

GAFFA

The Modern Aerophilatelic challenge

**Are you up to the Challenge in Modern
Aerophilately**

from 1945 - 20??

Join Now

June 2011

Coordinator and Editor Ross Wood

Seventh Edition

How the Challenge is going

We are now beginning to countdown the months, weeks and days to the Challenge. Since the last newsletter we have confirmed the date for the exhibition, where it is to be held and what else is being held with it. I have had some further interest and hope that you have all have been acquiring material and thinking about coming to Perth Western Australia for this exhibition. I am certain that you would not be disappointed, though I know for some of you it is a long way, but where else can you spend a few days at the end of the autumn in such a beautiful city.

I can now provide more information and I hope that you find it useful. We now have 11 months to go as at present the dates of the Australian National Exhibition now known as the Philatelic Society of WA Centennial Exhibition will be held over 4 days from the 17th – 20th May, 2012. The venue is the Robinson Pavilion at the Claremont Showgrounds. The Showgrounds are on the rail line that runs from Perth to Fremantle and is about 6 kilometres from Perth or Fremantle. There is no accommodation near the showgrounds but the trains run at 15 minute intervals during the day and the Robinson Pavilion is less than a 10 minute walk from the Claremont Station. Parking however is provided free within the Claremont Showgrounds should you be coming by car.

We have planned a special evening to welcome all exhibitors and visitors (at a small cost) on the Thursday evening of the opening of the exhibition and it is also planned that there will be a special evening for the GAFFA Challengers, possibly on the Friday evening and plans are in motion to hold it at the Airforce Club next to the Museum at Bullcreek where a tour of the museum could be included.

Apart from the Gaffa Challenge of which you are to take part there is also a 7 nation international challenge which will consist of 4 x 8 frames per nation with each of the 8 frames to be of a different class. Those invited are United States, United Kingdom, New Zealand, South Africa, Sweden and Thailand with Australia making up the seventh nation. We would expect that each nation will put forward their 4 best exhibits of 4 of the classes, hopefully including some aerophilately. Should you be

from one of these countries and not able to bring your own exhibit to Perth a judge/commissioner will be appointed in each of these countries so they may be able to bring your GAFFA Challenge. This also means that we will have many international judges on the jury. Also as part of this exhibition being organised by the Philatelic Society of Western Australia is a Postcard Challenge, as well as a Coin and Banknote Challenge. That is all the challenges but we have a full national exhibition as well with all FIP Classes as well as Australian Philatelic Federation Classes First Day Covers, Cinderellas and Frugal. The only class that you will be able to enter a one frame entry is the GAFFA Challenge.

The Philatelic Society of Western Australia (of which I am Treasurer) in 2012 will be celebrating 100 years of continuous meetings in December 2012. At present the Society holds 4-5 meetings a month and has held at least 2 meetings a month since 1912. Though the society was formed in 1893 they did not meet for several years and reformed in 1912. That is the reason for the celebration and the holding of the exhibition and a Centennial Medal will be struck and given to all exhibitors showing their medal level as well as for each of the members of the Society in 2012.

The list of challengers is as follows:

CURRENT CHALLENGERS

Doreen Holmes	Australia
Bernard Beston	British Guiana
Boon Swee Yen	Malaysian 1945-65
Colin Riddell	Cocos Island 1945-1957
David Collyer	TBA
David Figg	Polar Flights
Dingle Smith	Jamaica
Erica Genge	Coronation Flights
Gary Brown	Aden 1945-1965
Geoff Kellow	Sierre Leone
Hans Karman	The rebirth of Schiphol and the KLM
Glen Stafford	TBA
Ian McMahan	Canada
John Lucaci	France
John Moore	Australia 1945-1955
John Sadler	Australian Balloon Mail 1966 ...
Ken Sanford	Air Crash Mail of Pan Am and Affiliated Airlines 1945 to 1988
Phillip Levine	Gold Coast
Jenny Banfield	Iraq
Ross Duberal	Fiji
Torsten Weller	Re-Opening Australian Airmails 1945-60
Charles Bromser	Shuttle Flights
Ross Wood	Czechoslovakia 1945 to 1970
Mike Rhodes	Mexico
Hubert du Geusclin	Australian Flying Boat Airmails 1945 ...
Bob Gooding	Pacific Airmails since 1945
John Tollan	Burma Airmails 1945-1988
Yvette and Jeff Trinidad	TBA
Chris Lloyd	TBA

