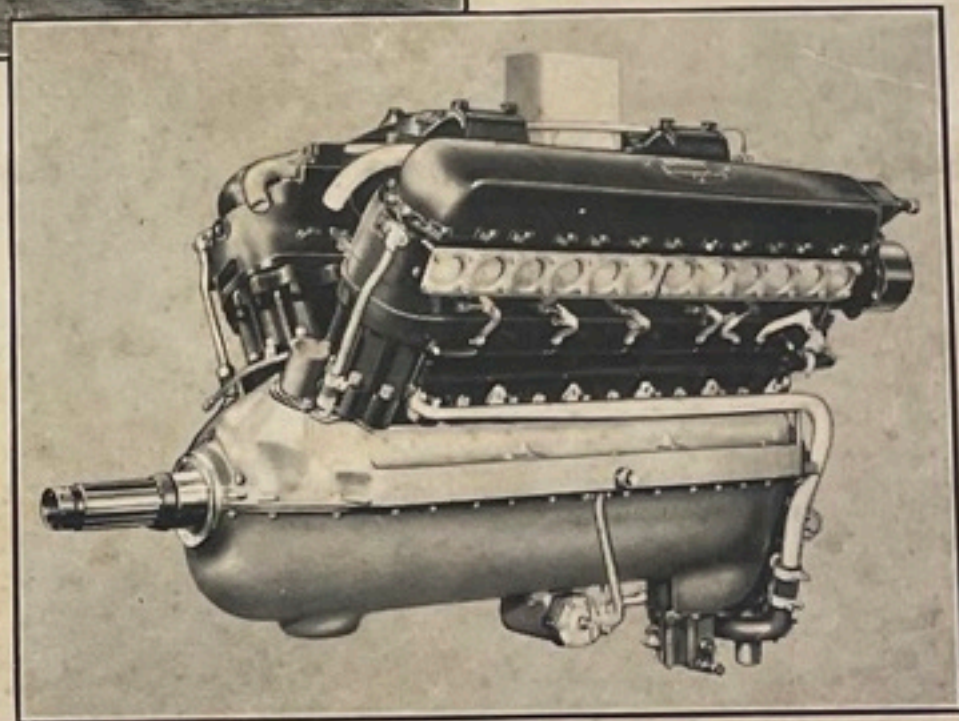




## 12 CONQUEROR MOTOREN DIENTEN ALS ANTRIEB DER DO X



... auf ihrem 12000  
nach Brasilien und später

Meilen-Flug von Deutschland  
nach New York

Als Dornier ihren ausgedehnten Weltflug  
die zuverlässigste Antriebskraft gesuch  
Motoren von 600 PS ausgewählt.

... vom Weltmarkt wurden 12 Curtiss Conqueror-

Jede der Tausende von Meilen, die v  
Ruhm der Dornier-Belegschaft, die sie  
Wright als Erbauerin der zuverlässigst

... der Do X zurückgelegt wurden, vermehrt den  
entwarf und baute, und ebenso denjenigen der  
Flugmotoren der Welt.

„Ich beglückwünsche Sie,“ schreibt Ka  
Fabrikates . . . Die 12 Conqueror-Mo  
trauens würdig, das die Besatzung de

... Fr. Christiansen, „zu der Vorzüglichkeit Ihres  
waren immer zuverlässig und sind des Ver-  
Do X in sie setzt.

Curtiss und Wright Motoren legen M  
lässigkeit unter den harten Bedingun  
lassung, dass sie von Luftpost- und Pass

... Millionen von Meilen jedes Jahr zurück. Ihre Zuver-  
von grosser Hitze und strenger Kälte gab Veran-  
fliegerflugzeugen der ganzen Welt gewählt wurden.

Lieferanten für Regierungen der Welt



# WRIGHT

AERONAUTICAL CORPORATION  
PATERSON



NEW JERSEY (U.S.A.)

A DIVISION OF CURTISS-WRIGHT CORPORATION  
EINE ABTEILUNG DER C. W. C.

Drahttelefon: „Aerico“.

