlier Henri Farman design.

The two aviators were contracted to fly 30 hours each during the three months of the Exhibition, spending time on daily flights, normally starting at 4.00 p.m. Keith Davies was the first person to fly an aeroplane in India; he assembled one of the monoplanes and made a flight of 200 yards on 25 November 1910. Three days later Péquet followed by flying for about ten minutes at a height of 300 feet.

The Airmail

The idea for an airmail arose in an informal way. The Revd W Holland, who was Chaplain of the Holy Trinity Church in Allahabad, was also Warden of a hostel for Indian students. He asked Captain Windham if he could help to raise funds for the new hostel which was then being built. It occurred to Windham (ever ready to boost the cause of aviation) that this could be done by arranging an aerial post.

Captain Windham approached the Postmaster General of the United Provinces, Mr Geoffrey Rothe Clarke, and he (with the approval of the Director General of the Post Office in India) soon gave permission. Windham appointed the Chaplain as postmaster of the mail.



Reverse of cover backstamped: 'Allahabad 18 FE. 11' and 'Allahabad 8.30 AM 19 FE. 11'

Cover addressed to the Manager of the Allahabad Bank Limited, flown from Allahabad to Naini Junction on 18 February 1911. The half anna King Edward VII stamp is cancelled with the special cachet in magenta



Cover addressed to the Manager of the Allahabad Bank Limited, flown from Allahabad to Naini Junction on 18 February 1911. the half anna King Edward VII stamp is cancelled with the special cachet in Magenta.

Reverse of cover backstamped: 'Allahabad 18 FE. 11' and 'Allahabad 8.30 AM 19 FE. 11'

People wishing to have items flown were asked to send them addressed and stamped at the appropriate postage rate, to the Chaplain of the Holy Trinity Church before 16 February 1911. The Post Office would not sanction a charge over and above the normal postage rate, but a nominal sum of six annas (or sixpence)



Large postcard, type I, addressed to Glasgow, flown from Allahabad to Naini Junction on 18 February 1911. Signed by the pilot, Henri Pèquet
Courtesy of Jeffrey Brown



Large Postcard type I, addressed to Glasgow, flown from Allahabad to Naini Junction on 18 February 1911, Signed by the pilot, Henri Pequet

was asked for as a donation to the new church hostel buildings. If postage stamps were sent, eight annas was requested. Only letters or cards under one ounce in weight were accepted. Special rates were available for those wishing to send large consignments of mail, such as clubs and regiments.



Indian stamps issued to mark the 50th and 75th anniversary of the first official airmail flights from Allahabad to Naini

Special cachet

A special postmark was also authorised. Windham drew an outline representing a biplane in flight over the mountains of Asia. The die for this was cast at the postal workshops at Aligarh. The postmark, 4cm in diameter, was applied in a magenta colour on public mail, but in black on privileged items. The day before the flight a small staff from the Indian Postal Department worked at the hostel, which had been turned into a small post office, sorting and preparing the mail, starting at 9.00 a.m. and not finishing until midnight.



The United Provinces Exhibition Camp cachet – Jeffrey Brown points out that an article in India's Stamp Journal of May 1941 states: 'This cachet is extremely rare and we have not see more than half a dozen examples of this postmark which leads us the believe that it must have been used extremely sparingly'.



United Provinces Exhibition Camp registration handstamp



The exhibition delivery mark. This cachet is very rare as it was only used on mail addressed to the Exhibition Camp.

(All items from the Peter Jennings FRPSL, FRGS collection of Pioneer Air Mail 1902-1934. Except where acknowledged)

The flight

The mail flight was originally fixed for Monday 20 February 1911, taking off at 4.30 p.m. In the event, Péquet flew it on Saturday 18 February 1911. The take-off was watched by the Lieutenant-Governor, Sir John Hewitt and Lady Hewitt, together with government staff and a large crowd.

One of the Humber Sommer biplanes was chosen for the flight because it carried a heavier payload and because the underpowered Blériot monoplanes had not performed well in the heavy, humid Indian climate.

Naini had been selected as the place to receive the mail, as it was the nearest point on the main railway line from Calcutta to Bombay. A site enabling the plane to descend and take off safely had been cleared at Naini by convicts from the nearby central jail.

Registered mail

A total of 931 pieces of mail was registered for the flight. The majority carry the cachet 'R/ ALLAHABAD' stamped in black. This may well include mail registered at the Exhibition Post Office. Some items were registered at the Exhibition Camp Post Office, and these bear the registration cachet in black.

Historic achievement

The Indian Post Office issued a set of three special commemorative postage stamps to mark the Golden Jubilee of the First Official Airmail Flight Allahabad–Naini on 18 February 1961 (434/6). This was followed by a set of two stamps to commemorate the 75th Anniversary of this historic flight on 18 February 1986 (1185/86).

Stamp collectors, aero-philatelists and non-collectors throughout the world are now looking forward to the special stamps to be issued by the Indian Post Office on Friday 18 February 2011 to celebrate the Centenary of this epoch-making flight in India.

India, First Aerial Post 1911

'Private' Picture Postcards and 'Official' United Provinces Exhibition Covers

By **Uttam Reddy FRPSL** (first published in *The London Philatelist* Vol 124, Issue May 2015, No. 1425, pages 124-142 to 124-147)

THE WORLD'S FIRST OFFICIAL AERIAL POST was organised at the United Provinces (U.P.) Exhibition grounds in Allahabad, India on 18 February 1911. The event was organised by Capt. Walter Windham, an aviation enthusiast, in order to help raise funds for the construction of the Oxford and Cambridge Hostel. A special circular postmark (4 cm in diameter) showing a biplane flying over a mountain range was applied on all the mail carried on this flight. The specially designed postmark was applied in magenta on mail for the common public and in black ink on mail for officials involved with the organising committee of the event (Refs. 1 to 4).

The organiser of the First Aerial Post, Capt. Windham, arrived in India along with two pilots, H. Pequet and K. Davies, in order to showcase the new aeroplanes at the U.P. Exhibition taking place from December 1910 to April 1911 (Ref. 5).

The French pilot, Henri Pequet, was selected to fly the plane carrying two bags of mail on the maiden First Aerial Post. He took off in a biplane at 5.30 pm on 18 February 1911 from the U.P. Exhibition grounds in Allahabad, carrying 6,500 letters, and flew to Naini, which was five miles away. Amongst the 6500 letters that the pilot carried, it is well known that he also carried a few pilot and bi-plane illustrated picture postcards; these cards have come to be known as 'Pequet' cards. This article will shed light on some previously unreported varieties of 'Pequet' cards. These new varieties of cards, hitherto unknown, will be classified as 'private: as there is no evidence yet to suggest that these postcards were officially sanctioned for the event.

It is widely known that two varieties of 'Pequet' cards officially sanctioned for the event come in the 'long' and 'short' formats. These officially sanctioned pilot illustrated picture postcards were put on sale for the princely sum of one rupee. It is reported that about 40 of these cards are known to exist. The 'short' format or Type 1 cards bear the inscription, 'FIRST "AERIAL POST;" FEBRUARY 18, '11'. The 'long' format or Type 2 cards bear the inscription, 'FIRST "AERIAL POST;" ALLAHABAD, FEBRUARY 18, 1911' (Refs. 1 and 2).



Figure 1: Type 1 pilot illustrated picture postcard.



Figure 2: Type 2 pilot illustrated picture postcard

Officially sanctioned picture postcards of Types 1 and 2 illustrate the pilot sitting in his bi-plane. These cards were printed on thick white paper (non-glossy photo paper) and measure approximately 15.5 cm by 12.5 cm. These cards were cut very unevenly and differences in dimensions exist by almost 1.5 cm in some cases. The pilot has duly autographed the picture side of the postcard on all known Types 1 and 2 cards.

An officially sanctioned picture postcard showing the same illustration as Types 1 and 2 but printed on thick brown paper (non-glossy photo paper) has not been reported previously; this variety will be referred to as Type 3. The author has come across three examples of the Type 3 postcard, of which two bear a stamp that has been cancelled by the special postmark in black ink. The cards belonging to Type 3 measure approximately 15 cm by 11.25 cm. These cards were also cut unevenly, and slight differences in dimensions might exist. The pilot has duly autographed the picture side of the postcard on all the known Type 3 cards (Ref. 6).



Figure 3: Type 3 pilot illustrated picture postcard (signature at bottom right)



Figure 4: Type 4 pilot illustrated picture postcard

'Private' picture postcards illustrating the pilot and his biplane from various angles categorised herein as Types 4 to 8 have not previously been reported. It is not known if these picture postcards were officially authorised for the event and, if so, at what price they were sold to the general public. The picture postcards of Types 4 to 8 were printed on thick white paper and measure 13.5 cm by 8.5 cm. All the known cards appear to be very evenly cut and printed on glossy photo paper (Ref. 6).

The Type 4 'private' picture postcard shows a close up view of the pilot, Henri Pequet, sitting in his biplane. The picture was taken from the front of the aircraft. The author has come across three examples of this type of postcard. All three known examples of Type 4 were duly signed by the pilot on the picture side of the postcard.



Figure 5: Type 5 pilot illustrated picture postcard

The Type 5 'private' picture postcard shows a close up view of the pilot, Henri Pequet, standing at the back of his biplane. The author has come across only one example of this type of postcard. The postcard has been duly autographed by the pilot on the picture side.



Figure 6: Type 6 pilot illustrated picture postcard

The Type 6 'private' picture postcard shows an image of the aeroplane flying over a building at the U.P. Exhibition grounds. The author has come across only one example of this type of postcard. The postcard bears no autograph of the pilot. The postcard bears an imprint, which reads, "J. Burlington Smith, Darjeeling": The imprint would imply that the famous photographer J. Burlington Smith would have taken this photograph.



Figure 7: Type 7 pilot illustrated picture postcard

The Type 7 'private' picture postcard shows an image of the pilot sitting in his biplane while the promoter of the event, Capt. Windham, appears to be standing next to the aeroplane. The author has come across only four examples of this type of postcard, of which only one has been signed by the pilot. The postcard bears the same imprint as Type 6,

which reads, "J. Burlington Smith, Darjeeling".

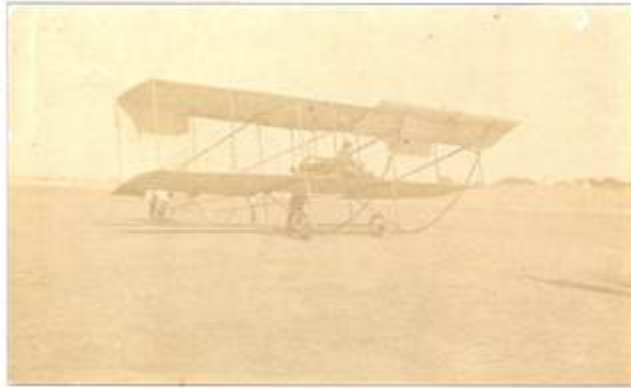


Figure 8: Type 8 pilot illustrated picture postcard

The Type 8 'private' picture postcard shows an image of the pilot sitting in his biplane. The image is shot from the front of the aircraft. The author has come across only one example of this type of 'private' picture postcard.

This article has cast light on five new types of 'private' picture postcards. It would be very interesting to know if any more types exist and if these cards were officially authorised for the event. This article also aims to shed light on the various types of 'official' U.P. Exhibition covers that were flown on this famous flight. It is documented that a permanent post office was located at the exhibition grounds in Allahabad. It is also recorded that a post office was especially set up at the camps for the duration of the U.P. Exhibition. The permanent post office at the exhibition used registration labels for registered mail while the post office set up at the camps used a special boxed handstamp (Ref. 1).

The author has found evidence of four different kinds of 'official' covers that were put up for sale at the post office set up at the camps. It is not known for how much these covers were sold nor how many were flown. Given the very few covers the author has come across, these covers can be aptly described as being very scarce.

Type 1 'official' covers bear the inscription "United Provinces Exhibition" in black on the back flap. The covers belonging to Type 1 measure approximately 13.5 cm by 10.7 cm. The author has come across only two covers of this particular variety.



Figure 9: Type 1 'official' U.P. Exhibition cover.

The 'official' cover shown in Figure 9 is also accompanied by the original content written on "official" U.P. Exhibition stationery. The letterhead reads "Committee of Management" which suggests that this stationery and the covers described as Types 1 to 4 had been reserved exclusively for the managing committee of the event. The letter is signed by the pilot, H. Pequet, and is dated 18 February 1911, the day of the event. The U.P. Exhibition stationery is shown in Figure 10.



Figure 10: 'official' U.P. Exhibition stationery.

Type 2 'official' covers bear the inscription "United Provinces Exhibition" in blue on the back flap. The covers belonging to Type 2 measure approximately 13.5 cm by 10.7 cm. The author has come across only five covers of this variety.



Figure 11: Type 2 'official' U.P. Exhibition cover.



Figure 12: United Provinces Exhibition Camp cachet.

The Type 2 'official' cover shown in Figure 11 also bears the United Provinces Exhibition Camp cachet shown in Figure 12. The cachet is a delivery mark and has been reported in literature as being very scarce, with only six covers bearing this cachet known and recorded only on 19 February 1911 (Ref. 4).



Figure 13 & 14: A type 3 'official' U.P. Exhibition cover (front & back image)

Type 3 'official' covers bear the inscription "U.P. EXHIBITION, Post Office, ALLAHABAD:" in black on the back flap. The covers belonging to Type 3 measure approximately 12 cm by 9.5 cm. The author has come across only two covers of this variety.



Figure 15: A zoomed in view of the QV Label sitting over the 'genuine' despatch postmark

The cover illustrated in Figure 13 is a fantastic example of philatelic ingenuity. It appears that someone has affixed a QV One Anna postal stationery cut out over the 'genuine' Allahabad despatch postmark and then applied a genuine 'First Aerial Post' cancellation over it as shown in Figures 14 and 15.

The pilot has signed and dated the cover right next to the postal stationery cut-out, so as to attest to the addition of the cut-out. The pilot then hand-drew a 'forgery' of the Allahabad despatch postmark on the back of the cover. The ink used to create a 'forgery' of the postmark is identical to the ink used by the pilot to sign his name! The 'forgery' of the Allahabad despatch postmark is clearly illustrated in Figure 16.



Figure 16: The hand-drawn 'forgery' of the Allahabad despatch postmark.

Type 4 'official' covers bear the inscription "U.P. EXHIBITION, Post Office, ALLAHABAD:" in blue on the back flap. The covers belonging to Type 4 measure approximately 12 cm by 9.5 cm. The author has come across only two covers of this variety.

The 'official' cover shown in Figure 17 is a twice-redirected cover bearing two clear strikes of the United Provinces Exhibition Camp cachet, dated 21 February 1911 and 22 February 1911. It has so far been reported and illustrated that this special cachet has been found on covers dated 19 February 1911 exclusively (Ref. 4). The existence of a

cover bearing this special cachet with a later date shows that the initial assumption about this cachet being used only on 19 February 1911 is wrong.



Figure 17: Type 4 'Official' U.P. Exhibition cover

From the images it can be easily deduced that the lettering on the back flap of the 'official' covers of Types 1 and 2 bears the same format and font size but differs only in the colour of the lettering, while with Types 3 and 4, although the format is the same, the font size and colour of the lettering are clearly different.

The author was fortunate enough to come across another variety of the 'official' covers designated as Type 5. The cover was not mailed on the First Aerial Post but posted by surface mail on 5 April 1911. The cover was mailed locally within Allahabad. The cover is illustrated in Figure 18.



Figure 18: Type 5 'Official' U.P. Exhibition cover

It is still to be determined how many of each of these 'official' covers were flown on the First Aerial Post, 1911, and if any other varieties of these 'official' covers exist. The author after years of hunting was able to find only a handful of these covers from each of the four mentioned varieties

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The First Official Aerial Post of the United Kingdom, 1911

By Derek Connell (Published in Gibbons Stamp Monthly February 2018)

The first official aerial post of the United Kingdom took place between 9 and 26 September 1911 as part of the celebrations for the Coronation of King George V. Derek Connell provides an illustrated history of the service, beginning this month with the ground-breaking events that inspired it.

There had, of course, been many examples of letters being flown through the air before 1911. Balloons, pigeon, even heavier-than-air machines had all been used to convey messages high above the ground, faster than a man could run or a horse could gallop. But not with the official blessing of the General Post Office.

Sending off a postcard to goodness knows where, tied to the tail of a small balloon, or even chucking a missive from a large manned balloon in the hope that it may be returned, does not constitute 'official airmail'; more 'wing and a prayer' mail.

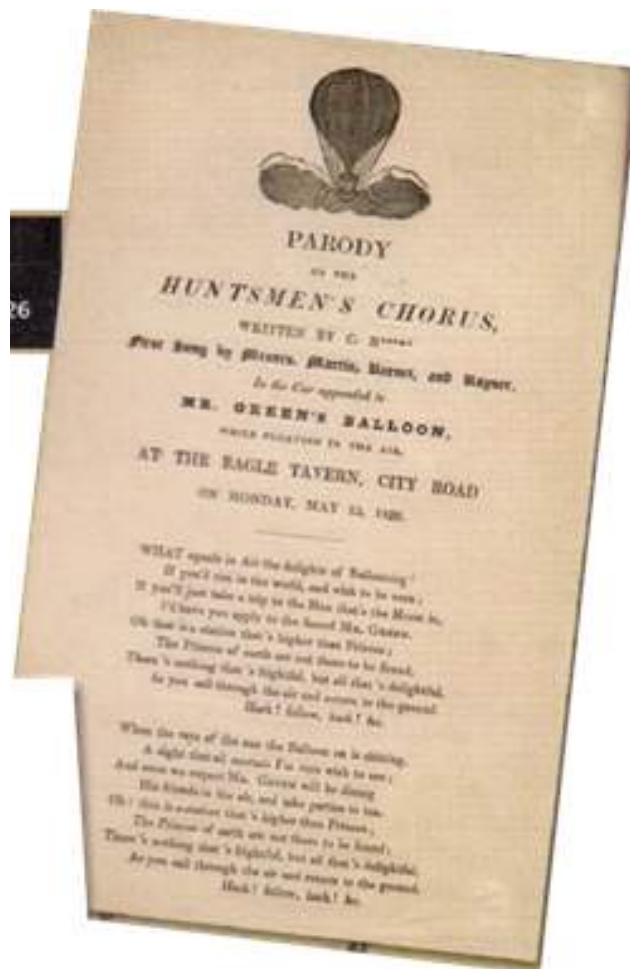


Fig.1: One of the song-sheet dropped from 'Mr. Green's Balloon' during an airborne concert in London in May 1826

In 1784, Dr John Jefferies dropped three cards headed 'From the Balloon above the Clouds', having taken off from London's Grosvenor Square. The Eagle Tavern in City Road (of 'Pop Goes the Weasel' fame) was a former tea-garden, which was transformed into a music-hall and pleasure gardens in 1825. Mr. Charles Green, the first aeronaut to use coal gas, flew balloons from here and caused a sensation by even going up on horseback! In May 1826 three crooners floated in the air above The Eagle, 'in singing a parody on the Huntsmen's Chorus whilst throwing song-sheets to the crowd (Fig1).

Crystal Palace in South London became a well-known ballooning centre after Mr. T Lythgoe, an inspector for the Metropolitan Gas Company, went up from there in 1859. HT Coxwell took up the first Mammoth Balloon in 1862 and the following year managed a flight across London, landing with a bump in Epping Forest. So popular was the site that a gas pipe was laid into the Palace from the gas works at Lower Sydenham specifically for the purpose (perhaps through the good services of Mr. Lythgoe?).



Fig 2: A postcard featuring an artist's impression of the 'Brock's Benefit' firework display at Crystal Palace. When the Post office issued its first postcards in 1870 self-addressed postcards were attached to fire balloons at the event and launched into the air. However, very few were returned (Reduced)

From 1865 Mr. CT Brock and his family firm started shooting something completely different into the skies above the Crystal Palace, namely fireworks. And among the spectacular pyrotechnics that enthralled generations down the years, were something called 'fire' or 'magnesium' balloons. Figure 2 shows a postcard advertising the 'Brock's Benefit', with an artist's impression of the display clearly showing one of the balloons flying away in the top left quarter. On 1 October 1870 the Post Office issued the first postcards pre-printed with a ½d. lilac postage stamp. Some of these were attached to the fire balloons and sent off from the displays over the next month. Despite an advertisement in The Times newspaper, very few were returned. In 1903, a Mr. Reginald Bray, a well-known autograph collector and exhibitor at the Palace, repeated this experiment at the his own specially printed cards, but, with the same disappointing results. In fact, there are no more than a handful of known items flown from Crystal Palace dated before 1907.

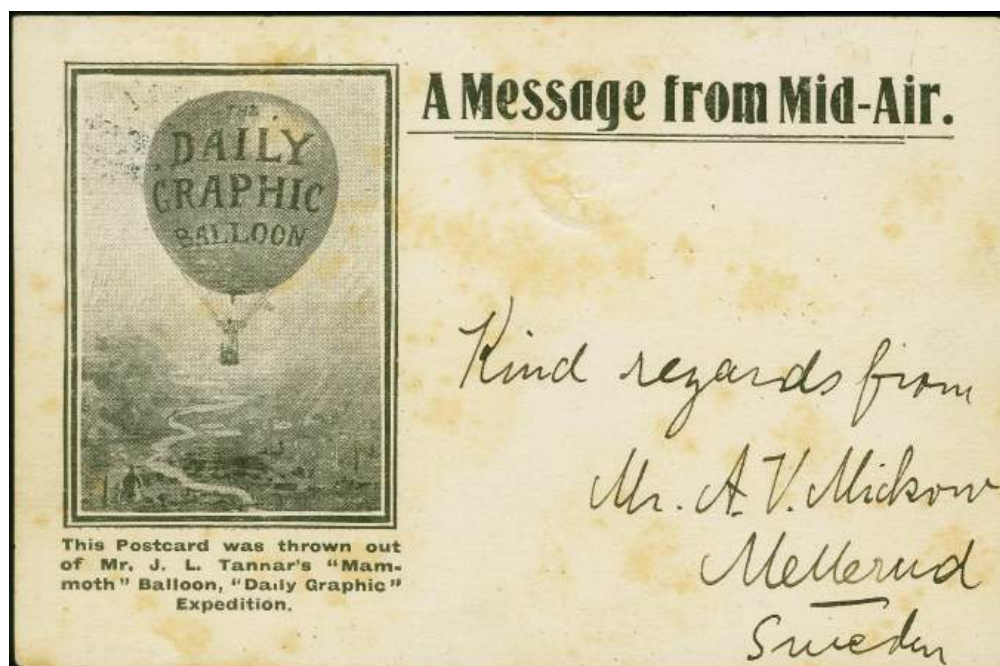


Fig 3: One of the postcards flown on the Daily Graphic balloon in October 1907. Purchasers of the cards were encouraged to send a 'Message from Mid-Air' in the hope it would be posted back to them.

Then, in the autumn of that year, the Daily Graphic illustrated newspaper decided to 'go large'. They hired a Mammoth Balloon from its owner, J L Tanner, and had it inscribed with their title in giant lettering. Official postcards were printed with an illustration of the balloon soaring over the Thames Valley, whilst the address side was headed 'CARTE POSTALE', so clearly, they envisaged a continental flight. These cards were available some time in advance (the example in Figure 3 was written on 5 September), encouraging the purchaser to end a 'Message from Mid- Air' in the hope it would be posted back.



Fig 4: The unstamped cards were carried across the Channel and as far as the town of Tosse in Sweden where they were thrown overboard to hopefully begin their journey back to England. This example was sent back to Ealing, but not before receiving a 2d. To pay handstamp from the Foreign Branch.

The Mammoth was duly launched from Crystal Palace Park on the evening of 13 October 1907 carrying the owner, the pilot, Auguste Gaudron, and our man from the Graphic, Charles Turner, with a 'large number' of the card. They headed across London, across Suffolk, across the North Sea and, sometime the next day, across the Swedish coast. As they glided sedately over the town of Tosse, perhaps because they thought it apposite, they followed the instruction and tossed a number of the cards over the side. I know. It's reminiscent of an Ealing Comedy. For the disbelievers amongst you, Figure 4 shows the address side of the card, unstamped (as was the rule) but clearly postmarked 'Tosse 14-10-1907'. And, of course, our Post Office was quick to charge 2d. on delivery to.... Ealing!

The rest of the cards were scattered over quite a distance as the balloon made a bit of a rough landing, just missing the lake at Mellerud. Many were returned some months later, bearing Swedish adhesive stamps and Mellerud postmarks. This was by far the largest known, albeit unofficial, aerial post up to that time, but with the coming of heavier-than-air machines, things were really about to take off.

Heavier-than-air machines



Fig 5: A 1910 Postcard showing Claude Grahame-White flying over Crystal Palace in his Farman biplane.

Enter one Mr. Claude Grahame-White with his Farman biplane. He left from Crystal Palace on 15 June 1910 and flew to Brookland's in 25 minutes. Oh the joys of being able to steer! he pre- publicity ensured large crowds and the event apparently caused a great sensation because most people had never seen an aeroplane before. But when he attempted to repeat the exercise on 7 July, with a flight to Bournemouth, he had to admit defeat after encountering turbulent air-

currents. The Times newspaper reported: 'On descending into a field in South Norwood the biplane tilted, some of the stays were broken, and the propeller damaged. Figure 5 is a postcard dated 9 July at Anerley entitled, 'Aerial League of the British Empire, Flying Ground', showing our hero flying over one of Brunel's water towers at Crystal Palace. The sender has written, 'We saw G.-White go up on Tuesday It was a fine sight. Thursday, he had an accident, but wasn't hurt himself. Love, Edith'.



Fig 6: A press pass to the Blackpool Flying Carnival that took place at the Lancashire Aero Club in July and August 1910

Just as well because by the end of the month he had an appointment at the Lancashire Aero Club's 'Blackpool Flying Carnival' and Figure 6 is our press pass. I suspect the ladies fancied him.

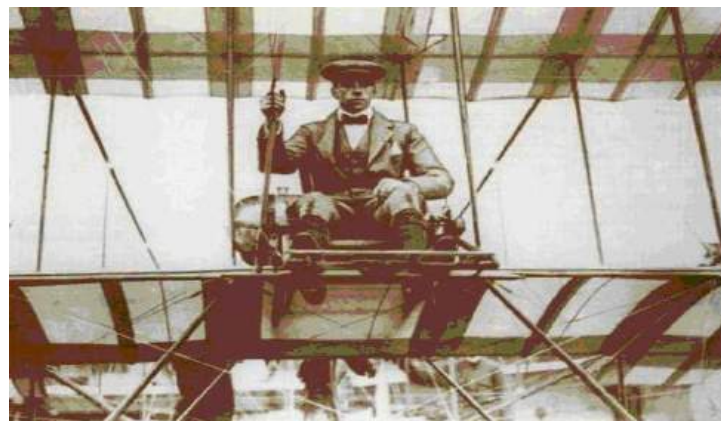


Fig 7: A postcard sent in August 1910 showing Grahame-White about to make a flight during the Blackpool Flying Carnival



Fig 8: A postcard showing Grahame White making one of his demonstration flights at the Carnival.

Figure 7 is a postcard showing him caning a flight at Blackpool, looking for all the world like a daredevil film star. Posted from Blackpool on 17 August, Ada says, 'He is the favourite among flyers. I saw him very clearly yesterday'. Another says, 'He flew around the Tower on Sunday, then dropped on the sands against Central Pier' (Fig 8).



Fig 9: An example of the Empire illustrated postcards carried by Grahame-White on 20 August 1910 in what was advertised as the 'first Aeroplane Mail'



Fig 10: The back of the Empire illustrated postcard with the overprinted message explaining why the flight did not make it all the way from Blackpool to Southport as intended.

Now the *Empire Illustrated* newspaper decided to grab a piece of the action. They had cards printed, illustrating their front cover (Fig 9) and had Mr. Grahame-White carry them in what they advertised as the 'first Aeroplane Mail' from Blackpool to Southport. The flight took place on 20 August, the last day of the Carnival and the correspondence tells us all about it in Figure 10. However, it is also overprinted diagonally in red explaining that due to 'boisterous weather condition' the experiment was not carried on in its entirety, the card being carried by aeroplane for over seven miles in a very high wind. As can be seen from the postmark, the cards were taken to London by another mode of transport and put into the postal system on 29 August (this particular card to... Ealing!).



Fig 11: The refurbished control tower of the former London Aerodrome in Hendon, now part of the RAF Museum.

1910 proved to be a busy year for Claude, quite apart from these acts of derring-do. He had spent a great deal of the previous year learning to fly in France and early in 1910 became the first Englishman to qualify, receiving his certificate of proficiency from the AeroClub de France. But this galled Claude, who decided that it was high-time England had its own school of flying and with this in mind acquired some 200 acres of prime English countryside at Hendon. He levelled the ground for an airfield, built hangars for the aeroplanes, offices for the admin and called it London Aerodrome. Figure 11 shows the refurbished control tower as it looks today at the RAF museum on the site. Situated just seven miles north west of London's Charing Cross railway terminal, Grahame-White saw Hendon as the 'future Charing Cross of our International Air Routes'. Meanwhile, he established England's first Flying Training School, employing Clement Creswell as chief pilot and Frenchman Charles Ruben as one of the instructors.

Enter Walter Windham



Fig 12 An illustration of engineer Captain Walter George Windham on his De Dion motor-tricycle during the 1896 London to Brighton 'Emancipation Run'

Fig 12: an illustration of engineer Captain Walter George Windham on his De Dion motor tricycle during the 1896 London to Brighton Emancipation Run"

Back in South London we find one Captain Walter George Windham working in his small factory at Clapham Junction (a stone's throw from the setting for *The Lavender Hill Mob*). In 1896 he bought a De Dion motor-tricycle, learnt to drive it in Battersea Park and drove it in the first London to Brighton Veteran Car Run (Fig 12). Of course, they weren't veterans then. This was the 'Emancipation Run' celebrating the Government Act abolishing the 4m.p.h. speed limit and the necessity to have a man walk ahead waving a red flag!

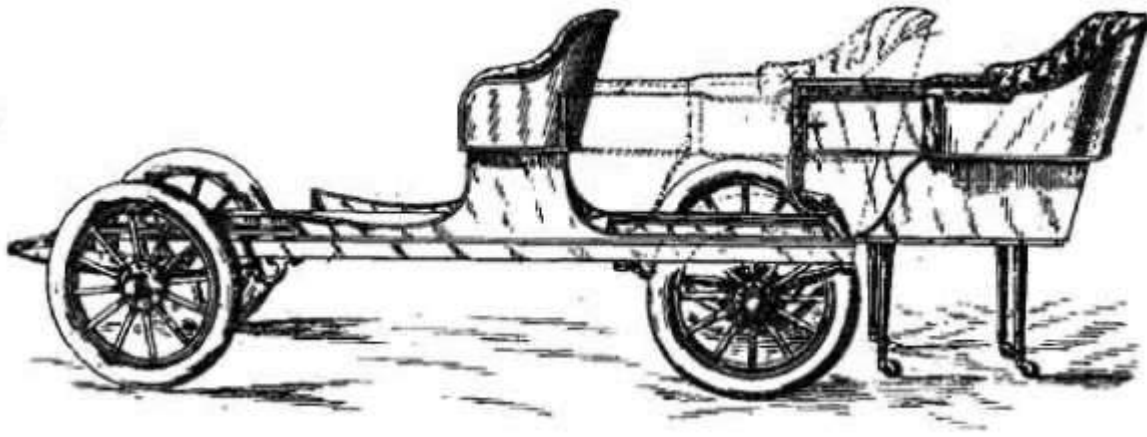


Fig 13: A sketch of Windham's Detachable Motor body

He manufactured the Windham Detachable Motor Body, whereby the rear of your saloon, behind the driver's seat, could be removed and replaced with an open top or a shooting brake (Fig 13). He temporarily joined forces with his friend CS Rolls and at one point your Rolls Royce could easily be converted into a van!



Fig 14: A Will's cigarette card depicting Windham's unsuccessful monoplane.



Fig 15: Publicity label for the 1910 Aero and Motor Boat Exhibition at Olympia

However, Windham had itchy feet and before long he was diversifying into flying machines. Having unsuccessfully attempted to get his own design of a 'tandem mono- plane' into the air at Wembley Park (Fig 14) he commissioned another factory to build him a biplane incorporating some of his design ideas. It flew and he exhibited it at an early Aero and Motor Boat Exhibition at Olympia. Figure 15 shows a publicity label for the event.

In Autumn 1910 he crated up four monoplane and a couple of biplanes manufactured by Humber of Coventry, and shipped them to Bombay. Here they were transferred to the railway and taken to Allahabad, the capital of the United

Provinces of Agra and Oudh. Captain Windham had been invited to take part in the United Provinces Exhibition, a huge event intended to promote agriculture and industry. Windham's aeroplanes were exhibited from December, making daily flights above the site at the confluence of the Rivers Ganges and Yamuna. Edward Davies was the first to go up, taking one of the monoplanes on the 10th. The following day, Henri Pequet took up one of the biplanes and later, to the delight of the crowds, carried a passenger: the Maharaja of Benares. The demonstrations continued until the Exhibition closed at the end of February 1911.

First Aerial Post flight

As the aeroplanes became a familiar sight above the showground, the Reverend WE Holland, chaplain of Holy Trinity, Allahabad asked Walter Windham if he could perhaps use them to somehow raise funds for a local Student Hostel, called the Oxford & Cambridge. We don't know how long he thought about it. Perhaps he had it at the back of his mind all along. Suffice it to say our 'Man of Action' had a conversation with the Postmaster General of the United Provinces, who had a conversation with the Director General of the Post Office in India and between them they instigated what is generally considered to be the world's first official aerial post by aeroplane.



Fig 16 One of the official pilot-signed postcards produced for the world's first official aerial post by aeroplane in Allahabad. It shows Henri Pequet sitting in his biplane and has the Type 1 inscription: 'FIRST AERIAL POST FEBRUARY 18, '11' (Reduced)

Fig 16: One of the official pilot-signed postcards produced for the world's first official aerial post by aeroplane in Allahabad. It shows Henri Pequet sitting in his biplane and has the Type 1 inscription: 'FIRST AERIAL POST FEBRUARY 18, '11'.



Fig 17 Another official postcard, this time with the Type 2 inscription with 'ALLAHABAD' added before the date (Reduced)

Fig 17: Another official postcard, this time with the Type 2 inscription with 'ALLAHABAD' added before the date.

People were asked to send stamped, addressed items weighing no more than one ounce to the Holy Trinity Church, with an additional contribution of six annas (sixpence). Official pilot-signed postcards showing Pequet sitting in his biplane were sold for one rupee with two differing inscriptions. Type 1 is headed, 'FIRST AERIAL POST FEBRUARY 18, '11' (Fig 16), whilst type 2 has the addition of 'ALLAHABAD' before the date (Fig 17).

Windham showed his artistic skill by designing a special cachet to cancel the adhesive stamps. A biplane is shown flying across mountains whilst the all-important wording 'FIRST AERIAL POST' appear in the double ring above. The place of posting 'U. P. EXHIBITION ALLAHABAD' appear below. I say 'cachet' because no date, other than the year, appears. '1911' is seen within the mountain range.



Fig 18 A cover sent from the United Provinces Exhibition in Allahabad to Jubbulpore cancelled with the wording "FIRST AERIAL POST" cachet designed by Windham. The letter was registered at the temporary post office set up within the exhibition camp (Reduced)

Fig 18: A cover sent from the United Provinces Exhibition in Allahabad to Jubbulpore cancelled with the wording "FIRST AERIAL POST" cachet designed by Windham. The letter was registered at the temporary post office set up within the exhibition camp.

Figure 18 shows a cover sent to Jubbulpore cancelled with mis cachet. As can be seen from the additional handstamp, it was registered at the temporary post office set up within the Exhibition Camp. Figure 19 shows another item registered this time the main post office. This benefits from having a further handstamp applied, the permanent C.D.S. of Allahabad, confirming the posting date of 18 February 1911.



Fig 19 Another registered cover carried on the first aerial post flight on 18 February 1911. It features two strikes of the flight cachet and the Allahabad c.d.s. (Reduced)

Fig 19: Another registered cover carried on the first aerial post flight on 18 February 1911. It features two strike of the flight cachet and the Allahabad c.d.s.

So, it was that at 5.30p.m. on the allotted day Hemi Pequet flew a 50 horsepower Humber-Sommer Biplane out of Allahabad, across the Yamuna River to the fortress at Naini junction (the nearest point on the railway to Bombay) a journey of some five miles. Crossing forest and water rather than mountains, the pilot saw buffalo and crocodiles. Landing on a strip of land cleared by convicts from the nearby Central Gaol, he met with just one Post Office official. He handed over without ceremony what is variously reported as one or two sacks of 6000 to 6500 items of post, weighing some 30 pounds. He immediately returned to the Exhibition, where no doubt he received a hero's welcome, the whole adventure taking just 27 minutes.



Fig 20 A cover sent by Walter Windham to an associate at the Royal Aero Club in Piccadilly (Reduced)

Fig 20 : A cover sent by Walter Windham to an associate at the Royal Aero Club in Piccadilly.



Fig 21: The Souvenir card produced and signed by Windham describing the first aerial post.

Among these historic dispatches were many addressed back to dear old Blighty and some of these were sent by Walter Windham himself to friends and colleagues. Figure 20 show a cover addressed to an associate at the Royal Aero Club in Piccadilly, London. Inside was a souvenir card that Windham had specially printed and signed describing the first ae1-ial post, and, most importantly, explaining that it was officially sanctioned under Government Post Office Regulations (Fig 21). Ten days later, the Exhibition closed and the aeroplanes were transported to Bombay. Here, Edward Davies gave demonstration flights for the armed forces in an indication of what was just three short years!

First official aerial post of the United Kingdom

Captain Windham sailed home and no doubt before long could be found in the lounge of his Piccadilly Club, regaling members with tales of the world's first official aerial post. But now his itchy feet had come back and he decided the United Kingdom needed such an event of its own. This would promote the infant industry of aircraft manufacture and show the reliability of heavier-than-air machines as a device for lines of communication, perhaps in time of war. But how to convince the authorities? As luck would have it, 1911 was Coronation year.

Edward VII had passed away on 6 May 1910 and George, Prince of Wales (the Philatelist Prince) had become King George V (the Collector King). The irony of the date will not be lost on readers of GSM. After a suitable period of mourning, and time to organise events, 22 June 1911 was earmarked for Coronation Day. Commemorative postage stamps were still a long way off, but souvenir labels were plentiful. Figure 22 shows an example, affixed to the forbidden top right corner of a postcard, tied by a Kensington postmark and rubber stamped 'Contrary to Regulations'.



Fig 23: An advertising card for the 1911 Coronation Exhibition in Shepherds Bush



Fig 24 Pre-publicity and souvenir labels for the Festival of Empire exhibition, where Britain's first aerial post would take place

Fig 24 : Pre-publicity and souvenir labels for the Festival of Empire exhibition, where Britain's first aerial post would take place

What better time to run a Commemorative Aerial Post as an innovative addition to the celebrations? A Coronation Exhibition was planned for the White City at Shepherd's Bush. Figure 23 shows a contemporary postcard of the poster. The Festival of Empire was planned at the Crystal Palace at Sydenham. Figure 24 shows a selection of the pre-publicity and souvenir labels produced for the grand event. With its history of ballooning and early flights by Grahame-White and the Aerial League, where better to recreate the success of Allahabad? Windham approached the Postmaster General, The Rt Honorable Herbert L Samuel, and it was agreed that mail would be flown from the Crystal Palace grounds during the Festival of Empire to certain places within the United Kingdom yet to be decided, with the official sanction of the GPO. It was also agreed that a special 'First United Kingdom Aerial Post' handstamp would be used to cancel the adhesive postage stamps affixed to all the items. Walter Windham was a happy man. But then, 'the best laid scheme of mice and men ...'

Aerial Routes between Cairo, India and Australia 1918–29 Stitching the British Empire Together by Air

By Pradip Jain RDP FRPSL

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At its peak in the 19th and 20th centuries the British Empire stretched from the Atlantic in the west to the Pacific in the East. The reasons for its success as the largest colonial power could be attributed to the usage of the prevalent modern means of communication and transportation to stitch its vast empire together. Developing postal communications played a vital role in sustaining the Empire. From time to time, efforts were made by officials to re-organise the postal communication system, introduce timely reforms and add new routes. The imperative need for a fast and accelerated transportation and communication system was felt more strongly during the First World War. The development of aeroplanes raised activities across the globe. Geographically at the centre of the Empire, India acted as an important hub for the British to rule their vast empire. The First World War created the foundation for an air route network joining Britain with its overseas territories to allow faster communication. The Indian Flying Corps did sterling work in Mesopotamia during WW1 with its base at Basrah in 1915. In that August, all its officers were gazetted to the Royal Flying Corps, forming 30 Squadron RFC. It assisted in many of the Mesopotamian campaigns and, on 1 April 1918, became part of the RAF.

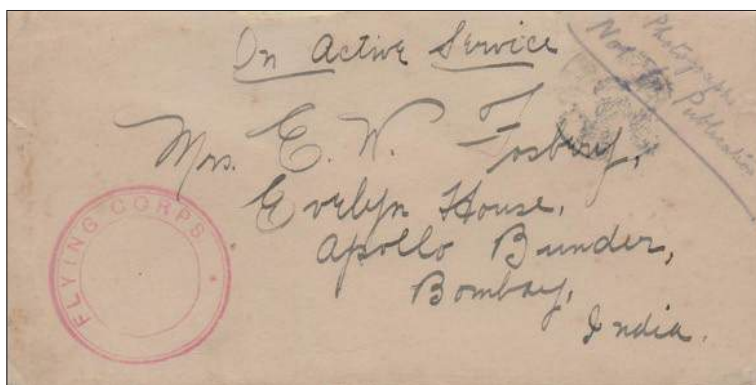


Figure 1.

A cover on active service, addressed to Mrs. E.W. Fosbury, bearing Flying Corps red cachet and 'Passed Censor D' on the front and 3 September 1915 datestamp on the reverse.
One of the three covers recorded



Figure 2.

Unique example of a cover with 'INDIAN FLYING CORPS' cachet in red on a 25 July 1915 envelope to Bombay, marked 'On Field Service' and 'Apollo Bunder' together with a faint censor cachet in violet, arrival c.d.s on reverse.

Further, following a request from the British Indian Government for trained pilots for service in Mesopotamia, Australian Flying Corps air and ground personnel arrived at Basrah to join the Indian Flying Corps serving in the area.

Australian and Indian Army personnel flying Indian Flying Corps aircraft formed the 'Mesopotamian Half-Flight', which supported the British Indian Army during the opening round of the Mesopotamian Campaign in World War 1.

With the beginning of World War 1, mail flight operations were curtailed and planes were directed for use in the war. By March 1916 British armed forces stationed in Egypt were also merged into the Egyptian Expeditionary Force (E.E.F.). The war (1914–1918) witnessed incredible strides in aeronautics and the Empire also realised its importance and channelled its energy into building a strong and robust air transport network. After the end of World War 1, the planes and pilots began to be used for the air mail service. The period from 1918 onwards is fascinating, as several experimental flights were carried out and routes and regulations were established for mails to be carried by planes. During the period, India became a stopover for most of the aircraft to and from Europe because of its geographical advantage, thus becoming an important part of the aerial communication history and generating rare aero-philatelic documents.

In 1919 after the first experimental flight between Great Britain and India, the Air Ministry proposed to start a weekly air service between Egypt and India by the RAF for the dual purpose of carrying mail between those two countries and of providing a route for the rapid reinforcement of their ground troops in case of any unrest. In 1921, Winston Churchill called a press conference in Cairo of British proconsuls in the Middle East and India where it was decided that a regular Cairo to Baghdad air mail and transport service was the best training for high mobility and rapid reinforcement when required. It would further cut down the travel time from 30 days to two weeks. During 1919–1920 a series of experimental flights was made on different sections of the Egypt–India route, and in 1921 the first commercial mail service was started between Cairo and Baghdad by the RAF. However, it was only in 1929 that Imperial Airways could inaugurate its regular service between England and India.

On the same day that Ross and Keith Smith arrived in Australia at the end of their flight from England (10 December 1919), the British Civil Ministry set out its plan for the development of an empire air route network to Australia focusing on the Egypt–India portion.

After successive attempts, three air routes were selected and stations were prepared at various intervals for maintenance of flights, breaks for pilots and transport of mails.

- Karachi-Chahbar-Bandar Abbas-Bushire-Basrah to Baghdad
- Quetta-Mirjawa-Birjand-Meshed-Tehran-Baghdad
- Calcutta-Rangoon-Singapore-Australia

This article presents here two important studies:

1. Experimental flights which were carried out by the RAF between Cairo, India and Australia (1918–22), with special reference to the Cairo–Baghdad air mail service 1921–24.
2. Takeover of the aerial routes by Imperial Airways in 1924 and subsequent developments up to 1927, including the Alan Cobham survey flights to the Far East in 1924–25.