Michael Graber	De Havilland Comet – First Jet Airliner
Ed Wolf	Qantas International Competition during the reign of Hudson Fysh
Wes Jones	TBA
Michael Dodd	TBA
Ross Marshall	Soviet Antarctic Flights

The simple rules are as follows:

RULES OF THE CHALLENGE

I see the challenge as governed by the following (minimal) rules and guidelines

- Study of mail carried by air from 1945 until today.
- Based on Aerophilately exhibiting rules
- Single frame or 3 to 8 frames
- Anyone can enter
- The Challenge will be held as part of the National Exhibition Perth(Claremont) in Western Australia in 17-20 May 2012
- Does NOT have to be a new exhibit
- Novice (first time National) exhibitors will get special recognition at the formal challenge dinner.

Now that I have discussed all about the exhibition it is time to give you some updates on the GAFFA era of which we are all interested. I have just returned from Europe in general and Graz Austria in particular where the 45th Congress of FISA was held. Prior to the Congress at the Board meeting the suggestion of the discontinuation of FISA was discussed. During this discussion it became apparent that none of those present wanted FISA to be dissolved but there has been lack of input from the Member Clubs for sometime and this needs to change. I was probably one of those at fault in not pressing the clubs that I represent on the Board for more information. The Congress was the reason that I was in Graz Austria where the organising committee of the regional exhibition had agreed to let members of aero or astro clubs that were members of FISA enter a separate part of the exhibition, which were not judged officially in the same manner as the rest of the exhibition. I entered 10 frames of my exhibit "Flying Boats over the Pacific Basin" which I took with me to the exhibition. There were several aero and astro exhibits in the general exhibition which was quite pleasing. Anyway I like the way they hold their official openings where you have your refreshments "Austrian Wine is good at 10am in the morning" followed by the official presentations and then some food. Anyway I digress from the main reason for me going to Graz.

At the Congress after the formalities were taken the motion on the dissolution of FISA was discussed and I was pleasantly surprised that so many delegates

were adamant that FISA should continue. The motion was lost and the new Board was elected and I am now the President until at least the end of the year. Why am I telling you all this because I am still waiting for someone except for David Collyer to provide me with some information to put in this newsletter.

As you can see by the list of participants I am going to submit an entry but as of yet like you I am not exactly sure of the number of frames as I have not exhibited this area before. Unlike my other Czechoslovakia Airmail entry until 1940 where I include inward and outward airmails for the development of Czechoslovakia from 1945 I am only doing outward airmails. CSA (Czechoslovakia Airlines) the Czechoslovakia ceased flying in 1939 when the Germans entered Sudetenland in 1938 and eventually occupied the whole country. In 1945 when Germany lost the war obviously DLH (Lufthansa) were no longer flying the mail. This was left to the Royal Air Force for the remainder of 1945. On the 1st January 1946 British European Airways was formed and from January that year mail was flown from Czechoslovakia by BEA to London from Prague. In 1945 British Overseas Airways Corporation was still operating from London via Lisbon to North America, Africa and Australasia. Thus the mail from Czechoslovakia from 1946 was carried by BEA and BOAC until American airlines such as Pan American took over the route to North America.

That is the basis of the beginning of the routes but these soon changed though to Africa and Australasia for many years BOAC carried the majority of the air mail. To South America and the Caribbean in the late 1940's there was British Latin American Air Lines Ltd.(BLAA) which was part of BOAC but in March 1946 it split from BOAC and became known as British South American Airlines (BSSA) until 1949 when it was again merged as part of BOAC. The first time that CSA flew the Atlantic was in 1960 when it flew to Havana Cuba.

The beginning of the rates is even more confusing as the only published rates I have seen are for just the foreign rates (without the airmail surcharge). When Czechoslovakia again became a country and issued it's own stamps in 1945 the foreign rate was 2 koruna 50 haleru per 20 grams. On the 1st December 1945 this rate was increased to 4 koruna and on 1 January 1948 it was increased to 5 Koruna where it remained until 31st May 1953 when the currency was devalued. There is a period of 18 days where the rate was 50 Koruna's (10 times the old rate). I am looking for covers in this period so please contact me if you know of any sent airmail. On the 19th June there were two foreign rates one for nearby countries such as Austria, Switzerland, Germany etc. plus Communist Countries at 60h and the rest of the world was 75 h. These rates remained in place until 31 March 1959 when the rates were increased to 75h and 1k. Now comes the hard part. To each country you have to add an airmail fee which was set per 5g for most countries. These however I have never seen published so if anyone knows if they exist please let me know. Otherwise I will have to continue my research by evaluating the covers that I have. The Czechoslovakian Postal Clerks are quite good at this as a lot of covers that I have the weight written on them so that you are able to determine the rate. What I do know is that though I have found that rates have changed (usually gone down) but I do not know the dates when this happened.

