

Collection Policy

Australian Commercial Aviation Collection

2007

1.0 AIM

To define the general purpose of the private collection owned and operated by Zarik, to identify the significance of the existing collection and provide a collection policy for the Acquisition of objects for the collection and the

De-assessment of objects in the collection as the need arises, including ownership, and loans.

2.0 PURPOSE

The purpose of the policy is to assist Zarik in fulfilling the aims of the collection in what it collects, maintains and disposes of in the future.

3.0 POLICY BASIS

The policy has been prepared on the following basis, as a private collector adopting accepted professional standards for the ownership of cultural property and improving these standards on an on-going basis

1. Mission Statement: *Continue the development of a collection to preserve the memorabilia and collectable objects including day to day operational objects from Australia's Past Commercial Airlines, for the purpose of preserving and displaying the collection as part of Australia's Cultural Heritage.*

2. The current collection

3. The limitation on space available to house the collection at this time (a building or space may in the future become available.)

4. What is likely to come available in the future, which is consistent with the theme of the collection?

5. What would be desirable to have in the collection?

4.0 THE EXISTING COLLECTION

4.1 COLLECTION THEME

The collection theme is in 3 parts:

4.1.1 The primary collection theme is preservation of memorabilia and collectable objects including day to day operational objects from Australia's Past Commercial Airlines.

This would include objects that flew on the aircraft, objects that would have been given out during the ticketing process or objects in relation to the airlines day to day operation including travel agents.

4.1.2 The secondary collection theme is preservation of memorabilia and collectable objects including day-to-day operational objects from existing Australian Airlines this is due to the instability of the industry in question and is seen like an insurance policy – To hold objects from Airlines that may or may not cease to operate in the future.

4.1.3 The third collection theme is to acquire objects that do not directly fall into the above categories that are related to aviation and are of such historic or cultural value that should be acquired, researched and displayed for the benefit of the global community. Understanding that this gives great scope any acquisitions under this category the two following conditions are placed.

1 Need for the acquisition to be approved by Zarik.

2 The acquisition must be of the lowest collection priority and any object of higher relevance is given first funding priority.

4.2 COLLECTION SIGNIFICANCE

4.2.1 PAST AIRLINE PAPER COLLECTION

The existing collection of paper objects includes major past airlines such as ANA, TAA, Australian Airlines, Ansett, Qantas, and many other smaller regional airlines.

These objects include rare street maps, timetables, advertising objects, safety cards, stickers, postcards and more modern objects such as an Australian / Qantas Merger timetable with is not particularly old but is significant as it documents a major change in the Australian Aviation Industry not only from a airlines point of view but also from a Federal Government policy point of view.

The objects of the paper collection record cultural changes in aviation from the days of vibrant handcrafted timetables and memorabilia to modern printed computer generated objects.

4.2.2 PAST AIRLINE ARTIFACTS COLLECTION

The collection of artifacts is small at this time and is a collection priority.

At this time we have artifacts from over 34 different airlines including to name a few; ANA, Ansett and Compass. The objects in the collection at this time are objects that flew on the aircraft such as lifejackets, headphones and crockery, and objects relating to marketing, staff and customer relations and the ticketing procedure.

These objects tell the story of the safety equipment, customer service standards and décor of the period in which they where in service.

4.2.3. CONTEMPORARY AIRLINES COLLECTION (PAPER & ARTIFACTS)

Through the collection of contemporary Airline objects, the collection has a back up so if one of our current airlines fails we will have already in place preserved objects that will not be lost.

4.3 COLLECTION CLASSIFICATION OR CATEGORIES

Objects in each specific "Area of Collection" may fall into one of four categories. An object may not always stay classified in one specific category due to changing times and interests or object condition.

4.3.1 PRIMARY EXHIBIT CATEGORY

These objects are in the best quality and condition available and relate directly to one or more of the collections areas of collection and are primarily used for exhibitions. They are beneficial to the collections mission statement.

4.3.2 SECONDARY EXHIBIT CATEGORY

These are often fine objects but may be duplicative or in lesser condition. They have a very definite teaching quality and are used for exhibitions, comparative study, for special "hands-on" programs, or may be loaned to other museums and institutions. They are beneficial to the collections mission statement.

4.3.3 Expendable Category

These objects are more easily or economically replaced than rescued, salvaged, or protected this applies to common objects or boxes of multiples these objects can be on sold to bolster the acquisition budget or used to fill out displays if desperate. These objects may have teaching and study quality. They are beneficial to the collections mission statement.

4.3.4 Special Category

These objects, which are highly significant to the history of Aviation in Australia and / or their deteriorated or fragile condition, or originality require special care and limited use (If any) under the direct supervision of the collections management. These objects are intended for exhibition and study, not for use.