Met Vliegboot D. O. X

PER LUCHTPOST  
PAR AVION  
37 AA 3730



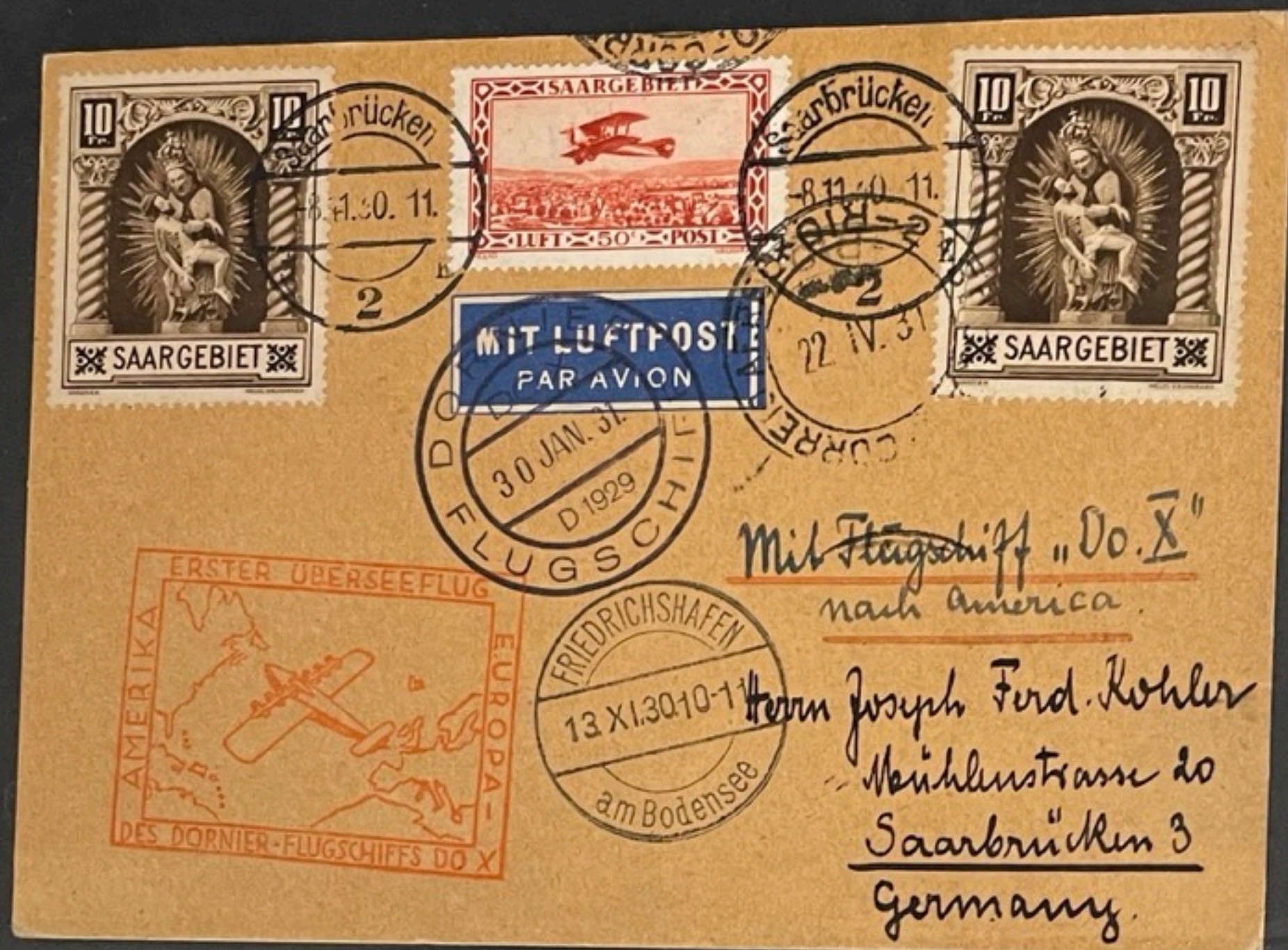
Den Heer J. Witthämper jr.

Hoofdweg 323

Amsterdam.

Pest

Dornier DO-X 1930-1931 letter.  
First Europe-America Flight Initial leg of  
trans-Atlantic flight. Netherlands postal  
agreement only allowed NL mail and overseas  
mail to be transported. Most NL mail was  
returned by ship from Puerto de La Luz in  
the Canary Islands. This letter was flown to  
Rio de Janeiro and USA and returned.  
Harms catalog 4 NL.b.



Dornier DO-X Saar card  
 First overseas flight  
 Rio to Germany.  
 Harms 7.b. 1930-1931



Dornier DO-X Saar card  
 Puerto de La Luz, Horta  
 to France. Mi 103 I  
 plate flaw on reverse.  
 Harms 7.a. 1930-1931