Prior to 1924, most of the mails that were carried by experimental flights were on an honorary basis which belonged to the British officials stationed at the posts, and are found with irregular postage, or none at all. Also, there was no concept of an air mail fee during the period.

For Part 1 of the article, an important contribution of information came from the archives of George Alexander MunGavin OBE working for the Indo-European Telegraph Department (I.E.T.D.) in 1918 and his sister Lady Elsie, who were stationed at Bandar Abbas and had the opportunity to witness several experimental flights and acquaint themselves with the pilots. Over the years, the author has also been able to track letters bearing rare flight markings other than those found in the MunGavin archives, which has helped enormously in building this research and will be shown here as an important reference.

Flight Trials (1918–1922)

RAF Survey Flight Cairo–Delhi 30 November–12 December 1918

Following the end of World War 1 and the establishment of the Air Board, the Royal Air Force started laying the foundations for air routes to and from the British Empire. On 30 November 1918, Major General W.G.M. Salmond, commanding the Royal Air Force in the Middle East, flew from Cairo to Delhi on a RAF survey flight, in what was the first commercial flight to India, a distance of over 5,000 miles, in just a fortnight. Brigadier-General A.E. Borton left Heliopolis (Cairo) in a partly converted Handley Page 0/400 biplane, C-9681, fitted with 250hp Rolls Royce engines, with Captain Ross Smith as the pilot, Sergeants Bennett and Shiers as

crew and, as passenger, Major General (later Air Marshal) Sir Geoffrey Salmond, GOC RAF Middle East.

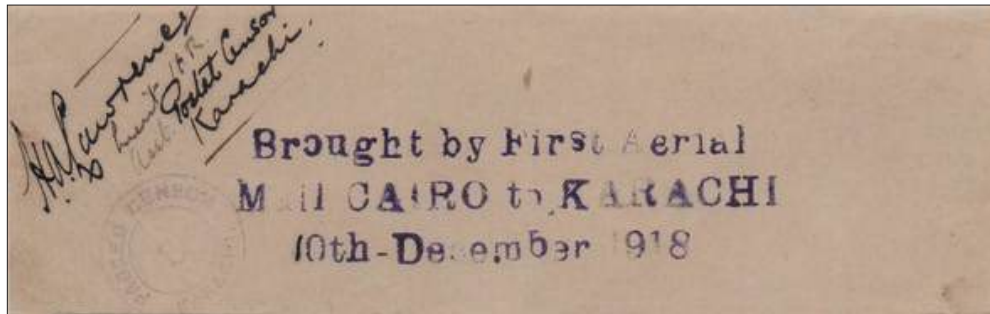


Figure 3.

Unique example recorded on mail package parcel strip bearing Censor-3 mark and special three-line cachet in violet applied at Karachi, signed by H.A. Lawrence, Postal Censor Karachi.

The route was from Damascus, via Ramadi, Baghdad, Bushire and Bandar Abbas to Chahbar, which was reached on 7 December. They left on 10 December, reached Karachi on the same day, and flew on to Nasirabad and Delhi, arriving on 12 December. On 16 December, they left for Allahabad, spending a night there, before landing at the Calcutta racecourse on 17 December – damaging a wing in the process. The aircraft carried 43 letters and postcards to which the three line cachet 'Brought by First Aerial / Mail CAIRO to KARACHI / 10th-December 1918' (Figure 3) was applied to the mail off-loaded at Karachi. A further 30 covers are said to have been delivered in Delhi with the circular cachet (Figure 4). It cannot be ascertained whether these formed part of the mail of 43 items brought from Cairo.



Figure 4. A rare letter of the historic flight addressed to Mrs. MunGavin, wife of Alex MunGavin. Flown from Chahbar to Karachi bearing a circular cachet in violet, signed by Alex MunGavin (bottom left). The cover is also signed by Brig. General A.E. Borton.

The importance of this historic flight was realised when the Imperial Air Board decided on the immediate commencement of the work on routes and landing grounds for the London-Calcutta Service. Control of the Middle East was vested with the RAF troops of the Egyptian Expeditionary Force, EEF (British Units in Egypt merged with the EEF in 1916). They were entrusted with helping the police and restoring postal, telegraph and telephone services. The RAF called for an alternative network of basic communication, leading to the development of air routes to the Middle East.



Great Britain to India Flight (First Through Flight to India) December 1918–January 1919



Figure 7. H.M.A. "OLD CARTHUSIAN" Handley Page V/1500 No. J1936 Airplane

The aircraft H.M.A. Old Carthusian, Handley Page V/1500 No. J1936 (Figure 7) had been prepared and equipped for an ambitious long distance flight to Egypt and India. It flew to the North West Frontier to intervene in the Afghan hostilities and bombed Kabul. This raid effectively ended the revolt. Alex MunGavin sent letters by the Old Carthusian and also took photographs of it. The aviators left Martlesham Heath on 13 December 1918 and after a series of mishaps and a forced landing arrived at Bandar Abbas, leaving on 13 January 1919 for Karachi. A forced landing again, at Omara (150 miles from Karachi), transferred Maj. Maclaren and the mails to HMS Britomart (ship) by which they arrived at Karachi on 16 January 1919 (Figure 8).



Figure 8. Route map – RAF Survey Flight 1918, & First Through Flight to India 1919.



Figure 9.

O.H.M.S cover flown from Bandar Abbas to Karachi and registered from there to Teheran bearing circular 'CENSOR 3' mark and three-line special cachet 'FIRST THROUGH AERIAL MAIL, GREAT BRITAIN TO INDIA, KARACHI 17.1.1919'. Inscribed 'First Aeroplane to India from British Isles. Care General McEwan' (Commander designate of the Indian Air Force) at the top

This cover is addressed to Sir Percy Cox who was a friend of Alex's parents and was his sponsor during his early years in the I.E.T.D. He was His Majesty's Minister in Persia at this time. In the bottom left-hand corner is Alex's signature as His Britannic Majesty's Consul, Bandar Abbas and also that of Jock Halley. Captain Robert (Jock) Halley was one of the pilots during the flight. The first pilot was Major Maclaren, and as both he and General McEwen, passenger, had been at Charterhouse it was decided to call the aircraft H.M.A. (His Majesty's Aircraft) Old Carthusian.

Mesopotamian Expeditionary Force – January 1919

The trial flight was carried out as a military flight. The Handley Page was converted from a bomber on the Cairo, Baghdad, Omara, Delhi and Calcutta route. Covers carried on the flight have two special cachets (on obverse and reverse sides) used during the M.E.F.

The cachet on the cover has two variations. Covers carried from Baghdad have 'CARRIED BY AERIAL POST - BAGHDAD - DELHI' (Figure 10) including a datestamp 'FPO 55' / '9 JAN 19'. Whereas covers carried from Basrah have 'BASRAH' inscribed instead of 'BAGHDAD' and a datestamp of the 'BASE POST OFFICE' / '10 JAN 1919' (Figure 11). The Basrah flight does not bear the second special cachet 'CARRIED BY AERIAL POST' as is found on covers from Baghdad.

The flight from Baghdad was diverted from the planned route and a forced landing was made at Ahwaz in Persia. The mails (probably six) awaiting at Basrah were taken in a car to Ahwaz and flown as far as Omara.



Figure 10. Letter from the armed services were free but registration and parcel post charges were on the British and Indian scale then in force.

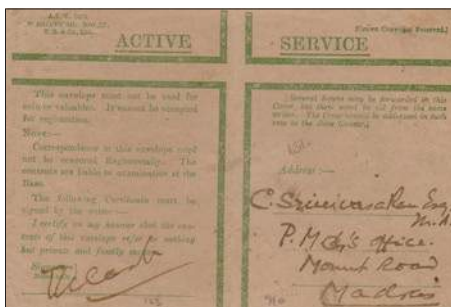


Figure 11. Cover from Basrah with different backstamp.



Figure 12. Route map:MEF Baghdad to Delhi 1919
Route Diversion (Basrah to Delhi).

Mesopotamian Expeditionary Force, February–March 1919

The Baghdad–Cairo route was opened by 31st wing RAF on 24 February 1919. On 24 February (Figure 13), 1 March and 13 March three special flights were made by pilots Boyd and Nuttall in De Havilland DH4s of 31st Wing RAF between Baghdad and Cairo, via Damascus, with an additional refuelling stop at Ramadi. The importance of the air service in the Persian Gulf after World War 1 became increasingly pertinent following the discovery of oil in the early 20th century. Great Britain continued expanding air routes to maintain the communication system with India and other settlements in the east, South Africa, Trans-Atlantic and Middle East. These flights were forerunners of the regular service established in 1921.

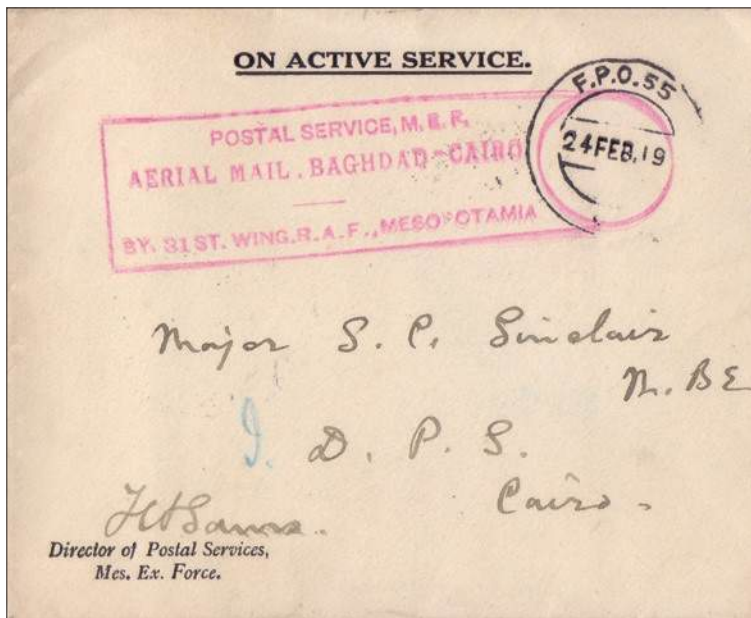
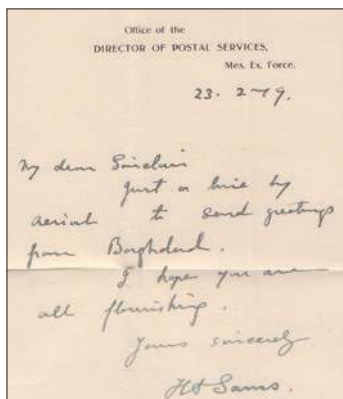


Figure 13. OAS Letter tied with special cachet addressed to the Director Postal Services (DPS) Cairo, signed by the DPS Mesopotamia Ex. Force. Also included is a letter written on official stationery found inside the cover.

Messrs. Etienne Poulet & Jean Benoist's Attempt to be the First to Fly from Europe to Australia



Figure 15.
Poulet and Benoist together



Figure 16.
Airplane Caudron at Bandar Abbas 7/8 November 1919.

France's volatile Jules Vedrines was the first airman to announce his intention to be the first to fly from Europe to Australia. Unfortunately he was killed in a flying accident, and when his friend Etienne Poulet learnt that his widow and four children were destitute, he decided to take up the challenge in an attempt to help her. With his own savings and borrowing from his friends he bought a Caudron 4 and left Paris on 12 October 1919, with his friend Jean Benoit as mechanic. The Caudron was a small biplane with twin 80 h.p. Le Rhône rotary engines (the engine shaft is attached to the aircraft and the engine body is attached to the propeller, both of which rotate together). It proved an extremely arduous flight with bad winter weather along the route. On the night of 7/8 November they stayed overnight at Bandar Abbas. The flight finally came to an end at Moulmein, Burma on 9 December 1919 when the propeller broke and a piston cracked in one of the engines.



Figure 16

A few covers and cards (Figure 16) were carried by Poulet from Bandar Abbas and Charbar to Karachi. Those from Bandar Abbas were postmarked '8 Nov 19' and have a Karachi delivery postmark. They also have two cachets in purple:

1. A three line cachet reading: - "PAR POSTE D'AIR / PAR FAVEUR DE / M POULET
2. A two line cachet reading: - "BY AERIAL POST THRO / M. POULET.

Type 2 covers (Figure 17) posted from Charbar are postmarked '10 Nov 19' and bear a Karachi delivery postmark. They also have a three-line cachet in violet similar to the cachet applied to the mail carried by Maclaren and McEwen in December 1918: 'FIRST THROUGH AERIAL MAIL GREAT BRITAIN TO INDIA KARACHI 14-11-1919' but the words 'GREAT BRITAIN' AND 'INDIA' have been altered in red ink to 'PARIS' and 'MELBOURNE'. Also the figure '14' in the date has also been altered in red ink to '11'.

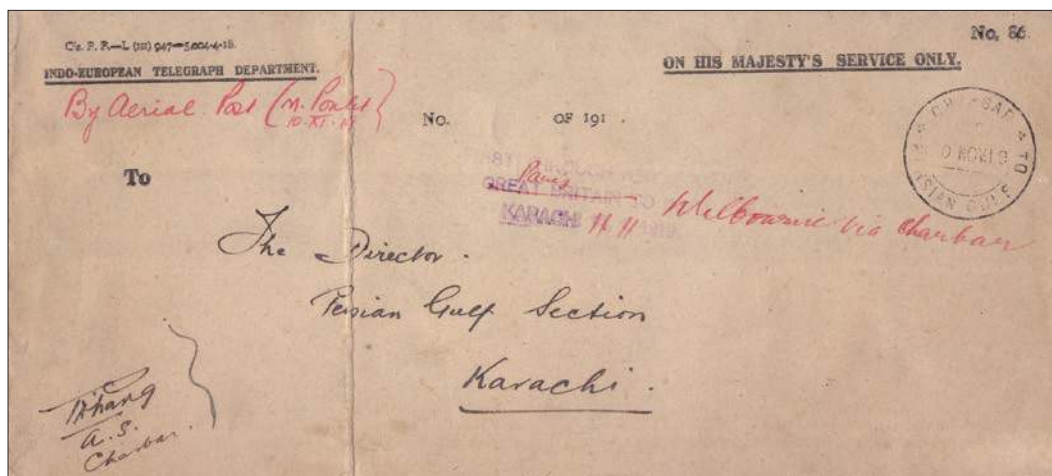


Figure 17.

Indo-European Telegraph Department official stationery flown aboard the Poulet flight from Chahbar tied with special 3-line cachet.

England to Australia Air Race 1919-1920

In 1919 the Australian Prime Minister, the Rt. Hon. W.M. Hughes, persuaded his government to offer a prize of £10,000 for the first plane to fly from London to Australia. He thought that such a race would bring Australia into the public eye, closer to England in people's minds and promote interest in aviation in Australia.

The main rules were that the pilots and crew should all be Australian ex-servicemen, flying British aeroplanes, and a prize of £10,000 would be awarded to the first pilot to fly to Australia. The flight should be completed in 30 days, could not start before 8 September 1919 and must arrive in Australia by 31 December 1920. The aeroplane could not be changed during the flight but the engine could. The entry fee would be £100 and a qualified navigator must be carried. As the International Flying Convention had not been ratified, the Air Ministry could not sanction a solo flight. The start must be from Hounslow Aerodrome or Calshot Seaplane Station, if a seaplane, and the finish would be at Darwin, with a check point at Singapore. The range of the aircraft must be 500 miles. Although not part of the race Poulet had started first by leaving on 14 October 1919.

The six race entrants in order of their starting were: Matthews, 21 October 1919; Smith, 12 November 1919; Douglas, 13 November 1919; Wilkins, 21 November 1919; Howell, 4 December 1919 and Parer, 8 January 1920.

Out of these six entrants only Smith, Matthews and Parer were able to reach Bandar Abbas, whereas the other three could not finish the race.



Figure 19. Ross and Keith Smith (centre) at Bandar Abbas.



Figure 20. The Vickers Vimy Rolls aircraft used for purpose of flight. The 'Vimy' with the Smiths and their crew was the first of the race contestants to arrive at Bandar Abbas.

While Matthews and Kay had started from England on 21 October 1919, they had taken a northerly route through Cologne and Belgrade which had brought them many problems and delays, so that they did not reach Bandar Abbas until 3 February 1920. Whereas the Smiths did not start until 12 November, they had passed through Bandar Abbas by 23–24 November and reached Darwin by 10 December.

Parer and McIntosh in fact did not start until 8 January 1920, nearly a month after the Smiths had reached Darwin.

While the 'Vimy' and its crew had their problems, their flight was of the most efficient standard that could be obtained for the time. The many months of preparation and planning gave them the best chance of success, and every member of the crew proved that they were very experienced in all that they were called upon to do. Additionally, the aircraft had been in full production during the war and had proved itself to be a most reliable aeroplane.

The RAF survey flight, described earlier, on which Ross Smith had flown, and the surface survey beyond that had given him excellent experience of the route and the conditions along it. Subsequent RAF surveys carried out in later years all point to the objective of spreading its and Britain's influence out to the Far East, so that Australia and New Zealand would also benefit.

The aircraft was a Vickers Limited 'Vimy' with Rolls Royce Eagle Mark VIII engines. There were only four of these engines made and the first two had been used in the 'Vimy' flown by Alcock and Brown across the Atlantic.

Their pioneering first flight to Australia was via Lyons, Pisa, Rome, Taranto, Suda Bay (Crete), Cairo, Damascus, Ramadi, Basrah, Bandar Abbas (23 November), Karachi (25 November), Delhi, Allahabad, Calcutta, Akyab, Rangoon (1 December), Bangkok, Sengora and Singapore. Darwin was reached on 10 December after a journey of 11,340 miles and 340 flying hours completed in only 27 days 21 hours, winning the Australian Government's £10,000 prize for the first flight to Australia. Both pilots were knighted for this feat. The race established the utility of the Egypt-India route which was further extended to both Africa (from Egypt) and Australia (from India), thus completing the empire chain.



Figure 21. Unique recorded example of Indian mail addressed to New Zealand. Picked up at Calcutta by Smith and flown as far as Australia and then by surface to New Zealand. Letter bears 'First Aerial Post' pictorial label and special cachet of the flight which was applied on arrival in Australia.

Participants Captain George Campbell Matthews and Sergeant-Mechanic Thomas D. Kay were the first of the contestants to start in the race but were unable to finish due to crash landing in Bali, Indonesia, where the pilot Kay sustained heavy injuries and had to cancel the flight. During one of their crashes at Bandar Abbas, where the plane's wheel became stuck in the soil, Matthew and Kay had to make a layover for around three weeks. During this period they had the chance to meet Capt. Ferrarin, who was an Italian pilot taking part in the Italian Air Force's flight from Rome to Tokyo, and had landed at Bandar Abbas.



Figure 22. Route Map - 1920, Rome to Tokyo flight path used by Ferrarin & Masiero.

The Rome-Tokyo flight differed from the England to Australia one in that replacement aircraft were stationed along the route ready to be used if they were needed, with Italian Air Force ground crew to service the aircraft when they arrived. Such a team was stationed at Bandar Abbas. Parer, during his flight, saw two Italian S.V.A. machines at Basrah when he landed there and also received help from two Italian mechanics, sent from Calcutta by their C.O., when he crash-landed at Moulmein. Masiero, one of the two pilots to fly to Tokyo, had to change aircraft when he

crashed in China. The initial part of the route was Rome, Salonika, Smyrna, Adalia, Aleppo, Baghdad, Basrah and Bandar Abbas. There is only evidence of three aeroplanes that flew through Bandar Abbas and these were piloted by Ferrarin, Masiero and Ranza. Ferrarin and Masserio were able to reach Tokyo whereas the Ranza flight was abandoned at Calcutta due to a severe crash. Lt. Arturo Ferrarin with F/E Gino Capannini and Captain Guido Masiero with F/E Roberto Mareto flew together virtually all of the way from Rome to Tokyo (Figure 22). They became the first pilots to travel across the Middle East, India, South East Asia, China all the way to Japan, a difficult journey facing several mishaps along the way, but ultimately reaching the destination of Tokyo.



Figure 23.
Postcard flown aboard the Ferrarin flight between Chahbar and Karachi.
Signed by the Pilot Ferrarin.



Figure 24. Letter by Alex MunGavin to his wife carried from Bandar Abbas to Karachi and inscribed at Bandar "By Kind Favour of Captain Masiero (Rome to Tokyo Flight) Royal Italian Air Force to Karachi/ Bandar Abbas 2.3.20". Indian Adhesives were applied in Karachi from where letter was sent to London by ship. London arrival 27 March 1920.



Figure 25.
Postcard carried by Captain Ranza on the Rome to Tokyo flight. Picked up from Chahbar on 19 Apr 1920 and delivered to Karachi on 21 Apr 1920. Signed by Captain Ranza.

Lieutenants Raymond Parer AFC and John McIntosh left Hounslow (near London) for Australia on 8 January 1920 in a De Havilland DH9 G-EAQM, named 'PD' after the sponsor, Peter Dawson. It was fitted with a Siddeley Puma 6 cyl. vertical 240 hp engine.

Their route took them across Europe (reaching Naples on 2 February), the Mediterranean and the Near East (reaching Basrah on 2 March) before landing at Karachi on 7 March. They flew on via Nasirabad, Delhi, Allahabad and Calcutta (14 March), thence to Akyab and Rangoon (2 April). On 4 April, they left for Moulmein, where the aeroplane crashed on landing, the undercarriage being totally smashed, though the aviators were unhurt. They reached Darwin on 2 August in a very patched up condition to complete the first England-Australia flight in a single-engined aeroplane. At Chahbar, the aviators were requested by the postal authorities to carry the mail to Karachi.



Figure 26.

Elise (centre) with Italian pilot Masiero (left) pictured in front of the Italian plane in Bandar Abbas.



Figure 27.

Lt. Ferrarin with Deputy Governor of Bandar Abbas and his son.



Figure 28.

Commemorative postcards prepared in Japan to celebrate the arrival of the flight in Tokyo featured images of pilot Masiero and Ferrarin.



Figure 29.

Postcard on McIntosh flight carried from Chahbar to Karachi 07 March 1920 bearing the pilot's signature in the top left corner



Figure 30.

Pilots Parer & McIntosh.

Experimental Flight between Cairo and Baghdad 1920

A series of trial flights was made in late 1919 and early 1920 before the establishment of the regular service in 1921. A limited number of civilians were also allowed to send their mail on these flights. A special 'Civil Posts/Aerial/Iraq' handstamp was applied on civilian mail and a very limited number of these are known to have survived.



Figure 31. Letter (front & reverse) addressed to Simla, India tied with special cachet in violet. A unique example of such a usage.

Establishment of Routes

The RAF Baghdad-Cairo Airmail Service 1921

In June 1920, an RAF Land Survey party marked out a route and emergency landing grounds from Cairo to Baghdad across 550 miles of desert. This permitted the RAF to start operating a regular service between Cairo and Baghdad on 23 June 1921, using De Havilland DH9As.

Official mails were first carried from Baghdad on 28 July 1921, reaching London on 9 August, a transit time of 12 days compared with an average of about 30 days by the sea route. The first mails left London on 4 August and reached Baghdad on 17 August. After a trial period, the service was opened to the public and civilian mails were first carried from Cairo on 13 October 1921, returning on 11 November. The RAF pilots carried ransom notes for £500 each for use with hostile tribesmen in the event of a forced landing. The most used aircraft for this service was the Vickers Vernon. Among the crew was Squadron Leader A.T. Harris who went on to take charge of Bomber Command in WWII.



Figure 32. Military mail carried on this service received a special cachet in violet.

From its inception, this service was considered as aiming to give RAF pilots practice at flying in tropical countries by day and night, and a supply route for the military establishment in Iraq. The other objective was to establish part of an air route from England to India.

This service cut the time taken by post to India very substantially. The route was taken over by Imperial Airways in January 1927, together with DH-66 Hercules. Two Vickers Victories were also provided by the RAF as a gesture on the inaugural flight, to accompany the Hercules leaving Baghdad carrying the Air Minister Sir Samuel Hoare and his wife.

Alan Cobham's Survey Flight to India and Onwards 1924-1926

General Sir William Sefton Brancker, Director of Civil Aviation, was instructed by the British Government to survey every aspect, political as well as physical, of the route across Europe to India. After the appointment of Sir Samuel Hoare as Secretary of State for British Aviation, an immediate initiative of the Air Ministry (supported by the Society of British Aircraft Manufacturers, Imperial Airways, the Anglo-Persian Oil Co., De Havilland Aircraft Co. and Sir Frederick Handley Page's Aircraft Disposals Co.) resulted in a combined sponsorship of a survey flight to India and Burma. Piloted by Mr. Alan J. Cobham, with Mr. Arthur B. Elliott and Sir Sefton Brancker on board, the team left Croydon on 20 November 1924 in a De Havilland DHSO G-EBFO and arrived at Calcutta in the first week of January 1925. During their stay in Calcutta on the outward journey, Cobham and Elliott made a short visit to Jalpaigudi. Cobham, accompanied by an army officer named Fish, flew to within 40 miles of Mt. Everest and returned via Dacca. Cobham and Elliott continued to Akyab and Rangoon and returned to Calcutta without the General as he was suffering from pneumonia. The crew returned to London on 8 February 1925 with a wealth of information. They carried a number of items of mail on each leg of their trip which are important aero-philatelic documents.



Figure 33.

Signed cover carried during the Calcutta - Akyab leg of the flight.



Figure 34.

Cover carried during the return journey from Calcutta to England, tied with special triangular cachet.

In 1926 Cobham again flew to India, and this time extended his trip onward to Australia arriving at Port Darwin on 14 August 1926. On the way he lost his friend Elliott who was shot dead by a rifle bullet while flying over Baghdad to Basrah. Flt. Sergeant A.H. Ward replaced him. The total distance of 13,000 miles was covered in 156 flying hours over 45 days. After 15 days Cobham started his return journey via a different route and arrived at Rangoon thence to Akyab, Calcutta, Allahabad, Bahawalpur and Karachi. From there he returned via the same route as on the outward journey to England. The total round trip covered 28,000 miles and gathered a wealth of information. He was knighted for this feat and is regarded as one of the foremost aviators of the early 20th century.



Figure 35.

Cover addressed to Allahabad in India carried during the return leg of the second Alex Cobham Flight in 1926 with special label attached to the cover providing important details of the flight.

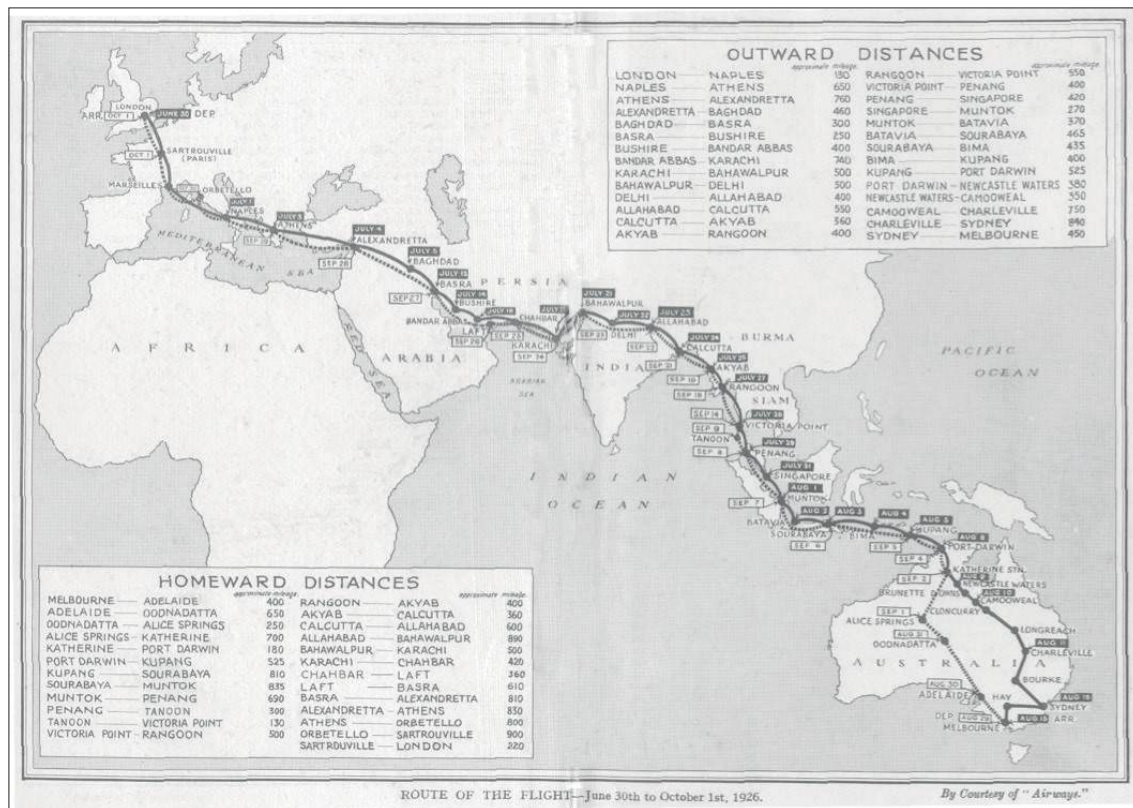


Figure 36 Route map of the 28,000-mile long Alex Cobham Flight – 30 June to 1 October 1926.

The Air Minister's Flight of 1927 and the Extension of the Route to Basrah by Imperial Airways.

Sir Samuel and Lady Maude Hoare left Croydon for India in a De Havilland Hercules DH66 G-EBMX with Bristol Jupiter engines on 27 December 1926. The purpose of their journey was to inaugurate Imperial Airways' Cairo-Basrah air mail service. The pilots were Captain F.L. Barnard (senior pilot of Imperial Airways) as far as Alexandria, and Captain C.F. Wolley Dod from Alexandria to Delhi. After suffering a delay at Jask due to severe sandstorms, the airliner reached Karachi on the evening of 6 January 1927, before flying on to Delhi the following day, for which it took 63 flying hours.

On Monday 10 January, the Hercules airliner was named the City of Delhi by the Vicereine, Lady Irwin. On 1 February 1927, the City of Delhi left Delhi with Sir Samuel Hoare and his party on board for the homeward trip, flying to Cairo via Jodhpur, Karachi, Jask, Bushire, Lingeh, Basrah and Baghdad, arriving at Heliopolis aerodrome on 5 February. As the airliner was to be used for the Cairo-Basrah air service, Sir Samuel's party proceeded by boat and overland to Paris and thence by air to London, arriving 18 February 1927.



Figure 37. CROYDON–KARACHI–CALCUTTA; 6th January 1927.

The cover was initially franked with G.B 1½d (Commonwealth rate). Another 1 Anna Indian stamp was placed over it on arrival at Karachi for domestic postage to Calcutta.

The long-standing aim was to inaugurate an Egypt–India air route network joining Britain with its overseas territories. Political difficulties with the Persian government in 1927 prevented Imperial Airways from opening the projected route, but the survey flight supported the importance of a Middle East route, which was finally opened on 30th March 1929.

Imperial Airways extended the Cairo-Baghdad route to Basrah after taking over the service from the RAF. The fortnightly flight increased to weekly from 13 April 1927. The first flight from Basrah was on 7 January 1927. The service was timed to connect in both directions with P & O steamers linking Marseilles and Port Said. Imperial Airways thus took over the desert service carrying mail from India across the Cairo–Basrah route. Covers were tied with a special cancellation 'AIR MAIL SERVICE / BASRA-CAIRO' in violet. The service was discontinued after the introduction of the through India–UK service in April 1929.

Accelerated Middle East and Indian air mail on the London–Paris–Marseilles air service (Figure 40) was first introduced in 1926. Items of mail could be posted in London on a Friday evening instead of the usual Thursday evening and still pick up the same mailboat at Marseilles. A similar saving of one day was effected in the reverse direction but those services operated only during the summer months. It became the first flight using both air mail services.



Figure 38.

One of the four fully paid postage covers carried on the return flight together with the special cachet in red.



Figure 39.

Cover bearing the special cachet in red inscribed 'AIR MAIL SERVICE, BASRA-CAIRO, (KARACHI G.P.O.)'.



Figure 40.

An air mail surcharge of 6 Annas (3 Annas for each of the flown sectors) in addition to the normal postage was levied for letters using this service.

The route to India via the Middle East was of paramount importance to Great Britain. The opening of a Cairo - Baghdad air service was expected to form the backbone of the GB-India commercial air route. This service did not materialise (between 1919 to 1929) due to complications created by the attitude of the Italian and Persian governments. Britain continued its efforts to develop, maintain and extend the Egypt-India route to enable the development of further services to the east (Malaya, Hong Kong, Australia and New Zealand) as well as evolving a route to South Africa from Cairo.

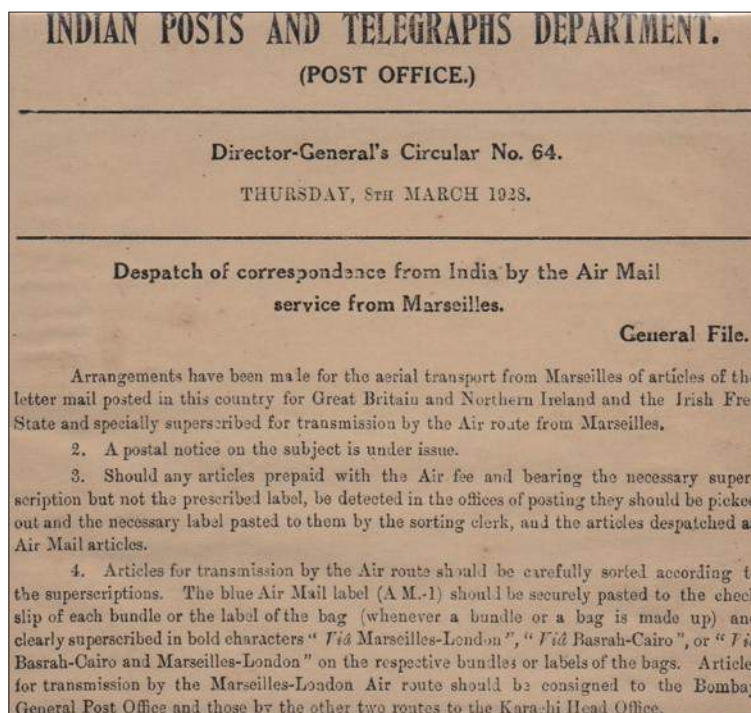


Figure 41. Director-General's Circular No. 64, dated 8 March 1928, initiation of the Service

Commencement of Regular Air Service between England and India 1929

The Imperial Airways service to Karachi was inaugurated on 30 March 1929. The air fee was 6d in addition to normal surface postage of 1½d. The flight took one week and arrived at Karachi on 6 April. The route followed (Figure 42) was London, Paris, Basle by air, Basle to Genoa by train, by air again: Genoa, Rome, Naples, Corfu, Athens, Suda

Bay, Tobruk, Alexandria, Gaza, Baghdad, Basrah, Jask, Gwadar, Karachi. Calls at Cairo did not commence until November 1929 and connection with Alexandria was by rail.

The work on the complete air route to Australia was only finished in 1934 when a regular service was brought into operation.



Figure 42. Route Map Regular Air Service between UK and India 1929, - Route Extension.



Figure 43. A letter posted in Dorking and carried on the first flight. Karachi arrival mark on 6 April on reverse.

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THE ENGLAND-AUSTRALIA AIR RACE, 1919-1920

Laurence Kimpton

The idea of organising an air race from England to Australia started when the Australian Prime Minister, W M Hughes was in England in December 1918 and met Australian airmen who were keen to fly aircraft back home. Cabling the Australian Government from the Paris Peace Conference in February 1919, he argued that an air race from England to Australia “*would be a great advertisement for Australia and would concentrate the eyes of the world on us if the flight were undertaken.*” He suggested that a prize of £10,000 should be awarded for the first successful flight to Australia, achieved by Australians in a British aircraft. He obtained the agreement of the Australian Government and an official announcement was made in the Australian Parliament on 19 March 1919. In addition to the requirement that entries should be in a British aircraft manned by Australian crews, the main rules, drawn up by the Royal Aero Club, were: the flight must be completed in 30 days, no start was to be made before 8 September 1919 and arrival in Australia was to be before 31 December 1919, no change of aircraft was allowed en route but change of engines was permitted, aircraft were to have a range of 500 miles and the start was to be made from Hounslow Aerodrome, London or Calshot Seaplane Station, near Southampton, with the finish being at Darwin.

Pioneering and Preparing the Route

In November and December 1918 Major General Sir Geoffrey Salmond, commander of the RAF in the Middle East, with pilots Brigadier General Amyas Borton and Captain Ross Smith and mechanics Sergeant J M Bennett and Sergeant W H Shiers flew from Cairo to India in the twin engined Handley Page 0/400 C9700. They were followed in December 1918 and January 1919 by the first flight from England to India by the four engined Handley Page V/1500 *Old Carthusian*. Thus the possible air route to Australia had been established as far as India.

Borton and Ross Smith planned to fly on to Australia but needed to survey the route east of Calcutta. Therefore after his arrival in India Borton requested the Air Ministry in London for permission to charter a small ship in which he and Ross Smith could survey a possible air route to Australia. After a few weeks delay, permission was given and the Indian government supplied a small paddle steamer, the RIMS *Sphinx* (Fig. 1). On 10 February 1919, they sailed from Calcutta, loaded with 7,000 gallons of petrol to be distributed at possible landing grounds en route to Australia. However, two days out from Calcutta the ship caught fire and exploded. The ship was beached, flooded to extinguish the fire and abandoned. They returned to Calcutta where the Indian government provided a larger replacement ship, the RIMS *Minto*, but forbade the carrying of a cargo of petrol. Accompanied by the Handley Page 0/400 mechanics, Bennett and Shiers, they spent three months sailing along the coasts of Burma, Thailand and Malaya and then through the Dutch East Indies as far as Timor, surveying locations for landing grounds.



Fig. 1. The RIMS *Sphinx*, the paddle steamer which caught fire and exploded two days into Borton and Ross Smith’s survey voyage. They returned to Calcutta and set off again in a replacement ship, the RIMS *Minto*.

On their return to Calcutta on 19 June 1919, Borton and Smith found that the Handley Page O/400 which they had flown to India had been taken out of storage at Lahore and flown to Risalpur on the North West Frontier by Captain Robert 'Jock' Halley in readiness for a bombing mission on Kabul. (Halley had flown the Handley Page V/1500 *Old Carthusian* to India shortly after the O/400 flight from Egypt). Parked in the open, the O/400 had been wrecked in a sandstorm. So ended possible plans of using it to fly to Australia. However, Borton and Smith had learned that the Australian Commonwealth government was offering a prize of £10,000 for the first aircraft, piloted by Australians, to fly from England to Australia. Borton persuaded the Air Ministry in London to arrange for himself, Smith, Bennett and Shiers to return to England in order to prepare for a flight to Australia. They arrived in Southampton from Bombay aboard the troopship RMS *Mauretania* on 8 September 1919.

The Air Race Competitors

The first application to enter the race was made before the Air Race rules were announced in May 1919; it was from Lieutenant Bert Hinkler of the Royal Navy Air Service, who intended to fly a Sopwith Dove. Shortly after the Royal Aero Club issued supplementary regulations on 21 August, Hinkler withdrew from the race; the Air Ministry would not sanction his flight as he intended to fly solo. In 1928 Hinkler made the first solo flight from England to Australia.

The six competitors in the race, in order of departure, were:

Captain G C Matthews and Sergeant T Kay in a Sopwith Wallaby. 21 October 1919.

Captain Ross Smith, Lieutenant Keith Smith, Sergeant J M Bennett and Sergeant W H Shiers in a Vickers Vimy. 12 November 1919.

Captain R M Douglas and Lieutenant J S Leslie Ross in an Alliance P2 Seabird. 13 November 1919.

Captain G H Wilkins, Lieutenant V Rendle, Lieutenant D R Williams and Lieutenant G H M St Clair Potts in a Blackburn Kangaroo. 21 November 1919.

Captain C E Howell and Lieutenant G H Fraser in a Martinsyde Type A Mk 1. 4 December 1919.

Lieutenant R J P Parer and Lieutenant J C McIntosh in a DH9. 8 January 1920.

Also attempting to be the first to fly to Australia from Europe, but as Frenchmen ineligible as entrants for the Air Race, were Etienne Poulet and Jean Benoist in their Caudron G4. They left Paris on 12 October 1919. Poulet and Benoist abandoned their flight at Moulmein in Burma.

The First Flight from England to Australia by Ross and Keith Smith

On returning to England Borton asked Vickers if they would be willing to supply an aircraft for the flight. At first they refused, but changed their decision after Borton had emphasised Ross Smith's experience and knowledge of the route. Also, Sir Geoffrey Salmond (a passenger in Borton and Smith's 1918 flight to India) had added the support of himself and the Royal Air Force to the proposed flight. Vickers agreed to supply a Vimy bomber which was powered by two Rolls Royce Eagle VIII engines. As Borton was not an Australian, he could not be a member of the crew; Ross Smith chose his brother Lieutenant Keith Smith to be co-pilot and navigator.



Fig. 2 Keith Smith, Ross Smith, Jim Bennett and Wally Shiers at Hounslow, London.

During October and early November the Vimy was prepared for the flight and Ross and Keith Smith planned the course to be followed. On 11 November 1919 the Vimy, registered G-EAOU, was flown from Weybridge, where it had been prepared, to Hounslow to be ready for the start of the flight. On 12 November, the Vimy took off at 9.05am for Lyons. This first stage, flown in 6 hours and 20 minutes through snowstorms and freezing temperatures, was described by Ross Smith as the most difficult of their flight to Australia. Departing from Lyons the next day, they continued via Pisa (where they were delayed by a day because the airfield became waterlogged), Rome, Taranto and Suda Bay, Crete, to Cairo, arriving on 19 November. Because of the delay at Pisa, the rest day planned for Cairo was abandoned and they flew on to Damascus on 19 November. Their departure the next day was delayed by rain and so they were unable to reach their planned destination of Baghdad by nightfall. They therefore landed at Ramadi, 40 miles short of Baghdad. During the night a sandstorm blew in and only the efforts of 50 soldiers of the 10th Indian Lancers in holding the Vimy down prevented it from being wrecked. Removing sand from the aircraft and mending control wires broken in the storm delayed departure until 1.15pm on 21 November. They flew over Baghdad and after three hours arrived at Basra where they stopped for two nights, with a full day being used to overhaul the aircraft. They left Basra on 23 November, flying to Bandar Abbas where they received hospitality from G A MunGavin, the British Consul. At overnight stops such as Bandar Abbas, before having dinner and a night's sleep, Ross and Keith Smith had to refuel the aircraft from a large number of four gallon cans and fill the oil tanks, while Bennett and Shiers worked on the engines. On 24 November they flew on to Karachi where they learnt that Poulet and Benoist were just one day ahead at Delhi. The next day they flew to Delhi. Two nights were spent at Delhi in order to overhaul the aircraft. On 27 November they left for Allahabad. Their arrival on Calcutta racecourse on 28 November was greeted by huge crowds.



Fig. 3 Ross and Keith Smith in front of the Vickers Vimy at Bandar Abbas.

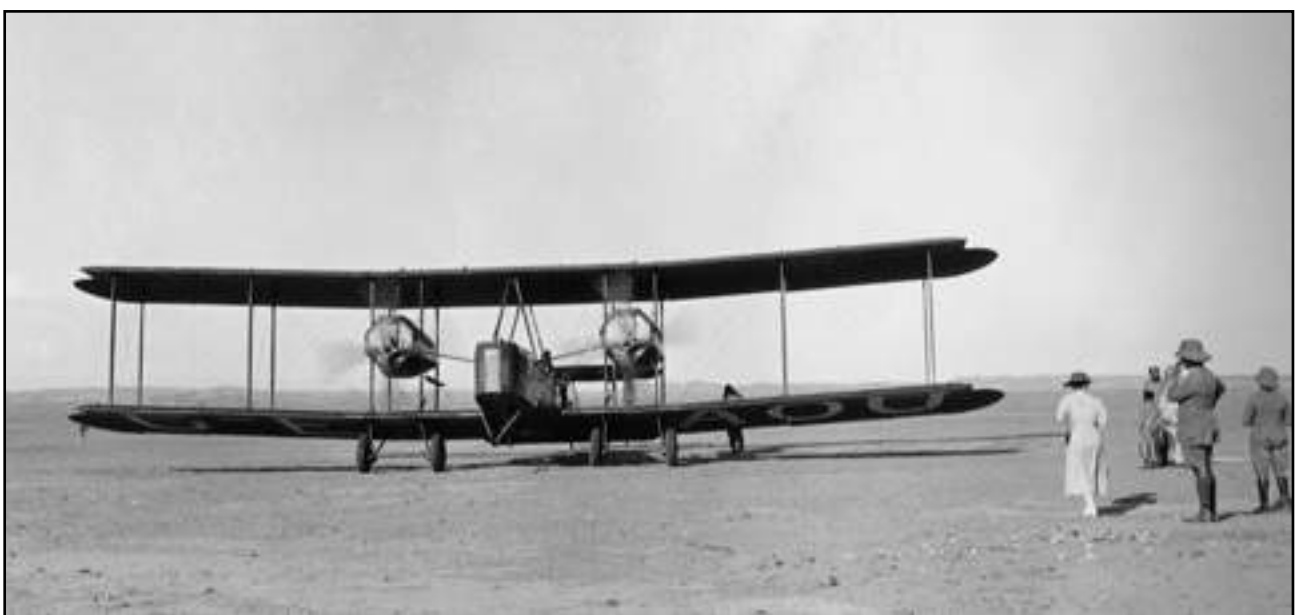


Fig. 4 The Vickers Vimy about to take off from Bandar Abbas.