Objects will be evaluated as to their relevance in any or all of the above stated "Areas of Collection", and/or their anticipated classification in either the "Primary", "Secondary", or "Expendable" "Special" category.

5.0 COLLECTION POLICY – ACQUISITION

The collection policy is described for each of the main areas of collection significance.

5.1 PAST AIRLINE PAPER COLLECTION - ACQUISITION

It is highly preferred that objects bought fall into the first, second and fourth Collection Classification or Categories

It is determined that a paper object is any object made from a paper product that falls into the Collection theme, Mission Statement and Collection Classification or Categories.

The collection of duplicate objects is to be avoided. This is necessary from an operational viewpoint, as storage space and finances are a major consideration.

Objects of the collection of contemporary Airline category are to be considered but are the lowest priority as the airline in question is still operating.

All paper objects are to be researched and Significance Statements for each object prepared as soon as possible.

All objects entering the collection must be in a condition that they will not cause injury or damage to other objects in the collection, storage or display facilities, or individuals working at or visiting the collection.

Any object must be less than three meters squared to be eligible for inclusion into the collection. This is due to space and financial considerations.

5.2 COLLECTION POLICY – ARTIFACTS – ACQUISITION

5.2.1 PAST AIRLINE ARTIFACTS COLLECTION

It is highly preferred that objects bought fall into the first, second and fourth Collection Classification or Categories.

It is determined that an artifact is any object not made from a paper product that falls into the Collection theme, Mission Statement and Collection Classification or Categories.

The collection of duplicate objects is to be avoided. This is necessary from an operational viewpoint, as storage space and finances are a major consideration.

Objects of the collection of contemporary airline category are to be considered but are the lowest priority as the airline in question is still operating.

All Artifact objects are to be researched and Significance Statements for each object prepared as soon as possible.

All objects entering the collection must be in a condition that they will not cause injury or damage to other objects in the collection, storage or display facilities, or individuals working at or visiting the collection.

Any object must be less than three meters squared to be eligible for inclusion into the collection. This is due to space and financial considerations.

5.3 COLLECTION POLICY – ACQUISITION PROCEDURE - BUYING

Any object of interest listed for sale in the legal public domain shall be deemed by Zarik as owned rightfully by seller and that the seller has permission or the right to sell that object.

Any object that is for sale in the legal public domain shall be deemed by Zarik as fair game and if a price is paid that is much lower than the objects actual value it is deemed fair and reasonable.

Zarik will at no time give a monetary valuation of any object; any valuation if required shall be preformed by a certified and qualified valuer with extensive and provable knowledge of aviation collectable objects

5.4 COLLECTION POLICY – ACQUISITION PROCEDURE – DONATIONS

See Donations Policy.

6.0 COLLECTION POLICY - DE-ASSESSION

Objects in the permanent collection, which fail to meet the requirements set forth in the "Collection Policy", may be considered for de-accessioning.

Specific reasons for de-accessioning may include: Object is not consistent to the "Mission" or "Collection Statements".

Object is a duplicate - costly in space to display or store.

Object in poor condition.

Object might be of excessive size. (If to be accepted, donor might be recruited to help raise funds for proper storage, hardship for the collection to have to store.)

Object is dangerous or may cause damage to: other objects in the collection, storage or display facilities, or individuals working at or visiting the collection.

6.1 COLLECTION POLICY - DE-ACCESSION PROCEDURE

If the object for disposition is of local and historical value - then it shall be first offered to museums, airports, or relevant institutions in the objects "local area".

If the object for disposition has no localized area but is of historical value - then it shall be first offered to any interested museum (particularly aviation museum), or other institution.

If the object for disposition has no significant localized area, is of little historical value, and/or if no museum or institution is interested in obtaining the object for their "permanent" collection - then the object shall be sold at a sale or auction to the highest bidder, with all proceeds from the sale going to Zarik.

A permanent record of the objects de-accession and subsequent disposition will be kept on file as part of the other "permanent collection records"

7.0 COLLECTION POLICY - LOANS

The MACA does not loan or receive loans from any one period.

8.0 TRUTH IN PRESENTATION

Zarik will responsibly use the collection for the creation and dissemination of knowledge with intellectual honesty. The collection may address a wide variety of social, political, artistic or scientific issues - all to be approached without prejudice. The collection will use every effort to ensure that exhibits are honest and do not perpetuate myths or stereotypes.

9.0 PERSONAL COLLECTING & DEALING

Individuals acquiring, collecting and owning objects can enhance professional knowledge and judgment. However, the collection has a policy wherein no volunteer or employee may compete with the collection in any personal collecting activity or use affiliation with the collection to promote his or her personal collecting activities. Persons affiliated with the collection will not acquire objects from the collections owned or controlled by the collection unless such transactions are offered at public sale and have followed the rules stated in the policy for disposition of objects.