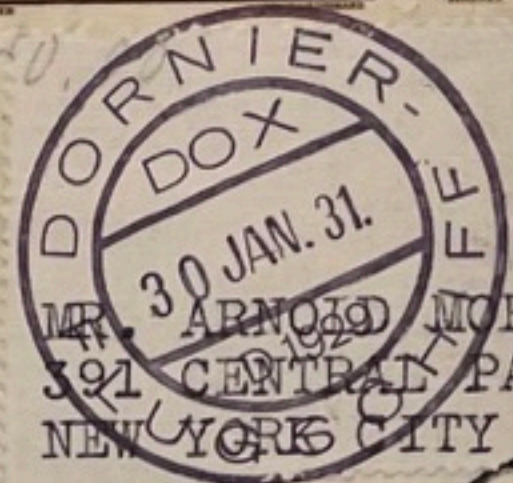
Dornier DO-X Saar letter.  
 First overseas flight.  
 Rio / USA. Mi 103 II  
 plate flaw (white line in  
 "0" of right "10" value.  
 overfranked. 1930-1931  
 Harms 7.d S.

PAR AVION MIT LUFTPOST  
 MIT DO X VIA FRIEDRICHSHAFEN  
 LISSABON NACH NEW YORK U.S.

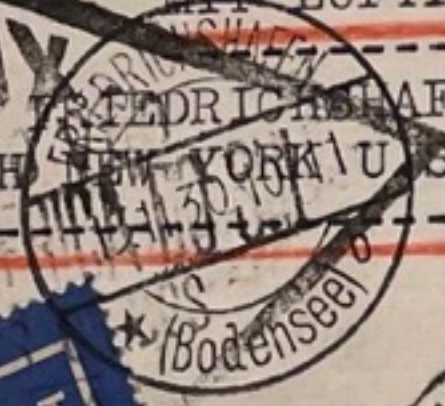
EUROPA-AMERIKA

MIT LUFTPOST  
 PAR AVION

UNTER ÜBERSEEFLUG  
 VIA FRIEDRICHSHAFEN.  
 DES DORNIER-FLUGSCHIFFS DO X



MR. ARNOLD MOELLER  
 391 CENTRAL PARK WEST  
 NEW YORK CITY N.Y.  
 U.S.



~~ЛЕНИНГРАД~~ Mit Flugboot Do X nach Amerika



Rare DO-X letter with Russian franking 270 kopek mixed with DR 438Y and 439X. Leningrad Registration label. DR 6 Mark franking letter rate. 1930-1931 To Rio and USA Harms 24 RU (16.d.)

~~ЛЕНИНГРАД~~ Mit Flugschiff Do X nach Amerika



Rare DO-X flight cover, one of (2) known. Soviet Union, transatlantic flight of airship DO-X letter to Chile. Harms 24J RU/DR/SCO At the start of the inaugural flight on 5.11.1930 (-1931.) to America, postal documents agreements from many countries were subcontracted, and then were transported from Berlin by the DO-X flying boat. The flight was delayed in Portugal by a fire, a two-month delay for restoration work was required. The flight then crossed Africa to Brazil + forwarded in Rio de Janeiro to Chile by way of Condor air service, where the letter arrived July 5, 1931 in Traiguén. The attached cancelled stamps of Russia have the Michel catalog no. 228 I AX; 343; 347; 350; 353; 362 B; 365 AX; 367 AX; 369 AX; 371 AX; 358 x and 388 X and Leningrad registration. The attached cancelled stamps of the German Empire have the Michel catalog no. 424 + 438. The cancelled stamps of "Syndicato Condor LTDA" were applied and cancelled in Berlin and have the Michel catalog no. C1; C2; and C3. Ludger Hovest BPP certification.

Herrn Bunker,  
Casilla 109,  
Traiguén - Chile



DO-X card w/ German franking to USA.  
On-board 30.JAN. 31 cancel+ red boxed  
Europa-Amerika cachet+Rio de Janeiro  
22. VI.31 cancel on reverse+South  
America to USA black parallelogram cancel.  
Harms Nr. 24c



DO-X photo card w/German franking.  
On-board 30.JAN. 31 cancel+ red boxed  
Europa-Amerika cachet+Rio de Janeiro  
22. VI.31 cancel. South America to USA  
black parallelogram cancel on reverse.  
Harms Nr. 24c Mi 438X Zepp. stamp.