On 29 November they flew to Akyab where they caught up with Poulet and Benoist. The next day both aircraft flew to Rangoon where all the airmen were guests of the Governor, Sir Reginald Craddock. Taking off from Rangoon for Bangkok on 1 December, the Vimy only just cleared the tree tops. The flight proved very difficult, flying across mountains with large banks of cloud. Poulet, who took off 30 minutes after Ross Smith was forced to turn back to Rangoon because of the conditions. On 2 December they continued to Singora, Malaya where they were fortunate not to wreck the Vimy on a landing ground covered in tree stumps. However, the tail skid had to be repaired. Before taking off for Singapore the next day, the tree stumps were cleared by a workforce of 200 Malays. At Singapore a full day was spent on overhauling the aircraft. On 6 December they took off for the Dutch East Indies, landing at Kalidjati military airfield near Batavia (Djakarta) where they were greeted by the Governor, Count van Limburg Stirum. During his survey on the RIMS *Minto* earlier in 1919, Ross Smith had met the Governor who agreed to have landing grounds prepared along the planned route to Australia. In contrast to the airfield at Kalidjati, the landing ground at the next stop, Sourabaya, consisted of soft mud. On landing on 7 December, the Vimy sank up to its axles. Large numbers of bamboo mats were brought to the airfield by the town's inhabitants and these were laid and pegged down to make a runway 300 yards long. The next day, 8 December, they took off from the runway of mats for Bima on the island of Sumbawa and on 9 December they flew on to Atamboea, Timor. At 9.45am on 10 December they left Atamboea for Darwin. They flew over HMAS *Sydney* which had been stationed in the Timor Sea at the midpoint of the flight, and at 3pm landed at Fanny Bay, Darwin. They had taken 27 days 20 hours from Hounslow and had arrived with 52 hours to spare.

The first person to officially welcome the Vimy's arrival at Darwin was Hudson Fysh who, with Paul McGinness, in a Ford Model T, had carried out a survey of the route to be followed by the Air Race competitors across northern Australia. After the arrival celebrations and two days spent answering congratulatory messages and working on the Vimy, on 13 December they left Darwin for the south. The journey across Australia was affected by major problems with the Vimy's worn-out engines and a broken propeller. 50 days were spent at Charleville in the Queensland outback while the port engine was sent away to Ipswich railway workshops near Brisbane for rebuilding. Also, a replacement propeller was made at Ipswich. They left Charleville on 12 February 1920, with photographer Frank Hurley joining the flight. They arrived in Sydney on 14 February. On 25 February they continued to Point Cook, Melbourne. At Queen's Hall, Parliament House, Melbourne, Prime Minister W M Hughes handed a £10,000 cheque to Ross Smith (Fig. 14). (The prize was divided equally between the four crew). In turn Ross Smith handed over the bag of mail. On 19 March the Vimy was donated to the Australian Government by the Vickers company. On 23 March, the Vimy flew on to Adelaide, Ross and Keith Smith's home city, where the aircraft is now preserved.

Ross and Keith Smith were both made Knight Commander of the British Empire (KBE) on 22 December 1919 while at Longreach, Queensland, en route to Melbourne. Bennett and Shiers received bars to their Air Force Medals which many Australians considered was insufficient recognition. In Parliament, it was suggested that they should be granted honorary commissions; it took until September 1920 before they were both promoted to the honorary rank of Lieutenant in the AIF Reserve. Early in 1922 Ross and Keith Smith were planning a round the world flight and Vickers had supplied them with a Viking Mark IV amphibian. On 13 April 1922, Ross Smith and Jim Bennett took off from Brooklands on a test flight. The aircraft went into a spin and crashed, killing both men. Keith Smith had been due to join them on the flight but had been delayed on the train to Brooklands; he continued to work in the aviation industry and died in 1955. W H Shiers died in 1968.

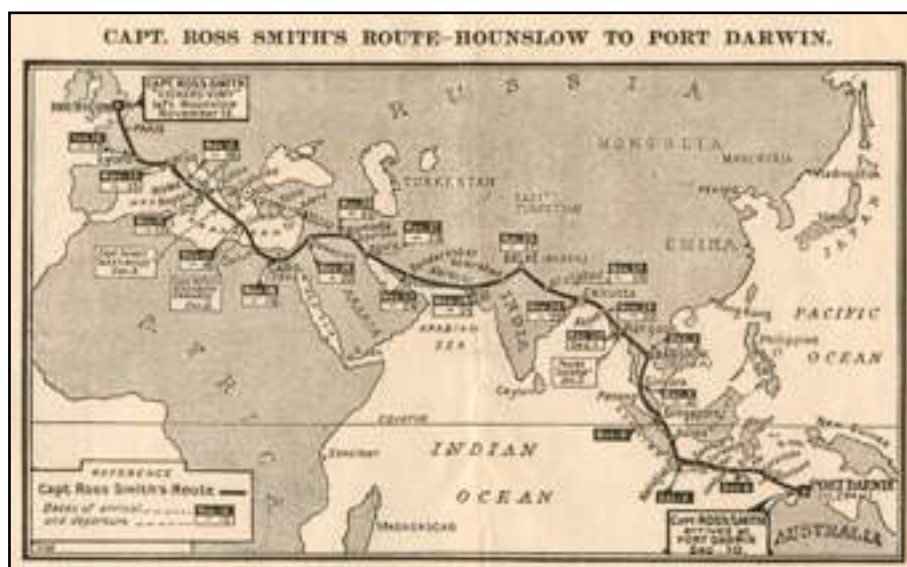


Fig. 5 Ross Smith's route to Australia (from a 1920 brochure promoting a photographic travelogue of the flight).

The Ross Smith Stamp

A telegram that Ross Smith sent to Prime Minister Hughes from Darwin concluded, “Am carrying letters for you and many others. Could a special stamp be arranged?” In responding to this request, Hughes assumed that a special datestamp was what was required and so the Australian Post Office was asked to produce one to cancel the incoming mail. However, philatelists reading of a report in the press that a special ‘stamp’ might be issued, assumed that this would be a postage stamp. The crew of the Vimy believed that a postage stamp would be issued to commemorate the flight, as is evident from a telegram sent by Ross Smith to the Prime Minister from Brisbane on 12 January 1920: “Shall I forward you your letters which I brought with me or hold them pending issue of special stamps?” (He was considering whether to forward the mail by rail to Melbourne rather than delivering it personally). Realising that the confusion over a datestamp or postage stamp needed to be sorted out, a compromise solution was reached; an official commemorative label or vignette would be issued. Once applied to a cover, it would be cancelled with the special datestamp.



Fig. 6 The Ross Smith stamp (or vignette)

The vignette was designed by George Benson, an official war artist at Gallipoli and the Western Front. He had only three or four days to prepare the artwork. An initial order of 240 vignettes/stamps was made with the Note Printing Branch and 250 were delivered. At first, Ross Smith had reported that about 200 letters were being carried, but this was corrected when he later sent a telegram to the Prime Minister, informing him that Bennett and Shiers were also carrying letters, so making a total of about 400. As a result, a second printing of 326 stamps was made. Of the total of 576 stamps, printed in the format of a small sheetlet with a selvedge around the stamp (Fig. 6), 125 were destroyed and 364 were affixed to letters carried, leaving a balance of 87 mint stamps. It is believed that Percival Deane, the Prime Minister's personal secretary, was responsible for distributing these mint stamps to the philatelic trade.

Mail Carried on the Ross Smith Flight

After the mail was received from Ross Smith by the Prime Minister at Melbourne, his department affixed the stamps (after removing the selvedge) to the 364 covers and cancelled them with the special datestamp on 26 February. The covers were placed in an outer cover which was franked with an ordinary postage stamp and posted to the addressee. About half the Ross Smith covers also bear the three line Vickers Vimy cachet ‘Per Vickers Vimy Aeroplane to Australia’ (Figs. 7, 8 and 10). The rubber stamp for the cachet was carried on the Vimy by Keith Smith.

Tom Frommer’s book *The Ross Smith Stamp and its Postal History* describes and analyses in detail the mail carried on the flight. It is the source of the following summary of the mail carried. The 364 covers carried to Melbourne are listed in the Australia Archives by the names and addresses of the recipients. 214 of these covers are recorded by Frommer and are described and illustrated in his book. Surviving used and mint Ross Smith stamps and the covers carried from Bandar Abbas to Karachi are also illustrated.

It is difficult to trace the point of dispatch of most of the mail. All the letters which arrived at Melbourne were franked with the Ross Smith stamp, but very few other markings exist on the covers which give a clue as to their origin. From enclosed letters and ‘On Active Service’ markings, Frommer has identified the origin of 114 covers and postcards, just over half of those recorded. 20 of these originated from London, 2 from Egypt, 32 from Mesopotamia, 4 from Bandar Abbas and 56 from points further east (India, Burma, Singapore, Dutch East Indies and Australia). In addition, 12 covers and two postcards flown from Bandar Abbas to Karachi have been recorded to date (one of the postcards was not recorded by Frommer). Nelson Eustis, in his book *The Greatest Air Race* states that mail was flown from Cairo and Damascus, but the surviving covers bear no direct evidence of originating from these points, except for two covers in Frommer’s listing which originated in Cairo one year earlier, but were flown in the Vimy from London. These two covers contained letters which had originally been flown by Borton and Ross Smith in the Handley Page 0/400 from Egypt to India in November 1918. They had been handed to Ross Smith at Cairo, flown to India, had accompanied him on the RIMS *Sphinx* and RIMS *Minto* in south-east Asia, had returned with him to India and had then been taken to England. Ross Smith put them into new covers, together with explanatory letters. They were then flown on the Vimy. Another cover flown from London contained a letter given to Ross Smith in India in November 1918; it was also taken to England and put into a new cover with an explanatory letter for its flight to Australia.

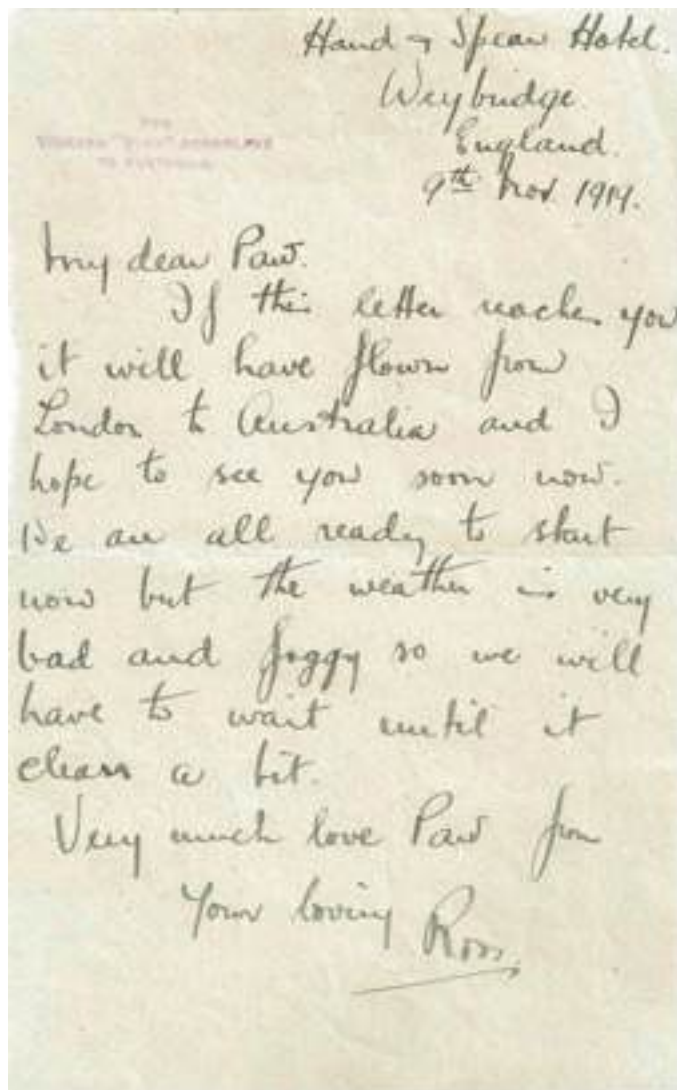


Fig. 7 9 November 1919. Cover with the enclosed letter written by Ross Smith in England to his father three days before taking off on his flight to Australia.

The Ross Smith vignette was affixed to the cover and cancelled at Melbourne on 26 February 1920.

The cover is signed by Keith Smith. The flight cachet, the rubber stamp for which was carried by Keith Smith on the Vimy, has been applied to both the cover (very faintly) and the letter.

(Martin Walker collection).



A cover not recorded by Frommer is described by Clive Semple in *Airway to the East 1918-1920*. Semple's father, Leslie, was an RAF officer based at Suda Bay, Crete. He handed to Ross Smith two covers addressed to his sister in Townsville, Queensland. He asked his sister to return one of them to him as a souvenir. This cover (Fig. 8) and the enclosed letter have survived. It was posted at Brisbane on 7 January 1920. As it did not reach Melbourne, it does not bear a Ross Smith stamp.

40 of the covers and one postcard from Mesopotamia had been handed to Brigadier General MacEwen or one of the sergeants crewing the Handley Page V/1500 *Old Carthusian* by members of the Australian Wireless Squadron, flown on the *Old Carthusian* to India and then probably taken by ship to England, either by Ross Smith or Jim Bennett (Fig. 9). These 40 covers from members of the Australian Wireless Squadron at Baghdad which had been flown by the *Old Carthusian* to Delhi did not receive the Vickers Vimy cachet; they were probably in the care of Sergeant Bennett who signed many of them after arrival at Darwin on 12 December 1919.

One cover from Iraq was flown from Ramadi. The letter which was enclosed in this cover survives; the sender, Corporal James Thomson, writes: "What a funny thing happened here tonight. An aeroplane came hovering around this camp and landed and out came 5 Aussies all from England by aero and going to Aussie. We are entertaining them at our place and one of them has promised to carry this through the air and post it for me in Aussie". (He miscounted the number of 'Aussies' in the Vimy). Unlike the 30 covers from Baghdad this cover bears the Vickers Vimy cachet.



Fig. 8 November 1919. Cover from Suda Bay, Crete, flown on the Vickers Vimy to Brisbane where it was posted on 7 January 1920 to the addressee at Townsville. Flight cachet applied to the front. (Not listed by Tom Frommer in *The Ross Smith Stamp and its Postal History*).

Fig. 9 January 1919. Cover addressed to Australia by W Regan of the Australian Wireless Squadron (AWS) at Baghdad. Flown by *Old Carthusian* to Karachi, then taken to England or retained in India before being flown on the first flight to Australia by the Vickers Vimy of Ross and Keith Smith. Signed on the reverse by Jim Bennett at Darwin. The Ross Smith vignette was affixed to the cover and cancelled at Melbourne on 26 February 1920.



Fig. 10 November 1919. Cover, probably originating in England, addressed to the mother of crew member Jim Bennett. The Ross Smith vignette cancelled at Melbourne on 26 February 1920. There are two strikes of the flight cachet on the front of the cover and one on the reverse.



Fig. 11 November 1919. Cover from Iraq, probably Baghdad. It is the only surviving cover with Iraq and Australian stamps. Signed on the back by Jim Bennett. The Ross Smith vignette and stamps were cancelled at Melbourne on 26 February 1920.

Twelve covers and two postcards flown by the Vimy from Bandar Abbas to Karachi have been recorded to date (all except for one of the postcards are listed and illustrated by Frommer). Five were sent by G A MunGavin, the British Consul, two to England (to his wife and to his mother) and three to Karachi, as souvenirs of the flight, addressed to himself or his sister Elsie at Bandar Abbas (Fig. 12). The postcard not listed by Frommer, addressed to the mother of G A MunGavin, is shown in Fig. 13. Most of the remaining eight items were sent by employees of the Indo-European Telegraph Department. Most of the covers from Bandar Abbas bear the Vickers Vimy cachet. These covers were franked with Indian stamps to the value of 2½ annas and were cancelled at Bandar Abbas on 24 November. One of the postcards is a Persian postal stationery card with an Indian 1 anna stamp. Most of this mail was cancelled at Karachi on 25 November. G A MunGavin also sent four covers to Australia from Bandar Abbas. They were also franked with Indian stamps to the value of 2½ annas, and being addressed to Australia, received the Ross Smith stamp on arrival. MunGavin was a keen photographer and recorded the flights of the pioneer aviators at Bandar Abbas; the photographs in Figs. 3 and 4 were taken by him when Ross Smith called at Bandar Abbas.



Fig. 12 24 November 1919. Cover flown from Bandar Abbas to Karachi (backstamped 25 November). Flight cachet applied to front. It is one of nine covers sent by G A MunGavin on the flight, five of which were flown as far as Karachi.



Fig. 13 24 November 1919. Postcard flown from Bandar Abbas to Karachi (postmarked 25 November). Flight cachet applied to front. It is addressed to the mother of G A MunGavin, (Not listed by Tom Frommer in *The Ross Smith Stamp and its Postal History*).



Fig. 14 Ross Smith being presented with the cheque for £10,000 by Prime Minister W M Hughes at Queen's Hall, Parliament House, Melbourne on 25 February 1920. The £10,000 was divided equally between the four crew.



Fig. 15 Over 100 years after it's flight the Vickers Vimy of Ross and Keith Smith remains preserved at Adelaide Airport.

G C Matthews and T D Kay

The first contestants to start in the Air Race were Captain George C Matthews and Sergeant Thomas D Kay, departing from Hounslow on 21 October 1919. Matthews was pilot and navigator, Kay was co-pilot, assistant navigator and mechanic. Their aircraft was a Sopwith Wallaby, G-EAKS, entered by the Sopwith Aviation Company. It was built especially for the race and was a modified version of the Sopwith Atlantic in which Harry Hawker had made an unsuccessful attempt to fly from Newfoundland to England in 1918. It was powered by a 360hp Rolls Royce Eagle engine.

Their flight across Europe, on a route further north than the other Air Race competitors, was beset by problems. On landing at Cologne the aircraft was damaged and required repairs. On 2 November they flew to Mayence in Alsace-Lorraine where they were delayed by heavy snow until 29 November when they left for Vienna. Flying over Yugoslavia, bad weather forced them down 100 miles from Belgrade; they were captured and imprisoned by Bolsheviks, but managed to escape after four days.

On 23 December they arrived at Constantinople, having suffered more delays: by problems in obtaining fuel at Belgrade and by repairs required after a forced landing at Adrianople. After more delays at Constantinople, they finally left on 14 January 1920 for Aleppo. On 21 January they flew to Baghdad where the aircraft was overhauled. From Baghdad they flew to Bushire, and on 3 February, en route to Karachi, a sand-storm forced them to land on a beach 20 miles west of Bandar Abbas (Fig. 17). The aircraft was damaged and repairs at a camp by the crash site took three weeks. They received assistance from G A MunGavin, the British Consul. They left Bandar Abbas on 24 February for Jask where they sustained more damage on landing, and from there continued to Karachi on 3 March. At Karachi they met Air Race rivals Parer and McIntosh who landed there on 7 March. On 11 March they flew from Karachi to Delhi, but broke an axle on landing. After repairs they continued to Allahabad, then to Calcutta, arriving on 17 March. At Calcutta they were joined by two Ansaldo SVA-9 aircraft, piloted by the Italians Ferrarin and Masiero who were flying from Rome to Tokyo. Parer and McIntosh were also at Calcutta. On 24 March, the four aircraft took off together for Akyab. The next day, Matthews and Kay left Akyab for Rangoon where they damaged a wing on landing. On 30 March, they continued to Bangkok where Kay went down with fever, then to Singora on 7 April and to Singapore on 8 April. After overhauling the aircraft, they flew to Kalidjati near Batavia on 12 April. On 17 April they took off for Bali, but on reaching the island crashed into a banana plantation. Matthews was uninjured but Kay sustained broken ribs. The Wallaby's wings were broken and they could go no further. Matthews and Kay travelled to Sydney in the steamer *Roggeveen*, with the remains of their aircraft in the hold, arriving on 11 June 1920.



Fig. 16 Thomas Kay and George Matthews in front of their Sopwith Wallaby at Bandar Abbas.



Fig. 17 Rebuilding the Sopwith Wallaby of Matthews and Kay near Bandar Abbas.

1. The camp site for rebuilding the aircraft
2. G A MunGavin, the British Consul in front of the aircraft.
3. Preparing for take off, with British, Indian and Persian onlookers.

These photographs and others in this article depicting the Air Race competitors at Bandar Abbas were taken by G A MunGavin, the British Consul, and his sister, Elsie MunGavin.



Mail Carried by Matthews and Kay

Eustis records that Matthews and Kay carried letters from King George V to the Governor-General of Australia, from the Royal Aero Club in London to the Prime Minister's Department in Melbourne and from H C MacFie, President of the Australian Aero Club, who was in London. The *Australian Air Mail Catalogue* states that 93 covers were flown from London and postmarked at Sydney in June 1920. Newall states that the 93 covers were flown from London and intermediate points. The original source of information concerning the 93 covers is unclear; if those from London existed, none appear to have survived. Some mail was carried from Baghdad. These covers were cancelled with the 'Civil Posts' airmail cachet, previously used in May 1919 for mail flown on a RAF flight from Baghdad to Cairo. The cachet was applied in violet rather than in red as in May 1919. Only six surviving covers flown from Baghdad have been recorded to date (Fig.18). A letter (not flown) written by Elsie MunGavin, sister of British Consul G A MunGavin, mentions a postcard that she wrote to her mother, which she asked Captain Matthews to post at Karachi; it did not survive into the MunGavin archive. One cover exists (in very poor condition) which was flown from India. It is endorsed 'per Capt. Matthews' aeroplane, England to Australia' and bears an Indian one anna stamp cancelled at Sydney on 19 June 1920 (Fig. 19).



Fig. 18 25 January 1920. Cover flown by Matthews and Kay from Baghdad to Karachi. It bears two strikes in purple of the Baghdad 'Civil Posts' airmail cachet. Backstamped at Bombay on 7 March. The long time in transit was a result of three weeks spent at Bandar Abbas to repair the aircraft and a further delay of a week at Jask.



Fig. 19 March 1920. Cover flown by Matthews and Kay from India (place uncertain) to Bali. Following the crash of their aircraft in Bali it was carried to Sydney on the steamer *Roggeveen* with Matthews and Kay and their aircraft. Endorsed 'per Capt. Matthews' aeroplane, England to Australia.' Indian one anna stamp cancelled at Sydney on 19 June 1920.

R J P Parer and J M McIntosh

Lieutenant Raymond J P Parer and Lieutenant John M McIntosh obtained the sponsorship of Scottish whisky distiller millionaire Peter Dawson for their flight to Australia. Their aircraft was DH9 G-EAQM which they named *PD* after their sponsor. Dawson sent a bottle of his whisky to the Australian Prime Minister on the flight. By the time they had started their flight Ross Smith had already reached Darwin. They left Hounslow on 8 January 1920 and the many problems encountered on their flight began when they force landed near Paris, damaging the DH9's undercarriage. They



Fig. 20 Ray Parer and John McIntosh in front of their DH9 at Bandar Abbas.

left Paris on 17 January and continued via Lyons, Marseilles, Sarzana, Rome, Naples, Grottaglie, Brindisi, Athens, Suda Bay and Mersa Matruh to Cairo, arriving on 21 February. At Heliopolis, the RAF was occupied with overhauling aircraft attempting to fly to Cape Town, so Parer and McIntosh were asked to fly to RAF Helwan, south of Cairo, for the overhaul of their aircraft. Here they learnt that they would be unable to follow Ross Smith's route via Damascus and Palmyra, as Syria was in turmoil. On 26 February they left for Ramleh, Palestine, from where, the following day, they set off across the desert for Baghdad following a route well to the south of that taken by all previous air crossings. Their route was close to that followed by the RAF desert air mail route of 1921-6. A forced landing was made in the desert following an engine backfire; a repair was quickly made and their journey resumed. After several hours, oncoming darkness forced them to land near the Euphrates valley. By the morning a crowd of hostile Arabs had gathered, forcing a hasty take off for Baghdad. After a new propeller was fitted at Baghdad, on 2 March they continued onwards via Basra, Bushire, Bandar Abbas and Chahbar to Karachi, arriving on 7 March.

At Karachi Parer and McIntosh caught up with Matthews and Kay. They left Karachi the next day, 8 March, and flying via Nasirabad, Delhi and Allahabad, reached Calcutta on 12 March. They took off from Calcutta on 24 March, together with Matthews and Kay and the Italian Rome-Tokyo flight pilots, Ferrarin and Masiero, but an oil leak caused them to return. They took off from Calcutta again on 1 April. Their journey across south-east Asia was broken by three long delays. At Moulmein in Burma six weeks were spent repairing the aircraft after a crash landing (Fig. 22). At Penang there was a two week delay following an engine

seizure on landing and four weeks were spent at Singapore while the aircraft was overhauled. Leaving Singapore on 20 July, good progress was made through the Dutch East Indies and they arrived at Atamboea, Timor on 31 July. Finally, on 2 August 1920, with an emergency raft tied to the wing, they crossed the Timor Sea to Darwin. As the DH9 landed, the engine cut out; the fuel tanks were empty. The flight had taken nearly seven months.



Fig. 21 Ray Parer (at left) in front of the DH9. Location uncertain, possibly in France.



Fig. 22 The DH9 of Parer and McIntosh following its crash landing at Moulmein, Burma.

Mail Carried by Parer and McIntosh

Eustis records that mail from Grottaglie, Italy was dropped over Corfu and that military mail was flown from Mersa Matruh to Cairo. Also a letter from Bandar Abbas was dropped over Jask and a letter was dropped over the military barracks at Sourabaya, Java, addressed to the commanding officer. None of these letters have survived. Postcards were carried as official mail from Chahbar, postmarked on 7 March. They have arrival postmarks dated 8 March, applied at either Karachi or Manora. These postcards were signed by McIntosh and four are known to have survived (Fig. 23). One cover flown from Malaya to Australia is known (described by Cobcroft). It is addressed to Melbourne and is endorsed 'By the De Havilland No 9'. It bears a Straits Settlements KGV 4c stamp cancelled at Brisbane on 19 Aug 1920.



Fig. 23 7 March 1920. Postcard flown from Chahbar to Karachi by Parer and McIntosh. Cancelled at Manora on 8 March after arrival at Karachi. Signed by McIntosh.

Commenting in general on mail carried by the Air Race competitors, Eustis writes, “*there must be many others never recorded and now long forgotten.*” The cover illustrated in Fig. 24 is highly probably one such item flown by Parer and McIntosh. It is addressed to London and bears the superscription ‘Per Aeroplane’ and was posted at Indian Army FPO No. 357 on 5 March 1920. This FPO was located at Shiraz about 100 miles north-east of Bushire. Parer and McIntosh were at Bushire on 4 and 5 March. RAF aircraft were attached to Bushire Force which operated in south-western Persia; army bases in this region usually had a small RAF attachment, so the cover could have been flown by an RAF aircraft from Shiraz to Bushire. No other aircraft flying to India would have been at Bushire and it is therefore a strong possibility that this cover was flown by Parer and McIntosh to India to catch the mail ship at Bombay to England. Unfortunately, there is no Indian backstamp to confirm its date of arrival in India.



Fig. 24 5 March 1920. Cover addressed to England cancelled on reverse at Indian Army FPO No. 357 (Shiraz). Probably flown by Parer and McIntosh from Bushire to Karachi (see text).

The Other Air Race Competitors

Captain R M Douglas and Lieutenant J S Leslie Ross entered the race in the Alliance P2 Seabird G-EAOX *Endeavour*. The single engined aircraft had a longer range and higher maximum speed than Ross Smith's Vickers Vimy. Departure was scheduled for 31 October 1919, but was delayed because the final test flight on 30 October ended with a crash landing necessitating major repairs. Douglas and Ross took off from Hounslow on 13 November 1919. Ten minutes after taking off, the aircraft went into a spin and crashed. Witnesses stated that the engine had cut out or was misfiring. Both airmen were killed. The aircraft's test flights had amounted to only 20 hours. A small tail fin and rudder, together with an enclosed cabin for the crew which lacked direct forward vision made the aircraft difficult to fly. Mail was carried, but there is no record of its fate; it may have been returned to the senders. Prime Minister David Lloyd George sent letters from his family to his son-in-law in Baghdad. Covers addressed to Prime Minister W M Hughes and other officials in Australia were also carried.

Captain C E Howell and Lieutenant G H Fraser left Hounslow on 4 December 1919 in their Martinsyde Type A Mk 1 G-EAMR, a single engined long range biplane. On 9 December they left Taranto at 11.15 am for Athens. At 7.30 pm the aircraft was seen flying over St Georges Bay, Corfu. An innkeeper stated that he had seen the aircraft circle the bay four times and then land in the sea, 230 metres from land, and that he had heard calls for help. Both airmen died. Why the aircraft was flying past the island eight hours after leaving Taranto (only 150 miles away) has remained a mystery. Howell's father maintained that that the aircraft had landed relatively intact and that the airmen had been murdered for their money. Mail addressed to Prime Minister Hughes and other dignitaries was carried, but never recovered.

The Blackburn Aeroplane and Motor Company entered the Kangaroo G-EAOW, a twin engined biplane. Captain G Hubert Wilkins (later famous as a polar aviator and explorer) was appointed as commanding officer and navigator. Accompanying him were Lieutenant V Rendle (pilot), Lieutenant D R Williams (co-pilot) and Lieutenant G H M St Clair Potts (engineer). They left Hounslow on 21 November 1919. They were held up by snow at Romilly in northern France for four days and experienced strong winds and rain for much of their flight through France and Italy. The

weather cleared for their flight from Taranto to Suda Bay, Crete on 5 December. However, the airfield was flooded and the aircraft became bogged down in the mud. On 8 December they took off for Egypt but an oil leak in one of the engines caused them to return. Approaching the airfield, Rendle switched on the dry engine, but it blew up. With one engine running, they crashed on landing, coming to a sudden halt against an earth bank (Fig. 25). No one was injured. Although damage to the aircraft was repairable, a new engine would have had to be shipped out from England. A few days later, receiving news of Ross Smith's arrival in Darwin, they decided to withdraw from the race. An analysis of oil from the damaged engine revealed that iron filings were found in the oil, suggesting sabotage. Mail addressed to Prime Minister Hughes, the Viceroy of India, the Governor-General of Australia (a letter from King George V) and other dignitaries was carried. Presumably, as the flight was unsuccessful, the mail was not delivered.



Fig5. 2 The Blackburn Kangaroo of Wilkins, Rendle, Williams and Potts after crash landing at Suda Bay, Crete.

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Jewel in the Crown - India's 1929 Imperial Airmail Stamps

By Douglas Muir RDP. FRPSL (Published in Scott Stamp Monthly March 2024)

The design is simple and typical of the period: an aircraft flying over a lake fringed by palm trees, set within a heavy imperial frame with a portrait of George V, king of the United Kingdom and the British dominions and emperor of India, and the words "AIR MAIL" and "INDIA POSTAGE" boldly inset, clearly indicating its purpose and origin.

Figure 1 shows one of the six denominations of the issued stamp.

Yet, it took three years in its creation and was many months late for the inauguration of the airmail service it was supposed to facilitate and advertise, a service which also was several years late. Both stamps and the service they marked were fraught with problems in their creation.

Nevertheless, the stamps issued in 1929 marked several firsts. They were the first pictorial stamps for India, the first to be created and printed wholly in India, and the first of India's stamps to be printed by offset lithography. Thus, they marked a major turning point in Indian philately.

THE ROUTE TO INDIA

In the days of the British Empire, India was often referred to as the "Jewel in the Crown." As such, the route to India from Britain was always of great importance and marked by British colonial outposts along the way to protect it. But even in the 1920s, it still took about three weeks for mail to get to Bombay (today's Mumbai) from Britain by ship via the Suez Canal. Before the canal was opened, it took a lot longer rounding the Cape of Good Hope.

After the end of World War I, the development of airplanes had advanced to a point where they could easily cross the English Channel to the continent of Europe, and thence onward by a series of hops.



Figure 1. One of India's first airmail stamps, the deep green 3-anna stamp (Scott C2), issued in 1929.



Figure 2. A March 30, 1929, Imperial Airways first-day flight cover from Croydon, England, to Karachi.

The volume of mail carried on these European flights was not very great, however. It became obvious that the real value of airmail services lay in their use over long distances. Linking the empire by air provided great possibilities, but it had to be done in stages.

It might be said that the starting point in the development of this route, and empire airmail services generally, was the decision in 1921 to use Royal Air Force service flights between Egypt and Iraq for the carriage of mail. This met up with the overland Nairn Transport service at Rutbah Wells in western Iraq, on the road from Amman to Baghdad. The next year, an exhaustive inquiry followed going into the technical and financial aspects of airmail from Britain to India. Preliminary steps fairly obviously were that the route should be surveyed, the necessary ground organization prepared, and full experiments should be carried out.

By 1925, agreement had been reached for a fortnightly service between Egypt and India, but it was not until Jan. 6, 1927, that the Cairo- to-Baghdad flights were extended to Basra in Iraq (thence by steamer to Bombay). They had to stop there because of political difficulties with Persia, which prevented flights over that country. In the meantime, Imperial Airways had been formed in 1924 (an amalgamation of smaller British companies), and the route had been surveyed several times by Alan Cobham in a De Havilland 50 aircraft, on occasion using specially printed, but unofficial, adhesive labels on mail to advertise the flights.

In anticipation of the successful introduction of the flights, a dark blue airmail label had been introduced in India in March 1928. It was not until Easter 1929 that all the difficulties were resolved, and regular flights from London to Karachi could be instituted. The first flight left Croydon, then London's airport, on Saturday, March 30 for Paris. Imperial Airways produced souvenir envelopes, shown in Figure 2, and the extra air fee was 6 pence per half ounce.

The flight thereafter was a series of hops with a change of aircraft at various points and a train journey through the Alps from Basel, Switzerland, to Genoa, Italy. (Planes could not yet fly over the Alps). Some 12,000 items of mail (and four passengers) were carried. At first, an Argosy type airliner was used to Basel, and then a Calcutta flying boat across the Mediterranean to Alexandria, Egypt. From Alexandria, the mail was transferred to a three-engined De Havilland Hercules type aircraft for the remainder of the journey to Karachi, via the Persian Gulf (also known as the Arabian Gulf).

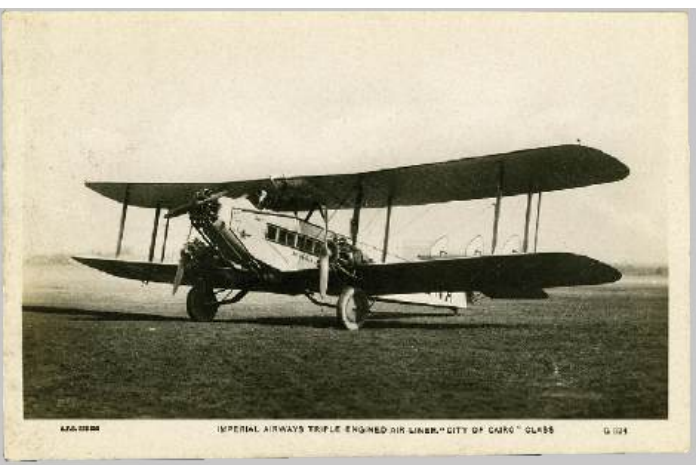


Figure 3 shows a postcard showing the Imperial Airways Hercules aircraft used on the Alexandria-Karachi leg, a British General Post Office notice about the England-India airmail service, and a map showing the initial route.

The aircraft arrived on April 6, the journey having lasted seven days. The first return flight set off the next day, INDIA and a cover from that flight is shown in Figure 4.

ENGLAND-INDIA AIR MAIL

This mail closes at G.P.O., London, every Saturday at 7 a.m. The latest times of posting elsewhere can be obtained from the local Head Post Office.

It is available for all classes of mail, except parcels; and packets may be registered but not insured.

The countries served are shown below. Those in heavy type are served directly by the Air Service. To others the journey is completed by ordinary routes.

Countries Served	Air Service (Direct)	Times of Departure		
		1st	2nd	3rd
EGYPT: via Athens, Cyprus, Suez	Direct	Alexandria	4	10
PALESTINE: via Syria, Trans-Jordan	Direct	Gaza	4	7.5
IRAQ: via Persia (via Baghdad or Basra)	Direct	Baghdad - Basra	5.5 - 6	21 - 22
PERSIAN GULF PORTS	Direct	Basra	6	18
	Indirect	Qandahar	6	11
	Indirect	Iskandariyah	6	19
INDIA: via Afghanistan	Direct	Quetta	7	17
	Direct	Karachi	7.5	16
	Indirect	Calcutta	11	15
	Indirect	Madras	11	15

The Air Service is not active on London, every Sunday except on 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st.

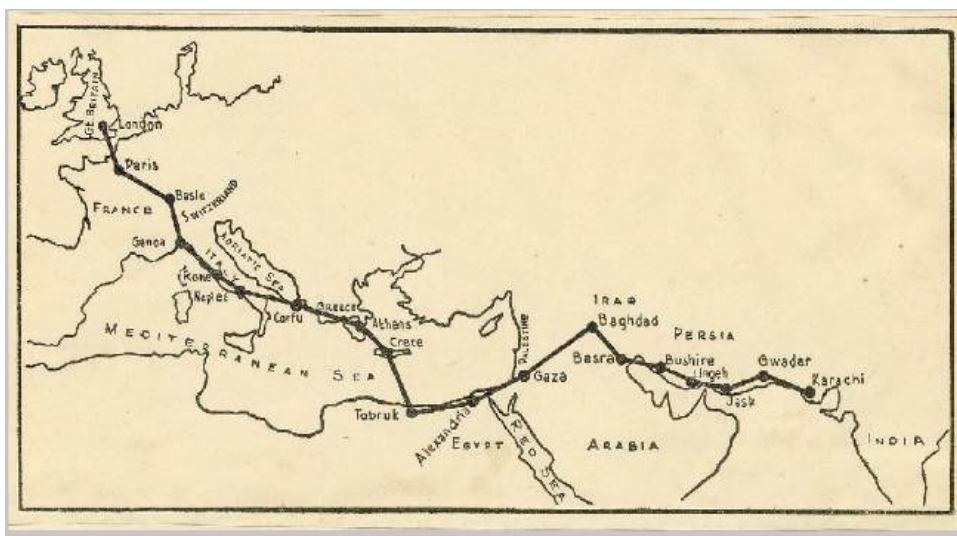


Figure 3. A postcard shows the Imperial Airways Hercules aircraft used on the Alexandria-Karachi leg of the route and depicted on India's first airmail stamps. Also shown is a May 1929 British General Post Office notice about the England-India airmail service and a map showing the initial route.



Figure 4. This April 1929 cover, originating in Srinagar, was carried on the third return flight from Karachi to Croydon.

Subsequent developments saw the service to Karachi extended to Delhi on Dec. 28 that year, and with the route within Europe changed to go via Germany, Vienna, Budapest and Belgrade, the service was accelerated in April 1930.

In 1931, there was another European change, flying to Paris again, but then by train to Athens (though it is not clear how long this lasted), and then from October 1932, the later route changed, going down the south side of the gulf rather than the Persian coast (with Kuwait becoming a calling point in December as well).

Within India, an internal service to Bombay and Madras commenced on Oct. 8 that year, operated by Tata, and there were further extensions to the Imperial Airways service in 1933: to Calcutta on July 1 and Rangoon on Sept. 23.

AIRMAIL STAMPS PROPOSED

At the end of 1926, the outlook was one of a fairly imminent introduction of the airmail service — possibly as soon as April the following year. How could this be advertised best? As a minute for the director general of the Indian Post Office put it: India has been described as an Empire within an Empire. With its vast distances, it provides scope for a network of air services within its own confines. It is also an important halfway house of one of the most important air routes of the British Empire and to the Far East generally. It is only meet, therefore, that it should have air mail postage stamps.

Until 1924, all of India's stamps, postage and revenue (apart from the very first) stamps, had been designed and printed in Britain by De La Rue. But then it was decided to set up India's own Security Printing Press at Nasik Road in the Bombay Deccan, and the first stamps were printed there in early 1926 from existing letterpress plates.

That security printer had as yet no engraving or letterpress plate-making facilities, however, it did have a photo engraving department, as well as rotary offset-lithography printing presses for other items, together with the means to make the required litho plates.

Enclosed with the minute advocating airmail stamps was a photographic essay, shown in Figure 5, already prepared at Nasik under the supervision of Col. George Henry Willis, master of the Security Printing Press.

The designer is likely to have been Thomas Archer, or possibly H.W. Barr. It was later stated by Willis that his technical drawing office had been instructed by postal headquarters to produce a stamp "containing the King's Head, the Himalayas, Cape Comorin and an aeroplane."

Although widely praised in India, this design was to prove extremely controversial when it was submitted to the India Office in London for approval and submission to the king.

Officialdom in the India Office, for no obvious reason, thought the design "artistically revolting," "hideously mechanical" and "unworthy."

The secretary of state, Lord Birkenhead (better known as F.E. Smith, and a friend of Winston Churchill), was well known as being cantankerous



Figure 5. Staff artists at India's Security Printing Press, Nasik Road, prepared this Dec. 14, 1926, photographic essay. *Image courtesy of the British Library.*



Figure 6. An India Office official suggested this May 1927 sketch as a replacement for the Security Printing Press design. The sketch was considered and rejected in the design competition. *Image courtesy of the British Library.*



Figure 7. The artwork submitted for the September 1928 design competition under the nom de plume "Jagadamba Prasanna" was rated No. 2. *Image courtesy of Pradip Jain.*

In rejecting the design in a telegram to the viceroy (Lord Irwin), he even suggested that a dragonfly or an eagle might be preferable to the aircraft (which was the correct Hercules type to be used for the flights).

Birkenhead's lack of artistic understanding was later exposed when he suggested a drawing by a junior clerk in his office (F. J. Wilson), shown in Figure 6, as being "by no means without merit." The universal response in India, quite rightly, was that this was "hideous."

DESIGN COMPETITION

Willis proposed a nationwide design competition for the stamp design. In June 1928, this was advertised throughout India with a deadline of Sept. 1. Each competitor should have a nom de plume so that the entries would be judged anonymously. Some 75 competitors entered, with between 77 and 82 designs submitted (depending on how you counted them in the lists).

The winners were titled "Luck at last," No. 38 by G. Grant; "Jagadamba Prasanna," No. 35 by Rao Banadur, shown in Figure 7; and "Envy," No. 32 by V.H. Veevers, shown in Figure 8.

Two other entries received honorable mentions: "Polytechnic," No. 71 by Archer and Cackett of the Security Printing Press, shown in Figure 9; and "Dasanudas," No. 43 by Damerla Ragnava Rao, shown in Figure 10.

Unsuccessful entries were returned after the judging was completed, so some of them still survive in philatelic collections, including all the unadopted ones listed in this article.

All the entries featured aircraft, although the one by "Jagadamba Prasanna" had a symbolic nymph holding the airplane up in the sky, which was hardly suitable.

The design by "Polytechnic" was created by staff at the Security Printing Press, and Willis (one of the judges) commented that it was best from the point of view of reproduction. He clearly recognized the professional style and probably knew who had submitted it despite the supposed anonymity.

The winning design by G. Grant of Calcutta featured a bold De Havilland Hercules aircraft (as used on the Cairo-Karachi leg of the route) flying over a mosque, some palm trees and a small Hindu temple.

A warning note was struck by one of the judges, noting the small size of the Hindu temple, which made it hardly recognizable. This was to prove prescient. More trouble was to follow.

This artwork was then worked up to a finished drawing, shown in Figure 11, by the Security Printing Press staff artists. As with the previous essay, a photographic reproduction was created at stamp size and, after approval by the viceroy, was sent to London so that it could be laid before the king.

