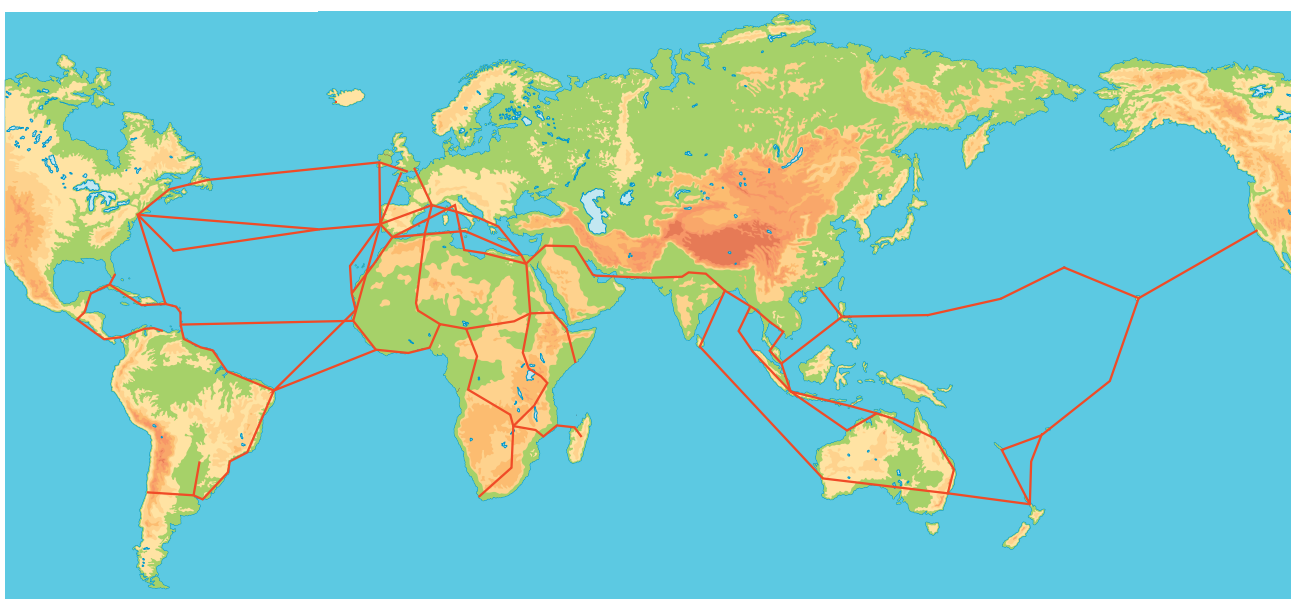


The Development of the Intercontinental Air Mail Route Network until the End of WWII

synopsis

The aim of the collection – The exhibit presents how the **route network** of the **intercontinental** civil airmail routes **developed** until Japan surrendered (which happened 2.9.1945) and World War II ended.

◀ **route network** ● **intercontinental** ● **developed** ▶



In this story, the continents are Eurasia, Africa, North America, South America and Oceania. There are not (very) many intercontinental routes at all, but their stages are quite varied.

Treatment – The items describe the development of air-mail routes (also taking into account rates and markings). In terms of the subject of the exhibit these are in the focus of treatment as it should be in an airmail exhibit. The subject has been arranged into logical entities and the order of processing is chronological within the entities. The exhibit begins when air mail starts to exist in practice and ends logically with the end of the Second World War. Both the main subject and the time period have also been clearly presented in the Title Pages.

This exhibit presents all the routes and quite a significant part of their phases (perhaps not all the changes of waypoints but all of them that are at least a little significant in terms of the whole, i.e. the clear majority). These routes had an important role in the development of world airmail services.

The crash mail has not been forgotten. The SREV obliged information have been mentioned for such items.

Briefly about cachets. The American way was to prepare also real mail with different cachets if there was even the slightest reason. The stamping was done by the postal service and the stamps were theirs. This way, the cachets are completely official. Such items are therefore not philatelically produced material. The cachets are collected and presented actively in the USA.

Development of the collection – Then the exhibit of the previous exhibition participation has expanded from five frames to six. The treatment has been deepened, especially with regard to the routes operated by the Dutch, Belgians and Vichy France, but also in other ways.

Philatelic Importance – The exhibit is from an area that has an important position in the development of world air-mail services, and the area is geographically wide. The period covered by the exhibit is not short, but still reasonably sized, i.e. it is a controlled entity. The exhibit goes back to the early days of airmail. All these are aspects in respect of which the importance is evaluated (see SREV), and in case of this exhibit, therefore, they clearly increase the importance of the collection.

Philatelic and Related Knowledge, Personal Study and Research – There is no sufficiently in-depth comprehensive research on this topic. Because of this getting the necessary information has required researching quite a number of sources. In addition, determining the rates has been laborious, as it required considerable attention to country-specific

ic rate works (the coverage of Proud's books turned out to be light regarding rates as well).

When the information in different sources has been contradictory, I have used the information from the most recent source.

The route of each item is presented in substantially more detail than just by indicating the end points, the rate in detail (i.e. what parts it consists of and when the rate has been valid), and any other points to be taken into account. The captioning has been kept concise so as not to overwhelm the philatelic material shown.

Quality – When evaluating the quality (and rarity) of an item, relying on e.g. eBay, it is necessary to compare the object in the exhibit only with objects on eBay that are both from the same period and specifically from the same route as the item in the collection, and not, for example, only air-mail item from that country in general.

When I primarily asked Wim van der Helm, who is the secretary of the Nederlandse Vereniging van Aero-Philatelisten, about the authenticity of a postage rate of an item from Suriname, I also asked him about the quality of the item's postmarks (photo below). His answer regarding the quality was: "the special cancellation is also good".



Either due to the rudimentary arrangements of the early days or due to the exceptional circumstances caused by the war, the quality of the postmarks and also the item themselves is on average quite poor. Much work has been done to find as good collection items as possible. This collection represents the best available quality on the market.

Rarity – All the items in this collection are exceptional, at least what comes to the quality of the items. Mainly, the items could be characterized as at least rarely found. It is very hard to duplicate this exhibit.

Presentation – The presentation is neat and meticulous; among other things

- each block – such as the page title and the story – can always be found in the same place on the page and
- in the analysis, the different issues are visually separated.

In the story block, the text has been divided into columns that are easier to read than if the text ran from margin to margin. The layout can justifiably be said to increase the comprehensibility of the collection.

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