Scarce DO-X letter 1930-1931.  
 First overseas flight to crew  
 member Freddy Schmid on-  
 board. (Flight mechanic)  
 Postage from landings in  
 Amsterdam to Rio de Janeiro.  
 [One of 6 known]

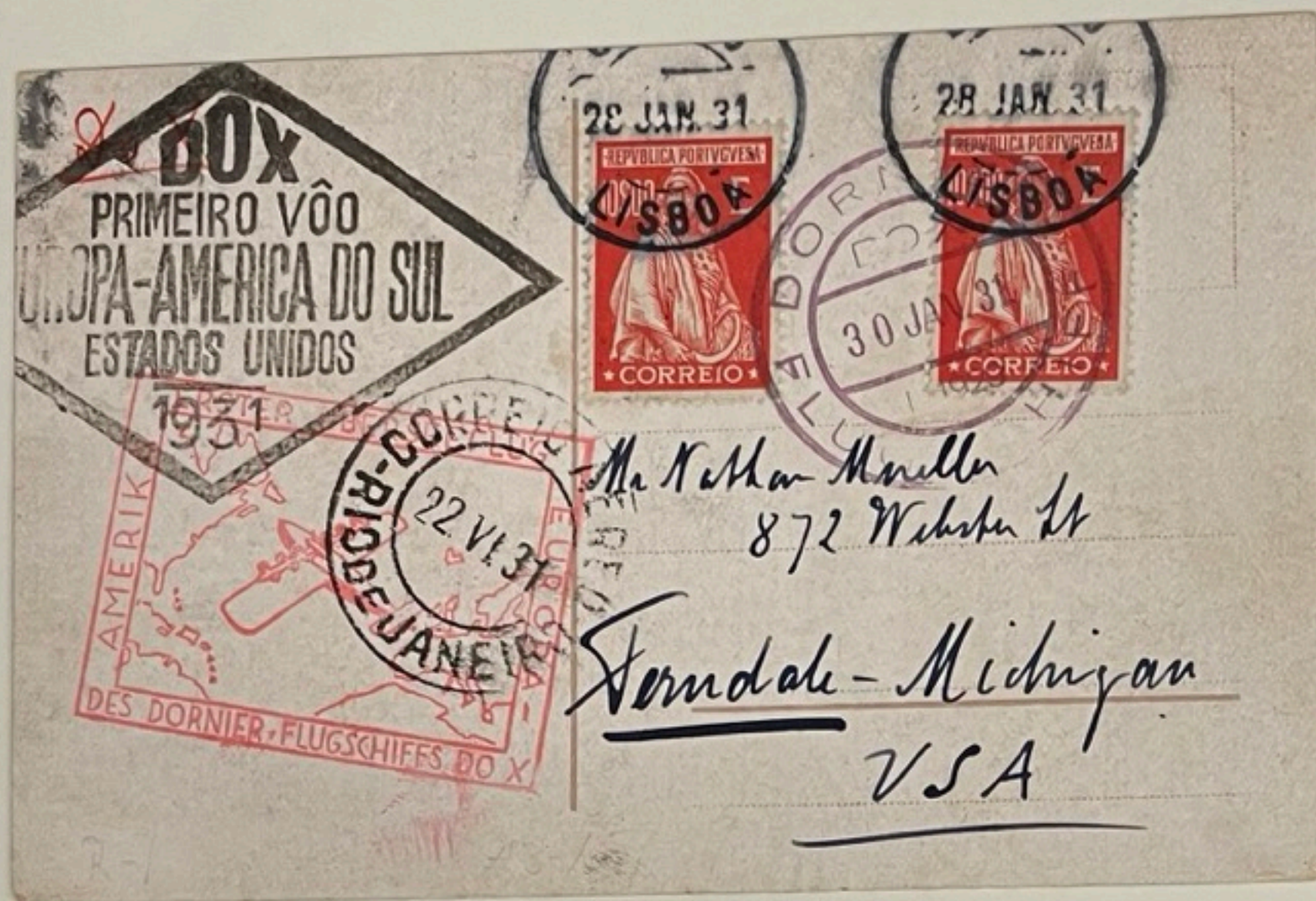




Rare DO-X card with stamps from locations where the seaplane mail was processed. Card prepared by Karl Beurle, an engineer on the Zeppelin LZ 127 "Graf Zeppelin" from Friedrichshafen and forwarded to Ernst Brombeis, an on-board engineer-mechanic on the DO-X in Rio.



Stamps from  
Portugal  
Spain  
Spanish Sahara  
Portuguese Guinea  
Cape Verde  
Brazil  
Germany.  
1930-1931 with  
all cachets.