DESIGN TROUBLES AND REVISIONS

No sooner had the new design arrived at the India Office than questions flew back. The first was about the source of the king's portrait, which was not that used on standard definitive stamps. It transpired that this had been taken from recently produced

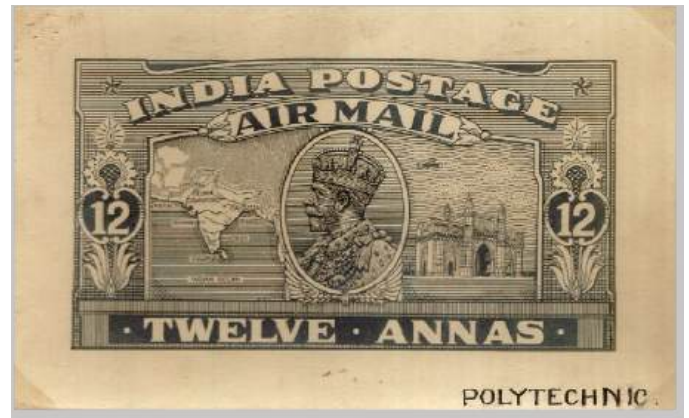


Figure 9. The artwork submitted for the competition under the nom de plume "Polytechnic" received an honorable mention from the Security Printing Press staff. *Image courtesy of Pradip Jain.*



Figure 10. The artwork submitted for the competition under the nom de plume "Dasanudas" also received an honorable mention. *Image courtesy of Pradip Jain.*



Figure 8. The artwork submitted for the competition under the nom de plume "Envy" was rated No. 3. *Image courtesy of Pradip Jain.*

Indian currency notes that incorporated a new portrait by Bertram Mackennal — with the king-emperor now wearing the Indian crown rather than a stylized Christian one as before (also by Mackennal). The portrait was duly changed.

Then, there was the question of the size of the Hindu temple (as foreseen), or depicting any religious building at all. The new secretary of state, Lord Peel, sent a further telegram to the viceroy.

Before I submit design as requested please consider, if you have not done so already, whether it is not inappropriate to include representations of mosque and temple. ... Inclusion of mosque and temple in stamp seems very undesirable as offering gratuitously occasion however slight for communal criticism in which even Christians might join. Special prominence is given to Mosque while Temple is hardly distinguishable in background. I should prefer that both should be replaced by some purely secular representation.



Figure 11. This January 1929 stamp-sized reproduction of the winning design by G. Grant has the mosque and Hindu temple as revised by the staff artists of the Security Printing Press, with the effigy of the king by Bertram Mackennal from currency notes. Image courtesy of the British Library.

After due consideration in India by a government committee, in March 1929, it was agreed that it would be better to omit both, to be replaced by some “palms and lotus with snow-clad mountains in the background.” This, of course, takes us back to the original design that had been so summarily rejected before.

Revised versions of Grant’s design were then supplied by the Security Printing Press, one with the landscape omitted entirely and another with a view inserted of one of the lakes near Bombay with palm trees. It was agreed to proceed with the latter.

The viceroy sent this to London, and it was approved by the king without comment on May 31 (by which time the flights were in regular operation). It had taken almost three years from the initial concept. Although this approved stamp-sized reproduction should be in the Royal Philatelic Collection, it is not there, probably because the king was seriously ill while all the design arguments were taking place and did not ask, as he had with everything else, for it to be retained.

OFFSET-LITHO PRINTING

Although the Security Printing Press at Nasik had neither the machinery nor the required skills to produce stamps printed by letterpress in 1929, it did have five rotary offset-litho printing presses for both one and two-color printing used for stamped papers and postal stationery, and the printer now had some four years’ experience in using them.

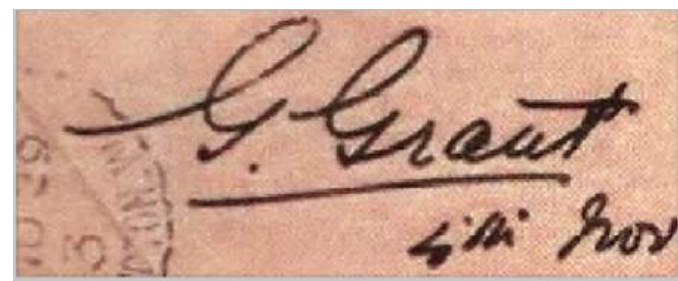


Figure 12. The Nov. 4, 1929, first-day cover of the airmail stamps was sent by Stephen Smith and signed on the reverse by Grant. Also shown is a Dec. 20, 1929, FDC of the 2-anna stamp. Images courtesy of Pradip Jain.



The Security Printing Press also had the equipment for making plates by the British “Lithotex” process (similar to Printex). So, the printer proceeded to make a plate 144-set (12 by 12), but as this was too wide for the available paper and presses, the layout was sideways, resulting in sideways watermarks on the printed stamps.

STAMPS AND STATIONERY

Figure 14. A postal stationery envelope with an imprinted 8a stamp was issued Feb. 13, 1930.

The first stamps, in denominations of 3 annas, 4a, 6a, 8a and 12a, were officially issued on Nov. 4, 1929, with a further 2a denomination coming on Dec. 20, the rate for the extension to Delhi.

Figure 12 shows two firstday covers for the stamps.

As this was the first occasion when offset-litho stamp plates were produced at Nasik, it is not surprising that a number of constant flaws appeared in the final product, particularly flyspeck flaws, and these have been extensively studied.

In 1932, the route through the gulf changed, and from December, aircraft called at Kuwait. As a result, the Indian stamps were overprinted "KUWAIT" for use from there, and issued on Feb. 1, 1933. Figure 13 shows the Kuwait 3a deep blue stamp (Scott C2).

Shortly after the stamps were issued, stamped postal stationery followed. An envelope with an imprinted 8a stamp was issued on Feb. 13, 1930, also printed by offset litho. Figure 14 shows the envelope.

Later, in October 1935, this was revalued with a 7½a overprint, as shown in Figure 15.



Figure 15. In 1935, the 8a postal stationery envelope was revalued to 7½a.



Figure 13. The India airmail 3-anna stamp overprinted for use in Kuwait (Scott C2) was issued Feb. 1, 1933.

This was supplemented by a postal card with an imprinted 4a stamp, stated to have been "released from Nasik" on June 24, 1931, but the first day of use was July 15 in Calcutta. A card carried on the July 23 flight via Karachi to Croydon is shown in Figure 16.

In 1933, the 4a card was reprinted with the words "India-London" beneath the printed airmail etiquette, shown in Figure 17.

By that time, it had become clear that there was a public misconception that only airmail stamps were valid for such mail, as opposed to ordinary postage stamps, and it was decided to discontinue the airmail versions to avoid any inconvenience.

Rather strangely, it was felt necessary to ask for the king's approval for this.

In January 1933, the king's private secretary wrote back, saying that he had no hesitation in agreeing, but noted that the existing airmail design would be retained for special airmail postcards and envelopes. The stamps would be discontinued when stocks were exhausted.

The airmail stamps were the first pictorial stamps of Imperial India. They were not quite the last with similar commemoratives later in the reign of George V (Delhi Inauguration and Silver Jubilee) and pictorial definitives for his successor as king and emperor, George VI. But they might be regarded as its apogee.

This article is largely based on archival files in the British Library (India Office Library) and the Indian National Archives (thanks to Pradip and Pragma Jain for access to the latter, and to Pradip for permission to use the design competition artwork and first-day covers).



Figure 16. The 1931 first version of the 4a postal card used on the first flight possible via Karachi to Croydon on July 23, 1931. Image courtesy of Pradip Jain.



Figure 17. The 1933 second version of the 4a postal card with "India-London" under the imprinted "By Airmail/Par Avion" etiquette.

The 1929 Airmail Stamps of India – Drawing competition.

by **Dipak Dave and Markand Dave FRPSL** (first published in The London Philatelist Vol 126, Issue September 2017, No. 1448, pages 126-338 to 126-339)

Introduction : It is very interesting to read the article of Mr. Pradip Jain in the last issue of London Philatelist -June 2017. Mr. Jain has supplied detailed information and the story behind these 6 stamps, where initially a set of 5 (3 annas, 4 annas, 6 annas, 8 annas and 12 annas) released for foreign airmail rate on 4th November 1929 and later on 20th December 1929 the 6th stamp of 2 annas released for the domestic airmail rate. Since the 1929 Airmail stamps is a fascinating subject for me and I have published a book also on it with my son Markand Dave and my daughter Priti Dave, 1929 Airmail stamp is our family love affair, I could not stop myself by writing this article with little more information which will help readers to understand the whole story.

There was a drawing competition held to select the best design and finally the approved design was sent to His Majesty King George V (Past President of The Royal Philatelic Society London – 1896 to 1910) for authorizing the same.

Here I feel that a part of the story is missing and which is as under.

- 1) Postal Notices of the 1929 Airmail Stamps.
- 2) The list of the participants.
- 3) Some of the important designs.

(Original sketches and art work of participants of the drawing competition)

Interestingly and Intentionally the names of the participants were assigned with the code words (Nom de Plume) for the transparency and to maintain the competition confidential.

Postal Notices with Dramatic story where stamp release delayed twice.

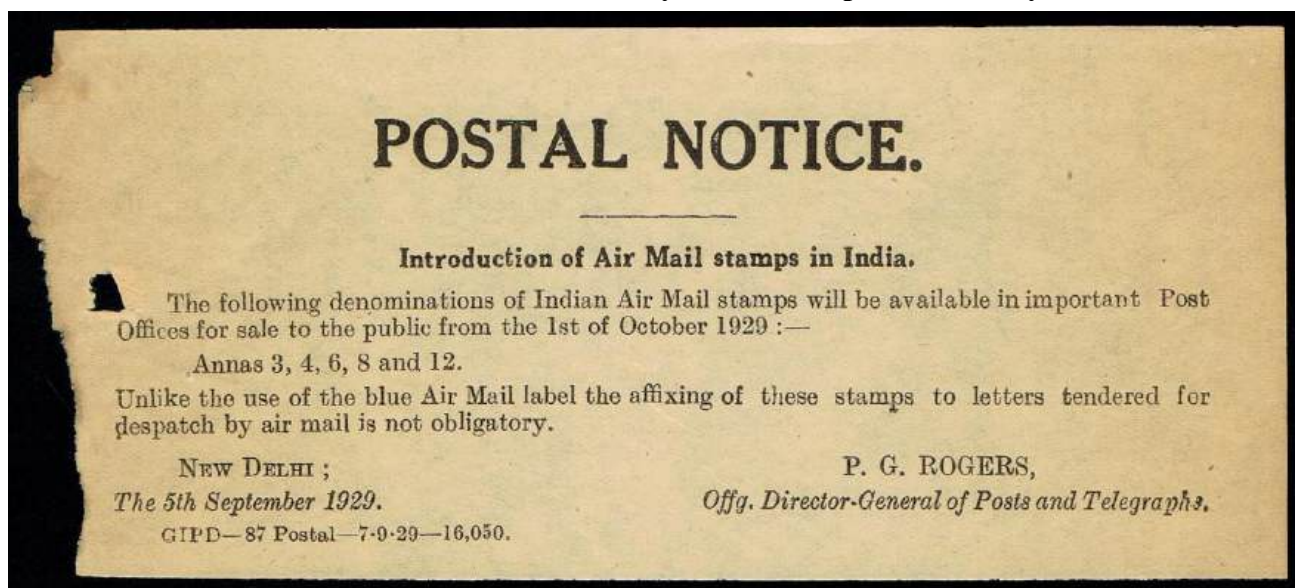


Figure : 1, The 1st Postal Notice was issued on 5th September 1929 stating that the Airmail stamps will be issued / available for sale on 1st October 1929.

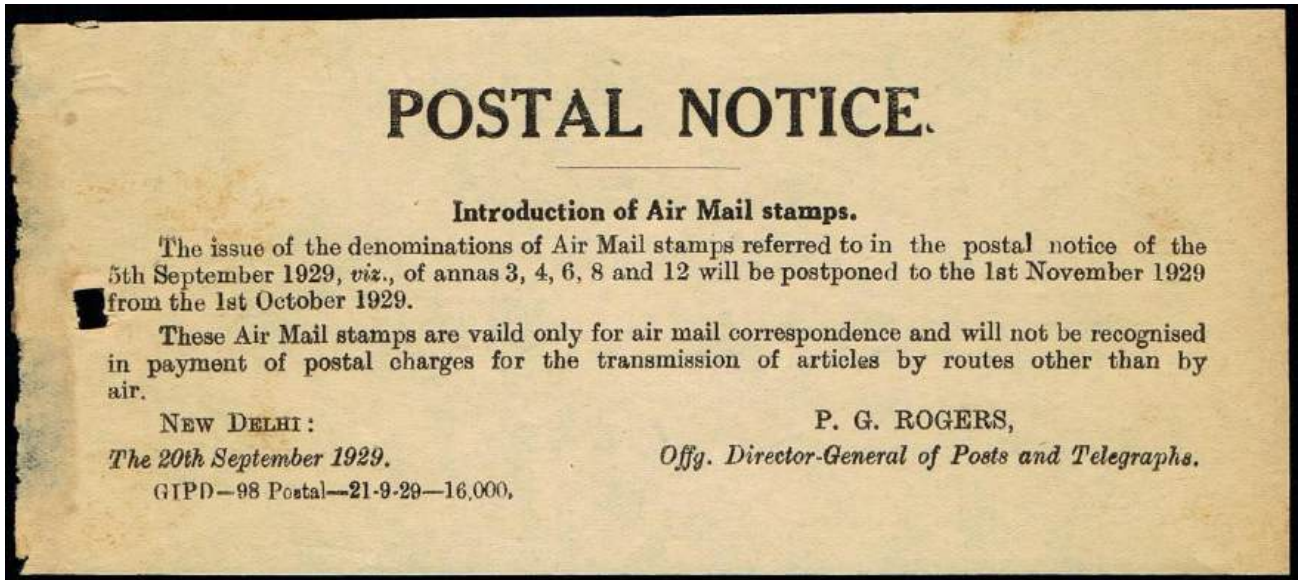


Figure : 2, The 2nd Postal Notice was issued on 20th September 1929 stating that the Airmail stamps will be issued / available now for sale on 1st November 1929.

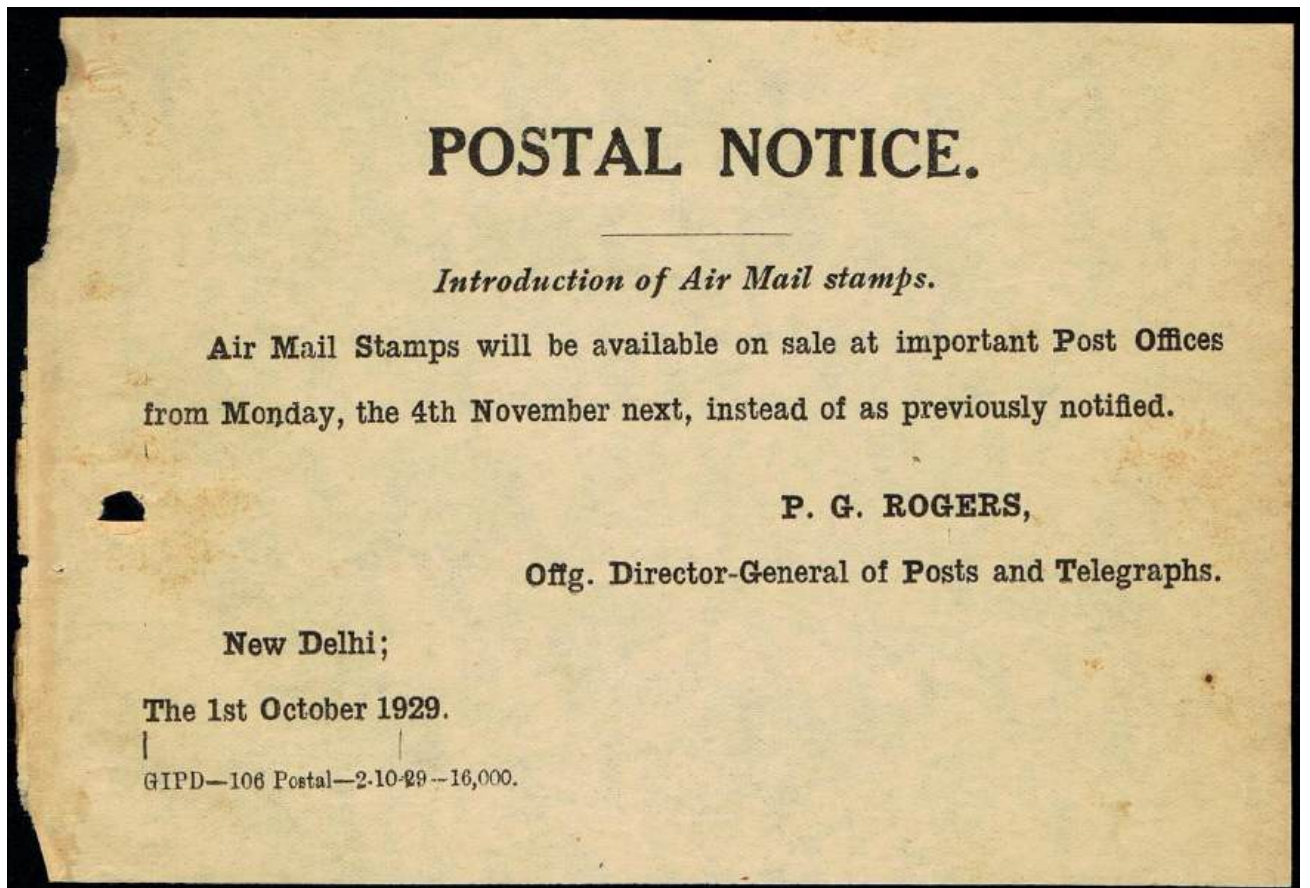


Figure : 3, The 3rd and Final Postal Notice was issued on 1st October 1929, just after 11 days from the 2nd notice, stating that the Airmail stamps will be issued / available finally for sale on 4th November 1929.

List of Competitors in Air Mail Postage Stamp Design Competition

No.	Name and Address	Nom-de-plume	Remarks
1	Stepnen H. Smith, 16, Collin Lane, Park Street, Calcutta.	FAY	
2	Mrs. G. Alan Davies, Headquarters, Ferozepore Brigade Area ,Ferozepore, Panjab.	MAHZEL	1 anna stamp Design to be returned if rejected.
3	H.T.Flanagan, C/O L.A.Stronach & Co., (India) Ltd., Craham Road, Bombay.	COOKOO	
4	C. Sherrard – Smith, Post Office, Jhansi, U.P.	TELKEN	
5	Allan Bell, Audit office, Ajmer	TOMTIT	-/2/- stamps Sketch to be returned if rejected.
6	V. Dorasami No.13, Sami Naick St., Chintadripet, Madras.	LOTUS	
7	A.S.Abdul Khader, Karkala, South Kanara.	BANANAS	
8	T.G.Krishnaswami Pillai, Government School of Arts & Crafts, Madras	MAHADEV	
9	M.H. Aovani, P.O.Box 158, Karachi.	PEARS	
10	M.C.Smyth, 4, Church Road, Lahore, Punjab.	DOUGLAS	
10A	M.C.Smyth, 4, Church Road, Lahore, Punjab.	ELSIE	
10B	M.C.Smyth, 4, Church Road, Lahore, Punjab.	ETHYL	
11	G. Kumar 3/2c, Taltolla Lane, Calcutta.	GRAPEFRUIT	

No.	Name and Address	Nom-de-plume	Remarks
12	R. Gopal Shanoi, Sculptor & Engraver, Karkala (S. Knanara), Distt. Mangaloro.	SILPI	
13	Mrs. Constance Nicholas, Sagaing, Upper Burma.	AYESHA	
14	C.A.B.Watts Deptt. Of Industries and Labour, Simala/ New Delhi.	COUNCIL HOUSE	
15	Mattnal Jacob Supervisor T.R.S., Madurantakam, Chingleput Dist., Madras Presy.	BOCAJ	
16	M. Amir Bakhsh, Draftsman, Gumti-Bazaar, Lahore.	LALLO	
17	C.A.B.Watts Deptt. Of Industries and Labour, Simala/ New Delhi.	KUTAB	
18	A. Govindarayan, C/o A.N.Bhattar, (Accountant, Coimbatore Collector's Office on leave), C/o The Postmaster, Thalavadi, Coimbatore Dist.	ON H.M.S.	
19	C.A.Venkatacnalapatay , C/o C.Krishnian Chetty and Sons, Commercial Street, Bangalore.	MANGO	
20	C.K.Lakshmiah Chetty, No.2 Main Guard Cross Road, Bangalore.	LEECHEE	
21	Rajammal wife of M.R.Ry.M.Subbian Mudaliyar, Subryishar, Orattanad, Chattram Post, Tanjore Dist. South India.	JILLE	
22	M.R.Ry.M.Subbian Mudaliyar, B.A., Sub-Registrar, Orattanad, Orattanad Chattram Post, Tanjore Dist. South India.	RAJ	
23	Ishwari Prosad, 5, Indian Mirror Street, Calcutta	LOTUSLAND	Stamps -/4/- Sketch to be return if rejected.
24	Vaman Balwant Chitmis, 1001 Sadasniva peth, Poona City.	SHRI	

No.	Name and Address	Nom-de-plume	Remarks
25	Bernard Roedert, 8 "Sankli Terrace", Sankli Street, Byculla, Bombay.	INTERMERATA	
26	Mrs. R.H.Chapman, Middlelands, Simla.	REDROCK	
27	S.M.Deane, Artist, Edward Square, Lahore.	SAILING BOAT	
28	Ruttonshaw Dossabhoy Motafram (Com. Artist) Buzdar Park, Girgaum Road, Bombay No.2.	ROSE	-/5/-stamps return of design requested if rejected.
29	Bugier R. Phillips, " H.Q." Wing, 2 nd Durham L.I., Sialkot, Panjab.	PHIL	
30	Messrs. F.Cackett, Jnr. And T.Archer., Security Printing Press, Nasik Road	DOWNHILLS	
31	L.G.Blndalkar, Artist, Jumma Gate, Nagpur City.	MIRROR	
32	V.H.V????? 9-11, The Mall, Old Delhi.	ENVY	
33	Miss Dorothy Gill, C/o Capt.G.Gill, Drury Hall, Naini Tal.	OAK	-/1/- stamps return of design requested if rejected.
34	S.V.Gulvadi, 10 Tukaram Buildings, Tardeo Road, Bombay – 07	STAMPIST	-/5/- stamps return of design with photographic copy requested if rejected.
35	Rao Bahadur V.V.Dhurandhar, A.V., "Amba Sadan" Prabhu Nagar, Khar, Bombay No. 21.	JAGADAMBA PRASANNA	
36	E. Hillel, Rafiya Manzil, Wodehouse Road, Bombay.	FUNNY CUTS	-/8/- stamps return of design requested if rejected
37	Miss Nancy Brown, Repeater Supervisor, Govt. Telegraph Office, Cubbon Road, Bangalore.	REDWING	-/3/- stamps with -1/- cash. return requested if rejected.

No.	Name and Address	Nom-de-plume	Remarks
38	G.Grant, 9, Marsden Street, Calcutta.	LUCK AT LAST	
39	Satyendra Nath Das, Student, Govt. School of Art, Calcutta. P 153 B, Russa Road, Kalighat P.O.,	ART	
40	Anukul Prasad Sircar, State Artist, H.H.the Nawab's State, Rampore (U.P.)	NEPOLIAN BONAPAT	
41	Anukul Prasad Sircar, State Artist, H.H.the Nawab's State, Rampore ,U.P.	RADHARANI	
42	----- do -----	QUEEN VICTORIA	
43	Damerla Raghava Rao, Sri Ram Bhavan, Pusa.	DASAMIDAS	
44	R.H.Disney, 18, Lower Mall, Lahore (Panjab)	AMBROSIA	
45	L.A.Stronach, Stronach House, Graham Road, Ballare Estate, Bombay.	TIM	
46	Ernest Cynddylan Hale, (Lance Corporal), Headquarters, "B" Corps Signals, Rawalpindi.	ECHO	
47	Tukaram Dhondughat, Sonar near Okas, Kacheri, Nasik City.	SWASTIKA	
48	Malcolm Sequeira, Kankanady Post, South Kanara.	THE LILLE FLOWER	-/6/- stamps
49	D.K.Mhatre, Mhatre's Art Studio, Sandhurst Bridge, Grant Road Post, Bombay	ELEPHANT	-/4/- stamps return of design requested if rejected.
50	Alan Ross, Jiti Tea Estate, Nagrakata P.O.Bengal Doors ,Doors ,Bengal.	PUNCHINELLO	
51	P.Narayanan, Artist, Imperial agricultural Research Institute, Pusa P.O. (Blhar).	NANI	

No.	Name and Address	Nom-de-plume	Remarks
52	J.Mistri Illustrator, 100, Watson's Hotel, Esplanads Road, Bombay – 1.	BOKUL	-/8/- stamps requests return of design if not approved.
53	B.R.Gobhai & Co., Post Box No. 582, Bombay.	BURGO	
54	Miss Vere Brown, "Ben Ville" Lytton Road, Dehra Doon.	BINNEY	
55	F.C.Scallan 2, Auckland Place, Top Floor, Calcutta	HUVISHKA	
56	Major A.D.McKonougn, 609, Kennedy Road, Abottabad, N.W.F.P.	HIRA	
57	L.Bagnall, "Peachlands", Schillong, (Assam).	ELBE	
58	Mohd. Abdul Azeez, Artist Usmania Hotel, Anarkali, Lahore	BATA	
59	J.H.Harley Engineering Supervisor Telephones, 'Harleian Cottage' Assansol	HAL	
60	K. Atchuthan Kurp, 59, Tadavattamven Kovil Street, Perambo, Barrakks Post, Kosapet, Madras.	ORANGE	2 designs
61	V.A.K.Rowe, Albert Power Prtg. Works, Suryaraopet, Cocanada (S.India), Via Waltair	CROSS	
62	Miss Mollie.R.Molesworth, 'Oakleigh' Muree.	KESTREL	
63	G. Kundu, Photo-Artist, Luxmigange, Chandernagor.	GANG	
64	H.P.Trivedi Kinari Bazar, Katra Khusalrai, Delhi.	LOQUAT	

No.	Name and Address	Nom-de-plume	Remarks
65	The Photo Service Co. New Delhi	LUCKY	
66	G.Grant Esq., 43, Daraumtollan St., (2 nd Floor), Calcutta.	BEST TRY	
67	Atul Bose 74, Bondel Road, Ballygunge, Calcutta.	PHILPOT	
68	Beney Krisana Sen Gupta 34, Corporation Street, Govt.Art School Hostel, Calcutta.	MODESTY	
69	N.Bala Subramanian, 6, Madava Perumal Koil Street, Mylapore, Madras.	MANI	
70	V.S.Sarma, 71, Prodiess Road, Mylapore, Madras.	BHARATI	
71	Messers. T.Archer and F.Cackett, Junior Security Printing Press, Nasik Rd.	POLYTECHNIC	5 Designs
72	Asa Singu Boiler Inspector to Govt. Punjab, Lahore.	CURRANT	
73	Protul Chandra Banerje 30, Wellington Street,Calcutta.	PIBI	
74	Howard G. Messenger, C/o.Supt. Fire Brigade, 308-B, Shepherd Road, Moghalpura,Lahore.	BORUP	
75	A member of the staff of the India Office (vide ap.9-10/c in file).	APPLES	

The Date of receipt in D.G's office for the above entries is as under.

Serial No.	Date	Serial No.	Date	Serial No.	Date
1	03-8-1928	10,10a,10b	23-8-1928	40 to 52	30-8-1928
2	18-8-1928	11 & 19 to 25	27-8-1928	53 to 65	31-8-1928
3 to 6	20-8-1928	12 to 18	24-8-1928	66 to 75	01-9-1928
7	21-8-1928	26 to 27	28-8-1928		
8 to 9	22-8-1928	28 to 39	29-8-1928		

Original artwork / sketches / designs submitted for competition.



Figure : 4

[This is my original Rough sketch. G Grant (The designer of the issued stamps)]
Artist's original sketch for proposed 1929 Air Mail Stamp
1st prize winner Designer : G. Grant, (Entry Sl. No. 38), Code word : Luck at Last
Author's Note : Mr. G. Grant also submitted another entry,
vide : Entry Sl. No. 66, Code word : Best Try, and he was not winner for that entry.

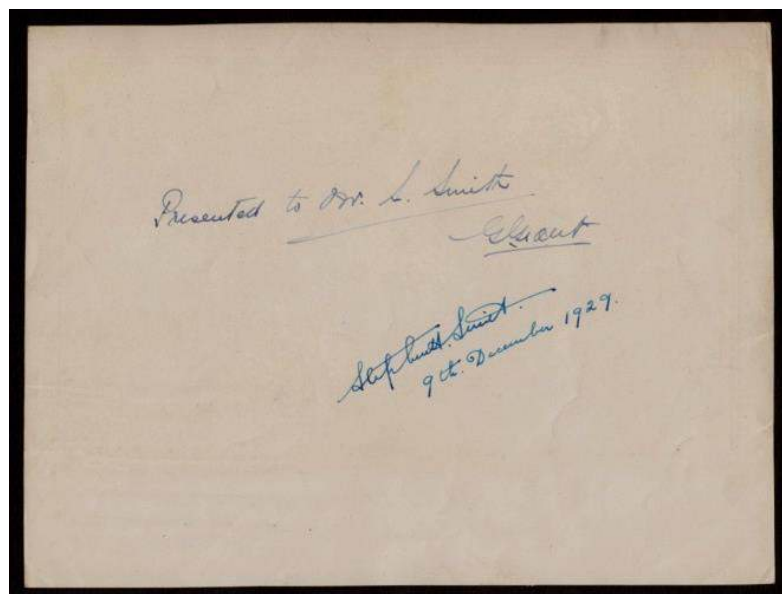


Figure : 5 (Reverse, reduced)

Presented to Mr. S. Smith by G. Grant (The designer of the issued stamps)
Acknowledged by Stephen H Smith 9th December, 1929

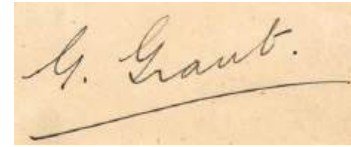


Figure : 6a
(Reverse, cropped & reduced)

Figure : 6, (Cropped from original), Signed on reverse by designer G.Grant
Progressive proof of Artist's original sketch with altered value tablet from 12 to 8annas.
1st prize winner Designer : G. Grant, (Entry Sl. No. 38), Code word : Luck at Last



Figure : 7, Signed on reverse by designer G.Grant
Another progressive proof of artist's original sketch with altered value tablet from 12 to 8annas.
1st prize winner Designer : G. Grant, (Entry Sl. No. 38), Code word : Luck at Last

**The very rare, previously unknown, The Entry No.1
Submitted by renowned AeroPhilatelist Mr. Stephen H. Smith**



Figure : 8, Artist's original sketch for proposed 1929 Air Mail Stamp, Figure : 8a, (Reverse)
Designer : Stephen H. Smith, (Entry Sl. No. 1), Codeword : FAY



Figure : 8, Artist's original sketch for proposed 1929 Air Mail Stamp
 Designer : M/s.T Archer and F.Cackett (Junior), Security Printing, Press, Nasik
 Date : 1-9-28, (Entry Sl. No. 71), Code word : Polytechnic
Author's note : See Figure : 9 and 10 where the Pillar, Airmail banner and India Gate is included in the final figure from these crude basic drawings and pasting.
 Therefore these objects of Figure: 8 are believed to be part of the Entry Sl. No. 71.



Figure : 9, Artist's original sketch for proposed 1929 Air Mail Stamp
 Designer : M/s.T Archer and F.Cackett (Junior), Security Printing, Press, Nasik
 Date : 1-9-28, (Entry Sl. No. 71), Code word : Polytechnic



Figure : 10, Artist's original sketch for proposed 1929 Air Mail Stamp
 Designer : M/s.T Archer and F.Cackett (Junior), Security Printing, Press, Nasik
 Date : 1-9-28, (Entry Sl. No. 71), Code word : Polytechnic

Altered design; INDIA GATE in Figure : x is replaced by INDIAN MAP (pasted) with
 Airmail Route – Lahore, Delhi, Cawnpore, Karachi, Calcutta, Madras, Rangoon, Colombo

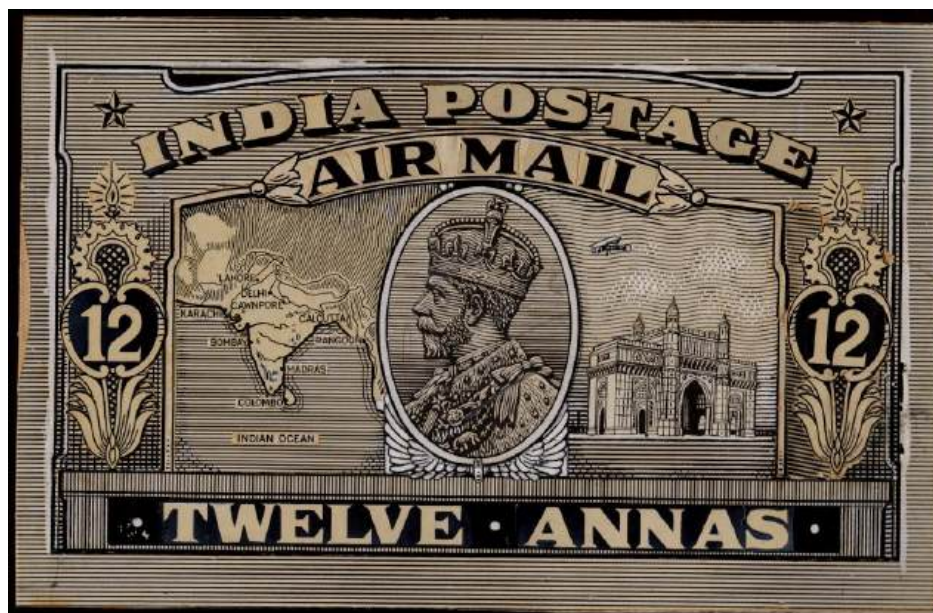


Figure : 11, Artist's original sketch for proposed 1929 Air Mail Stamp
 Designer : M/s.T Archer and F.Cackett (Junior), Security Printing, Press, Nasik
 Date : 1-9-28, (Entry Sl. No. 71), Code word : Polytechnic

Author's note : A similar design to Figure : 4 of Mr. Jain's article, but I believe that this drawing is the 1st crude drawing, Because we can see the pasting objects with shade differs from white to ivory. I also believe that Security Press Nasik has submitted 5 various designs under single entry no.71. 4 of them are produced here in Figure : 8,9,10,11

Mr. Jain has produced a Five Rupees currency note with a portrait of King George V in Figure : 6 of his article because the King's portrait had been derived from that currency note. I would like to share further more details, that the background of the stamp design was selected vide : Circular No. 35 PO. Govt. of India, Dept. of Industries and Labour, Posts and Telegraphs Branch, Dated : Simla 3rd May, 1929. The correspondence between....

From : D.G. Harris, Esquire, C.I.E.,
Joint Secretary to the Government of India,

To, His Majesty's Under Secretary to the Government of India,
(Financial Department), India Office, Whitehall, London

Paragraph No. 2 of the correspondence is exactly produced here as under.

A photographic reproduction of the fresh design has been approved by the Government of India, is enclosed. **The landscape inserted in this design is actually a reproduction of one of the lake near Bombay.** The opportunity has also been taken to revert to the existing design of the King's portrait in the present issue of ordinary Indian stamps and some slight changes have been made in the right hand pane.

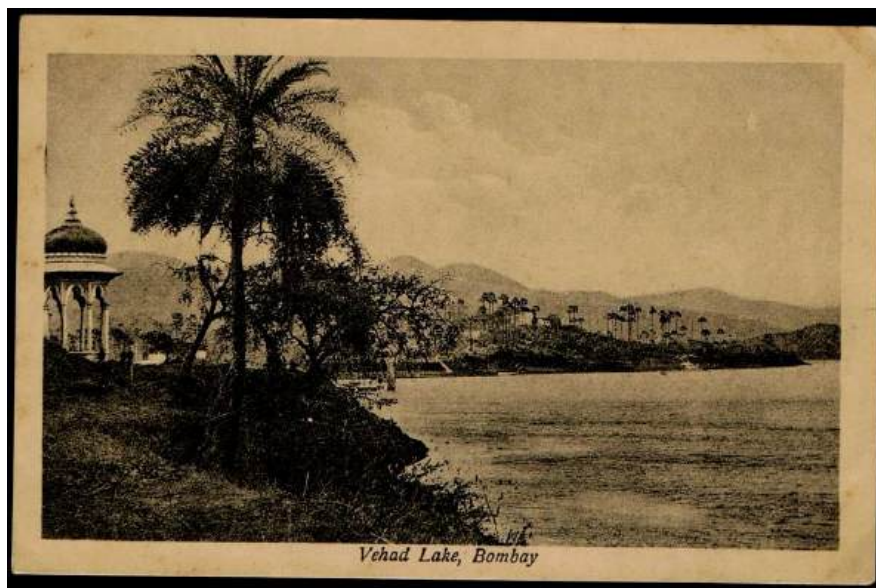


Figure : 12, A Picture Postcard of Vehad Lake near Bombay.

2nd Author's Note : Government's official records indicates that the background of the stamp was selected from the landscape of a lake near Bombay, Evidently the hills and palm trees are similar to the design of issued stamp, I believe that it is the landscape around Vehad Lake which was popular in those days and they used to publish the picture postcards.

It is very surprising and interesting that only few Original sketches of the artists are available as per the figures produced here and the others produced by Mr. Jain in his article, apart from these no more designs have ever come in to the market or for sale in the auction or never exhibited or recorded by any other aero philatelist as per my knowledge and information I gathered from other likeminded philatelists with interest in same subject, since there were total 75 participants in the competition, it would be really interesting to see if any other original sketches of the artists are still exists or not?

Conclusion : I believe that these are the only gem of the designs are existing out of the 75 entries in fact 77 entries, because Entry No. 10 also has 10a and 10b, any philatelist who is interested in 1929 Airmail stamps of India can find most of the relevant information on the subject from this and the other article published by Mr. Jain in London Philatelist of June 2017.

References :

- 1] Records of National Archives, New Delhi. India (<http://www.nationalarchives.nic.in/>)
- 2] The 1929 Airmail Stamps of India by Dipak,Priti & Markand Dave FRPSL, Nadiad – INDIA.
- 3] Our personal collection and research.
- 4] Indian Airmail Stamps 1929, Article by Pradip Jain FRPSL
London Philatelist | June 2017 – Vol:126, Number : 1446

1930 EIGHT ANNAS AIR MAIL STATIONARY ENVELOPE

- By Markand D Dave FRPSL

On 1st May, 1931 an Air Mail envelope with 8a stamp as of 1929 Indian Air Mail adhesive series with a red violet designed overlay inside, with or without Elephant and Titaghur superfine watermark was issued in India. This kind of stationary for specific use for Airmail was first time introduced in India. Earlier they introduced the 5 Airmail Stamps of 3a, 4a, 6a, 8a & 12a on 4 Nov 1929 and later 2a Airmail stamp for domestic use on 20th December 1929.

Author have found 10 envelopes with a constant variety of dot between “ A ” and “ I ” of “AIR MAIL”. It is interesting to share the further information that the variety also exist on 7 ½ annas Overprint envelope as well. (see Figure # 2)

Two Covers posted to London are reproduced in this article as Fig # 1 and Figure # 2, an enlarged image of the variety is also reproduced as Fig # 3. Number of envelopes surviving with this variety, mint or used, Must be exceedingly few. This example could be treated as a constant variety, but with unknown numbers, However, author has recorded 10 examples so far.

It would be interesting if 8a postage stamps could be found with the same variety, since same design was used to print the stamps on air mail envelope.

Derek Lang # AA1 & AA2

Pratisad # AEN1 & AEN2 or EAA1 & EAA2

It has to be noted that the variety is existing on both of the envelopes, with and without over print / surcharge of 7½ As.

There was uncertainty on the date of issue was not resolved yet, as Lang was saying its 13th February 1930 and Pratisad was saying its 1st May 1930, But now it is confirmed that 1st May 1930 is the First day usage and the cover shown in Figure # 1 is evidence, Addressed to David Ezra who was husband of the famous female aerophilatelist . Lady Ezra, Stephen Smith had fired a rocket with pink label “LADY EZRA”.



Figure # 1



Figure # 2



Figure # 3

Airship R101 Message on LZ127 Graf Zeppelin Card

by Cheryl Ganz RDP. FRPSL



Graf Zeppelin drop mail over Zürich on Swiss Flight 140 from Basel—Friedrichshafen, October 12, 1930

Anton “Roy” Ganz (1903-1993) mailed his father a postcard from the Basel, Switzerland, airfield, where he waited to see the LZ127 *Graf Zeppelin* land on one of its Swiss flights. Roy lived in Basel, and his pianist father Rudolph Ganz (1877-1972) worked in Chicago as an orchestra conductor and Chicago Musical College president. Posted on October 12, 1930, Roy wrote the message, “Seven days after the disaster of Allonne we welcome LZ127 on our Aviation Field/Greetings & love/Roy.”

So, what happened at Allonne? On its twelfth flight, British airship R101 departed its base at Cardington, England, at 6:36 p.m. on October 4, 1930, and flew over London before crossing the English Channel on its way to Karachi, India. Seven hours and thirty-three minutes after liftoff, it crashed at Allonne, near Beauvais, France. With rain and gusty winds, the airship took steep dives, hit the ground, and burst into flames. Only six crew members survived of fifty-four men aboard. The Zeppelin Company purchased 5,000 kgs of dialuminium from the wreckage and, according to some reports, melted it down and reused the metal in LZ129 *Hindenburg*.



Postcards of the airship R101 at Cardington and the R101 wreckage at Allonne, 1930.

For further reading: Airship Heritage Trust, www.airshipsonline.com.

The Houston-Mt. Everest Expedition Flights 1933

Pradip Jain RDP. FRPSL and Anthony S. Bard FRPSL (first published in The London Philatelist Vol 129, Issue December 2020, No. 1481, pages 129-529 to 129-543.)

Although Mount Everest was first climbed in May 1953, its summit (29,030 feet/8,848 metres) was actually conquered by air two decades earlier. The Great Trigonometrical Survey under George Everest did considerable work collecting the geographical data of the Indian region. Radhanath Sikdar a Bengali mathematician, joined the Survey in December 1831. In 1851, on the orders of Everest's successor, Colonel Waugh, Sikdar started measuring the mountain ranges near Darjeeling. After compiling data from various observations, in 1856, Sikdar, by now the Survey's chief computer, apparently rushed into Waugh's office exclaiming "Sir, I have it discovered the highest mountain in the world!" (Douglas-Hamilton.) When this finding was officially announced, Waugh declared that the unnamed (i.e. by British authorities) 'Peak XV' would be known as 'Mount Everest; as a tribute to his predecessor.

After Captain John Noel's presentation in 1919 to the Royal Geographical Society in London (Noel 1919) about his clandestine journey six years before, through Tibet to the foothills of Everest, the mountain became a focus for British exploration. After WWI, three British-led expeditions to Everest were organised - a reconnaissance of the approaches to the mountain, through Tibet, in 1921, followed in 1922 and 1924 by climbing expeditions under the leadership of Gen. the Hon. C. G. Bruce. The latter expedition ended in tragedy when George Mallory and Sandy Irvine lost their lives while 'going strong' for the summit. This disaster, and the negative reaction of the Dalai Lama to certain scenes of Tibetans depicted in John Noel's film of the expedition, put a brake on any further attempts for the next nine years. The closure of Nepal to foreign expeditions precluded exploration via the only alternative land route to Everest.

The concept of flying over the summit of Mount Everest was suggested shortly before the end of WWI, by Dr. Alexander Kellas, the Scottish chemist, pioneer high-altitude physiologist and experienced Himalayan mountaineer in his paper 'The Possibility of Aerial Reconnaissance in the Himalayas: read before the Royal Geographical Society in London (Kellas 1918). Kellas passed away while taking part in the 1921 reconnaissance of Everest.

In January 1921, the then holder of the altitude record, American aviator Roland Rohlfs, declared his intention to fly over Everest (Gloucestershire Echo, 19 January 1921). Ultimately, his plan came to nothing and it would be another four years until the challenge would be considered again. On 27 January 1925, Alan Cobham took off from Jalpaiguri in west Bengal, and flew over Darjeeling towards the world's third-highest mountain, Kangchenjunga. It was reported by the Calcutta correspondent of the Western Morning News on 28 January 1925, that Cobham 'proposes to get as near the summit [of Everest] as his aeroplane will take him: In the event, strong downwinds prevented any near approach to his objective. Undeterred, Cobham declared 'With the right type of machine. we could fly over the summit with ease: Despite Cobham's confidence, other than a declaration of intent in 1926 by the French pilot Monsieur Colleno (The Times, 3 February 1926), and a suggestion by Captain John Noel (Noel 1927), that a man could be dropped on the summit from a plane, no attempt at the overflight was considered until January 1932.

In that month, during their round-the-world flying expedition, the American pilots Richard Halliburton and Moya W Stephens, flew their Stearland C3B aircraft (NR-882N), nicknamed 'The Flying Carpet; to within 20 miles of Everest, having obtained permission from the Maharajah of Nepal. Stephen H. Smith, then Secretary of the Indian Air Mail Society, persuaded the aviators to carry 50 suitably labelled and cacheted covers on the flight.