Here is an example of what I have found with a country such as Australia. In 1946 the rate to Australia is as follows per covers that I have:

Total in stamps 58 koruna which consists of 4k foreign postage plus an airmail fee of 18K per 5 grams for a letter weighing 10-15 grams

This is backed up by another cover of 40k also in 1946 which consists of 4k foreign plus 18k per 5 grams for a letter weighing 5-10 grams

In 1950 the rate has been reduced to 10k per 5 grams by the letter with 15k total with 5k for the foreign rate plus 10k per 5 grams.

The next cover I have is 1954 and has a total of 3k 15h which consists of 75k foreign rate plus 80h per 5grams for a letter 10-15 grams.

This is backed up by another cover from the same year of 2k 35h which consists of 75k plus 80h per 5 grams for a letter 5-10 grams.

Moving along until 1962 with a 1k 80h letter being 1k for the foreign rate and 80h per 5 grams for a letter weighing 5 grams

This is again confirmed with another letter being 3k 40h which is 1k plus 80c per 5 grams for a letter 10 -15 grams.

In 1971 when the rate was increased from 1k to 3k 60 h the airmail rate was changed from per 5 grams to 10 grams at the rate of 2k 40 h per 10 grams. At this time it appears that we have only two rates world wide those that are communist countries and those that are non communist countries with the foreign rate for communist countries remaining at 60h plus the airmail fee.

I apparently have much more work to do by May next year, though I have ascertained a lot of airmail fees to other countries based on the foreign and communist/local rate plus the air mail fee.

What I am trying to point out here is that no man is an island and we each should try to input that what we know for the greater good of GAFFA and aerophilately. The FIP rules state that an aerophilatelic exhibit can (and should) show the development of airmail. World War II almost completely wiped out what was developed up until 1939 from the beginning. The modern area of aerophilately of which in my opinion has not been very well explored and written about is from 1945 onwards when not only did new countries come in to existence, but new airlines did as well to carry the airmail. Even countries that did exist before were governed by new ideologies that meant that new airlines and methods of communication came into being. There were also those that no longer relied on their mother/father countries to decide their future communication requirements. Add to this the beginning of the Jet age and we have a whole different way that air mail was handled during the two decades from 1945.

Exhibits can easily show the changes that took place from 1945 onwards and to this end showing how airmail was carried prior to and during WWII will clearly show the modern of development of aerophilately. What should be shown in a GAFFA challenge entry is no different to what should be shown in a modern aerophilately exhibit. That is clearly the development of airmail after 1945 with the mixture of first flight and commercial mail. I not only mean the first, first flight but the first flight if a different type of aircraft. Having shown the first flight of say and De Havilland Comet or any other type of new aircraft it would definitely improve knowledge and research in the overall exhibit if commercial mail was shown as well. In some cases the first flight mail was only carried on a special flight and no further mail was carried on that route by that type of aircraft, then this should also be noted. I cannot guarantee that the judges will see my interpretation exactly but the more you knowledge and personal research you show in your exhibit the more chance you will have in being awarded a very good medal level. Many judges will consider that there are lots of modern airmail covers around but most of us will find that there are short period's of rate changes (such as the devaluation in Czechoslovakia) when covers are difficult to attain at any price. Remember that Rarity is mainly concerned with the difficulty of acquisition, rather than the price of the item.

That is enough on my exhibit. It is time that you asked some questions about your own exhibit or any items that you are looking for. I intend to publish another update before I go to the South African Centennial Exhibition in Capetown in October this year, so now is the time to provide me with some feedback.

Attached is a copy of the prospectus and entry form for the Centennial Exhibition or are available on the web-site www.p-s-w-a.com and a copy of this newsletter will also be available on the websites www.apf.org.au and www.fisa-web.com as are all the previous newsletters. Unfortunately I have had to remove some of the names from the list as they have been appointed to the jury in 2012, but I have planned to leave as many as possible to be able to enter this GAFFA Challenge. However, I have also added some others and am obviously looking for more people that may be interested in exhibiting in the challenge. If you receive this newsletter and are not on the list it is for your information as well as passing it on to whoever you think may be interested. The more entries we received the greater the challenge will become.

Good hunting and I hope to hear from you soon.

Ross Wood