Picture Post Card from Lisbon / USA via Rio de Janeiro. 1931 Scarce. Portuguese franking. View of main Railroad Station. Harms # 23.POR.e



DO-X Lisbon via Rio to USA Scarce Portuguese franking. 29 Jan.31. Harms # 23.POR.e



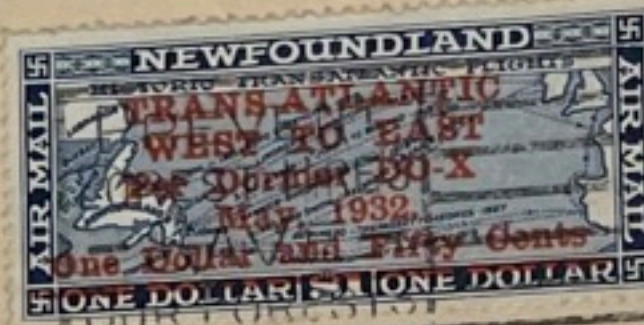
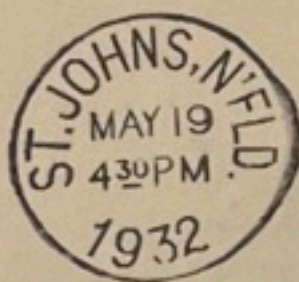
DO-X letter for Miami landing  
from Cuba. First landing in USA  
Prepared by Miami Exchange Club.  
To Pittsburgh, PA. Aug. 22, 1931.



DO-X Letter from Surinam to  
Curaçao via Trinidad. 18.8.31  
Complete set of airmail stamps  
"Flight of DO.X" Pan-Am erican  
Airways cooperating as Special  
Agents. CURAÇAO 25.8.31

PERSONAL

MR. CHARLES R. PEET,  
C/O. D.J. DAVIES, ESQ.,  
NEWFOUNDLAND HIGH COMMISSIONER,  
58 VICTORIA STREET,  
LONDON, E.C.,  
ENGLAND.

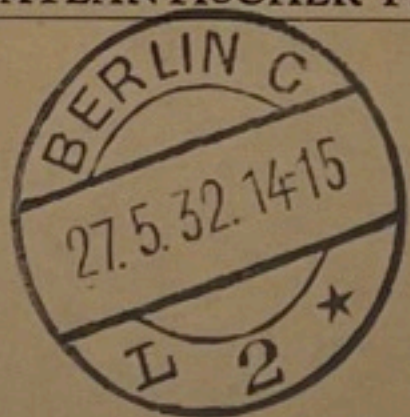
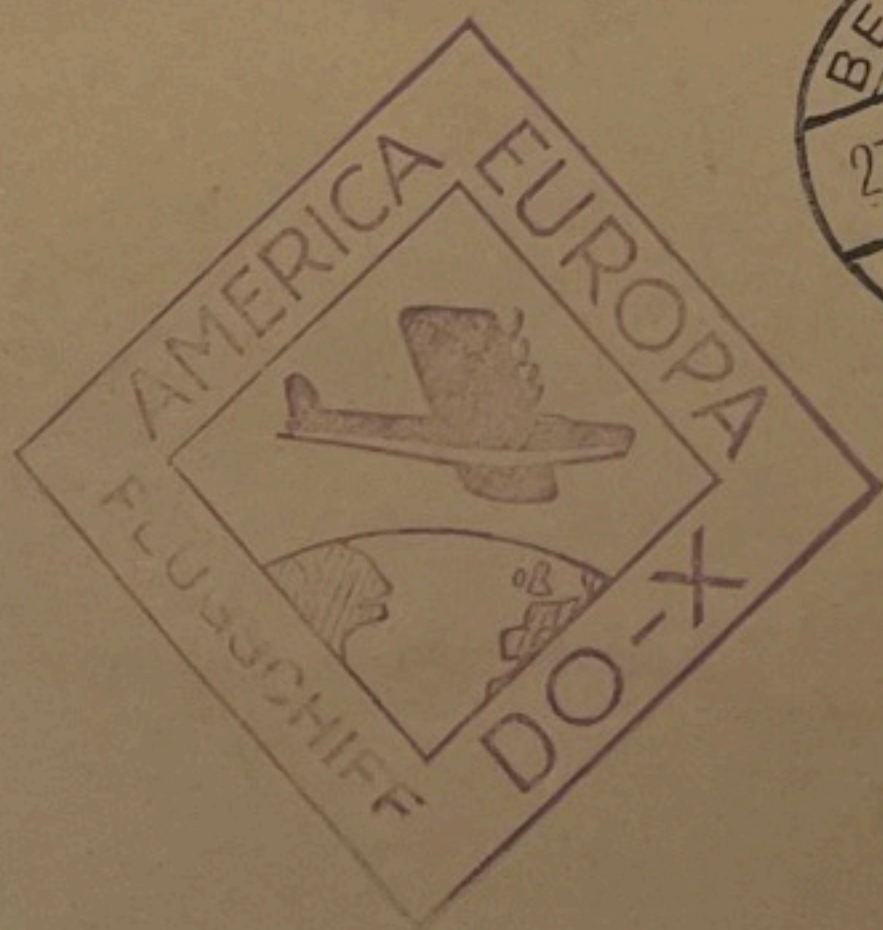


VIA AIR MAIL

Rückflug: Start New York 19. Mai 1932 Landung Berlin 27. Mai 1932  
In Ermangelung von Freimarken an Bord des Flugschiffes ist die Bezahlung durch den amtlichen Stempel  
„affranchissement percu 4,- RM“ bescheinigt

DO-X card for return flight to Germany.  
In New York there were insufficient  
number of stamps, so a handstamp was  
prepared. [“affranchissement percu”]  
21 May 1932 with Berlin receipt cancel.