Following these isolated, individual attempts, it became obvious that no real challenge could be



Figure 1. The main protagonists of the expedition:

From left to right: Fellowes, Blacker, Etherton, Clydesdale, Lucy, Lady Houston and McIntyre.

mounted without a combination of proper organisation, experienced pilots, technologically-advanced aeroplanes and significant financial support. The impetus for just such an expedition came in March 1932 from Colonel P. T. Etherton, who was an experienced traveller in the Himalayan regions, and Colonel L. V. Stewart Blacker, who was similarly familiar with the region, an experienced pilot and a descendant of the first Surveyor-General of India. The organising committee was also bolstered by the addition of two highly-experienced aviators: Squadron Leader Douglas Douglas-Hamilton, Marquess of Douglas and Clydesdale MP, son of the 13th Duke of Hamilton, joined in June 1932, while Air Commodore Peregrine Fellowes was appointed chief executive in November of the same year.

A diplomatic obstacle also needed to be surmounted. The expedition's flight would necessarily take them over the territory of the Maharajah of Nepal. Permission for mountaineering expeditions through his country had always been denied by the Nepalese monarch, but Richard Halliburton had been allowed to fly over Nepal's border in January 1932, and this was an encouraging precedent. The first approaches to the Maharajah were made in May 1932, by Col. Clendon Daukes, British Envoy in Kathmandu. In August 1932, permission, with certain conditions attached, was granted.

Following receipt of Nepal's conditional permission, plus assurances of assistance from the India Office and confirmation of full technical and logistical support from the Air Ministry, on 20 September 1932 Etherton announced the expedition's plans rationale to the British press:

The ambition of the expedition is to secure to Great Britain the honour of being the first nation to conquer Mount Everest and at the same time to secure air survey photographs and data of supreme scientific and geographical interest ...

The fact that both the North and South Poles have already been reached by aircraft of foreign manufacture makes it all the more important that the greatest geographical objective still remaining - Mount Everest - be attained by British endeavour. (Yorkshire Post 20 September 1932)

Etherton also publicised the appointment of Lord Clydesdale's appointment as its Chief Pilot, a move which greatly annoyed Clydesdale as he had not been consulted about the statement in advance. As a sitting Member of Parliament he was duty bound to obtain permission from his constituency committee to undertake such a potentially dangerous adventure.

That same month, 'the boxing Marquess: as Clydesdale was popularly known, visited Lady Lucy Houston (pronounced 'how-ston; unlike the American city) at her Scottish shooting estate, Kinrara, to ask her to fund the expedition. An earlier visit to her London home had ended without any commitment on her part. Lady Houston, who actively supported the development of British air power (she had already bankrolled the successful British team who won the 1931 Schneider Air Race trophy) and the strengthening of Imperial rule in India, was delighted with Clydesdale's proposal. He also impressed her by dressing in his kilt for dinner (Crompton), to the extent that he reported that 'Thereafter she took a maternal interest in my physical well-being (Clydesdale). On 6 October, Clydesdale was able to announce that she had agreed to fund the expedition in its

entirety and wanted to be closely involved at all stages, from England. Lady Houston sponsored the enterprise to the tune of £15,000 and in recognition of her support the undertaking was named the 'Houston-Mt. Everest Expedition:

The scientific focus of the flight, a photographic survey of the Himalayas, was endorsed by the

Royal Geographical Society. The photographic equipment to be used on the flight comprised horizontal plate cameras and automatic vertical cameras, and these would take images of the surface at predetermined intervals as the planes crossed over identified survey points. The aim was to obtain a 'photographic mosaic' of the ground covered and an accurate map. The planned flight would spend a maximum of 15 minutes at high altitude over the mountains.

A suitable location for an aerodrome for the expedition base was found at Lalbalu, 10 miles north of Purnea in Bihar state, the site of a landing ground which belonged to the Army Department. Purnea was situated on a railway line and among its administrative facilities was a post and telegraph office, plus a permanent meteorological observatory. Lalbalu's location meant that to reach their objective the team would only require to fly 150 miles north.

Chief Pilot of the expedition Clydesdale, had commanded 602 (City of Glasgow) Squadron, based in his constituency of Renfrew. Flight Lieutenant D. F. McIntyre, the expedition's second pilot, was a Flight Commander in the same unit (Douglas-Hamilton). The aircraft chosen for the expedition were an original Westland PV-6, (a prototype of the Westland Wallace bomber and also known as the Houston-Wallace), registration G-ACBR, along with a modified Westland PV-3, registration G-ACAZ. Both aircraft were fitted with highly supercharged Bristol Pegasus IS 3 engines and equipped with enclosed observer positions, but retained open pilot cockpits. In addition, oxygen systems, telephone equipment and facilities for heating special flying clothing and boots were installed. Specially formulated aviation fuel was developed by Shell.

Following extensive trials, on 16 February 1933 the team left Heston Aerodrome in west London for Karachi, flying in three de Havilland 'Moth' type light aeroplanes - a Puss, Fox and Gypsy. The two Westland aircraft for the expedition were shipped in crates on the P & O vessel SS Dalgoma. Lady Houston telegraphed the Viceroy, Lord Willingdon, asking him to receive the team and give them her blessings. Coincidentally, this year would see another expedition on the mountain, the first mountaineering attempt since the disaster of 1924.

The air route to India stretched across France and down through Italy and Sicily, before crossing into Africa. After stops in Tunis, Cairo, Damascus and Baghdad, the team crossed over the Persian Gulf before finally reaching India. Blacker, chief observer of the expedition, was the first to reach Karachi, as he had chosen to travel on the Imperial Airways service to India. He then travelled on to the expedition base at Purnea. After satisfying himself with the ongoing arrangements, he returned to Delhi just as the Moths arrived. The Westland machines arrived at Karachi on 7 March. Fellowes, Clydesdale and McIntyre took the Fox Moth and the Gypsy Moth and flew them to Purnea, becoming acquainted with the aerial journey across India. During this trip they achieved their long-awaited first sight of the Himalayan peaks. The fliers then decided to bring the Westlands to Purnea, so flew back to Karachi. At this juncture, one of the Moths was wrecked in a storm at Allahabad, and the pilots had to proceed by train to Delhi. At Delhi, Ram Nath Chawla, the first Indian to pilot a plane out of India, lent his own Puss Moth to the expedition. This generosity very much impressed the British aviators. They departed Karachi on 20 March, and after refuelling at Hyderabad, spent the night at their next stop, Jodhpur. On 21 March the team arrived in Delhi, where they were inspected by the Viceroy. Purnea was finally reached on the following day. While the Viceroy inspected the team and aircraft in Delhi, Etherton visited Nepal, having received an invitation to the new ruler's coronation. While in Kathmandu, Etherton received permission for a second flight, should it be deemed necessary ..

The Maharaja of Darbhanga owned a bungalow at Purnea, which he provided for the use of the expedition team and had it refurnished to meet their requirements. It is his stationery, with 'Raj Dharbanga' printed on the flap, that was used for many of the flown covers. The Raja of Banaili also offered his private racecourse, located a mile away from the Maharaja's house, together with three cars and a lorry, for the use of the expedition. The Indian meteorological

officer at Purnea, S. N. Gupta, provided a daily weather report and forecast based on observations and the use of weather balloons, which were of huge value to the expedition.

The First Survey Flight over Mount Everest, 3 April 1933



On 3 April, Gupta reported that according to weather balloon observations, the wind velocity at 25,000 feet (7620 metres) had finally decreased to 58 miles per hour, and the clouds were light. Knowing that this might be a very small window of opportunity, and with Gupta's advice, the team decided to immediately proceed with the first full survey flight.

The two machines took off at 8.25 am from Lalbalu Aerodrome. Blacker and Clydesdale flew the Houston-Westland, while the Westland-Wallace was piloted by McIntyre with Sydney Bonnett, a Gaumont British News cinematographer with great experience of flying expeditions, as cameraman and observer.

Thirty minutes into the flight, the aircraft passed over Forbesganj, the advanced landing ground situated 46 miles to the north of Purnea. Everest first became visible above the dust haze at 19,000 feet (5,790 metres). As the planes neared the peak, the deflection of winds off the mountain created a downward current, which caused them to drop 1,500 feet (457 metres) as the pilots struggled to climb. Despite the high winds, at 10.05 am both planes soared 100 feet (30 metres) over the summit. They spent another 15 minutes circling the roof of the world before beginning their journey back. The fliers landed at Lalbalu airport at 11.25 am and paid tribute to the splendid performance of the aircraft.

It was soon realised, however, that although the cine film and some of the images were excellent, the photographic strips produced by the automatic vertical cameras had been unsuccessful. Clear images had not been obtained, because of the dust haze of dust obscuring the lower mountains. As had already been considered during the planning stages of the expedition, a second flight now became necessary.

The Kangchenjunga Flight, 4 April 1933.

Because of the problems encountered with the cameras and the telephone apparatus, it was decided to check these instruments at the maximum anticipated flight altitude and over snow. The meteorological department warned that the fine weather was not going to last much beyond 4 April, so a flight to and, if possible, over the Kangchenjunga massif was hastily planned for that day, to check the equipment under conditions similar to those experienced over Everest.

Fellowes and Gaumont cameraman A. L. Fisher flew in the Houston Westland, while R. A. F. Flying Officer Dick Ellison piloted the Westland Wallace, with Bonnett as cinematographer. The cameras were operated and tested thoroughly, and responded satisfactorily. Once again downdrafts from the mountain impacted on the flight and any attempt to fly over the summit had to be abandoned. On the return leg of the flight, Fellowes lost his way in the clouds and was forced, by a shortage of petrol, to land at Dinajpur. He sent a telegram to Clydesdale, who arrived with the second aircraft about three hours later. However, the local availability of petrol was inadequate so a fresh supply was brought in by a third aeroplane. All three aircraft then returned safely to Purnea.

The Second Survey Flight, 19 April 1933.

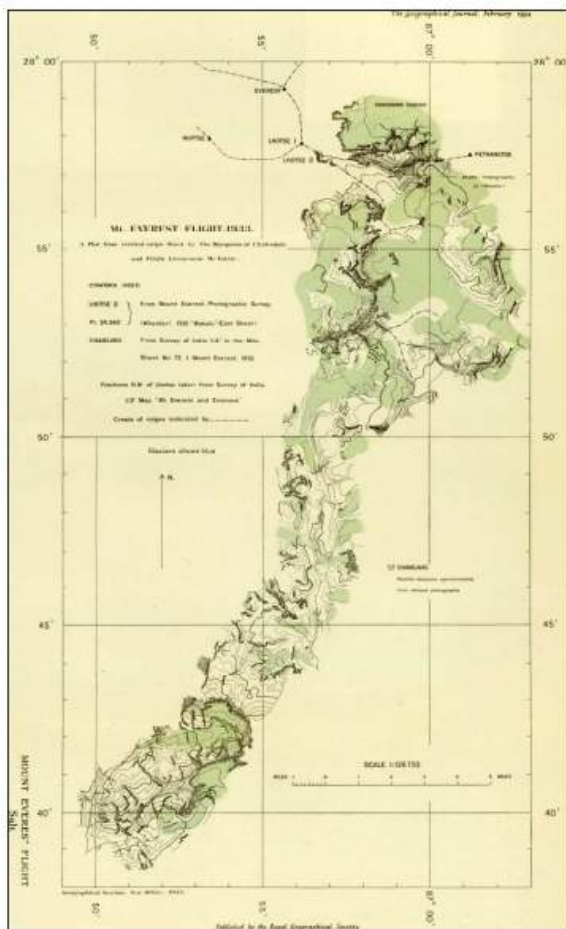


Figure 3. A plot from vertical strips flown by Clydesdale and McIntyre (Salt).

drop a Union Jack on the summit of Everest. Failing this, he planned to land at the highest point possible on the mountain and then reach the summit by foot. Ultimately, however, his body was discovered in his tent at 21,000 feet (6,400 metres) by the 1935 British Mount Everest expedition. An excellent in-depth study of Wilson's expedition has just been published for the first time (Caesar).

The photographs of the Houston-Mt. Everest Expedition were rediscovered in the archives of the Royal Geographical Society in 1951, by Dr. Michael Ward, who took part in the 1951 and 1952 British Everest reconnaissances and the successful 1953 expedition. They ultimately led to the discovery of a new route up the Nepalese side of the mountain and ultimately to Edmund Hillary and Tenzing Norgay achieving the first summit ascent of Everest on 29 May 1953.

Mail carried on the First Survey Flight, 3 April.

Prior to take-off on 3 April, Etherton was photographed handing over a small mailbag containing letters, addressed by Fellowes and other members of the expedition, to dignitaries including HM King George V, the Prince of Wales and Lady Houston, which would be posted after the successful conclusion of the flight. In *Wings over Everest* (p80), it is noted that the bag was handed over 'to one of the pilots: Fellowes' letter to the Editor, reproduced in *The Times* for 4 April, stated that it was 'about to be placed in the Houston- Westland aeroplane, of which Squadron Leader Lord Clydesdale is the pilot.' Elsewhere in the same edition of the newspaper it is noted that 'a number of letters were carried over the top in Flight Lieutenant McIntyre's machine:

Strict prohibition against a second flight had been received from the expedition's organisers back in London, primarily because of concerns that this would not be covered by the expedition's insurance policy: the Kangchenjunga flight had prompted a demand for an additional premium.

Fellowes' response was to accelerate plans to close down the expedition's operations. Along with the demands from London to abandon any thoughts of a repeat attempt, came a telegram of foreboding from Lady Houston:

The good spirit of the mountain has been kind to you and brought you success. Be content. Do not tempt the evil spirit of the mountain to bring disaster. Intuition tells me to warn you that there is danger if you linger. (The Scotsman, 10 April 1933.)

However, after waiting for a spell of cloudy weather to clear and taking full advantage of Fellowes' indisposition through ill-health, the second survey flight took off at 8.15 am on 19 April. The two Westland aircraft were piloted by Clydesdale and Ellison, accompanied respectively by co-pilot McIntyre and Blacker as observer. This time, everything worked to plan and the quality of the photographs were excellent, having secured an unbroken survey strip. Photographing such an extent of a major mountain range, with its high peaks and glaciers, had never before been achieved from the air.

By a curious coincidence, on the day after the second survey flight, a Gypsy Moth named 'Ever-Wrest'; took off from Stag Lane aerodrome in Edgware, north of London (Leeds Mercury, 20 April 1933). The inexperienced pilot, Capt. Maurice Wilson, was determined to fly solo to Purnea, and from there



Figure 4. Etherton hands the 'Everest' mail bag (enlargement) to Bonnett prior to the first survey flight, 3 April 1933. (Source: North American Newspaper Alliance syndicated photo.)

One of the photographs of Etherton which captured the handover of the mailbag (helpfully inscribed 'Everest') (Figure 4), clearly shows the aeroplane's registration as G-ACBR - the Westland-Wallace PV-6, piloted by McIntyre. The recipient has subsequently been identified as Sydney Bonnett (Douglas-Hamilton). Fellowes also wrote to Colonel John Buchan on 1 April, advising him that 'The flight is due to start tomorrow & this letter will be carried by Clydesdale.'

Based on Fellowes' letters to Buchan and *The Times* and from Frank Rosher (Jennings gives the full text), plus his certification of flown covers, it seems entirely plausible that some covers may have been carried over Everest by Clydesdale.

According to Waterfall and others (Waterfall, p42 and 'Osprey; p10, Singer & Gould) each member of the expedition team was allowed to put one letter into the mail bag, and that a total of 25 covers were flown. Jeffrey Brown assessed the number as more than 25 (having identified 28 members of the expedition) but less than 60, 'this being the number quoted in catalogues: (*India Post*, 177.) Certainly, the list of covers included in the Census indicates that letters contributed by team members were in addition to those for dignitaries, as the number recorded now exceeds the total of 25 flown that Waterfall and other give.

Flight magazine of 30 March 1933 announced that 'It is proposed, after the flight, to drop photographs at Kalimpong, from where they will be conveyed by runner to the expedition attempting to climb Mount Everest: This proposal was never realised. One 'delivery' was apparently effected, however. In a letter to *The Times* printed on 5 April, a correspondent advised that he had handed a postcard to the team, prior to their departure from London, asking them to drop it over Everest. He wrote to acknowledge receipt of a cable from Etherton on 3 April, reading 'Your postcard dropped on Everest. Marvellous shot.'

The recorded First Survey flown covers (and those from the Kangchenjunga and Second Survey flights) all bear the expedition's 'HOUSTON MOUNT EVEREST FLIGHT * PURNE.A' special cancel (see Figure 5), applied in varying shades of purple, blue or black, dated 3, 4, 5, 7 or 8 April. Fellowes, writing to Sir Clive Wigram (Cover 1.23 in the Census) in reference to this 'cancelling stamp' (as Fellowes described it) recorded that 'the number stamped with this stamp will be about one hundred and the stamp will then be destroyed.'

Some covers also bear a 3-wavy lines cachet inscribed 'HOUSTON-MT. EVEREST/ FLIGHT / 1933' on the front or reverse. This is known struck in purple and blue. In the course of the research



One cover (Cover 1.22 in the Census) shows a strike of a single line 'Houston Everest Flight' cachet. The status of this marking, official or otherwise, is unknown.

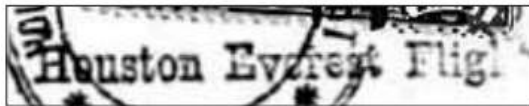


Figure 6. Single-line 'Houston Everest Flight' cachet

The letter referred to above, from Frank Rosher, written on 1 April with Cover 1.15, noted: A very limited number of letters including this will be carried by the first pilot Lord Clydesdale in his machine - & if he is successful the Director-General of Posts & Telegraphs has consented to the stamps on the letter being overprinted with the words 'Houston - Mt. Everest Flight.' So should this letter reach you, be careful to preserve the envelope.

The postmaster at Purnea had assured Etherton that he would apply the office datestamp to the covers after the conclusion of the flight, in addition to the special expedition datestamp. Although many of the April 3-8 dated covers have the Purnea datestamp, a number do not.

The application of the expedition cancellation was obviously conducted separately from the actual receipt and despatch at Purnea post office. A good example of this is the cover addressed to Master C[harles] Boulnois (Census number 1.3). This was enclosed (apparently together with one addressed to his sister, Elizabeth) in the larger cover (Census number 1.4) addressed to his mother. The large cover has a strike of the Purnea eds on the reverse, while the smaller one does not. The covers were sent by Blacker on 12 April (the Purnea eds date on the reverse of the larger cover to Violet Boulnois). His letter, of the same date, states

My darling Violet,

Here are two of the envelopes flown over Everest & Kanchenjunga (sic). I am sorry the latter is rather stained but it is the only one left. I expect Charles & Elizabeth will want to have them.

This would seem to suggest that a quantity of presumably empty envelopes were cancelled with the expedition eds on 3 April other dates. These were then available for members of the expedition to address and mail later. In this case both the covers to Violet and to her son Charles were cancelled nine days before they were put into the mail at Purnea. Two other covers (Census numbers 1.6 and 1.7) cancelled on 3 April also show the Purnea eds for 12 April. Even more interesting is Blacker's reference to the cover which would have been addressed to Elizabeth, as being 'the only one left' from the flight over Kangchenjunga on 4 April.

The variation in the recorded dates of the expedition cancellation is possibly due to when the letters were actually handed over to the post office, although this assertion is complicated by the fact that a number of the covers do not show strikes of the Purnea eds, despite the postmaster's declaration to Etherton. Mail from expedition team members and the film crew that had not been flown is recorded cancelled with the standard Purnea office eds, but also with the 3-way line cachet.



Figure 7. Cover sent by Blacker to Violet Boulnois (bottom), enclosing an Everest First Survey envelope for her son (top), dated 3 April 1933 and certified by him. Another cover, for her daughter, from the Kangchenjunga flight was also enclosed according to the accompanying letter, dated 12 April.

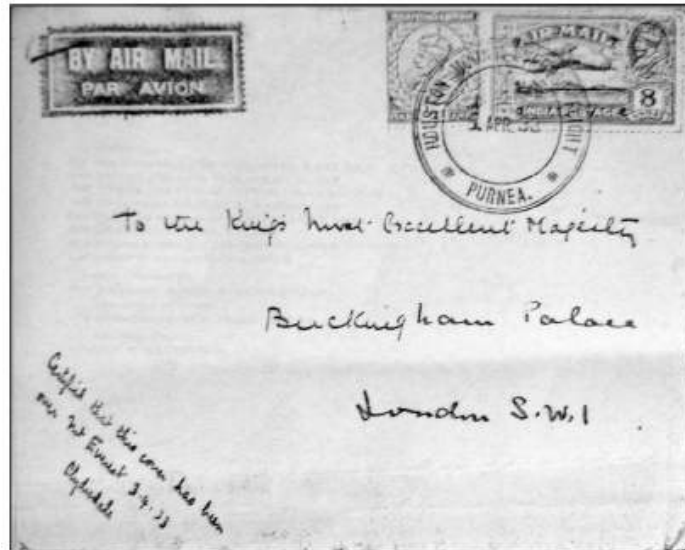


Figure 8. Scanned photocopy of the cover sent by Fellowes to HM King George V, certified by Clydesdale.
(Courtesy of the National Library of Scotland and Lord Selkirk.)

The postal rates, reflected by all but one of the recorded covers, were as follows: 1 a 3p for domestic mail, 2s 6p for international surface mail and 8s 6p for international airmail. The latter rate is made up of 2s 6p surface for the first half ounce, plus 6s per half ounce for airmail to the UK. The one registered cover recorded (Cover 1.15) has been paid at 8s 9p. This payment comprised 2s 6p for the first half ounce surface to the UK, plus 2s for each additional half ounce or part thereof and 3s registration. The sender overpaid an additional 1s 3p (probably assuming that the domestic surface rate was also required).

In the accompanying Census, the authors have been able to add a further 12 covers, cancelled between 3 and 8 April, to the list of 22 compiled by Jeffrey Brown (these are indicated by 'JB' and his numbering). Additionally, covers to King George V, the Prince of Wales, the Prime Minister etc have been accurately recorded through inspection of papers in the National Library of Scotland.

Mail carried on the Kangchenjunga Flight, 4 April.

Two covers, cancelled with the expedition eds dated 5 April and certified by Fellowes as having been flown over Kangchenjunga, were recorded by Jeffrey Brown (*India Post*, 178, p200).

Blacker's letter to Violet Boulnois, dated 12 April, refers to the existence of other Kangchenjunga flight covers. The letter specifically refers to his enclosing 'the only one left' from this flight, that was apparently addressed to Violet's daughter, Elizabeth. Elizabeth's brother received an Everest First Survey flight cover, but her stained cover has not been recorded before now, and takes the total known to three. Unfortunately Blacker gives no indication of how many covers were flown over Kangchenjunga.

Indian Air Mail Society covers, 8 April.

Stephen Smith, the Society's Secretary arranged with Blacker and Fellowes for covers to be flown, at a cost of one guinea (£1 ls) each, in aid of various R. A. F. charities. He travelled to Purnea and gave 87 covers to Fellowes on 7 April, returning to collect them the following day. All are postmarked Purnea 8 April and bear strikes of the special cachet and label prepared by Smith for the event. No flights took place on 7 April, but Fellowes probably carried them on a

reconnaissance flight early on the 8 April. They were never carried on the first Everest overflight, as one author has stated (Jennings).



Figure 9. One of two covers, recorded as certified by Fellowes, having been carried on the Kangchenjunga flight of 4 April. The expedition cancel is dated 5 April 1933.



Figure 10. One of the 87 covers produced by the Air Mail Society of India, but in this case signed by Etherton, McIntyre, Clydesdale, Fellowes and Blacker. (Image courtesy of J.-C. Feyry.)

Mail carried on the Second Survey Flight, 19 April.

Like the Kangchenjunga flight, there is very little information as to how many covers were carried on the second survey. Jeffrey Brown noted that he had recorded seven covers (India Post, 179) with cancellations dated 20 or 21 April, which he did not list in detail. The authors can now record 11 covers - seven dated 20 April and four (plus two pieces) dated 21 April. None of the recorded covers dated 20 or 21 April bear certification by a team member that they had been flown. The fact that some covers bear the expedition eds of 21 April, gave rise to the assertion that some were flown from Purnea by Lord Clydesdale to Karachi ('Osprey') on that date. In fact, the flight to Karachi did not take place until 24 April. On arriving at Jodphur, Clydesdale was informed that the plane flying the air mail from Delhi to Karachi had crashed after a collision, and he offered to carry the now-delayed post bags to their destination on 25 April (Douglas-Hamilton). Although this final flight therefore had no connection with the covers flown by the expedition, Armand Singer recorded one example where he infers that the actual date on the expedition cancel is 24 April. Unfortunately, the cover is not illustrated, and should therefore be considered as unconfirmed.



Figure 11. One of the covers carried on the second survey flight over Everest with cancellation dated 20 April.

Non-flight mail from the expedition.

Outgoing items posted on dates other than those recorded for the expedition cancel confirm that only flown covers received special handling. Non-flight mail is actually far rarer than flown covers. To date only two postcards and one cover have been recorded. All bear strikes of the wavy line cachet, the stamps on the cover having been actually cancelled with it. The postcards are cancelled with the regular Purnea datestamp. All are dated 14 April 1933. (Figures 12 and 13.)

Additionally, one incoming cover is known (Figure 14). This was sent to Leading Aircraftman G. Hensley, who was originally based at RAF Drigh Road, Karachi. After various attempts to redirect the cover to 'Peneah' (sic) it arrived at the expedition's base on 10 April. (Singer & Gould). Census cover number 2.11 was presumably Hensley's reply to his parents' letter on 21 April.

Lord Clydesdale was awarded the Air Force Cross for his leadership of the expedition. Bonnett's footage of the flights was later incorporated into the film *Wings Over Everest* (1934). Directed by Geoffrey Barkas and Ivor Montagu, it won the 1936 Academy Award for 'Best Short Subject, Novelty'. The film can be viewed online in full at <https://player.bfi.org.uk/free/film/watch-wings-over-everest-1934-online>



Figure 12 (above): Cover to Lahore cancelled with the expedition's wavy-line cachet and back-stamped Purneah on 14 April 1933.



Figure 13. 4 annas air mail postcard sent by Sidney Bonnett, cancelled at Purneah post office on 14 April 1933.

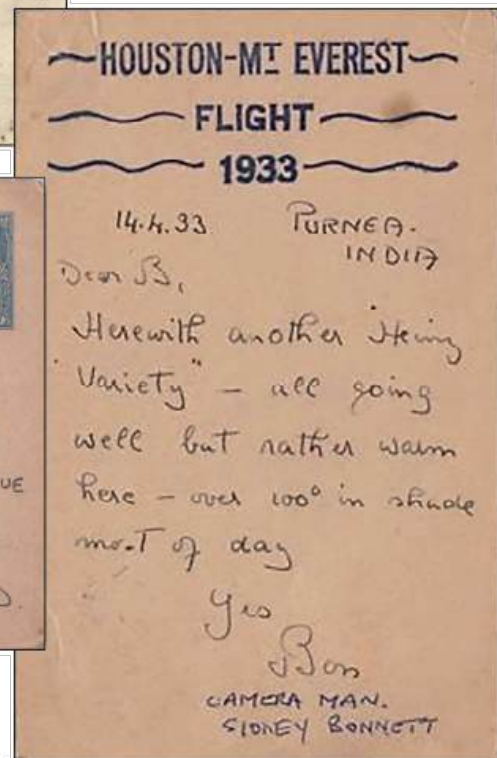
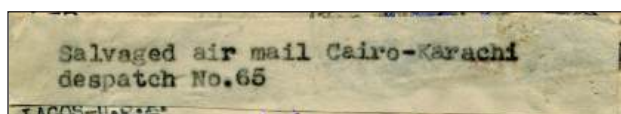


Figure 14. The only recorded example of incoming mail to the expedition, sent to Leading Aircraftman Hensley.

Loss of an Indian air mail in 1943

by Max Smith



It's not easy to write articles about mail during WW2. There are few records and most of the events are still shrouded in secrecy and codes, amid general confusion. Sometimes, however, it is possible to peer through 'the fog of war' to see an outline of what really happened. One such case is an incident in 1943, about which I don't profess to have all the answers, but I'm prepared to put forward a reasonable explanation of what happened to the Indian mail.

The covers

For many years collectors have been guessing about a thin paper label affixed to airmail covers from India dated between 18-21 June 1943, addressed to the UK or USA.^[1] The covers are normal civilian airmail carried by the BOAC Flying Boat service known as the 'horseshoe route' from between Calcutta, and Durban, in South Africa, via Karachi, Cairo and Khartoum.^[2] The type-written label reads:

**Salvaged air mail Cairo-Karachi
despatch No.65**

This immediately raises questions about 'Cairo-Karachi', which implies 'west-east'. Covers from India to the UK were going in the opposite direction. So it can't mean Cairo TO Karachi. It's possible that it meant 'Salvaged mail (at) Cairo; (from) Karachi, (on) Despatch No.65'. There are other interpretations too, We could argue about it for months; and may one day resolve it if we find no.65 on someone's list of despatches. But it's not essential, because evidence about what happened is available from other sources.

The horseshoe route

By June 1943 the horseshoe route's usefulness was almost at an end. Airgraph and air letter services were widely available for private correspondence, not just for troops. The Allies had invaded Italy and sea routes across the Mediterranean would soon reopen. The horseshoe route had lost the priority it once had and was closed in September 1943.^[3]

The first clue that an accident had occurred was an Indian PO notice of 30 August 1943:

"Loss of outward air and sea mails.

The Director-General of Posts and Telegraphs regrets to announce that

(1) ...

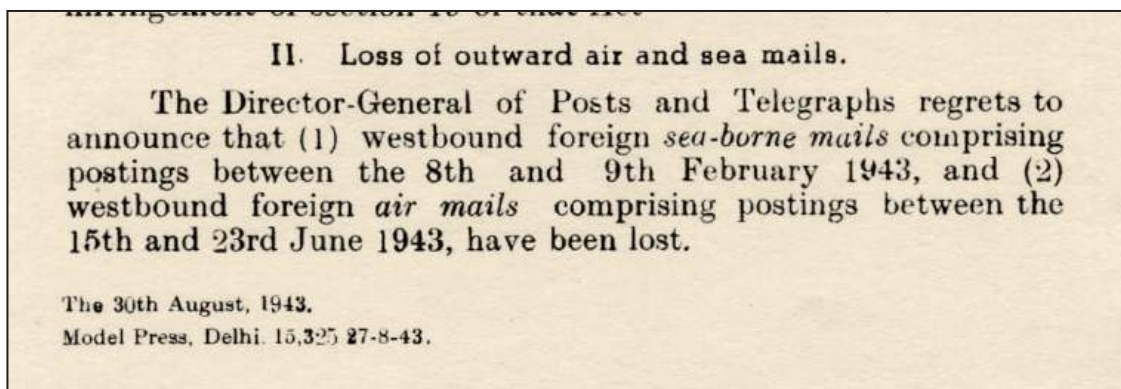
(2) westbound foreign air mails comprising postings between the 15th and 23rd June 1943, have been lost."

This was a rare admission. I have found no similar report. Strangely, no scheduled flight from India was reported to have crashed, been delayed or have been lost.

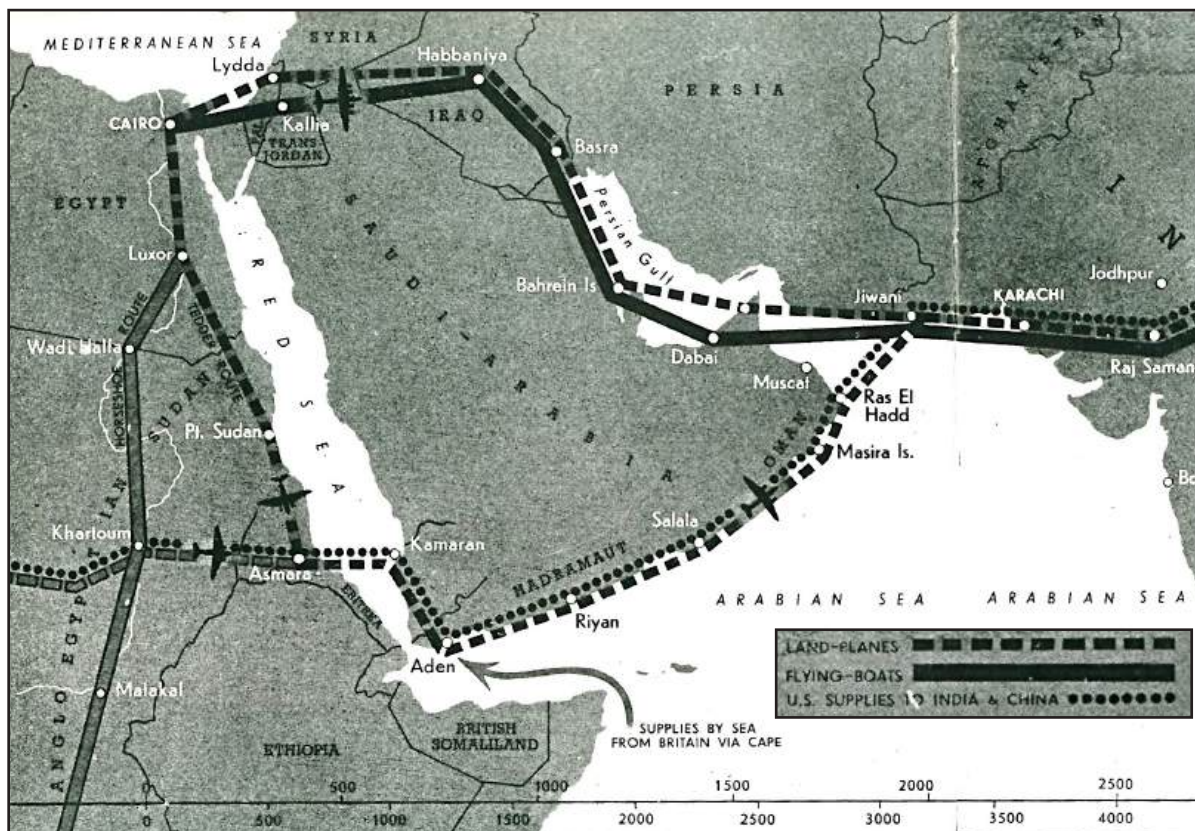
The flights

The flights by flying boat that might have been involved in a single accident are

- 2E303 Cambria from Karachi 21 June to Cairo 22 and Khartoum 23 June;
- 2E304 *Carpentaria* from Karachi 24 June to Cairo 24 and Khartoum 25 June, or
- 2E305 *Cleopatra* from Karachi 28 June to Cairo 29 and Khartoum 30 June;



Indian PO notice of 30 August 1943:



Air routes Karachi-Cairo-Khartoum, from 'Merchant Airmen', 1946

We can discount the landplane flight between Karachi and Cairo, using a twin-engined Wellington bomber on loan from the South African Air Force

- 4E54 from Karachi 26 June to Cairo 27 June;

and the weekly BOAC flight from Karachi to Asmara (Sudan) via Aden

- 2S14 from Karachi 26 June to Asmara 27 June.

Neither of these would have carried mail for the UK.

So we must look at it from another point of view. Which aircraft of any sort are known to have crashed on or near the horseshoe route? There is only one possible candidate: a 'parallel' BOAC flight from Cairo to Khartoum, operated by a Lockheed *Hudson* VI reg FK618, leased by BOAC from the RAF, which crashed on 30 June 1943, just north of Khartoum.^[4]

No-one in previous articles has explained why BOAC would allow a whole mail to be transferred at Cairo to another aircraft for the flight to Khartoum. But the fact remains that if the mail had not been on another flight, it would not have been lost, so we are entitled to consider how it might have been justified.

There are no reports of mechanical failure on any of the three possible flights from India, so to transfer loads must have been for reasons of capacity, or diplomacy. It would not be stretching our imagination too far to perceive that, with the priorities now focused on getting supplies and services from the USA to India via the West African routes (which connected at Khartoum), extra capacity was always at a premium on the internal African legs of the journey. The Short S-33 *Cleopatra* was the most modern British flying boat, capable of carrying a greater payload than the Lockheed *Hudson*, a light twin-engined bomber,

Perhaps the Cairo authorities had a more valuable cargo for Khartoum, too large for the *Hudson*. Both aircraft were flying on the same leg on 29-30 June, so it might have been seen as better use of resources to use the *Hudson* for the mail and the *Cleopatra* for the more valuable cargo. We will probably never know.

The crash

Details are scattered between two entries in the latest book on the subject^[5] and are summarised as:

"The aircraft spiralled to the ground and was damaged beyond repair. It was presumed overloaded. There were sixteen fatalities."

With 16 (or 17)^[6] people killed, the Hudson was carrying a lot of passengers, unless some of the casualties were already on the ground.

As for a reason for the crash, most reports suggest the Hudson may have been overloaded, but the Asmara Air Chart for June 1943 reported that flight FK618 'Burst into flames / prior to landing / total loss' ^[7] so it was on fire before it hit the ground. All the covers I have seen have been charred to a greater or lesser degree. The *Report on the Progress of Civil Aviation* ^[8] for 1943 says

"Following a number of accidents to the Hudson aircraft, it was concluded that this type was unsuitable for operation on the trans-Africa route and in mid-July it was decided to withdraw them and replace them by Dakotas."

Taking all this together, we can be in no doubt that all or part of the mails by *Carpentaria* and *Cleopatra* were on board.

Disposal

Undoubtedly only a tiny part of the mail was salvaged from this crash and covers are uncommon, though not rare. The PO notice suggests that it was the whole of the Indian mail posted between 15 and 23 June was lost, not just part of it, yet it seems that no-one realised anything had happened until the salvaged mail arrived back in India, probably by sea on 23-24 August.

It was processed by the Bombay Dead Letter Office (the only office empowered to open and process letters) and despatched to addressees in two batches, on 30 August and 1 September.

Acknowledgement

My thanks to Brian Peace of the Wreck and Crash Society for letting me see records from their publications.

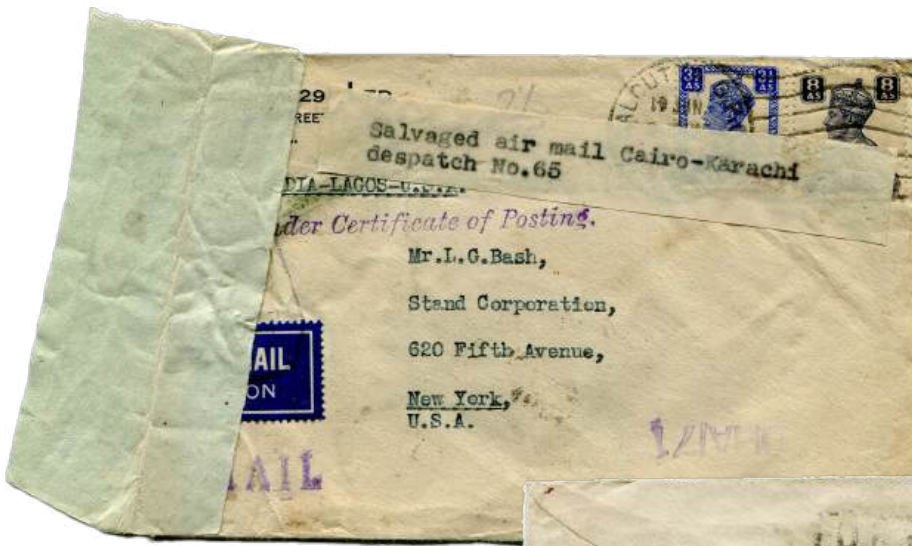


15oz registered Service cover to UK (reduced)

19 June 1943, from Coonoor to Denbigh, paid 26Rs 7as (30 x 14as postage = 26Rs 4a + 3as registration) for 15oz.

DLO Bombay REG seal and stamps for 23 & 30 Aug 1943.





Calcutta to USA
19 June 1943, from Calcutta
GPO AIR-A to New York,
paid 2Rs 11½as for the all-air
service via Lagos.

DLO Bombay stamps of 24
Aug & 1 Sept 1943. Re-
sealed with part of a labelled
bundle slip.



References

[1] I have seen about a dozen to the UK and three to the USA; one cover was reported from Jerusalem. One is from Ceylon, but none from Australia;

[2] *Wartime airmails - the Horseshoe route*, Chavril Press 1992;

[3] *Intercontinental Airmails, Vol. II, Asia & Australia*, E Proud 2009; p.471;

[4] *World Directory of Airline Crashes* by Terry Denham, Patrick Stephens, 1996 page 43.;

[5] *Air crash mail of the world*, K Sanford, 2023; AAMS; 430601A & 430630; the author says 'The flight was carrying mail to the USA and South America'; only a single cover is illustrated, from Ceylon to the UK;

[6] *La Catastrophe*, Sep 2011 p7

[7] Barbara Priddy in *La Catastrophe*, March 2017, p4

[8] *Report on the Progress of Civil Aviation 1939 - 1945*, ed J Wilson, 2022 p23.



20 June 1943, Madras to UK

14as airmail envelope to Harrow, redirected to Wembley.

DLO Bombay stamps of
24 Aug & 1 Sept 1943



British India Airmail postal stationery issued during the reign of KGVI by Sandeep Jaiswal FRPSL

During the reign of King George VI, Indian airmail underwent significant development, reflecting both technological advancements and the changing political landscape of British India. The expansion of airmail services facilitated faster communication within the vast Indian subcontinent and with the rest of the British Empire. As World War II intensified, airmail became vital for military and diplomatic correspondence, further solidifying its role in India's postal history.

Indian airmail postal stationery played a crucial role in facilitating faster and more efficient communication, both within the Indian subcontinent and internationally. The development of airmail services was accompanied by the introduction of various types of postal stationery, including aerogrammes, postcards, and envelopes, which were specifically designed and pre-paid for airmail use.

The introduction and widespread use of airmail postal stationery during King George VI's reign reflected India's growing integration into global communication networks. It also played an essential role in the country's postal history, marking an era of rapid advancements in aviation and postal services.

This article covers the following eight categories of Airmail postal stationery. Please note that, unless otherwise noted, identification numbers used in this article are taken from *POSTAL STATIONERY OF BRITISH INDIA 1856 - 1947* by Pratisad Neurgaonkar expressed as PN#.

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|--------------------------------------|-----------------------------------|
| 1. Ordinary Airmail postcards | 6. Air Letter sheets |
| 2. Prisoner of War Airmail postcards | 7. Christmas Air Letter sheets |
| 3. Ordinary Airmail envelopes | 8. Forces Airmail Letter sheets |
| 4. Forces Airmail envelopes | 9. Airgraphs |
| 5. Inland Air Letter sheet | 10. Christmas Greetings Airgraphs |

1. ORDINARY AIRMAIL POSTCARDS

Airmail postcards were issued in two designs, one without frame-lines around the indicium and another with frame-lines. Based on the author's analysis, postcards without frame lines are rare and account for less than 2% of all King George VI Airmail postcards.

1A. WITHOUT FRAME TO INDICIUM

The airmail postcards without frame lines were issued on 9 April, 1941. Although these postcards without frame-lines come in two papers (a) crème cardstock and (b) pink cardstock, the crème cardstock is only known with "SPECIMEN" overprinted and the pink is not known with "SPECIMEN"



On crème cardstock Overprinted "SPECIMEN" for distribution to UPU countries. Reduced to 90%



On pink cardstock as issued. 15 August 1941 from FPO No. 15 (in Egypt near El Ale Main) to Saharanpur with boxed "KARACHI CANCELLED" over "BY AIR MAIL" to indicate that Airmail service was not available.



15 July 1942 Registered Airmail postcard from Bombay to Jerusalem uprated with KGVI 3 annas to pay for the registration fees.

1B. WITH FRAME TO INDICIUM

Airmail postcards with frame to indicium were issued on 14 May, 1942. These made up for 98% of the Indian issued / used KGVI airmail postcards.



On crème cardstock Overprinted "SPECIMEN" for distribution to UPU countries. Reduced to 90%. These postcards were sold in bundles of eight with the wrapper band around them.



14 January 1950 from Bhavnagar to Japan

2. PRISONER OF WAR AIRMAIL POSTCARDS

A special concessionary 2 anna Airmail postcard was prepared, by surcharging the existing 4 anna Airmail postcards, for Indian family members to write to their Prisoner of War relatives. Three designs of overprint with minor variations namely in the "2 As" surcharge were prepared as proofs, however these were never issued and are of Proof status. The author has recorded two examples of each of the three types.



Type 1



Type 2

3. ORDINARY AIRMAIL ENVELOPES

Airmail envelopes were issued in the denomination of 14 annas (the then Airmail rate to Empire countries). These were re-valued to 12 Annas when the rate was reduced to 12 annas in 1 June 1947.

A group of four proofs (marked A, B, C & D on the bottom left corner) using the King George VI 14 anna Die were produced. The issued design differs from the proof in that the borders were removed on the issued design. Only one example of each exist.



3A. 14 ANNAS

The 14 anna Airmail envelopes were issued on 1 November, 1940



These envelopes were sold in bundles of sixteen with the wrapper band around them. Reduced to 90%.