MIT FLUGSCHIFF DO X TRANSATLANTISCHER FLUG, AMERICA - EUROPA



Herrn  
Otto Kronge  
Braunschweig  
Fasanenstr. 60.

c/o Deutsche Flugschiff G. m. b. H.  
Berlin, Germany

Erbauer des Riesen-Ocean-Flugzeuges DO X Dr. ing. Dornier (links)  
und Führer Kommandant Christiansen (rechts)



DO-X photo card with inserts of  
Dr. Dornier and pilot Christiansen.  
1932. Statistics shown on reverse.



Erster historischer Ueberseeflug Europa - Amerika des  
Dornier - Flugschiffes Do. X (D. - 1929)  
First Historical Transatlantic Flight Europe - America of  
the Dornier Hydroplane Do. X D. - 1929)  
Primero Vuelo Transatlantico Historico Europa - America  
del Hydroplano Dornier Do. X (D. - 1929)

DO-X postcard showing maps of the  
areas traveled on first transatlantic  
flight for the D 1929 seaplane.

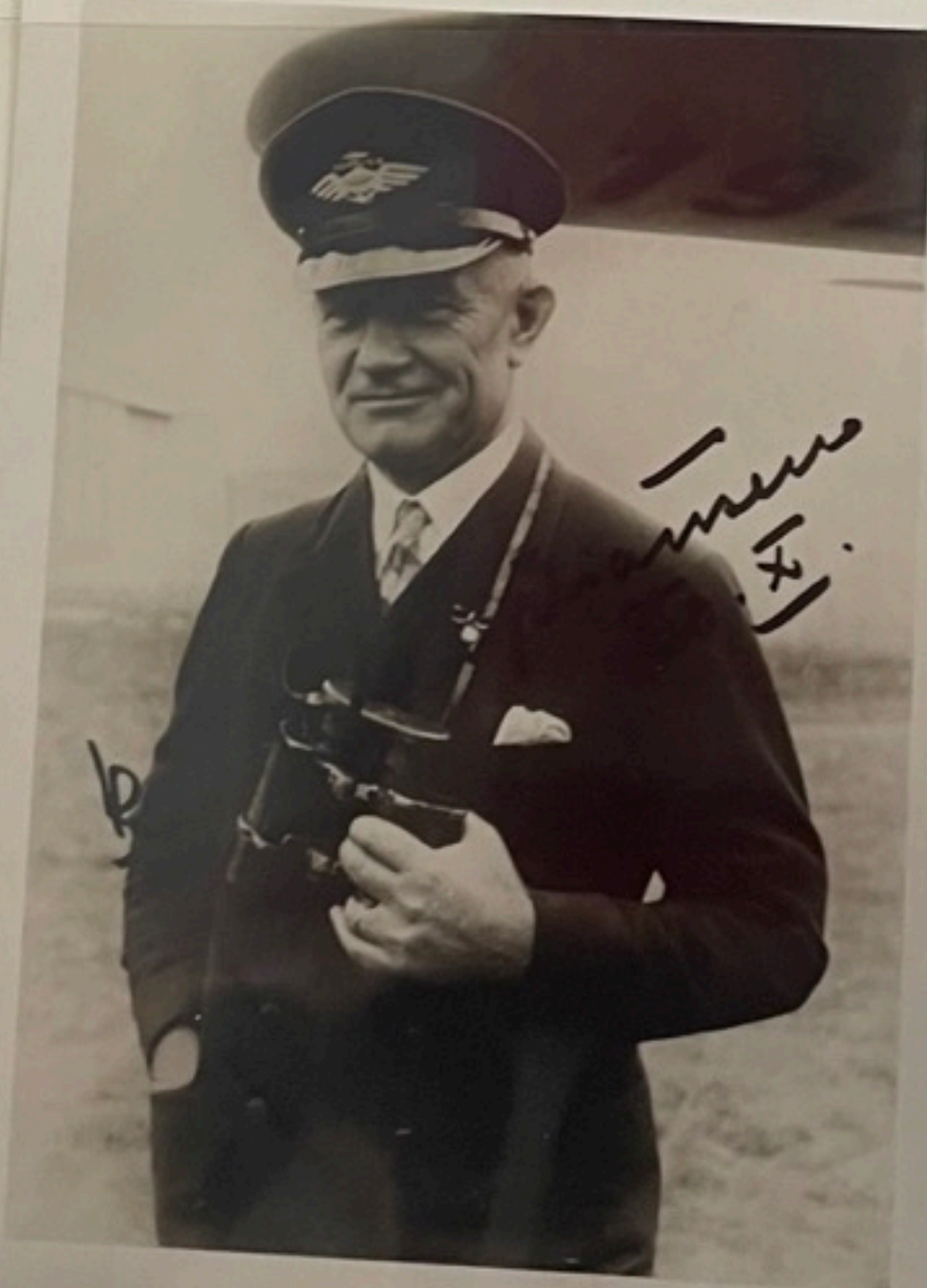


DOX das grösste Flugschiff der Welt



Grosser Passagierraum

1932 DO-X postcard with crew photos, "Largest airship in the world" and passenger lounge.



Kapt. Friedrich Christiansen,  
Führer des Riesen-Flugschiffes Do X.

1932 DoX postcard with photo of Capt. Friedrich Christiansen Commander of the giant DoX aircraft. Signed by Kapt. Fr. Christiansen DoX.



Dornier Flugschiff Do X mit 12 Motoren à 600 Ps. Im Flug

Dornier DO-X in flight  
B/W postcard. 1932



Das Dornier-Flugschiff DO X, das größte Flugschiff der Welt

Dornier DO-X at take-off.  
B/W postcard 1932 w/  
crew photos. DR used.



Durchblick durch die Kabinen



DO X das grösste Flugschiff der Welt

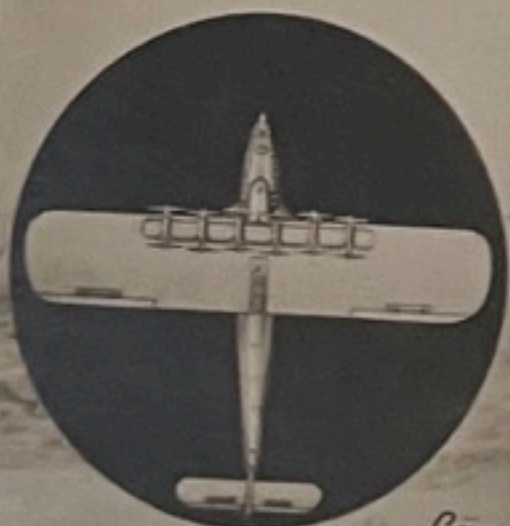
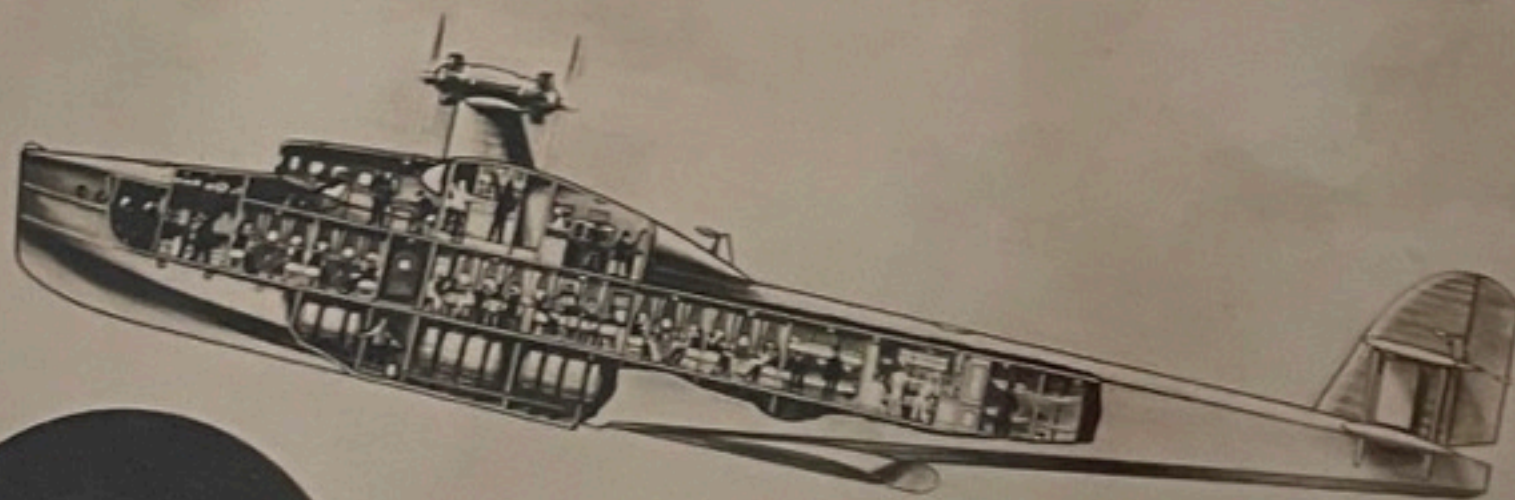