19 August 1947 Crash Cover to Norway with boxed "DAMAGED BY SEA WATER".

3B. 12 ANNAS ON 14 ANNAS

Due to a reduction in Airmail rate for Empire countries from 14 annas to 12 annas on 1 June, 1947, existing stock of the 14 anna Airmail envelopes were revalued to 12 annas. These were issued on 1 July, 1947.



Postal Notice No. 21 announcing the sale of the surcharged envelopes



4. FORCES AIRMAIL ENVELOPES

To transport correspondences for the forces to and from India in a timely and efficient manner, to maintain morale at the best level, a limited range of light weight Airmail envelopes were issued with 8 anna denomination. There are four types:

- (a) Pink envelope For correspondence from Forces
- (b) Pink envelope For correspondence to Forces
- (c) Buff envelope For correspondence to Forces
- (d) Buff envelope For correspondence from Forces

Based on the exhibitor's analysis, envelope type (a) account for about 85% (b) for 5% (c) for 5% and (d) for 5% of all used Forces envelopes.

4A. PINK ENVELOPE FOR CORRESPONDENCE FROM FORCES

These were issued in March 1942. They were printed in two distinct shades of ultramarine and blue. Based on the author's census, they exist in roughly the same quantities..



Postal Notice indicating that these Pink envelopes have been available since March 1942.



4 August 1947 from Nagpur to USA with "T" in circle to indicate postage due, bearing USA postage due stamps totaling 18 cents. The Airmail rate of 12 annas was for Empire countries, not USA

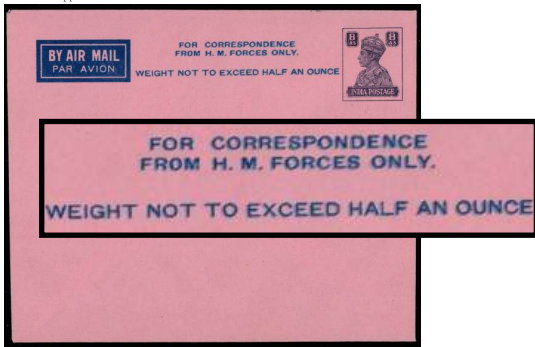


10 January 1951 from Dhumka to USA. Two 12 annas Airmail envelopes were joined together to create a larger envelope to accommodate the contents additionally franked with KGV1 6 anna x 4 to make up the 48 anna Airmail rate to USA. Reduced to 70%.

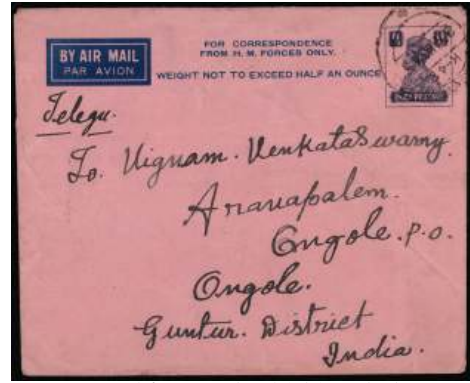
This is the only example, known to the author, of two Indian airmail postal stationery envelopes being joined together to create a larger envelope.



Bottom example with text in ultramarine, top example in blue. These envelopes were sold in bundles of sixteen with the wrapper band around them. Reduced to 90%.



Text printed double. Reduced to 90%.



27 August 1943 from Experimental PO K48 (Dubai) to Ongole, India.



3 February 1943 Registered from Polish Field Post Office in Egypt to Canada

4B. PINK ENVELOPE FOR CORRESPONDENCE TO FORCES

These were issued in March 1942. They were printed in two distinct shades of ultramarine and blue. Based on the author's census, they exist in roughly the same quantities..



Bottom example with text in ultramarine, top example in blue. These envelopes were sold in bundles of sixteen with the wrapper band around them. Reduced to 85%.



16 March 1945 from Lahore to a member of H.M. Forces in Karachi. Reduced to 85%.



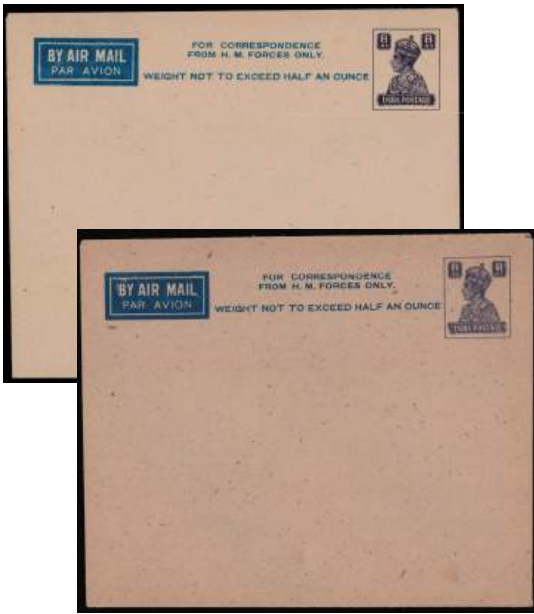
Although these envelopes were intended for use by civilians to send correspondence to member of H.M. Forces, in this case a member of the H.M. Forces has used this envelope (by pasting over the preprinted field) to correspond with a civilian. 17 February 1945 from FPO No. 186 to England.



17 July from Dera Sadan in Rajshjan addressed to a POW in Germany.

4C. BUFF ENVELOPE FOR CORRESPONDENCE FROM FORCES

An identical design, similar to the Forces Airmail envelope, but in buff instead of pink was issued on 15 September 1944. These were printed on types of paper (a) buff paper and (b) toned coarse buff paper.



Bottom example on buff paper, top example in toned coarse buff paper.



These envelopes were sold in bundles of sixteen with the wrapper band around them. Reduced to 85%.



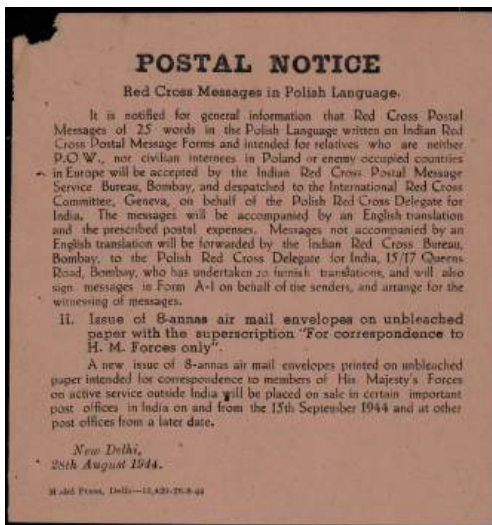
2 May 1945 from FPO No. 45 to South Africa send Registered uprated with KGVI 3a to pay the Registration fee.



Usage disallowed as it was used by a civilian for personal communication. 13 November 1947 from Madras to USA. As this was a private correspondence from a civilian to a business the 8 anna prepayment was not credited towards postage. A horseshoe MADRAS DUE with manuscript 'Rs.1-4-0' the amount of postage due.

4D. BUFF ENVELOPE FOR CORRESPONDENCE TO FORCES

An identical design, similar to the Forces Airmail envelope, but in buff instead of pink was issued on 15 September 1944.



Postal Notice announcing the issue of the 8 anna "unbleached paper" envelopes.



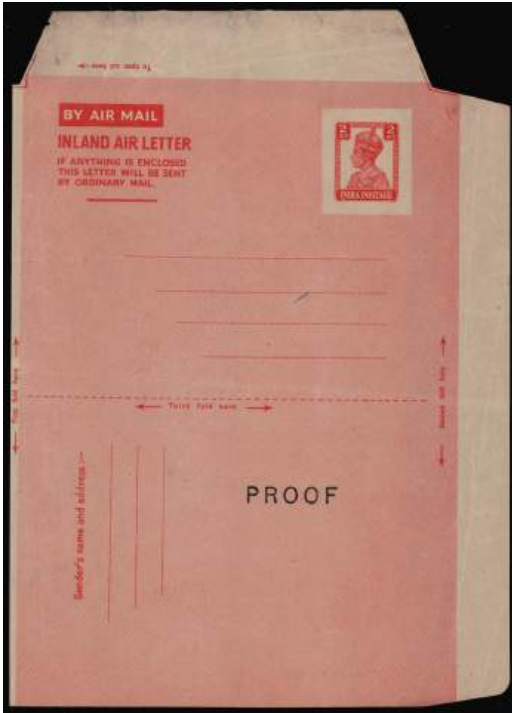
These envelopes were sold in bundles of sixteen with the wrapper band around



Although these were intended for use by civilians to send correspondence to member of H.M. Forces, in this case a member of the H.M. Forces has used this envelope to correspond with the Ministry of Pensions in England.

5. INLAND AIRMAIL LETTER SHEET

An Inland Air Letter Sheet was designed using the same Die as the KGV1 2 anna orange stamp, however the first Inland Air Letter Sheet was not issued till 1948 (after Independence) in orange which bore the image of an airplane in the denomination of 2 annas. The similarity in color and denomination of the issued letter sheet compared to the proof displayed below has led the author to conclude that this proof was made sometime just before India's independence on 15 August 1947. This is one of only two examples recorded by the author.



6. AIR LETTER SHEETS

Airmail letter-sheets were introduced as a lightweight and cost-effective means of airmail communication. These air letter sheets were designed to be folded and sealed without the need for an envelope. The 6 anna denomination corresponded to airmail rates for various international destinations, making these sheets a popular choice for both civilian and official correspondence.

6A. FORMULAR AIR LETTER SHEET WITH 6 ANNA ADHESIVE

Air Letter Sheets were introduced on 1 December 1944 when a formula letter-sheet was issued with KGV1 6 anna turquoise-blue stamp affixed to it. These were issued in two shades (a) blue and (b) greenish blue. Based on the author's census, on 10% of these are in blue, 90% being greenish blue.



In greenish blue, reduced to 60%

In blue, reduced to 80%

6B. AIR LETTER SHEET WITH NARROW SIDE FLAPS

As per the Postal Notice below, these Air Letter sheets were issued on 15 June, 1945. The author has discovered that these were issued on paper of two different thickness (a) the recorded thick cream paper with printing in pale turquoise-blue and (b) the unrecorded thin cream paper with printing in turquoise-blue. The thin paper was used for all subsequent issues of Air Letter sheets.



Postal Notice announcing the issue of the 'Air Letter' sheet



On thick paper with 'CANCELLED' overprint from the Indian archive.

(i) On thick paper



14 July 1945 from Calcutta to England and returned back to sender.

(ii) On thin paper



12 Sept 1947 from Bombay to New York

6C. AIR LETTER SHEET WITH WIDE SIDE FLAPS

The Air Letter Sheets underwent modifications to improve their functionality, particularly regarding their sealing mechanism. Earlier versions of these letter sheets had narrow flaps, which often proved inadequate in keeping them securely sealed during transit. It is the author's conjecture that to address this issue, a revised design featuring wider flaps was introduced on 30 March 1946.



27 February 1951 from Lhasa, Tibet to USA bearing Tiber 1T carmine to pay the native postage from Lhasa to the Indian Exchange post office at Gyantse.

Flying-boat Crash

B.O.A.C Plymouth class flyingboat G-AHZB RMA "Portland" homeward bound from Hong Kong crashed on landing at Bahrain on 23 August, 1947. Salvaged mail received one of two cachets: "Damaged by seawater" (applied in London) or "Damaged by immersion in sea water". It is interesting to note that, although the two air letter sheets displayed below were undoubtedly part of this crash they have received two different strikes, one being a straight lined and the other in two lines.



Original photograph of the BOAC flying boat G-AHZB crash

22 August 1947 from Bombay to England with boxed "DAMAGED BY SEA WATER" strike in violet.



20 August 1947 from Delhi to England with boxed "DAMAGED BY SEA-WATER"

7. CHRISTMAS AIR LETTER SHEETS

The Christmas Greetings Air Letter Sheets were a special type of airmail stationery designed for sending festive messages via airmail. These air letter sheets were adorned with decorative elements and Christmas-themed illustrations. They provided an economical and efficient way for individuals, including soldiers stationed abroad, to send holiday greetings to loved ones. Like standard air letter sheets, they were lightweight and designed to be folded and sealed without an envelope, ensuring cost-effective international mailing.

7A. CHRISTMAS AIR LETTER SHEET WITH NARROW SIDE FLAPS

The 1945 issue was printed on existing Air Letter sheets with narrow flaps. These were issued on 7 November 1945.



Reduced to 70%

3 December 1945 from Bangalore to England

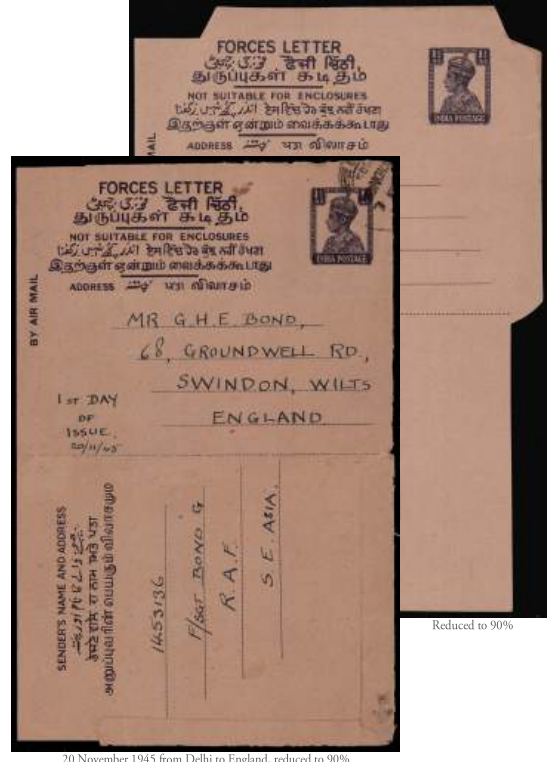
7B. CHRISTMAS AIR LETTER SHEET WITH WIDE SIDE FLAPS

The 1946 issue was printed on existing Air Letter sheets with wide flaps. As per the Postal Notice below, they were issued on 25 November 1946.



8. FORCES LETTER SHEET

A forces letter sheet at the concessionary rate of 1½ annas was issued on 20 Nov. 1945 for mail from forces personnel to and from India. Based on the author's census, no more than 6 used copies exist.



9. AIRGRAPHS

During World War II, the sheer bulk and weight of paper that had to be moved in the form of conventional letters became a problem, plus the fact that there were disruptions in transport, where ships are aircrafts were lost together with their mail.

Airgraphs were just the solution. A system was developed by Eastman Kodak Company where an Airgraph form was, once inscribed, were photographed on reels of 16 mm film, each roll being about 100 feet in length with a capacity of around 1700 forms per reel, which weighed only 5½ ounces. These were transported, mainly by air, to the appropriate destination country where they were enlarged on to photographic paper, folded in half and inserted into special window envelopes and posted to the addressee.

Once confirmation was received of the reel's safe arrival, the original inscribed forms were destroyed as well as the reel of film.

The rates for Airgraphs, indicated below, included transmission of Airgraph from a post office in India to the Airgraph processing office Calcutta GPO (if posted in Bengal, Assam, Bihar or Orissa) or to Bombay GPO if posted from any other post office in India. Senders had the option of handing over the completed Airgraph form to their local post office or mailing it, in a special envelope free of charge, to the Airgraph Section of the Bombay / Calcutta GPO.

- 3 annas Concessional rate for Troops in India
- 8 annas rate for Civilians (02/02/1942 - 03/31/1944)
- 4 annas rate for Civilians (04/01/1944 - 07/31/1945)

The following six different postal stationery Airgraph Forms were issued by India.

- Blank with 3 anna stamp affixed for Armed Forces
- Form with 3 anna indicium for Armed Forces
- Form with 8 anna indicium for Civilians
- Form with 4 anna on 8 anna indicium for Civilians
- Form with 3 anna + 1 anna indicium for Civilians
- Christmas Form without any stamp or indicium



POSTAL NOTICES.

III. Limit of weight for parcels to Aden.
The limit of weight for parcels to Aden is 22 lbs, the equivalent of which in total is 855.6 and not 880 tolas as shown in the July 1942 Supplement to the Post and Telegraph Guide.

IV. Issue of embossed airgraph forms of 3 annas and 8 annas denominations.
Embossed airgraph forms of 3 annas and 8 annas denominations will be available for sale at certain important post offices on and from the 1st December, 1943 and at other post offices from a later date. Ordinary airgraph forms to which adhesive stamps of the appropriate value are affixed will also continue to be sold at all post offices until further notice.

2. Refunds will be allowed of the value of the postage stamp affixed to spoilt airgraph forms or embossed on them, subject to a deduction of one anna for each form. Application for refunds should be addressed to a Head Postmaster along with the spoilt airgraph form. Such applications may be handled over to the local Post office for transmission to the Head Postmaster concerned, free of postage.
The 15th November, 1943.
Model Press, Delhi.—15,420—15-11-43. D.G.P. & T.

Postal Notice announcing the issue of embossed Airgraph Forms. Part of the notice folded under. Reduced to 95%

AIR MAIL POSTAL NOTICE.

I. Sale of embossed Airgraph forms of 3 annas and 4 annas denominations.

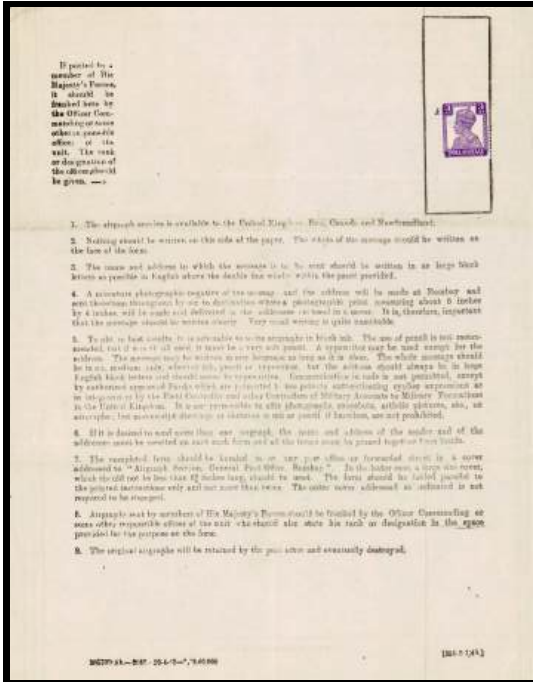
With effect from 1st July 1945 the sale of unembossed "Airgraph" forms with adhesive stamps of the appropriate value affixed thereon will be discontinued. From the same date only embossed "Airgraph" forms of 3 annas and 4 annas denominations will be sold in post offices.

II. Availability of airgraph service to various destinations.
Under the item 1 (b) "Forces" of part III of the postal notice dated the 5th March 1943, substitute "Central Mediterranean, Persia" for "Allied Armies Italy (also Central Mediterranean Forces)".
New Delhi, 4th June 1945.
Model Press, Delhi.—15,770—4-6-45.

Postal Notice confirming that the post office issued unembossed Airgraph forms with stamps affixed on them. As indicated in the Postal Notice displayed above, these were discontinued from 1 July 1945, reduced to 95%

9A. FORMULAR FORM WITH 3 ANNA STAMP AFFIXED

These forms were issued by the Indian Post Office with a 3 Anna King George VI adhesive stamp affixed, allowing for prepaid transmission. Postal Notice displayed above stated: "Ordinary airgraph forms to which adhesive stamps of the appropriate value are affixed will also continue to be sold at all post offices until further notice." Despite this official mention, no mint (unused) formular airgraph forms with adhesive stamps have been recorded to date, as noted on page 53 of the 'Catalog of Postal Stationery Airgraphs'. Below is the discovery example.



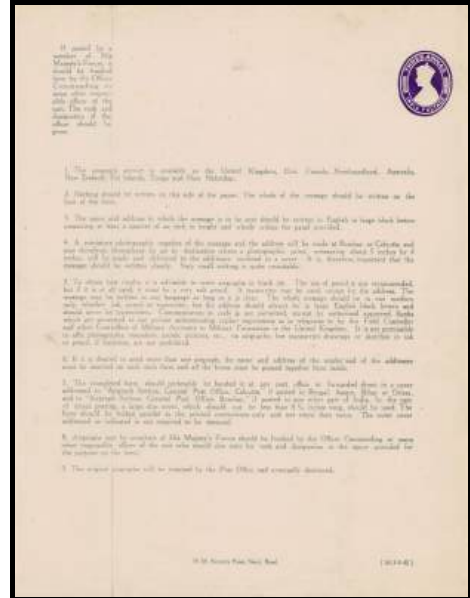
Reduced to 75%

9B. FORM WITH 3 ANNA INDICIUM FOR ARMED FORCES

3 Anna Airgraph Forms were intended for use by members of the Armed Forces. At the time of their issue, Airgraph service was available to the United Kingdom, Ireland, Canada, Newfoundland, Australia, New Zealand, Fiji, Tonga and New Hebrides. These forms were printed in India by H.M. Security Press in Naski, the same printers that printed all postal stationery.

The Times of India of 13 July 1943 reported: "It is understood that airgraph forms with the postage embossed on them are now in preparation and that they will be available to the public in about six weeks from now. The need for having embossed airgraph forms arose when a large number of cases of pilfering of unadhesive stamps were reported from some towns, particularly from Karachi and Calcutta, where owing to the coin shortage, stamps had been in use as currency."

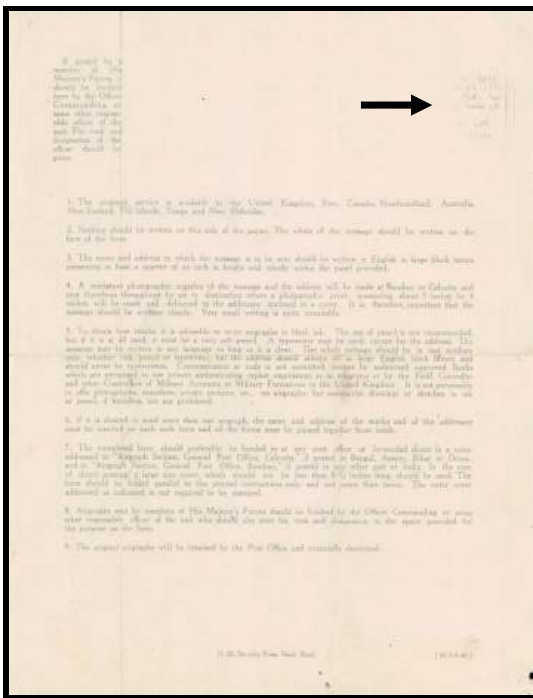
The Director General of Posts issued a statement later stating "due to various technical difficulties and particularly the delay in obtaining adequate stocks of paper required, it will not be possible to make embossed airgraphs available to the public before December 1, 1943."



Reduced to 65%

Printing Error

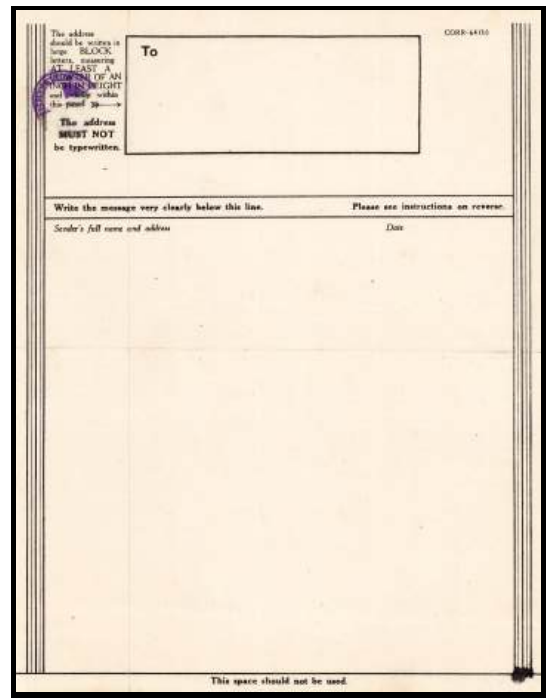
The die impression was made on the form without ink resulting in an albedo impression. This is one of only two known with albedo print.



Reduced to 75%

Printing Error

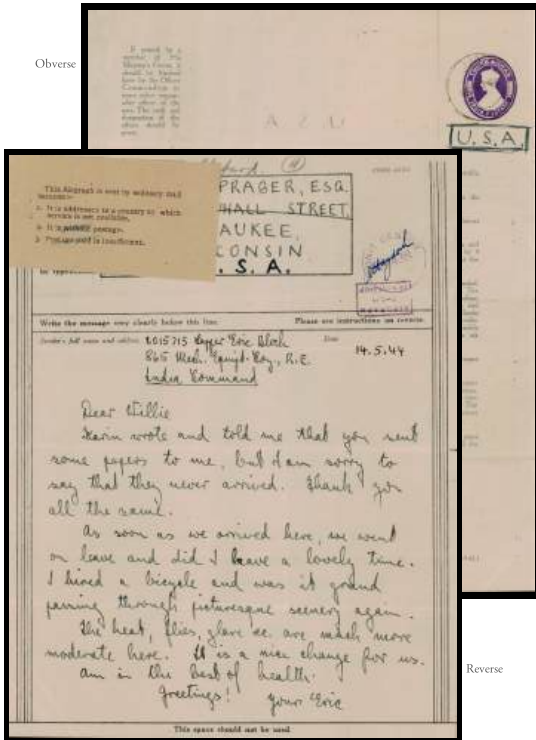
The corner of the Airgraph form got folded resulting in a partial print of the indicium on the reverse and a partial albedo impression on the obverse.



Reduced to 75%

The existence of this used Airgraph Form is attributed to the fact that it was sent to an address in the USA, a country to which there was no Airgraph service from India. This is the only known used example of the 3 Anna Airgraph form.

Obverse



Reverse

14 May 1944 Concessionary Rate Airgraph from an Army Sapper to USA. After going thru the censorship process a label explaining the reason for the Airgraph being sent by ordinary mail was affixed on the top left and the form was enclosed in an envelope and sent to the addressee by ordinary sea mail. Reduced too 65%

Cut-Out used as adhesive

Although Postal Notice dated 15 November, 1943 stated "Refunds will be allowed of the value of the postage stamp affixed to spoil airgraph forms or embossed on them, subject to a deduction of one anna for each form.", the sender used a cut-out of the 3 Anna Airgraph as a 3 Anna adhesive. It should be noted that postal stationery cut-outs were not valid for use as postage adhesives, however stray examples of cut-outs used & accepted to pay postage are known to exist well after the prohibition date of mid 1907. This is the only known example of the 3 Anna Airgraph cut-out used to prepay postage.



3 Anna Cut-out + KGV1 1anna stamp making up the 4 Anna Concessionary rate of 4 annas for members of the Armed Forces

9C. FORM WITH 8 ANNA INDICIUM FOR CIVILIANS

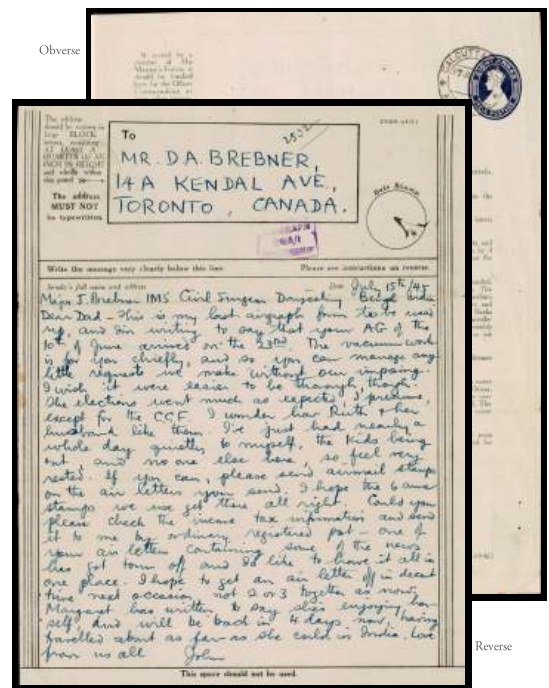
The 8 Anna Airgraph Forms were intended for use by Civilians. At the time of their issue, Airgraph service was available to the United Kingdom, Ireland, Canada, Newfoundland, Australia, New Zealand, Fiji, Tonga and New Hebrides. They were issued on 1 December 1943.



Reduced to 75%

At inception, both Civilians and Troops in India could avail the Airgraph service to Canada. However, Airgraph service to Canada was restricted to Troops only as per postal notice dated 8 August 1942 which read: "With immediate effect, airgraph from only troops in India can be sent to addressees in Canada via U.K. at the concessional rate of three annas per airgraph. The airgraphs will be filmed at Bombay and enlarged in U.K. from where they will be sent to Canada by surface route." The existence of the Airgraph Form is attributed to the fact that it was sent by a Civilian at an addressee in Canada, a service that ceased to exist as of 8 August 1942. This is one of three known used examples of the 8 Anna Airgraph form.

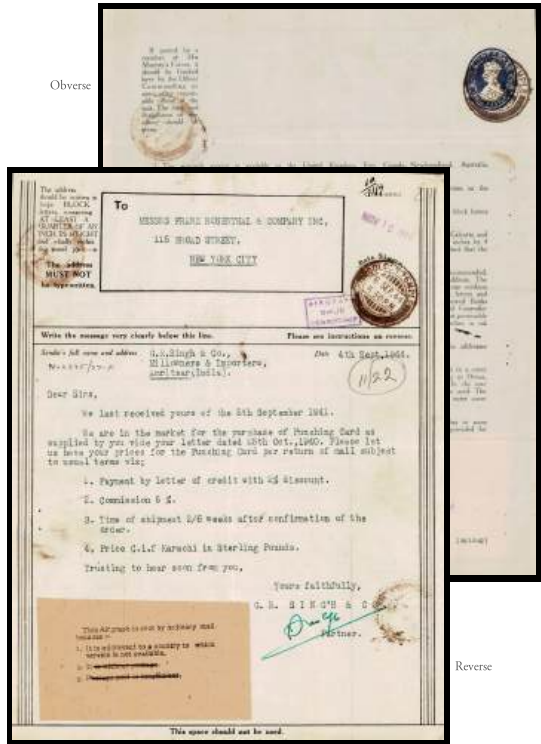
Obverse



Reverse

17 July 1945 from Darjeeling to Canada indicium cancelled by "CALCUTTA AIRGRAPH / 17 JUL 45" cds duly censored and sent by sea mail to Canada.

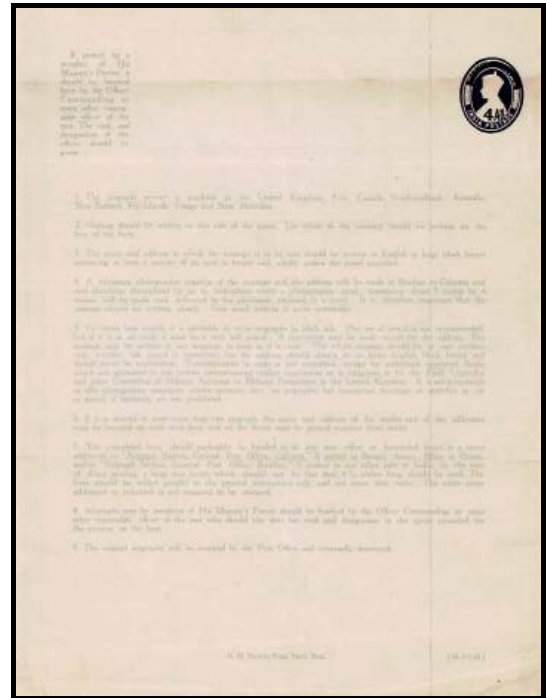
The existence of this used Airgraph Form is attributed to the fact that it was sent to an address in the USA, a country to which there was no Airgraph service from India. This is one of three known used examples of the 8 Anna Airgraph form.



5 September 1944 from Amritsar to USA. After going thru the censorship process a label explaining the reason for the Airgraph being sent by ordinary mail was affixed on the bottom left and the form was enclosed in an envelope and sent to the addressee by ordinary sea mail. Reduced to 60%

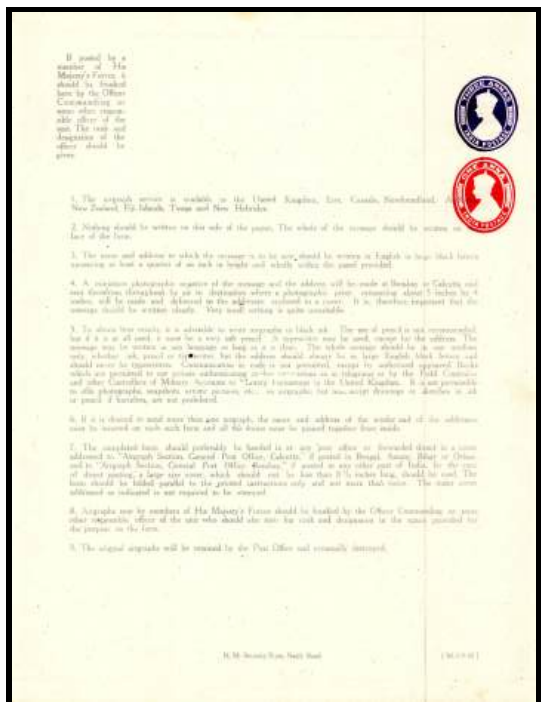
9D. FORM WITH 4 ANNA ON 8 ANNA INDICIUM FOR CIVILIANS

On 1 April 1944 Airgraph rate for Civilians decreased from 8 annas to 4 annas. Rather than waiting for receipt of the new 4 anna Airgraph forms, existing stock of the 8 anna Airgraph forms were revalued to 4 annas and issued sometime in April 1944. The revaluation was done in India by H.M. Security Press in Nasik. A very limited quantity of these forms were produced. Less than a dozen unused copies recorded. No used copies exist.

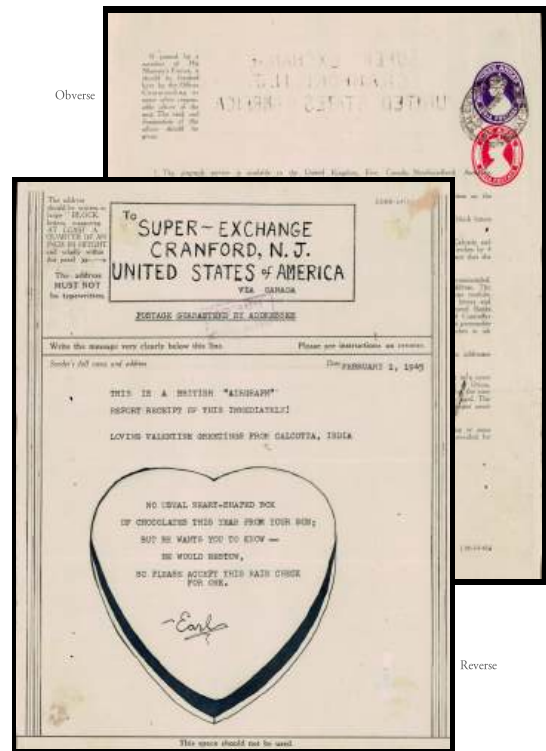


9E. FORM WITH 3 ANNA + 1 ANNA INDICIUM FOR CIVILIANS

The new 4 anna Airgraph Forms were produced by using the existing 3 anna Die that was used in the production of the Concessionary Rate Airgraph Form along with the 1 anna Die that was used to produce Inland envelopes thus eliminating the need to produce a new 4 anna Die. These too were printed by H.M. Security Press in Nasik and issued on 21 November 1944.



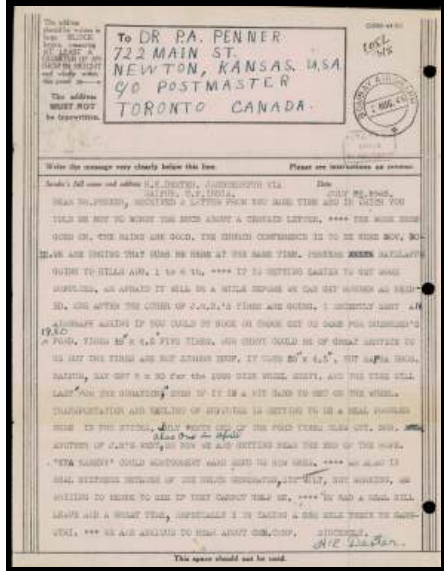
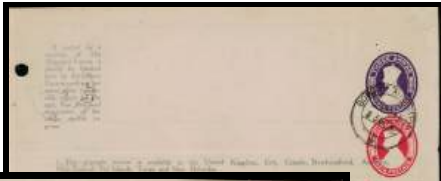
The existence of this used Airgraph Form is attributed to the fact that it was sent to an address in the USA, a country to which there was no Airgraph service from India. This is one of three known used examples of the 3 anna + 1 anna Airgraph form.



22 January 1945 from Calcutta to USA. After going thru the censorship process the form was enclosed in an ordinary envelope and sent to the addressee by ordinary sea mail. Reduced to 60%

The existence of this used Airgraph Form is attributed to the fact that although it is dated 26 July 1945 it did not reach the Bombay Airgraph Office till 2 August 1945, just two days after the close of Airgraph service. This is one of three known used examples of the 3 anna + 1 anna Airgraph form.

Obverse



Reverse

26 July 1945 from Jagdishpur to Canada. After going thru the censorship process the form was enclosed in an ordinary envelope and sent to the addressee by ordinary sea mail. Reduced too 60%

Cut-Out used as adhesive

Although Postal Notice dated 15 November, 1943 stated "Refunds will be allowed of the value of the postage stamp affixed to spoiled airgraph forms or embossed on them, subject to a deduction of one anna for each form," the sender used a cut-out of the 3 anna Airgraph as a 3 anna adhesive. It should be noted that postal stationery cut-outs were not valid for use as postage adhesives, however stray examples of cut-outs used & accepted to pay postage are known to exist well after the prohibition date of mid 1907. This is the only known example of the 3 anna + 1 anna Airgraph cut-out used to prepay postage.



Cut-outs totaling 18 annas paying the correct inclusive air rate to USA. The cut-outs were obliterated by the office of posting however the were not accepted as valid payment, the letter was sent to Bombay Foreign Office for transmission by surface mail where it was stamped "INSUFFICIENTLY PREPAID FOR TRANSMISSION BY AIRMAIL". The letter was not taxed.

10. CHRISTMAS GREETINGS AIRGRAPHS

Postal Notice dated 12 November 1944 stated: "A limited number of attractive 'Christmas Greetings' airgraph forms will be placed on sale shortly at all important post offices. The exact date will be notified later. No additional charge will be made for these forms, which continue to be sold in the same manner as ordinary airgraph forms, namely, three annas per form in case of members of Defense Services, and eight annas per form for members of the general public."

Just before they were released, the Civilian rate was reduced to 4 annas on 1 December 1944. The Times of India for 12 December 1944 stated: "A limited number of attractive Christmas Greetings Airgraph forms are on sale at all important post offices. You can buy one for four annas if you are a civilian, for three annas if you are a member of the Defense Service."

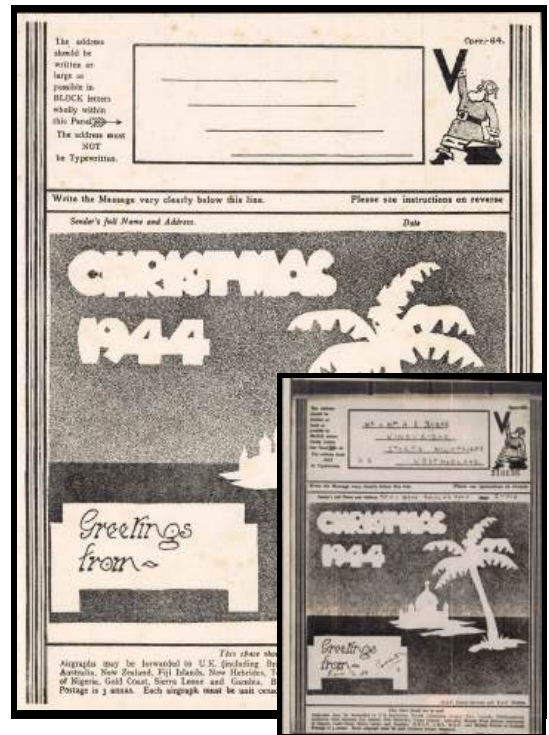
The author Has recorded the Christmas Greetings Airgraph forms with two different images

(I) Taj Mahal



Airgraph form on left and original Airgraph that was received by the addressee on right. Both reduced to 65%

(ii) Palm Trees



Airgraph form on left and original Airgraph that was received by the addressee on right. Both reduced to 75%

All items pictured in this article are part of the author's 8 frame exhibit titled 'BRITISH INDIA - KING GEORGE VI POSTAL STATIONERY'

The 1948 Air-India International Postage Stamp Issue

by Piyush Khaitan FRPSL (Published Ananthapuri Stamp Bulletin Vol. IV, Issue No.61 - March 2021)

A set of directives governing proper use of this stamp were issued, but not always strictly followed. A study of some interesting covers using this stamp.



Already impoverished as a result of forced contributions to the War effort, a newly independent India was struggling with the horrors of the greatest mass migration in history caused by the partition. The formation of Air-India International was a source of national pride and celebration, ushering in the promise of a new era of modernity and global acceptance. A Lockheed Constellation L-749 aircraft, The Malabar Princess (VT-CQP) flew for the first time from Bombay to London via Cairo & Geneva on 8th June 1948 and a commemorative postage stamp was issued on this occasion.

Indian Civil Aviation, Tata and Air-India International.



The Malabar Princess (VT-CQP)¹

The need to connect the British empire by air was felt as early as 1921. By March 1929, Imperial Airways launched the first London-Karachi Air Service. Eastward extension from Karachi to Delhi was provided, first by the Indian State Air Services from November 1929 through December 1931, and the Delhi Flying Club from January 1932 through July 1933, and then Indian Trans-Continental Airways took over the route and extended it to Calcutta (July 1933), Rangoon (October 1933) and Singapore (December 1933). From April 1934, Qantas linked up at Singapore and extended the service all the way to Australia.

Tata, already an established business house by the 1930s, won the contract for the Southward extension in 1932. The Aviation Division of Tata Sons was set up and the Karachi – Madras service started in October 1932. This was followed by vigorous route expansion across the country by Tata over the next few years. The airline was incorporated as Tata Airlines Ltd. and changed its name to Air India Ltd. in 1946. Shortly after independence in August 1947, Mr. Tata wrote to prime minister Nehru about the need to establish a national carrier for overseas connectivity. Air-India International was thus formed as the first Public-Private Partnership in March 1948 and commercial operations started with this flight on 8th June 1948.

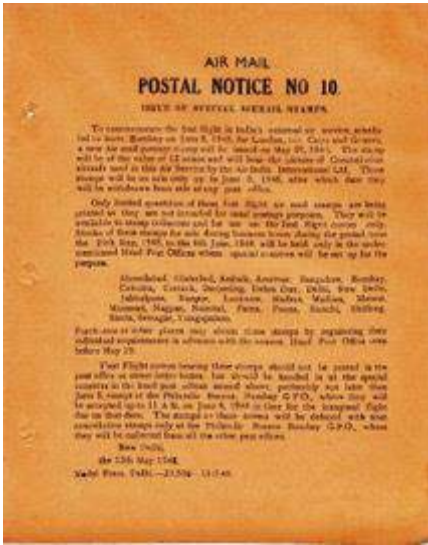
The postage stamp issue and the special directions

Independent India issued her first set of postage stamps 21 Nov & 15 Dec 1947, a set of three values (1½ A, 3½ A and 12 A). The second issue itself was the AIR-INDIA INTERNATIONAL postage stamp again with a 12 A value, on the occasion of the First Flight on 8 June 1948. The Mahatma Gandhi 'mourning issue' of 4 value stamps (1½ A, 3½ A, 12 A, and Rs. 10) was issued next on 15 August 1948.

This stamp issue was unprecedented in Global Postal History, and special provisions around sale, usage and handling of mail with this postage stamp affixed were described in the Director General's Circular and Postal Notices issued dated 12 & 25 May 1948. Some of the important provisions were permitting the sale of stamps only between 29 May and 8 June, but restricting the use of the stamp as valid for use on a single day and on a single flight only – the 8th June 1948 Air-India International flight from Bombay to London with halts at Cairo and Geneva; Post offices were permitted to sell stamps and receive mail, but not to cancel or date stamp the mail. Bombay G.P.O. was to consolidate all mail and apply the commemorative cachet; A Souvenir cover and Return to Sender service was made available as a courtesy, free of cost, to

those who bought the stamp. These provisions were unique in world philately, and thus this was the only stamp issue valid for use on a single flight, and that too only on mail carried on a single flight.

These stamps were issued in sheets of 160 (8 cols x 20 rows), and about 3,500 sheets were printed with Multiple Star watermark. It is not known how many stamps were sold before sale was stopped on 8th June 1948, and also how many covers were actually carried on the flight.



Postal Notices of 12th May² & 25th May, and DG's circular of 12th May.

The 12 A value stamp features the Lockheed Constellation L-749 and the legend 'AIR-INDIA INTERNATIONAL / FIRST FLIGHT 8TH JUNE 1948 / INDIA POSTAGE / 12As.' Approximately 3,500 sheets with 160 stamps each (8 cols x 20 rows) were printed, and there was much demand throughout the country.

Indian Postal Rates from Independence (15th August 1947) for the relevant period³

2.1 International Surface Postage Rates:		
1. Letters	until 30 th November 1950	3½ A for the first oz, and 2 A for every additional oz.
	from 1 st December 1950 until 31 st March 1957	4 A for the first oz, and 2½ A for every additional oz.

2.2 International Airmail Postage Rates, inclusive of Airmail fees per ½ oz or fraction thereof:		
1	Egypt	10 A
2	Great Britain	12 A
3	Switzerland	14 A

2.3 Registration Fees:	
from 1 st April 1948 until 30 th April 1951	4 A per article
from 1 st May 1951 until 31 st March 1953	4½ A per article

UPU rules for calculation of postage dues

In as simple terms as possible, twice the deficiency in postage was first converted into UPU cents at the rate of the International Surface Postage Rate (see table 2.1 above) = 25 cents, and one more time converted into the currency of the destination postal jurisdiction the same way.

Scope of this article

This article features mail originating from India that bears this stamp and examples of different kinds of usage which were not originally intended to be permitted. You will see here how postal authorities sometimes did not, out of kindness or ignorance, follow the postal rules, and also examples of correct postal treatment of incorrect usage.

Not postally carried, but cancelled locally



figure 1

figure 1 - Cover with the 12 A Air-India International stamp and cancelled with a circular NEW DELHI / 29 MAY 48 cancellation. This is a first day of issue cancellation, and there is no evidence that this cover was postally carried. Hence it could just be a favour cancellation at the post office window. This goes against the departmental rules disallowing post offices from cancelling the stamp locally, and asking for all mail to be sent to G.P.O. Bombay (Mumbai).

Deviation: Should not have been cancelled locally as a favour cancellation. These stamps were meant to be cancelled by Bombay G.P.O. only.

Mailed and postally carried before the flight

While the postal instructions were clear about how post offices should treat mail with this stamp, and intended for this flight, they were silent on how registered mail should be treated. This caused an interesting mix of results as we shall see from the next two covers



figure 2

figure 2 - Air-India International Souvenir cover with 2 x 12 A Air-India International stamp being sent by registered post from Cawnpore (Kanpur) to Hamilton, Ontario, Canada. Cancelled CAWNPORE / 29 MAY 48, it bears a rare first day of issue cancellation. The reverse has two clear postal marks. The first is a transit mark, MONTREAL / CANADA / 5 JUN 48, and the second is the arrival mark, HAMILTON / CANADA / JUN 5 48. Both these marks clearly establish that the 29th May cancellation at Cawnpore was not a favour cancellation obtained at a later date, because in fact the cover needed to be posted in Cawnpore on 29th May in order to reach Canada on 5th June.

Deviation: The stamp was not valid for early postal usage, and the Cawnpore P.O. should have sent the cover to Bombay G.P.O. without cancellation and for transmission on the 8th June 1948 Bombay-London flight, and onwards from there to Canada.



figure 3⁴

figure 3 - The cover is Registered CONNAUGHT PLACE, which is in New Delhi, and franked with a 12 A Air-India International stamp and another 2 A in KGVI definitives adding up to 14 A postage, which comprises 4 A registration fees, and 10 A airmail rate to Egypt. The cancellation mark is CONNAUGHT PLACE / 3 JUN 48. On the reverse, are two circular postal marks applied in Egypt. The first is a faint 7 JU 48 arrival mark, and the other is a ZIFTA / 9 JU 48 delivery mark.

Deviation: Connaught Place P.O. registration label and 29th May 1948 cancellation. The stamp was not valid for early postal usage, and the post office should have sent the cover to Bombay G.P.O. without cancellation and for transmission on the 8th June 1948 Bombay-London flight, and onwards from there to Cairo.

Carried on the flight, but stamp cancelled locally prior to date of the flight



figure 4

figure 4 - Registered cover, with 2 x 12 A stamps issued on 29 May and having the first day cancellation, BOMBAY / AIR MAIL / 29 MAY 48. This makes it a First Day Cover. Also visible is the registration label R E 978 / BOMBAY G.P.O. The cover also has the First Flight cachet, establishing that it was carried on the first flight on 8 June 1948 as well to London, and onward from there to New York. making this cover a very interesting First Day Cover - cum - First Flight Cover. Also visible on the reverse is the transit mark at New York dated June 12 1948, and delivery mark at Cathedral Street, New York dated June 14, 1948.

Deviation: Stamps should not have been cancelled on 29th May 48 (the first day of issue) but cancelled 8th June 48, the date of the flight.



figure 5

figure 5 - Cancelled CHURCHGATE STREET / BOMBAY/ 29 MAY 48 30 P.M.; This makes it a First Day Cover. The cover also has the First Flight cachet, establishing that it was carried on the first flight on 8 June 1948 as well to England, making this cover a very interesting First Day Cover - cum - First Flight Cover.

Deviation: Churchgate Street P.O. should not have cancelled the stamp with the 29 MAY 48 date stamp. All the more, given that this was not even a registered cover.



figure 6

figure 6 - This registered air mail cover is certainly commercial mail; not common on this flight, and the postage stamps are cancelled BALLARD ESTATE / BOMBAY, 1 JUN 48 / 5.15 PM. My conclusion is that the cover was first franked with 2 x 8 A = 16 A KGV1 definitives, which was the correct airmail letter rate for registered post to Britain (12 A combined air mail letter rate + 4 a registration fee). Perhaps when the sender went to the Ballard Estate post office, he learned of the special event, and the postage stamp being issued for it, and then decided to additionally frank the cover with the 12 A Air-India International stamp. This too was cancelled by the Ballard Estate P.O. with a similar cancellation, and then the boxed cachet was applied at the Bombay G.P.O., located less than a Kilometre away on 8th June, the date of the flight.

Deviation: The 12 A stamp should not have been cancelled by the Ballard Estate Post Office on 1st June 1948.

Understamped covers carried on the flight.



figure 7

figure 7 - Cover addressed to Bavaria, Germany (American Zone). The 12 as. stamp is cancelled with a HYDERABAD RESIDENCY / 4 JUN, 1948 / 6.15 A.M. postal cancellation. The cover was under stamped by 2 A, and has been taxed. There is an T29C endorsement on the front of the cover.

Deviation: 1. Should not have been cancelled locally at Hyderabad.

2. Double the deficiency = 2 x 2 A = 4 A. Converted at 3 1/2 A = 25 UPU cents works out to 4 x 25 / 3 1/2 = 28.6, rounded off to 29 C, which should have again been converted into pfening using the formula 29 x 50/25, or 58 rounded off to 60 pf.

figure 8 - Souvenir Cover addressed to Geneva, Switzerland franked with the 12 A stamp and flown on the flight.

Deviation: Understamped by 2 A and forgiven. The postage rate for Switzerland was 14 A. Hence, it should have been taxed applying the formula 2 x 2 A x 25/3 1/2 = 28.58 UPU cents rounded off to 29 cents and then converted into Rappen again using the formula 29 x 40/25 we get 46.4, rounded off to 50 Rappen.



figure 8



figure 9

figure 9 - Souvenir Cover addressed to Geneva, Switzerland franked with the 12 A stamp and flown on the flight. Understamped by 2 A, there is a T 29c marking, which is overwritten as 50, and Swiss 50 Rappen postage due adhesive affixed on the cover, and cancelled at Berne.

Deviation: Double the deficiency = $2 \times 2 \text{ A} = 4 \text{ A}$. Converted at $3 \frac{1}{2} \text{ A} = 25 \text{ UPU cents}$ works out to $4 \times 25 / 3 \frac{1}{2} = 28.6$, rounded off to 29 UPU Cents. Further converted into Rappen at the UPU letter rate of 40 Rappen = 25 UPU cents, and applying the formula $29 \times 40 / 25$ we get 46.4, rounded off to 50 which is the amount recovered from the recipient.

Mail for destinations not serviced by this flight.

Mail was carried on this flight not only for Cairo, Geneva and London, but also for other parts of the world where ordinarily air mail from India would be routed from one of these halts. However, mail which would have ordinarily not been routed from these stops was not permitted.

figure 10 - Cover addressed to Melbourne, Australia, and sent from Calcutta franked with the 12a. Air-India International postage stamp. The reverse has a CALCUTTA G.P.O. / 5 JUN 48 cds indicating that it was posted in time, but Calcutta postal authorities did not treat the stamp as valid postage, perhaps because Melbourne, Australia was not exactly en route London. The 12 A stamp has been boxed off using a blue pencil, and T50C pencil notation made on the front of the cover.

Deviation: Considered invalid use of the postage stamp, the letter was sent by surface to Australia. Double deficiency of the $3 \frac{1}{2} \text{ A}$ rate = $7 \text{ A} = 7 \times 25 / 3 \frac{1}{2} = 50 \text{ UPU cents}$. This should have been converted into 4d in Australia, which is twice the 2d surface letter UPU rate. It is not clear from the cover whether this amount was recovered.



figure 10

Covers mailed to a domestic address.

Though this stamp issue was meant to be used only on mail on the Bombay-London first flight, we have some examples of mail addressed to local destinations., and not flown on the flight to London.



figure 11

figure 11 - Souvenir cover with the 12 A postage stamp addressed to MUZAFFAR NAGAR in India. The stamp is cancelled with the souvenir cachet at Bombay on 8 June 1948, but the cover was then sent to the recipient domestically, instead of going on the flight. There is a BOMBAY R.M.S. / AIR / 8 JUN 48 and a DELHI AIR / BATCH 812(?) / 8 JUN 48 transit mark, as well as a MUZAFFARNAGAR / 9 JUN cancellation on the reverse clearly establishing journey.

Deviation: The souvenir boxed rectangular cancellation should not have been applied, and the letter should have been sent by surface to Muzaffar Nagar and postage dues of $1 \frac{1}{2} \text{ A} \times 2 = 3 \text{ A}$ should have been recovered from the recipient.

Mail posted too late to be carried on the flight, and marked to be Taxed.



figure 12

figure 12 - Cover sent from Calcutta, and addressed to New York. Franked with 2 x 12 as commemorative stamps issued for the inaugural Bombay-London flight. Mail acceptance in Calcutta was open till 5 June only for this flight, but the reverse bears a postal mark CALCUTTA G.P.O. / 'O' / 8 JUNE 1948 / 12.15 P.M. Stamps have been boxed off, and there is also a 'T' (taxe) inked on the front of the cover. While it is clear that the cover did not travel on the first flight, it is open to speculation as to whether it flew to New York at all, and if so, by air or by surface, or it was returned to the sender, probably at the postal counter itself.

Deviation: If the cover went by air, it should have been taxed first converting the 18 A airmail rate to UPU cents using the formula $2 \times 18 A \times 25/3\frac{1}{2}$ which works out to 257 UPU cents, and again into US cents using the formula $257 \times 5/25 = 51.4$, rounded off to 51 US cents. If however the cover were to go by surface, the deficiency would be calculated using the formula $2 \times 25 = 50$ UPU cents, and again into US cents using the formula $50 \times 5/25 = 10$ US cents.



figure 13

figure 13 - Air-India International Souvenir cover with the 12 as. stamp, this one with a CALCUTTA / 9 JUN 48, cancellation clearly visible on the reverse. The postage stamp itself is boxed off in red, and cancelled with a LONDON / 9 JY inverted arrival mark quite clearly, and there is a black T handstamp, and a handwritten T 50/c postage due endorsement in red visible beside the stamp on the front. These have been obliterated with two strikes of black circular handstamps. Since the letter was posted in Calcutta after the 5 June deadline, it was too late to be sent to Bombay and be carried on the 8 June inaugural service, and also have the first flight cachet applied there. The Calcutta postal authorities did the right thing in treating the cover as unstamped, and still sending it to London with a Postage Due mark. Another unusual aspect is the application of the London arrival mark on the stamp itself, which is contrary to normal practice of applying it on the reverse of the cover. Interestingly, mail carried on the 8 June flight did not receive any arrival mark in London. Perhaps the postal authorities in London did not consider the cover liable to Taxe, and hence applied the cancellation mark on the stamp, and obliterated the T 50/c noting.

Deviation: Invalid use of the postage stamp, the letter was sent by surface to England. Double deficiency of the $3\frac{1}{2} A$ rate = $7 A = 7 \times 25/3\frac{1}{2} = 50$ UPU cents should have been Taxed. Which in UK would have been the equivalent of two times the foreign surface letter rate of 6d ($3d \times 2$).



figure 14

figure 14 - Cover with the 12 A stamp addressed to England. The Postal Department had issued instructions that letters intended for the first flight must be posted at designated post offices before 5 June. However, the contents of this letter are themselves dated June 8 at Vandiperiyar P.O., Travancore, S. India. This makes it clear that the letter did not fly on the first flight. The postal authorities have correctly affixed a boxed rectangular cachet INSUFFICIENTLY STAMPED FOR TRANSMISSION BY AIR, and also a round Type 25⁵ T (tax) cachet. They have also refused to cancel the stamp. The stamp has also been defaced with a X mark by pen.

There are two enclosures in the cover, both of philatelic interest. One is the letter which talks about the stamp issue, and the other is a newspaper clipping of an advertisement of the first flight.

Deviation: Despite such clear indication of postage due on the cover, one would suppose it travelled by surface to England, but there is no evidence of it being Taxed upon delivery. If the letter was sent by surface to England, double deficiency of the $3\frac{1}{2} A$ rate = $7 A = 7 \times 25/3\frac{1}{2} = 50$ UPU cents should have been Taxed. Which in UK would have been the equivalent of two times the foreign surface letter rate of 6d ($3d \times 2$).

Mail posted too late to be carried on the flight, and correctly treated by the post office.



figure 15

figure 15 - Cover mailed in Calcutta, and intended for the 8 June inaugural flight from Bombay to London. Posted in Calcutta on 7 June 1948, and hence two things happened. Firstly, the cover missed the flight and was flown later. Secondly, the postal authorities in Calcutta did not accept the 12 as Air-India International stamp as valid postage, and the sender had to affix a KGVI definitive as additional 12 as franking, which was correctly cancelled CALCUTTA G.P.O. / AIR-A / 7 JUN 1948 / 2 15 PM.

Deviation: The Air-India International stamp was not valid for later use, and hence not accepted by the post office. The sender had to affix another 12 A stamp on the cover.

Mail posted too late to be carried on the flight, and incorrectly treated (forgiven) by the post office.



figure 16

figure 16 - Plain brown paper cover with the blue Air Mail etiquette and franked with the correct rate 14 as. Air Mail postage rate. Posted from Kumbakonam, S. India and addressed to American Zone, Germany. The postage stamps are not cancelled at Kumbakonam, the post office of origin, but rather at Bombay G.P.O. This seems to suggest that the cover was intended for the first flight, and hence was sent to the Bombay GPO. However, it seems to have arrived late, and was cancelled BOMBAY G.P.O. / 14 JUN 48 and sent on the next weekly service.

Deviation: The 12 A stamp was not valid for later use, and should not have been accepted as valid postage. If sent by air, the letter should have been taxed at twice the 12 A postage deficiency (14 A rate – 2 A acceptable value in stamps) calculated as $2 \times 12 \times 25/3\frac{1}{2} = 171$ UPU cents. Converted at 50 pf = 25 UPU cents converts to 342 pf.



figure 17

figure 17 - Cover franked with 2 x 12 as. commemorative stamps obliterated with BATANAGAR / 8 JUN 48 postal cancellation mark, and addressed to Czechoslovakia. Obviously missed the flight, and perhaps went on the next service a week later.

Deviation: The 12 A stamp was not valid for later use, and should not have been accepted as valid postage. If sent by air, the letter should have been taxed at twice the 14 A postage deficiency calculated as $2 \times 14 \times 25/3\frac{1}{2} = 200$ UPU cents. Converted at 500 heller = 25 UPU cents converts to 4,000 heller. If sent by sea, it would convert as $2 \times 500 = 1,000$ heller.

Covers mailed much after the date of the first flight.

figure 18 - Cover mailed and cancelled with a boxed slogan cancellation 26 JUN 48 / AHMEDABAD, and addressed to Wilmington, Delaware, U.S.A. The cover also bears a Type 5-12² T (Taxe) cachet. The 18 as. franking is the correct air-mail later for the US, so one possible reason for the 'T' could be that the postal department decided to ignore the 12 as. value of the expired Air-India stamp.



figure 18

Deviation: The T mark is struck off by pencil, and it is not clear whether the cover was carried to the intended destination at all, and if so, by air or by surface. There is a 'RS' endorsement in red on the front (Returned of any USA arrival marks on the reverse. If it was sent by surface, the deficiency in UPU cents would be 24 A (2 x 12 A) calculated at the rate of $3\frac{1}{2} A = 25$ UPU cents. This works out to 171 UPU cents. Converted into US currency at 5 US cents = 25 UPU cents it rounds off to 32 US cents if sent by air and NIL deficiency if sent by surface, since it is franked by 6 A valid postage stamps.



figure 19

figure 19 - Registered cover with the 12 as commemorative stamp tied with a YATUNG TIBET, SILIGURI, 17 OCT 49 postal cancellation, and sent to Elizabeth, N.J., USA. There is a NEW YORK / REGIY DIV / 11-30 1949 transit mark and an ELIZABETH N.J. / REGISTERED / DEC 1 1949 destination mark on the reverse, clearly indicating a 45 day surface journey.

Deviation: The stamp was not valid for postal use in 1949, and the postal deficiency is $3\frac{1}{2}$ A Letter Rate + 4 A Registration Fee = $7\frac{1}{2}$ A, and at twice the postal deficiency, converts into 107 UPU cents ($2 \times 7\frac{1}{2} \times 25/3\frac{1}{2}$). To further convert into US equivalent we use 25 UPU cents = 5 US cents and get 21.4 US cents ($107 \times 5/25$), rounded off to 21 US cents. This amount seems to have been forgiven.



figure 20

figure 20 - Registered cover from Patiala to Birmingham, England franked with 64 A postage, including 5 x 12 A Air-India commemorative stamps. Cancelled PATIALA / EXPORT / REG / 10 JULY 50. The Air India stamp was not valid for postal use after 8th June 1948, but the Patiala authorities have treated the stamp as valid postage. The franking is for the 5th weight stage (2-2 ½ oz) 60 A + Registration Fee 4 A = total 64 A.

Deviation: The post office at Patiala allowed the Air-India International stamp as valid postage thereby forgiving 60 A under-stamping. The Postage deficiency works out to $2 \times 60 \text{ A} \times (3\frac{1}{2} \text{ A} / 3 \text{ d})$ or $2 \times 60 \times (3\frac{1}{2} / 3) = 103 \text{ d}$ or 8sh/7d.



figure 21

figure 21 - Registered airmail letter sent from Calcutta to Copenhagen, Denmark. Franked 16½ A, including the 12 A commemorative Air-India International stamp, and is cancelled AMHERST STREET / CALCUTTA / 29 DEC 51.

Deviation: The combined airmail rate to Sweden was 14 A and registration fee was 4½ A, adding up to 18 ½ A. considering only 4½ A as valid postage the deficiency of 14 A converts into UPU cents using the formula $2 \times 14 \text{ A} \times 25/4 = 175 \text{ UPU cents}$.

The surface letter rate in Sweden was 30 ore and so 175 UPU cents would convert using the formula $(175 \times 30) / 25 = 210$ or 2 kr 30 ore.

Conclusion

The 1948 Air-India International 12 A stamp issue is truly a delight for any philatelist, airmail collector or a student postal history. Mail carried on this flight has always been an integral part of any Indian Airmail or any Post-independence stamp collection. We can now see by this study that mail not carried on this flight can be even more interesting and collectible. Since this has been a hitherto neglected subject, I expect many more interesting discoveries to emerge as awareness grows.

Disclaimer:

1. City and country names are used contemporaneously. Hence, Mumbai is written as *Bombay*, Kolkata as *Calcutta*, and the Czech Republic as *Czechoslovakia* etc.
2. Some covers shown here do not carry transit or arrival marks, and some assumptions have been made about their postal journey.

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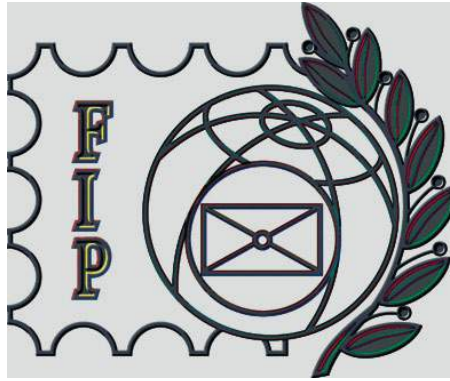
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GENERAL REGULATIONS OF THE FIP FOR THE EVALUATION OF COMPETITIVE EXHIBITS AT FIP EXHIBITIONS G R E V

Article 1 Competitive Exhibitions

- 1.1 FIP considers international stamp exhibitions as a key element in the promotion and development of philately. These are promoted in accordance with its Statutes and the General Regulations of the FIP for Exhibitions (GREX). The FIP may extend its patronage to General World and Specialised World Exhibitions and its recognition to international exhibitions.
- 1.2 The principles defined in the following General Regulations of FIP for the Evaluation of Exhibits at FIP Exhibitions (GREV) are applicable to all competitive exhibitions. They are intended to serve the Jury as regulations and as a guide to the collector for the development of the exhibits.
- 1.3 The GREV apply to all competitive classes at FIP exhibitions.
- 1.4 The Special Regulations of the FIP for the Evaluation of Competitive Exhibits at FIP Exhibitions (SREVs) for each competitive class are based upon the GREV.
- 1.5 The Commissions and Section of FIP provide Guidelines on the interpretation of the SREVs.

Article 2 Competitive Exhibits

- 2.1 The limit of the frame space allocated at exhibitions as per Article 6 of the GREX does not normally allow the collector to display the entire collection. Therefore, the collector must select suitable material, which will ensure continuity and understanding of the subject and explain relevant aspects of knowledge and condition.
- 2.2 The evaluation of exhibits will only take into consideration the material and information displayed.
- 2.3 The scope of an exhibit in the respective classes is defined in the SREV.

Article 3 Principles of Exhibit Composition

- 3.1 The exhibit shall consist solely of relevant philatelic material, supporting documentation and text, other than in an Open Philately exhibit.
- 3.2 Relevant philatelic material is defined for each class in the SREV for that class.

Guidelines for Judging Aerophilatelic Exhibits

Final 08.08.2022

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 Aerophilatic 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.

- 3.3 The exhibit shall show a clear concept of the subject treated, developed according to the characteristics of the respective competitive class, as defined by the SREV for that class. The title must describe the contents of the exhibit. The concept shall be laid out in an introductory statement. The texts of the whole exhibit must be written in one of the FIP official languages (English, Spanish, German and French).
- 3.4 The material displayed should be fully consistent with the subject chosen. The selection should show the appreciation of the exhibitor as to what is available in the context of his chosen subject. It should also include the fullest range of relevant philatelic material of the highest available quality.
- 3.5 The presentation and the accompanying text of the exhibit should be simple, tasteful and well balanced. It should add information to that provided by the material and show the level of understanding of the subject and the personal research of the exhibitor.

Article 4 Criteria for Evaluation

- 4.1 The evaluation of the exhibits is made by a jury, which will be constituted and shall perform its duties in accordance with the provisions of Section V of the GREX.
- 4.2 Criteria for the evaluation of competitive exhibits at FIP exhibitions are as follows:
 - Treatment and Philatelic Importance
 - Philatelic and related Knowledge, Personal Study and Research
 - Condition and Rarity of material exhibited
 - Presentation.
- 4.3 Special criteria apply to exhibits in the Thematic, Youth and Literature classes, see Article 5.3 below.
- 4.4 Guidelines for the criteria for Modern Philately, Open Philately and One Frame exhibits are published on the website.
- 4.5 The criterion of "Treatment" requires an evaluation of the completeness and correctness of the selected material made by the exhibitor to illustrate his chosen subject.
- 4.6 The criterion of "Philatelic Importance" requires an evaluation of philatelic significance of the subject chosen by the exhibitor, in terms of its scope, degree of difficulty of the subject, and the philatelic interest of the exhibit.
- 4.7 The criteria of "Philatelic and related Knowledge, Personal Study and Research" require the following evaluations:
 - Knowledge is the degree of knowledge of the exhibitor as expressed by the items chosen for display and their related description;
 - Personal Study is the proper analysis of the items chosen for display;
 - Research is the presentation of new facts related to the chosen subject.
- 4.8 The criteria of "Condition and Rarity" require an evaluation of the quality of the displayed material considering the standard of the material that exists for the chosen subject, the rarity and the relative difficulty of acquisition of the selected material.
- 4.9 The criterion of "Presentation" requires an evaluation of the overall aesthetic appearance of the exhibit.

Article 5 Judging of Exhibits

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

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	<u>5</u>
	Total 100

Exhibits will be evaluated by allocating points for each of the above criteria. These will be entered on score sheets of an approved format.

- 5.3 The criteria for evaluating Literature, Thematic and Youth exhibits are shown in the SREVs of the concerned classes. The criteria for Modern Philately, Open Philately and One Frame exhibits are shown in the guidelines for these disciplines.
- 5.4 Prizes will be awarded according to Article 8 of the GREX.
- 5.5 Medals will be awarded as per the following table, based on the total of the assessments under the headings in 5.2 above:
- | | |
|---------------|----------|
| Large Gold | 95 - 100 |
| Gold | 90 - 94 |
| Large Vermeil | 85 - 89 |
| Vermeil | 80 - 84 |
| Large Silver | 75 - 79 |
| Silver | 70 - 74 |
| Silver Bronze | 65 - 69 |
| Bronze | 60 - 64 |
- 5.6 The Grands Prix are awarded to the exhibits receiving the most votes of the jury in secret ballot from among those exhibits achieving at least 96 points (ref. Article 44 of GREX).
- 5.7 The Jury may express Felicitations for exhibits distinguishing themselves by philatelic research or originality (Ref.: Article 8.5 of the GREX).
- 5.8 Special prizes may be awarded by the Jury in accordance with Article 8.6 of the GREX.

Article 6 Concluding Provisions

- 6.1 In the event of any discrepancies in the text arising from translation, the English text shall prevail.
- 6.2 The General Regulations of the FIP for the Evaluation of Competitive Exhibits at FIP Exhibitions (GREV) were approved at the 75th FIP Congress on December 2nd, 2018, in Bangkok and Article 3.3 updated by the FIP Board members at the 144th Board meeting on 22 May 2022 in Lugano, Switzerland.



GENERAL REGULATIONS OF THE FIP FOR EXHIBITIONS (GREX)

SECTION I GENERAL STIPULATIONS

Article 1 Exhibition Objectives

1.1 The FIP sees in philatelic exhibitions a suitable opportunity to further its aims, as set out in Article 5 of its Statutes:

- to promote every aspect of philately world wide,
- to provide a forum where philatelists can meet in a friendly atmosphere
- to demonstrate the state of development of philately in all of its various fields
- to promote international exchange of the results of philatelic research, through literature competitions and philatelic seminars
- to awaken the interest of philatelists in international competitions, and
- to demonstrate to the general public, in particular to the youth, the cultural and the educational values of philately and its attractiveness as a hobby.

Article 2 Categories of Exhibitions

In accordance with Article 1 of these Regulations, the FIP promotes the following categories of philatelic exhibitions:

2.1 World Exhibitions

2.1.1 General World Exhibitions for all Exhibition Classes as set out in Article 5.2 and open to all Members.

2.1.2 Specialised World Exhibitions restricted to one or several Exhibition Classes and open to all Members.

2.2 International Exhibitions

International Exhibitions that are recognised by the FIP Board.

Article 3 FIP Patronage and Recognition

3.1 By way of promotion, the FIP may grant the Members:

- Patronage for General World and Specialised World Exhibitions (in accordance with Article 2.1) (hereafter referred to as "World Exhibitions").
- Recognition for international exhibitions (in accordance with Article 2.2, hereafter referred to as "Recognition Exhibitions").

3.2 Should the FIP Member delegate to an independent organisation or to the Postal Administration of the country, the whole or a portion of the organisation of an exhibition, the Member still remains fully responsible to the FIP for ensuring that GREX and other regulations are followed.

3.3 FIP Patronage guarantees to the Exhibition Management the full support of FIP and the members. It obliges the Exhibition Management to observe strictly the FIP Statutes and the General Regulations of the FIP for Exhibitions (GREX). The FIP Board shall nominate a Consultant to advise and assist the Exhibition Management, in accordance with Section III.

3.4 FIP Recognition may be granted by the FIP Board to the Member Federations organisers of other international exhibitions upon request for the further development of philately. Results of exhibitions having the status of FIP Recognition will not be entered into the FIP Awards list, and Large Gold medals received in Recognition Exhibitions will not be included in any totals towards Championship

Class eligibility. However, exhibits attaining the level of Large Vermeil (85 points and more) will be allowed to apply for eight frames at any type of subsequent FIP exhibition. Such exhibits obtaining 85 points and above will be recorded on a separate FIP Awards List. The Exhibition Management shall send the award list of large vermeil and above and the Expert Group's findings to the FIP Secretariat for recording in the FIP Awards database and the FIP Expert Group database respectively.

3.5 A Liaison Officer appointed by the FIP Board will oversee and have the final authority for any and all FIP related issues and functions for a Recognition Exhibition. The Liaison Officer would be attending the Recognition Exhibition and playing a role in the jury room whereby he would monitor and be satisfied with those exhibits attaining large vermeil and above. His position in the jury room can be designated as a senior consultant or simply just FIP Liaison Officer. The Liaison Officer can also be asked to assist in some judging in designated Classes at the request of the Jury Secretary and/or Jury President. The travel costs (e.g. air fare, accommodation etc) for the Liaison Officer will be reimbursed by the Exhibition Management.

3.6 Applications for Patronage of the FIP must be forwarded in writing to the FIP Secretariat in the form set forth in Article 47.2 of FIP Statutes.

3.7 The FIP Board may grant provisional Patronage to Exhibition Managements subject to approval at the next Congress.

3.8 The Exhibition Management undertakes not to apply for nor to accept any other philatelic patronage besides the Patronage of the FIP.

3.9 The FIP Board, represented by the FIP Consultant, will execute a Contract with the Member and the Exhibition Management for the conduct of a philatelic exhibition under the Patronage or Auspices of the FIP.

3.10 For the technical and organisational control of an exhibition under the Patronage of FIP, the Exhibition Management will draw up its own Individual Regulations (hereafter referred to as "IREX"), which must not conflict with GREX and must be approved by the FIP Consultant before publication. Subsequent modifications to the IREX by the Exhibition Management require the written approval of the FIP Consultant and must be advised immediately to all concerned.

3.11 Subsequent modifications to the GREX following signature of the Contract shall not be binding on the Exhibition Management but they shall attempt to observe them so far as may be practical.

3.12 Should the Exhibition Management not adhere to the obligations resulting from the granting of Patronage the FIP Board has the right at any time to withdraw its Patronage. In such an event Members will immediately be notified by the FIP Board. Awards of such an exhibition will not be recognised by the FIP.

Article 4 Contract and Agreement

For all exhibitions under Article 3 a contract or agreement shall be signed between the Member Federation, the Exhibition Management and FIP.

Article 5 Exhibition Classes

The following classes are admissible in FIP Exhibitions:

5.1 Non-competitive classes (by invitation):

A) The Court of Honour includes exhibits of exceptional significance or interest.

B) The Official Class includes exhibits:

- from postal authorities
- from postal museums
- from postage stamp printers
- from postage stamp designers and engravers.

C) The Jury Class includes exhibits from Jurors appointed for the exhibition.

D) Other non-competitive classes include exhibits of special philatelic interest from philatelists and institutions.

The Exhibition Management may exclude any or all of these classes.

5.2 Competitive Classes

- FIP Championship Class (only at General World Exhibitions, see Article 6.1 below)
- Traditional Philately
- Postal History
- Postal Stationery
- Aerophilately
- Thematic Philately
- Maximaphily
- Philatelic Literature
- Youth Philately
- Revenue
- Astrophilately
- Open Philately
- Picture Postcards

All competitive exhibiting disciplines except Literature include Modern Philately & One Frame exhibits. Any exhibit of special philatelic interest which cannot be properly assessed using the special regulations (SREV) of any given Class will be evaluated in accordance with the general principles of GREV Article 5 by a panel to be appointed by the Jury Presidium.

5.3 Any type of exhibit promoting philately and stamp collecting.

Article 6 Size of Exhibition

6.1 General World Exhibitions should have an overall frame space of at least 2,000 frames and a maximum of 4,500 frames at their disposal for the Competitive Classes. Exceptions must be approved by the FIP Board. The size of one frame is defined as space for 16 exhibit sheets (23 x 29,7 cm) of which 4 sheets are arranged in one row, a total of 4 rows. The equivalent larger sizes (46 x 29,7 cm / 2 sheets per row, or 31 x 29,7 cm / 3 sheets per row) are also recommended.

6.2 Specialised World Exhibitions should have a minimum of 1,000 frames for the Competitive Classes. Exceptions must be approved by the FIP Board.

6.3 Allotment of frames

A) Each exhibit in the Championship Class shall be allotted 8 frames.

FIP will charge an additional frame fee for Championship Class exhibits, as decided by the 63rd Congress in Seoul, to be paid directly to FIP.

B) In all other Competitive Classes (except Youth or Literature class) 5 frames will be uniformly allotted to all accepted exhibits that have received up to 84 points (FIP Vermeil) including first time exhibits (see also Article 10.2)

C) Eight frames will be uniformly allotted to all accepted exhibits that have received 85 points (FIP Large Vermeil) or higher.

D) Exhibits that have received 85 or more points at a qualifying Recognition Exhibition (see Art. 3.4) shall receive 8 frames.

6.4 Exhibits which qualify for 8 frames at an exhibition have to show 8 frames in the immediate next exhibition. For valid reasons such as limited philatelic material available in the market etc, the exhibit concerned could not be expanded to 8 frames, it would then be allowed to show 5 to 7 frames for a maximum of 2 more times, within a span of 36 months from date of receiving the qualifying medal.

6.5 The Exhibition Management decides on the allocation of the available number of frames to the individual exhibition classes. The class for youth philately, if included, must be allocated at least 5% of the number of frames provided there are sufficient applications.

6.6 At every World Exhibition at least 20% of the exhibits should be in competition for the first time.

6.7 For the literature class, a reading area must be provided so that visitors may examine the exhibits.

6.8 It is recommended that each Exhibition Class be shown as an entity in one part or area of the exhibition.

Article 7 Judging of Exhibits

Exhibits in the FIP Championship Class and the other Competitive Classes (Article 5.2) are to be judged according to uniform principles in all FIP exhibitions (Article 2). The principles are laid down in the GREVs and SREVs.

Article 8 Awards and Recognition

8.1 Non-competitive classes

Non-competitive exhibitors should receive suitable recognition (a souvenir medal or an objet d'art) for their exhibits from the Exhibition Management.

8.2 Grand Prix d'Honneur

The Grand Prix in the FIP Championship Class is the Grand Prix d'Honneur, a valuable objet d'art. Exhibits in the FIP Championship Class will receive an objet d'art and a Large Gold medal from the Exhibition Management.

8.3 Grands Prix (Grand Prizes)

a) at General and Specialised World Exhibitions

- Grand Prix International
- Grand Prix National

b) at Specialised World Exhibitions a Grand Prix d'Exposition for Exhibitions with only one Class. Both a Grand Prix National and a Grand Prix International for multi-Class Exhibitions which must include both Traditional and Postal History Classes.

- The Grands Prix are valuable objets d'art.
- Details of the Competitive Class for which the Grand Prix National is awarded are contained in the IREX. The exhibits in all other Competitive Classes are eligible for the Grand Prix International.
- Any exhibit may only receive the same Grand Prix once.
- Grands Prix can only be awarded to 8-frame exhibits attaining Large Gold with at least 96 points (Gold in Youth Class).

8.4 The following awards are available to the jury in the competitive classes

- Large Gold medals
- Gold medals
- Large Vermeil medals
- Vermeil medals
- Large Silver medals
- Silver medals
- Silver Bronze medals
- Bronze medals

For the Youth Class in age groups A and B medals may be awarded up to Large Vermeil level, in age group C up to Gold level.

For the One Frame Exhibits, awards are presented by points (60 to 100 points) and awarded by certificates and souvenir medallions only.

All medals will be awarded together with an appropriate certificate of award.

8.5 The jury may, in addition to the medal awarded, express FIP Felicitations for those exhibits demonstrating outstanding philatelic research or originality. Felicitations may not be given to the same exhibit twice unless a totally new aspect of research has been introduced. The award of Felicitations will be noted on the certificate of award, but is not considered to be a Special Prize.

8.6 In addition to the Grands Prix (Article 8.3), the Exhibition Management may place Special Prizes at the disposal of the Jury. These are awarded at the total discretion of the Jury to exhibits having received at least 86 points (LV), 91 points (G) and 96 points for LG (except Youth with at least 76 points) in appreciation of outstanding philatelic merit or exceptional material. These prizes shall not constitute an intermediate medal level.

These Special Prizes shall be placed at the disposal of the jury without the imposition of conditions.

SECTION II CONDITIONS FOR PARTICIPATION AT EXHIBITIONS UNDER THE PATRONAGE OF THE FIP

Article 9 Eligibility for participation in the Championship Class

9.1 Participation in the FIP Championship Class is restricted to exhibits which have received 3 Large Gold medals in World Exhibitions in three separate years, starting January 1st of the year after receipt of the 3rd Large Gold Medal.

9.2 Credit however is given for only one Large Gold Medal per year.

9.3 A list of qualified exhibits eligible for competition in the FIP Championship Class is prepared at the end of each year by the FIP Board. A qualified exhibit can compete in the FIP Championship Class for any five calendar years of the exhibitor's choice within a span of ten years once it becomes eligible.

9.4 Once an exhibit is eligible for the FIP Championship Class, it may not be exhibited in any other Competitive Class at FIP Exhibitions. Material from the exhibit must not be used in another exhibit. Should the exhibitor wish to enter a substantially different exhibit, a small proportion of such material, but in no case more than 10% of the individual philatelic items in the qualified exhibit, may be included within five years after conclusion of eligibility in this class. Abuse of this privilege will result in the exhibit being placed out of competition by the Jury.

9.5 On receiving the Grand Prix d'Honneur in the FIP Championship Class, or having completed eligibility under Article 9.3, an exhibit may only be shown out of competition by the same owner.

Article 10 Qualification for Participation in the Competitive Classes

10.1 Participation in World Exhibitions is set out in Article 48 of the Statutes.

10.2 The exhibit must have received a minimum of 75 points or a Vermeil medal at a national level exhibition within the five years prior to the first application for entry to a World Exhibition.

10.3 For Exhibits in the literature class no previous award is required. Books must have been published within the previous five years and all other entries in the literature class within the previous two years. The qualifying date being the 1st of January in the year in which the Exhibition is being held.

10.4 For Exhibits in the Youth Class the qualification for Age Group A (10 to 15 years) is a national 70 points or a Large Silver medal and for the Age Groups B (16 to 18 years) and C (19 to 21 years) a national 75 points or a Vermeil medal. A youth exhibit having obtained a FIP Large Vermeil or higher award with an entry of five frames in Age Group C shall then qualify to exhibit in the senior class. Collective or Group exhibits can be included in Age Group "A" and "B".

10.5 If the qualification is attained in an Exhibition other than at the National Exhibition of his Member country, then the exhibitor must submit a certificate of recognition from his Member Federation.

10.6 Those Members who have not organised a national exhibition in the previous five years, may certify the qualification of the exhibit. Such Certificate must be signed by the President or Secretary General of the Member.

10.7 Exhibits previously not shown in National Exhibitions or which have not acquired the qualification as per Articles 10.2 to 10.6, may not participate in a FIP Exhibition.

10.8 It is recommended that the same levels of medals be adopted by all Members as stipulated in Article 8.4.

10.9 A qualifying Recognition Exhibition shall be defined as one where all team leaders and a minimum of 60% of all jurors are FIP accredited.

Article 11 Applications

11.1 Application for participation at a World Exhibition must be submitted through the Commissioner of the country where the applicant resides. Applications can also be submitted by residents of non-members through the Commissioner of a Member to which they are associated.

11.2 On application the exhibitor must sign a declaration of ownership of the exhibit and agree to

accept all FIP regulations. When submitting the final acceptance the exhibitor must provide a photocopy of the introductory page in one of the FIP languages, showing the concept of the exhibit. A revised up-to-date introductory form may be submitted later if he wishes to do so. For the literature class the exhibitor must submit the title and technical details in one of the FIP languages.

11.3 An exhibitor may change the country from where he exhibits by simply informing the original country and the FIP Secretary General in writing by Registered Mail of his decision and stating the new country from which he will be exhibiting in the future. A copy of this letter must be sent to the original country Federation. The new country Federation must also agree to the change in writing to the FIP Secretary General. This change is fixed and exclusive for at least five years, starting from the day FIP records the change. The exhibitor must also indicate in writing to all parties concerned some personal or Society affiliation to the new exhibiting country Federation as indicated in FIP Statute Article 48.1.

11.4 If the exhibitor is also a FIP Accredited Juror, the new exhibiting country Federation has the option of requesting him as a FIP Juror affiliated with the new Federation by writing to the FIP Secretary General to ask for the approval of the FIP Board.

Article 12 Decision on Applications

12.1 The Exhibition Management decides whether an application is to be accepted or rejected. No reason needs to be given for the rejection of an application. However, all applications for qualified exhibits received for entry in the FIP Championship Class have to be accepted.

12.2 The Exhibition Management will strictly follow the allotment of frames as provided under Article 6.3.

12.3 The Exhibition Management will not consider applications from any exhibitor who has threatened or instituted legal proceedings before, during or after a FIP exhibition, to influence, amend or change an Award or Grand Prix made by the Jury, or for some other reasons.

Article 13 Confirmation of Acceptance

13.1 The Decision on Acceptance or Rejection of Applications will be sent to the Exhibitor via the Commissioner.

13.2 On acceptance the exhibitor shall pay the exhibition fees within the time set by the Exhibition Management.

Article 14 Obligations of the Exhibitor

14.1 Every exhibitor is required to abide by the GREX, GREV, SREVs, Supplementary Rules for the Exhibition Classes, if any, and the IREX.

14.2 Any exhibitor who refuses a medal awarded by the Jury will be excluded from all World Exhibitions for five years.

Article 15 Limitation on Entries

15.1 Each exhibitor may submit a maximum of two entries to an exhibition. Entries in the FIP Championship Class and the literature class are not subject to this limitation.

15.2 Jury members, senior consultants to the Jury, members of the Expert Group and apprentice Jury members who are serving at that exhibition, their blood relations and relations by marriage are not eligible to participate in any Competitive Class.

15.3 An exhibit which has been sold, transferred, or gifted by an exhibitor to one of his family members will be treated as a new exhibit and will have to meet all requirements again, particularly Articles 10 and 17.1.

15.4 For Youth exhibits a fee equivalent to the cost of one frame in the senior classes may be charged on each entry at World Exhibitions.

Article 16 Pseudonyms

An exhibitor may enter his exhibit under a pseudonym. The Exhibition Management and the Jury Presidium must be notified of the true identity of the exhibitor.

Article 17 Basic Requirements for Application to Exhibit

17.1 With the exception of the literature class, every exhibitor must have owned his exhibit for a minimum of two years before being eligible to exhibit at a FIP Exhibition.

17.2 Every exhibitor will abstain from exhibiting material which does not conform to FIP regulations or to the laws of the host country. Legal restrictions on the display of material shall be defined in IREX.

17.3 An exhibitor may direct attention to special items in the exhibit and to literature written by him relevant to the exhibit. However, no statements of value are permitted. The title of the exhibit shall clearly state the content in a form understandable to visitors to the exhibition.

17.4 The Jury must be provided with originals, or copies certified by the National Federation, of any certificates relating to material in the exhibit. These should be placed in the back of the protective covers. Copies may also be given to the National Commissioner as advised in general guidelines. Near the item a mark of "C" should be placed to indicate a certificate is attached.

17.5 Each exhibit sheet must be exhibited in a protective cover. These must be capable of being opened by the Expert Group. Individual items should not be in sealed enclosures.

Article 18 Privileges of the Exhibitor

The exhibitor is entitled to the following free of charge:

- two permanent admission tickets for the entire period of the exhibition.
- an exhibition catalogue
- a copy of the Palmarès

Article 19 Measures in the Event of Breach of Exhibitors' Obligations

19.1 In the case of a breach of the provisions of Articles 11.2 and 14, an exhibitor may be disqualified from the exhibition.

19.2 In the event of an exhibitor

- failing to exhibit, without acceptable excuses, the FIP Board will bar the exhibitor from exhibiting in FIP exhibitions for two calendar years;
- having given false information in his application or
- exhibiting other than his registered exhibit, or in the case of the FIP Championship class the authorised exhibit, the FIP Consultant will, after careful examination of the facts, recommend measures to the FIP Board that may include temporary or permanent disqualification from further FIP Exhibitions.

19.3 An exhibitor who, once the jury is in session, attempts to influence the judging of any exhibit, either directly or through a Commissioner or other person, will be immediately disqualified and may be banned from exhibiting at future FIP exhibitions.

SECTION III FIP EXHIBITION CONSULTANTS

Article 20 Responsibilities

20.1 The FIP Board shall nominate a Consultant for each World Exhibition. Such a consultant shall be responsible directly to the FIP Board.

20.2 The Consultant is responsible for negotiating and signing the Contract between the FIP Board on the one part and the FIP Member and the Exhibition Management on the other (Article 3.9).

20.3 The Consultant will act in an advisory and co-ordinating role during the preparation for the exhibition and ensure that the GREX and all other FIP regulations are adhered to.

20.4 The Consultant is in particular responsible for ensuring that

- suitable exhibition rooms and frames are available,
- the necessary security measures are taken for the exhibits,
- preparations have been made for customs formalities for the clearance of exhibits and trade participants,
- the Commissioners perform their duties with a sense of responsibility and in observance of the applicable regulations,

- the work of the jury at the exhibition is well prepared with regard to technical and organisational aspects.

20.5 The Consultant may require the Exhibition Management to make alternative arrangements relative to the provisions of Article 20.4.

20.6 Any necessary travel and accommodation expenses as well as other expenses incurred by the Consultant, before, during and after the exhibition, must be borne in full by the Exhibition Management.

20.7 The Consultant must receive an invitation from the Exhibition Management for the entire period of the exhibition. He must arrive two days before the exhibition opens and leave one day after it closes.

20.8 The name and address of the Consultant must be mentioned in all publicity bulletins and in the exhibition catalogue, so that he may be reached at all times for questions arising in connection with the exhibition.

20.9 All correspondence between Exhibition Management, FIP Board and FIP Commissions shall be routed through the FIP Consultant.

SECTION IV COMMISSIONERS

Article 21 Appointment

21.1 National Commissioners (hereafter referred to as "Commissioners") will be appointed for the purpose of supporting all World Exhibitions in accordance with the Guidelines for the conduct of National Commissioners. The Exhibition Management will request Members to appoint a Commissioner in good time prior to the publication of the first publicity bulletin for the exhibition. The Exhibition Management may suggest an individual as Commissioner. The appointment, however, is solely the affair of the Member. The FIP Board may reject the nomination of a Commissioner. The Consultant must have the list for approval prior to any publication thereof.

A Member may, subject to the consent of the Consultant and Exhibition Management, request the appointment of an Assistant Commissioner, but without any obligation to the Exhibition Management.

21.2 A Member whose Commissioner is hand carrying more than 150 frames of competitive exhibits, not including literature and non-competitive classes, has the right to nominate a second Commissioner who would receive the same privileges as the principal Commissioner.

21.3 Every Member has the right to entrust the Commissioner's duties, for its own country, to the Commissioner of another country, subject to the approval of and in co-ordination with the Member of that country.

21.4 If the Member declines to appoint any Commissioner, exhibitors are entitled to exhibit via another Federation Commissioner with the agreement of that Commissioner's own Federation. Nevertheless, any such transport will not affect the listing of the original country Federation of the exhibitor on entry forms, catalogues and Palmarès.

Article 22 Publication of the List of Commissioners

The list of Commissioners shall be published in all exhibition bulletins and in the exhibition catalogue.

Article 23 Relations with the Exhibition Management

23.1 The Commissioner is solely responsible for maintaining contact with the Exhibition Management on behalf of the exhibitors in the competitive classes. All correspondence between the exhibitors of a country and the Exhibition Management, and vice versa, must be routed through the Commissioner.

23.2 With regard to the non-competitive classes, the Commissioner must be informed about all invitations from the Exhibition Management to exhibitors of his own country.

23.3 The Commissioner must inform the Exhibition Management promptly if an exhibit is withdrawn.

Article 24 Responsibilities of Commissioners

24.1 The Commissioners are obliged:

- to publicise the exhibition among philatelists of their countries;
- to accept applications for participation, to review the details contained therein, to confirm that a draft

introductory sheet is attached and to forward them to the Exhibition Management; they shall sign the application form confirming that the details are correct.

- to accept applications only from exhibitors who are within their jurisdiction in accordance with Article 10.1, 11.3 and 21.3.

24.2 When a Commissioner is in attendance at an exhibition and receives the privileges provided under Article 28, he is further obliged:

- to accept full responsibility for the display of the exhibits and to check that they have been mounted correctly;
- to attend all Commissioners meetings and to meet with the Expert Group if requested.
- to be available at the exhibition during the duration of the judging to answer questions, should the need arise;
- to be present at official activities (mounting, opening ceremony, judging, dismantling etc.) occurring during his stay.
- to collect from the Exhibition Management, at such time as is determined by them, any awards, special prizes, catalogues, palmarès which are intended for their exhibitors.

24.3 Commissioners who fail to carry out the duties under Section IV shall be warned in writing with a copy to their Federation.

Article 25 Mounting, Dismounting and Transportation of Exhibits

25.1 The Exhibition Management must allow the Commissioner to be present during the mounting and dismantling of the exhibits in his care. The Exhibition Management is to render to him any necessary assistance.

25.2 Commissioners who transport their exhibits personally to the exhibition must be met at the nearest international airport or railway station. Assistance must also be rendered with customs formalities and in accompanying the Commissioners to the security area of the exhibition for receipt of exhibits. The same assistance is to be rendered when they personally return the exhibits to their home countries after they have been dismantled.

Article 26 Number of Exhibits

26.1 The Commissioner must obtain a minimum number of accepted exhibits to be entitled to the privileges set out in Article 27.1. This qualifying number of exhibits will be published annually by the FIP Board and will apply to all exhibitions in the stated calendar year.

26.2 The FIP Board will determine the qualifying number of exhibits for each Member. The minimum will not be less than three, of which not more than one third may be in the youth class. Exhibits in the literature class are not counted for this purpose. The criteria to be applied are shown in the Guidelines for the Conduct of Commissioners.

Article 27 Privileges of Commissioners

27.1 The Exhibition Management undertakes to provide the following in recognition of the work of the Commissioners who are qualified under Article 26.1:

- a hotel room and breakfast, for the period of the exhibition as well as an agreed time for mounting and dismantling exhibits.
- a suitable daily allowance for the length of actual stay at the exhibition. Per diems should be paid at the first meeting of the Commissioners. A Commissioner may not receive a second per diem while also serving as a juror.

27.2 All Commissioners are entitled to the following free of charge:

- up to two admission tickets for the entire length of the exhibition.
- an exhibition catalogue;
- a copy of the Palmarès; and
- up to two invitations to the Palmarès Banquet and to all official exhibition events, one for a family member.

27.3 A qualified Commissioner shall stay in the hotel provided by the Exhibition Management so that contact may be maintained. No reimbursement is provided if the Commissioner stays elsewhere.

Article 28 Commissioners' meeting room

The Exhibition Management shall provide a meeting room at the disposal of the Commissioners during the exhibition. The room shall be large enough for the formal meetings of the Commissioners to take place.

Article 29 Measures in Event of a Breach of Commissioners' Responsibilities

29.1 Should a Commissioner fail to discharge the responsibilities he has undertaken, he may be excluded from such a function at future exhibitions. This decision will be made by the FIP Board, after the Commissioner in question and his Member have been given opportunity to present their position with respect to the breach of responsibility.

29.2 Should a Commissioner be prevented for personal reasons from carrying out his duties, his FIP Member must make proper alternative arrangements so that all his country's exhibits can be present at the exhibition concerned. If a new Commissioner is appointed, he shall have all the rights and obligations of a Commissioner as provided in Section IV.

SECTION V THE JURY

Article 30 Composition of the Jury

30.1 For World Exhibitions the Jury must be appointed from the FIP list of jurors accredited in accordance with the provisions set out in Guidelines for the Duties and Accreditation of Jurors in World Exhibitions. The list will be placed at the disposal of the FIP Consultant.

30.2 The number of jury members for an exhibition is subject to agreement between the FIP Consultant and the Exhibition Management.

30.3 The term Jury Member shall include Senior Consultants, Apprentice Jurors and Expert Group Members. Apprentice Jurors as well as Expert Group Members who are not judging have no voting rights.

30.4 The Exhibition Management appoints up to 25% of the jury members from the accredited Jurors of its own National Federation, in accordance with Article 30.1.

30.5 The FIP Board appoints up to 25% of the members of the jury from the list of accredited jurors. They shall be shown as FIP appointees in exhibition publications. Such appointees are normally team leaders or other senior members of the Jury.

30.6 The Exhibition Management shall appoint the balance of the jury members from the list of accredited jurors submitted by Members. Each Member shall have the right to nominate up to three jurors in different disciplines on the request of the Exhibition Management. If possible, the selected jury members should come from those countries which are represented by the greatest number of exhibits. A maximum of two jury members (senior consultants and FIP quota jurors not included) with different specialised knowledge may be appointed from each Member.

30.7 The Exhibition Management may appoint up to three senior consultants to the jury from the list of accredited jurors.

Article 31 Procedure for Appointment of Jury Members

31.1 The President of the FIP automatically serves on each jury as Honorary President. The President participates in the jury with the same rights and obligations as the other jury members, and in particular ensures that the relevant FIP regulations are properly observed. Should the President of the FIP be unable to participate or not be a FIP accredited juror, another member of the FIP Board shall serve as Honorary President.

31.2 The FIP Board, in consultation with the Exhibition Management and FIP Consultant shall appoint the Secretary to the Jury.

31.3 The procedure for appointment of Jury members will be as follows:

- the Exhibition Management will ask for nominations of a short list of accredited jurors in accordance with Article 30.6; FIP Board Members should not be nominated, they will **if chosen**, always be nominees for the FIP quota.

- the Exhibition Management will then prepare out of the above lists a tentative composition of the jury;
- the FIP Consultant, in consultation with the Exhibition Management shall ensure that there are sufficient qualified team leaders on the jury and also that at least 10% of the jurors are recently qualified. He will also indicate which jurors should be selected as FIP nominees.

31.4 Nomination of Jury members by the Exhibition Management should be submitted to the FIP Board through the FIP Consultant at least 12 months before the exhibition. The approved list of jury members shall be agreed and invitations sent out at least 6 months before the exhibition, but not before approval by the FIP Board. A copy of the letter of invitation must be sent to the FIP Members concerned.

31.5. Each Jury may only include a maximum 3 FIP Directors (either as Jurors, Consultants or Expert Group members) and no more. This number includes the Honorary President, and the FIP Consultant (if he also acts as Juror).

31.6 All appointments of jury members to a FIP exhibition must be confirmed by the FIP Board.

Article 32 Appointment of Jury Apprentices

The FIP Board will select apprentices out of the nominations sent to them by Members in consultation with the FIP Consultant and the Exhibition Management. One Jury apprentice may be attached to each judging class.

Article 33 Organisation of Jury Work

33.1 To facilitate the work of the jury and the Expert Group, the Exhibition Management will provide access to the exhibition outside the normal opening times as may be required.

33.2 The Exhibition Management shall place the following at the disposal of the jury for the performance of its duties:

- a separate room not accessible to the general public,
- an adjoining room for the jury secretariat,
- the necessary office equipment including computing and photocopying equipment.

33.3 A separate room and equipment shall be provided to facilitate the work of the Expert Group. The minimum equipment to be provided shall be determined by the Consultant.

Article 34 Privileges of Jury Members

The Exhibition Management shall provide each jury member with the following at no charge:

- up to two admission tickets for the entire period of the exhibition, one of them for a family member;
- prior to the beginning of jury work, at least two exhibition catalogues;
- two copies of the Palmarès, and
- up to two invitations to the Palmarès Banquet and to all official exhibition events, one of them for a family member.

Article 35 Reimbursement of expenses

35.1 Jury members are entitled to be paid a travel allowance to be determined by the Exhibition Management. An apprentice juror is not entitled to such an allowance.

35.2 The Exhibition Management shall provide each jury member with a hotel room and breakfast, from one day prior to the opening of the exhibition until the end of the exhibition. Special provisions shall be made for the literature jurors if they are required to arrive early.

35.3 The Exhibition Management shall pay an appropriate sum for daily expenses for the period of actual number of days present; such payment should be made at the first formal session of the jury. An apprentice juror is not entitled to such reimbursement. A Jury member may not receive a second per diem while also serving as a Commissioner.

35.4 Jury members shall stay in the hotel provided for them by the Exhibition Management. If they wish to stay elsewhere, they will not be entitled to reimbursement of the cost of accommodation.

35.5 The jury shall be provided with working lunches while they are in session.

Article 36 Confidentiality of Jury Discussions

36.1 The jury shall meet in closed sessions. Its decisions are final.

36.2 The work of the jury is confidential and all members of the jury are required to respect this during and subsequent to the judging. The results of the judging are to be kept secret until they are announced by the Exhibition Management.

36.3 In the event of a breach of Article 36.2, the FIP Board may immediately suspend the offender from office and/or decide to bar him from the jury of future FIP Exhibitions.

Article 37 Election of the Jury President and Jury Presidium

37.1 The President of the Jury shall be proposed by the Exhibition Management in consultation with the FIP Consultant. The Jury President must not hold a key post in the general management of the exhibition. However, the Jury President must be accredited and possess the appropriate jury experience.

37.2 At the onset of their work, the jury members confirm the nomination of the President of the jury, up to three vice-presidents, and the Secretary of the jury. These elected members, together with the Honorary President form the Jury Presidium.

Article 38 Jury Teams

The Secretary of the Jury in consultation with the FIP Consultant shall allocate the task of judging to teams chosen to reflect their specialised knowledge. The FIP Consultant will nominate the team leaders in consultation with the FIP Board and will determine the number of exhibits to be judged by each team. This also applies to the distribution of jury apprentices to teams.

Article 39 Judging of Exhibits

39.1 In the event of the death of an exhibitor, his exhibit will be judged unless it is withdrawn by the exhibitor's representative.

39.2 The jury has the authority to transfer an exhibit from one class to another if it considers it is justified and in order to give the exhibit the highest possible award.

Article 40

40.1 The jury is not obliged to make an award of the same level that an exhibit received in an earlier exhibition.

40.2 The jury is not permitted to combine various exhibits from one exhibitor for the purpose of judging. Each exhibit accepted by the Exhibition Management must be separately judged. This does not apply to exhibits in the literature class.

Article 41 Award of Medals

41.1 Each jury team makes the final decision on the award of medals up to and including 89 points provided other members of the jury raise no objection.

41.2 Proposals of the jury teams for all Gold and Large Gold Medals, as well as objections according to Article 41.1, shall be submitted to the full jury for deliberation.

41.3 Decisions of the full jury are carried by highest number of votes. In the event of a tie, the vote of the Jury President is decisive.

41.4 Apprentice jurors and members of the Expert Group who are not judging have no voting rights.

Article 42 Award of the Grand Prix d'Honneur

42.1 The jury presidium shall select those exhibits which may be considered for the award of the Grand Prix d'Honneur of the FIP Championship Class. All jury members have the right to propose additional candidates.

42.2 The award of the Grand Prix d'Honneur of the FIP Championship Class shall be carried out by secret ballot of the full jury. In the event of tie, the vote of the President of the Jury is decisive.

42.3 The candidates for the Grand Prix d'Honneur and the other Grands Prix shall be announced immediately on completion of jury work.

Article 43 Award of Grands Prix

For the award of Grands Prix for other Competitive Classes, the jury teams shall propose exhibits that received at least 96 points. The award of a Grand Prix shall be carried out by secret ballot of the full jury. In the event of a tie, the vote of the President of the Jury is decisive.

Article 44 Exhibition Certificates

The exhibition certificates shall be signed by the President of the Jury and the President of the Exhibition Management

Article 45 Work of the Expert Group

45.1 A panel of experts approved by the FIP Consultant shall examine at least 1% of exhibits and all exhibits in the Championship Class for fakes, forgeries and other contravention. They shall also inspect such other exhibits as are reported by the jury teams to contain possible faked or forged material. They shall submit their report to the Jury Presidium.

45.2 At the request of the Expert Group, the Exhibition Management must remove exhibits or parts thereof from the frames so that they may be subjected to close expert investigation. The Commissioners responsible for the exhibits shall be invited to be present when the frames are opened, if they are attending the exhibition.

45.3 Should an exhibit be determined to contain faked, forged, repaired or wrongly identified items which are not clearly marked as such, the exhibit shall be downgraded as determined by the Presidium and approved by the jury. If an exhibit contains many faked, forged or repaired items which are not marked as such, the exhibit may be put out of competition. In all cases where the exhibit has been downgraded, the exhibitor, National Commissioner and the national Federation shall be duly informed by the Expert Group teamleader of the exhibition concerned.

45.4 Exhibitors whose frames have been opened to inspect material and who have been required to provide certificates before material is shown again shall likewise be advised.

SECTION VI EXHIBITION MANAGEMENT

Article 46 General Responsibilities of the Exhibition Management

The Exhibition Management of a FIP exhibition is obliged to strictly observe the FIP Statutes, GREX and all other regulations.

Article 47 Information from the Exhibition Management

The Exhibition Management of World Exhibitions are obliged to provide the FIP Board, the FIP Consultant, the Commissioners, the Jury Members and the exhibitors with prompt and comprehensive information on all important matters concerning the exhibition.

Article 48 Content of Publicity Brochures and the Catalogue

The first publicity bulletin of a World Exhibition must contain:

- GREX,
- IREX,
- a list of Commissioners with their addresses (incl. Tel. and e-mail),
- the name and address of the FIP Consultant, (incl. Tel. and e-mail),
- details of fees charged for each display frame,
- details on the size of the display frames,
- insurance conditions for the exhibition,
- customs and currency regulations applicable for the exhibition,
- regulations for entering and leaving the country.

Article 49 Security and third party insurance

49.1 The Exhibition Management is responsible for all aspects of security.

49.2 The Exhibition Management shall take out adequate third party insurance, which would include the FIP Consultant, the jurors and commissioners.

49.3 The insurance and transport costs of all invited exhibits are not the responsibility of the Exhibition Management.

Article 50 Transport of Exhibits

50.1 The exhibitors will bear the charges for sending and returning the exhibits to the host country, but any transport charges of exhibits within the host country are to be borne by the Exhibition Management.

50.2 Exhibitors are required to insure their exhibits from despatch from their possession to return to them. The Member Federation must ensure that this has been effected.

Article 51 Fees for Patronage and Recognition

51.1 The fee for Patronage is set by the FIP Congress (Article 47.4 of Statutes) and agreed in the Contract with the FIP Board (Article 20.2 of GREX). The fee for Recognition is set by FIP Congress.

51.2 The fee for Patronage will be paid as specified in the Contract, and the fee for Recognition as provided in the letter of agreement.

51.3 If for any reason whatsoever no exhibition is held, the initial and any other payments made are forfeited.

Article 52 Information to the FIP Board

At the end of the exhibition, the Exhibition Management shall submit without charge two copies of all exhibition publications to the FIP Secretariat, including bulletins, exhibition catalogues, and the Palmarès.

Article 53 Board meetings

The Exhibition Management of a FIP Patronage Exhibition where no FIP Congress is held will be requested to organise meetings of the FIP Board. In this case, the Exhibition Management shall provide appropriate meeting rooms and is responsible for the travel, accommodation and meal expenses (2 meals and 2 coffee breaks) (equivalent to those provided under Article 34 and 35 of GREX) of all FIP Board members, including the Secretary General. The hotel room shall be limited to five nights for Board members and for the Secretary General.

SECTION VII PROVISIONS FOR THE PREPARATION AND HOLDING OF FIP CONGRESSES

Article 54 Congress

54.1 The Secretary General of FIP shall act as Consultant for preparation of the bi-annual FIP Congress. The Secretary General may delegate some of the duties to the FIP Consultant where Congress is being held in conjunction with a World Exhibition.

54.2 The organisers of a FIP Congress are responsible for the technical and organisational preparations and holding of the Congress. They are obliged to:

- provide suitable climatized rooms for the Congress, for meetings of the FIP Board and for meetings of the FIP Philatelic Commissions;
- provide lunch and 2 coffee breaks for the Congress participants
- provide the sound equipment of the Congress and organise the audio recording of the plenary session of Congress;

54.3 The organisers of a FIP Congress are responsible for the travel and accommodation expenses (equivalent to those provided under Article 34 and 35 of GREX) of:

- the FIP Board;

- the Secretary General; and
- Consultants (appointed under Article 39 of Statutes).

54.4 Upon conclusion of the Congress, the proceedings of the Congress shall be published by the FIP Board.

SECTION VIII FINAL PROVISIONS

Article 55 Language

In the event of any discrepancies in the text arising from translation, the English text shall prevail.

Article 56 Exceptions

56.1 Matters not covered by the GREX will be determined by the FIP Board and if necessary ratified by the next Congress.

56.2 Exceptions to the provisions of the GREX may only be made by the FIP Board.

Article 57 Approval of the General Regulations for Exhibitions

The above General Regulations of the FIP for Exhibitions were approved at the 66th FIP Congress on October 14, 2000, at Madrid and last amended at the 76th FIP Congress on August 9, 2022, in Jakarta. They take effect immediately following approval by the Congress.

Zurich, August 2022

Guidelines for Judging Aerophilatelic Exhibits

Final 08.08.2022

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 Aerophilatic 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.

Guidelines for Judging Astrophilatelic Exhibits

(The guidelines were approved by the FIP Astrophilately Commission's delegates on 31 March 2022 and by the FIP Board during the 144th FIP Board meeting in Lugano on 22 May 2022)

Introduction

These guidelines are issued by the FIP Astrophilately Commission to assist exhibitors in the preparation and judges in the evaluation of astrophilatelic exhibits.

They are intended to provide guidance regarding:

- 1 The definition and nature of astrophilately exhibits
2. The principles of exhibit composition
3. The judging criteria for astrophilately exhibits.

Definition and Nature of Astrophilately Exhibits

Astrophilately is the study of space flights and space-related events with philatelic material.

It is a philatelic study of the historical, scientific and technical progress achieved in the exploration of space. This includes early stratosphere research, the development of rocketry and the precursors to the various types of spacecraft. The relevant projects, events and space programmes are documented.

Appropriate Philatelic Material

Astrophilatelic material is either:

Postal-Astrophilatelic material. Philatelic items that commemorate an event and have been through the post with stamp(s), postmark(s), on-board postmark(s), labels and markings indicating special treatment. It includes material produced in the preparation for the event such as vignettes, artist drawings, essays, proofs, colour trials, and printing errors.

Rocket Flown Astrophilatelic material. Philatelic items with an on-board cachet(s) or special cancellation or dry seal or authenticating signature(s) to provide evidence of being in a rocket or spacecraft.

Philatelic items are stamp(s), covers, stationery, telegrams, military post, stratosphere mail, rocket mail, maritime mail, parcel post, propaganda leaflets, electronic mail, letter(s) and other similar forms of postal services. In these guidelines, the term "cover" subsumes all philatelic items

Postmarks are the most important element of each astrophilatelic cover.

Covers should be postmarked at a post office near the event or by the military unit carrying out the project on the day of the event. If the post office is closed, the postmark of the next day it opens is acceptable. For events taking place in space, the postmark from the post office close to the relevant Mission Control Centre or covers from the post office on board the space station should be shown.

Event Covers

Covers documenting events including; launch, docking, undocking, EVA, landing, launch aborts, test launches and launch failures may be shown.

Cancellations recording launches and landings should only be shown from the post office nearby the launch or landing with the exact date of the event. In the case of spacecraft burning up or crashing, the postmark of the post office in the vicinity of the mission control centre or the crash area is acceptable.

Covers with a postmark from facilities supporting space flights including; tracking stations, primary/secondary recovery ships, aeroplanes, rescue helicopters and other supporting aircraft

may be shown if they are postmarked during the mission. In many cases, those facilities use official cachets, and these are preferred.

Covers documenting testing, technical, organisational or political milestones for space flights or space programs may be included. This includes important meetings, rollouts and roll-backs, as well as completion and delivery of key components of rockets and spacecraft. However, this kind of material should not dominate. Where practically no event covers exist (e.g. early Peenemünde, Soviet or Chinese military mail), the cover should have a date as close to the event as possible. If the correct date can only be illustrated this way a location farther than the nearest post office is permitted.

Stamps, Postal Stationery & Special Cancellations

Stamps or postal stationery issued by the postal administration of a country involved in the depicted space event, within 12 months of the event. They should not bear a wording highlighting an anniversary. In exceptional cases, when no other material exists, stamps later than 12 months or anniversary issues are acceptable, however, they should always be from the country involved with the event and be supported by a thorough justification.

Where no event covers with a correct date exists, special cancellations issued, within 12 months of the event, by a post office from a country involved with the event may be used. First day of issue postmarks should not be shown unless the date coincides with the event. This kind of material should not dominate.

Space Mail

Philatelic material flown onboard at least one spacecraft. It must be cancelled on-board showing the appropriate markings (on-board postmark(s), cachet(s) or authenticating signature(s)). Space mail might be signed by crew members or the whole crew staying in space.

Principles of Exhibit Composition

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

The exhibit must include an introductory sheet or title page which should include:

- The title of the exhibit
- A description of the purpose of the exhibit
- A description of the scope of the exhibit (What is included and what is omitted)
- A plan of the structure of the exhibit – chapters or sections (not a “frame by frame” or “page by page” description)
- Short, precise and relevant general information on the subject
- A list of the most important literature, personal research or website references

The body of the exhibit should comprise a logical and coherent assembly of material to illustrate one or more or a subset of the categories set out below.

1. Precursors to rocket flight {rocket mail, stratosphere balloons, rocket development}
2. Unmanned space programme(s) {national, international or non-governmental}
3. Manned space programme(s) {national, international or non-governmental}
4. History of space exploration from precursors to space stations

One-frame Astrophilatelic Exhibit

A One-frame exhibit of Astrophilately is intended to be an exhibit with a very narrow subject. If the exhibit can be shown in more than one frame, it is not a suitable subject.

A selection of items from a multi-frame exhibit may be suitable, only if the selection can completely treat a natural sub-theme of the exhibit within one frame. An extract from a multi-frame exhibit, showing only the best items ("cherry-picking") from a multi-frame exhibit is not appropriate.

The Judging Criteria of Astrophilately Exhibits

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

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

	Astrophilately Judging Criteria	Points	GREV Reference
1	Treatment	20	GREV, Article 4.5
2	Philatelic Importance	10	GREV, Article 4.6
3	Philatelic and related knowledge, personal study and research	35	GREV, Article 4.7
4	Condition	10	GREV, Article 4.8
5	Rarity	20	GREV, Article 4.8
6	Presentation	5	GREV, Article 4.9

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

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

Treatment (20 points)

Treatment of the exhibit reflects the degree to which the exhibitor can create a balanced exhibit characteristic of the chosen subject. A logical progression that is easy to follow and a clear concise write up will help the jurors to appreciate the exhibit. In assessing treatment jurors will check that the statements made in the introduction and plan are adequately represented in the display.

The treatment of the exhibit is evaluated on whether:

- The Title Page of the exhibit shows the purpose of the exhibit, defines the scope, explains the plan and structure and guides the juror to the most important literature/references for the subject chosen.
- The subject has been chosen to enable a properly balanced exhibit to be shown in the space available.
- The content reflects the title, purpose, scope and plan.
- There is a logical narrative, created with text and material, with a good balance between the different parts of the exhibit.
- The headings support the understanding of the treatment.
- There is a good balance between the different parts of the exhibit
- There are a natural start and ending point of the exhibit.
- The completeness of material shown in relation to the scope of the exhibit, with precursors where applicable
- There is no duplicated material.
- The primary focus is on event covers. Stamps, postal stationery and special cancellations do not dominate
- The text at each item covers key aspects of the technical data, the dates, the place and the purpose or mission of the space objects, including the special activities of the astronauts and cosmonauts, the payloads, and scientific experiments involved.

The selection of material is an important factor not only in assessing treatment, but also knowledge. The exhibitor may omit material that is of lesser significance. In general, the common material of a programme may be represented by a token showing, whilst the better material of the same project should be shown in depth. The judges will appreciate that this treatment shows the exhibitor's knowledge of the material.

Philatelic Importance (10 points)

The "importance" of an exhibit is determined by both the significance of the actual exhibit in relation to the subject chosen and the overall significance of that subject within astrophilately.

In assessing the importance of the exhibit consideration is given to:

- How difficult the selected area is to collect?
- The significance of the selected area relative to world astrophilately
- The significance of the selected area relative to the specific space programme or subject
- The significance of the material shown relative to the selected area
- How much of the key material of the chosen subject is present

Philatelic and related knowledge, personal study and research (35 points)

Philatelic and related knowledge is demonstrated by the items chosen and their explanations. Personal study is demonstrated by the proper analysis of the items. Personal research is demonstrated by the presentation of new facts related to the chosen subject.

Only the knowledge, study and research documented by the items in the exhibit can be judged, however, the information given should not overwhelm the philatelic material shown

Philatelic and related knowledge of the exhibit is demonstrated by:

- A full and accurate understanding of the subject.
- Good choice of items reflecting a sound knowledge of the chosen area.
- Accurate description of material with fakes, alterations, backdating or repairs clearly noted.
- Rarity statements ("One of X recorded") mention their source. Expressions such as "Unique" or "Very rare" are not used.

Personal study and research of the exhibit are demonstrated by:

- Accuracy and appropriateness of the write-up of key flight details, technical data and the purpose of the mission.
- Knowledge of precursors, technical evolution and chronology of events is demonstrated
- Research and new discoveries are given full coverage in accordance with their importance.
- Appropriate use of existing literature within the area

It is unrealistic to require an exhibitor to develop new findings in a heavily studied and researched area. Such exhibits will not be penalised for a lack of personal research but will be given additional consideration if the exhibitor has managed to come up with new findings.

Condition (10 points)

The condition of the exhibit is demonstrated by:

- The material is in overall good condition, if so available
- Fine and clear cancellations wherever available
- If an item has been repaired or manipulated it must be described as such
- The condition of common and modern material should be in perfect condition. Exceptions are items that originate from an accident, crash landing or another irregular event.
- Exhibitors are encouraged to show unique or very rare material, that is not in fine condition but are cautioned from including common items in a similar condition

Rarity (20 points)

Rarity is the relative scarcity (not the value) of the philatelic items shown. The rarity of the exhibit is evaluated on:

- The difficulty of obtaining the relevant and interesting material shown
- That most of the appropriate rare items are shown
- That common material does not dominate the exhibit
- The exhibit would be difficult to duplicate

Presentation (5 points)

The method of presentation should show the material to the best effect and in a balanced way both on the sheet, in the frame and throughout the whole exhibit.

The presentation of the exhibit is evaluated on:

- Good balance in the frames and the individual pages, with variations in the layout between the pages.
- Good use of the page with not too much white space on the pages.
- Careful mounting
- The write-up is clear, concise and relevant to the material chosen and to the subject of the exhibit.
- Overlapping of items is accepted but obscuring important features should be avoided.
- Illustrations are not too dominating, and photocopies must be a minimum of 25% different in size from the original.

No advantage or disadvantage shall apply as to whether the text is handwritten, typewritten or printed. Brightly coloured inks and coloured album pages should be avoided.

Concluding Provisions

These Guidelines are not intended to provide an answer to every possible exhibitor's question; nevertheless, we hope that this advice will help the judge and the exhibitor to better understand the regulations.

In the event of discrepancies in the text from translation, the English text shall prevail.

Guidelines for Judging One Frame Exhibits at FIP Exhibitions

1. The purpose of One Frame Exhibits

A One Frame exhibit is intended to be an exhibit with a very narrow subject that fits in One Frame.

2. Principles of One Frame Exhibits

- a. At the FIP level, if a subject can be shown in more than One Frame or if duplication of material is needed to fill one frame, it is not an ideal subject for a One Frame exhibit.
- b. Ideally, all aspects of the subject should be treated in the One Frame exhibit.
- c. A selection of items from a multi-frame is only likely to achieve high scores in “treatment” and “knowledge and research” if the selection can completely treat a natural part of the exhibit within One Frame. In such cases, the exhibit would need a more focused title and, in most cases, a modified plan and treatment.
- d. An exhibit showing only the best items ("cherry picking") from a multi-frame exhibit will not score very high as a One Frame exhibit because all the aspects of a broad subject would not be treated appropriately in a One Frame exhibit.
- e. Judging the appropriateness of the subject for One Frame (and One Frame only) is assessed instead of the importance of the subject.
- f. If there clearly would be enough material fitting the title/topic in 2-3 frames, we recommend to deduct 1 point in treatment.
- g. If there clearly would be enough material fitting the title/topic, so that an exhibitor could make 5 frames or more, the 1-frame exhibit should lose up to 5 points in treatment.

3. Class of Exhibit

- a) One Frame exhibits may come from any of the FIP competitive classes, except the Literature Class.
- b) One Frame exhibits will be classified and judged in their respective FIP class by the teams responsible for the judging of that Class.
- c) The judging is based on the SREVs and Guidelines of their respective classes and the Guidelines for Judging One Frame Exhibits at FIP Exhibitions

4. Criteria for evaluation

The following criteria and points for One Frame Exhibits are used at FIP exhibitions:

Treatment and the-appropriateness of the subject	30 points
Philatelic knowledge, personal study and research	35 points
Condition and rarity	30 points
Presentation	<u>5 points</u>
Total	100 points

Thematic One Frame exhibits will be evaluated according to the Thematic Class criteria and point system:

Treatment and the-appropriateness of the subject	35 points
Knowledge, personal study and research	30 points
Condition and rarity	30 points
Presentation	<u>5 points</u>
Total	100 points

FIP

The Motion by two FIP Members to amend the One Frame Exhibit guidelines during the 76th FIP Congress was passed on the condition that slight modification be made. The above modification to the One Frame Exhibit guidelines was subsequently proposed by the German Philatelic Federation and approved by the FIP Board on 28 May 2023 in Essen, Germany



Special Regulations for the Evaluation of Philatelic Literature Exhibits at FIP Exhibitions

Article 1: Competitive Exhibits

In accordance with Article 1.4 and 5.3 of the General Regulations of the FIP for the Evaluation of Competitive Exhibits at FIP Exhibitions (GREV), these Special Regulations have been developed to supplement those principles with regard to the Philatelic Literature. For further details, refer to the Guidelines for Judging Philatelic Literature.

Article 2 Classification of Exhibits

2.1 Philatelic literature exhibit can be any publication (monograph, periodical or digital media), that is related to

- the investigative research in the field of philately and/or
- the documentation, the education and the promotion of philately.

2.2 Philatelic Literature can be divided into three categories.

- Monographs
- Periodicals
- Digital media

Detailed information about these categories is given in the Guidelines.

Article 3: Criteria for Evaluating Exhibits

Literature exhibits will be evaluated according to the following criteria:

Treatment of Contents

Requires an evaluation of the literary style, clarity, and skill in communication shown in the exhibit,

Originality, significance, depth of research

Requires an evaluation of the overall significance of the subject matter presented in the exhibit, as well as the degree to which the exhibit displays original discoveries, research, analysis or approaches to a comprehensive understanding of the subject matter.

Technical matters

Require an evaluation of the overall standards of the exhibit.

Presentation

Requires an evaluation of the general layout and clarity of the exhibit.

Article 4: Judging of Exhibits

4.1 Literature exhibits will be judged by FIP accredited jurors in accordance with Section V of GREX. Literature judges should have a reading ability in at least two languages, one of which must be any of the official FIP languages (Article 29.1 of the Statutes). Furthermore, at least one of the jurors has to have good skills in using digital media.

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

Treatment of contents	40
Originality, significance and depth of research	40
Technical matters	15
Presentation	5
Total	100

Article 5: Concluding Provision

5.1 In the event of any discrepancies in the text arising from translation, the English text shall prevail.

5.2 These Special Regulations for the Evaluation of Philatelic Literature Exhibits at FIP Exhibitions have been confirmed by the Literature Bureau on 19 July 2022. It was approved by the FIP Board on 8 August 2022 in Jakarta, Indonesia and ratified during the 76th FIP Congress on 10 August 2022 in Jakarta, Indonesia.

Supplementary Rules for the Philatelic Literature Class in FIP Exhibitions

Rule 1:

These supplementary rules for the admission of Literature Exhibits have been developed under Article 3.3 of the General Regulations of the FIP for Exhibitions (GREX) and will apply to all literature entries in General and Specialized Exhibitions of FIP (GREX Article 2).

Rule 2:

In amplification of Article 17.1 (GREX), entries may be exhibited by the author, compiler, editor, publisher, sponsoring organization or society, or any other individual holding proprietary rights.

Rule 3:

A literature exhibit may be admitted provided the exhibitor, as defined under Rule 2 above, meets the qualification requirement of GREX Article 10.1. Recently published works which have not had the opportunity to be exhibited at a national exhibition may directly participate in a FIP exhibition (GREX Article 10.3).

Rule 4:

A separate application form will be used for entries in the literature class. In addition to the other information needed by the Exhibition Management, this form should also include the publication date, publisher, number of pages, frequency of publication (for periodicals) and means of ordering the publication (address, price).

Rule 5:

One copy of each literature exhibit shall be provided by the exhibitor. Following the exhibition this copy shall be sent by the Exhibition Management to a library designated by the member federation hosting the exhibition, unless the exhibitor specifically asks for the return of this copy.

Rule 6:

The entry fee for a literature exhibit should not exceed the price of one frame in the general competition class of the same exhibition.

Rule 7:

The Exhibition Management shall furnish the judges a list of literature entries at least three months prior to the exhibition.

Rule 8:

Handbooks and special studies must have been published not earlier than 5 years prior to the exhibition year. For all other entries the publication date should be not earlier than 2 years prior to the exhibition year. For multivolume works, the date of publication of each volume shall govern. Revised editions will be considered as new publications. For periodicals, the most recent complete volume or year shall be exhibited. A selection of at least ten different newspaper articles is required for exhibition.

For entries of digital media these time limits do not apply but websites must be active and software should run on current operating systems.

Rule 9:

Literature entries are also eligible for awards, felicitations and special prizes (Article 8.3 and 8.6 GREX).

Rule 10:

Literature entries should be placed in a reading area with easy access for the visitors (Article 6.7 GREX). A supervised reading area must be clearly designated as such, the literature on display as exhibits of the exhibition. Whenever possible, the printed literature exhibits should include an information sheet on who to order them from and at what price, if not possible this information may be published on the exhibition website.

Rule 11:

In the event of any discrepancies in the text arising from translation, the English text shall prevail.

Guidelines for Judging Philatelic Literature

Introduction

These guidelines are intended as a checklist which is detailed enough to be of service for specialized literature exhibitions as well as for general philatelic exhibitions in which literature is only one of several classes.

General Principles

While the majority of the principles in exhibiting philatelic literature is identical to those which apply to other philatelic classes as well, there are certain distinct differences.

In the first place, the significance and importance of a piece of literature cannot be seen from the outside. Literature must be judged by its content, and obviously the judges have to be familiar with that content before the start of the exhibition. While the three to five days available for judging will allow time for review and some reading, it in no way suffices for each judge to read each entry thoroughly.

Second, literature exhibits cannot be taken apart and improved from one show to the next. In many cases, the exhibit represents a lifetime of research and effort which will serve philately for years to come. For this reason, the exhibiting of philatelic literature must be looked at primarily as a means of encouraging and promoting such literary efforts, and only secondarily as a competition for various levels of awards.

Third, it follows that the public must be able to examine the literature. A glance at a row of books in a locked case gives little information, and is a disservice to the viewer and the exhibitor. It is the content that is of interest, not the covers.

The FIP has developed a comprehensive set of regulations for evaluating philatelic exhibits, incorporating those FIP principles common to all competitive classes. For philatelic literature, these principles are expressed in the Special Regulations for the Evaluation of Philatelic Literature Exhibits at FIP Exhibitions. They are supplemented by provisions which recognize aspects of philatelic literature which are unique to this class, the Supplementary Rules for the Philatelic Literature Class in FIP exhibitions.

The two documents, taken as a whole, constitute the requirements for exhibiting and judging philatelic literature at FIP exhibitions.

Categories of Philatelic Literature

Philatelic Literature can be divided into three categories.

a. Monographs

Monographs are detailed written studies of a single specialized subject or an aspect of it. They include

- bibliographies,
- special studies, handbooks and other similar publications,
- general or specialized non-periodical catalogues,
- specialized auction catalogues,
- documentation of collections,
- exhibition catalogues,
- documents from lectures,
- collections of articles forming an independent entity.

b. Periodicals

Periodicals are publications that appear regularly. They include

- magazines or journals published weekly, monthly or other regular intervals,
- catalogues published in regular intervals,
- auction catalogues published in regular intervals,
- yearbooks and similar publications.

c. Digital media

Digital media include all kinds of digitally produced and used publications that comply with Article 2 of SREV. These cannot be defined precisely because of the continuous development of technology, but they include for example

- Websites,
- Applications or software.

Use of the Evaluation System

The use of a point system, together with appropriate "scoring sheets", can be helpful in reaching balanced and rational evaluations. However, it must be emphasized that such a system cannot be applied mechanically; the final point totals also must be looked at in terms of the overall quality of the exhibits.

Printed and digital media have two different scoring approaches.

A. Scoring categories and considerations of printed monographs and periodicals

Treatment of contents – *Authorship*

- How well is story identified & told?
- Evaluation of literary style, clarity
- Skill in communication

Originality, significance, depth of research – *Philatelic Aspects*

- Overall significance = global importance to philately
- Degree of original discoveries, research, analysis
- Comprehensive = depth & scope
- Understanding of subject

Technical matters – *Editorial aspect*

- How well is work constructed?
- Title page, imprint, pagination, list of contents, use of footnotes
- Acknowledgements, bibliography, index & use of illustrations & tables - captions, consistency in layout & text

PRESENTATION – *Publishing aspect*

- Effect of binding, clarity of print, paper quality, page size
- Use of colour in illustrations

Scoring categories and considerations of digital media

B. Digital monographs and periodicals

Treatment of contents – *Authorship*

- Clarity of writing style
- Chapter structure
- Quality of illustrations
- Index
- Searchability
- Footnotes
- Use of hyperlinks
- Navigation around digital document.

Originality, significance, depth of research – *Philatelic Aspects*

- Overall significance = global importance to philately
- Degree of original discoveries, research, analysis (new or revised research)
- Comprehensive = depth & scope (depth of coverage of subject)
- Understanding of subject.

Technical matters – *Editorial aspect*

- Typography
- Ease of obtaining product
- Medium (e.g. USB drive, DVD, CD, download)
- Platform (e.g. PC, Mac, iPad, phone)
- Compatibility with current and old versions of operating systems.

Presentation – *Publishing aspect*

- Visual appearance;
- Adherence to disability guidelines re use of colour.

C. Websites

Treatment of contents – *Authorship*

- Usability
- Functionality
- Data content
- Navigation
- Pagination
- Page structure
- Appropriate use of free v restricted pages
- Searchability.

Originality, significance, depth of research – *Philatelic Aspects*

- Creativity
- Breadth of scope covered.

Technical matters – *Editorial aspect*

- Platform (e.g. PC, Mac, iPad, phone);
- Compatibility with current and old versions of operating systems.

Presentation – *Publishing aspect*

- Visual appearance;
- Adherence to disability guidelines re use of colour.

D. Applications or Software

Treatment of contents – *Authorship*

- Technical innovation;
- How much of the software is original development v packaged use of standard IT tools.

Originality, significance, depth of research – *Philatelic Aspects*

- Usability
- Functionality of philatelic aspects of product
- Navigation.

Technical matters – *Editorial aspect*

- Ease of obtaining product
- Medium (e.g. USB drive, DVD, CD, download)
- Platform (e.g. PC, Mac, iPad, phone)
- Compatibility with current and old versions of operating systems.

Presentation – *Publishing aspect*

- Visual appearance;
- Adherence to disability guidelines re use of colour.

Two aspects of the thought process in judging are worth stressing

First, judges should look first for the positive aspects of the exhibits, rather than merely looking to see "how many points can I take off".

Second, all evaluations have to be made on a comparative basis with respect to what else has been published on that subject, how well similar matters are handled in other publications, even such questions as how significant a given publication may be for one country or language group as compared with others. These comparative factors can all change from one year or one exhibition to another, and it's conceivable that such changes may affect the evaluation of an exhibit.

Concluding Provisions

In the event of any discrepancies in the text arising from translation, the English text shall take precedence.

These Guidelines for the Judging of Philatelic Literature Exhibits at FIP Exhibitions have been confirmed by the Literature Bureau on 19 July 2022. It was approved by the FIP Board on 8 August 2022 in Jakarta, Indonesia and ratified during the 76th FIP Congress on 10 August 2022 in Jakarta, Indonesia.



1st International Virtual
Aero- & Astrophilatelic Exhibition
15-23 February 2025

Exhibition Souvenir for AMSIPLEX-25