Alles will DOX sehen



650Ps

Dornier DO-X multiple photo card  
Interior view, visitor queue,  
engine and covered propellers.  
1932



Längsschnitt des Dornier Flugschiffes Do X mit 12 Motoren a 500 Ps.

Dornier DO-X BW postcard.  
Longitudinal section w/  
Lower level fuel storage,  
Mid-level passenger facilities  
Top level pilot and crew, radio  
navigation, access to motors.



Am Bodensee. Großflugzeug „Do X“ und Luftschiff „Graf Zeppelin“

Dornier Do-X seaplane with 12 engines of 600 HP.  
Shortly after take-off.  
Crauh. Art and Publishing company N.Weber  
and Co., Stuttgart. Genuine Photograph. Anrico



Dornier Flugschiff Do X mit 12 Motoren à 600 Ps. Kurz nach dem Start

Take-off of the Dornier flying boat Do-X  
 Visit the Dornier Museum in Friedrichshafen  
 (at the Harbor Station)  
 Dornier Metalbauten G.m.b.h., Friedrichshafen a. B.  
 152 L 2 real photograph on engraving laid paper



*Start des Dornier-Flugbootes Do X*



Cruise flying boat Do-X  
 Built by Dr. engineer Claudius Dornier. Length approx. 42 meters., wingspan 48 m. crew 12 men. Safe load 170 persons. Top speed 220 km. 12 Motors with a total of 7200 horsepower.

**Riesenflugboot Do X**  
 Erbaut durch Dr. ing. Claudius Dornier. Länge ca. 42 m. Flügelspannweite 48 m. Besatzung 12 Mann. Belastung 170 Personen. Höchstgeschwindigkeit 220 km. 12 Motore mit insgesamt 7200 P. S.



**BDR Mi 2428 Kib \*\***  
**small sheet of 10.DO-X seaplane (1930)**  
**Stamp Day 7 Oct. 2004.**  
**Federal Republic of Germany**

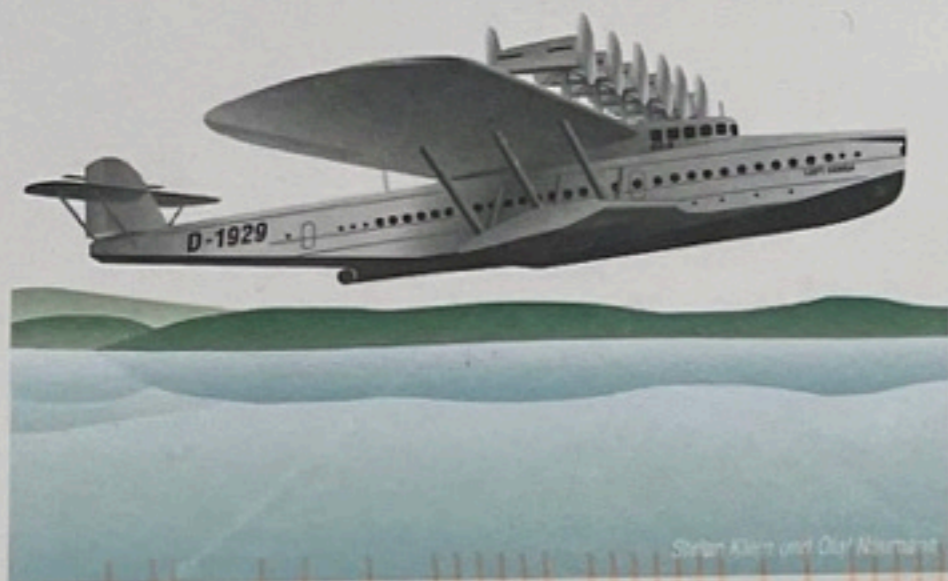
Stamp Day Flugboot DO-X  
Mi 2428 First Day Cover  
Berlin Zentrum 12103

Ersttagsbrief

First Day Cover

Tag der Briefmarke

Flugboot Do X



Herrn  
Andreas Hammermüller  
Alter Schulweg 6

57589 PRACHT

Stamp Day Flugboot DO-X  
Mi 2428 First Day letter  
Berlin Zentrum 12103

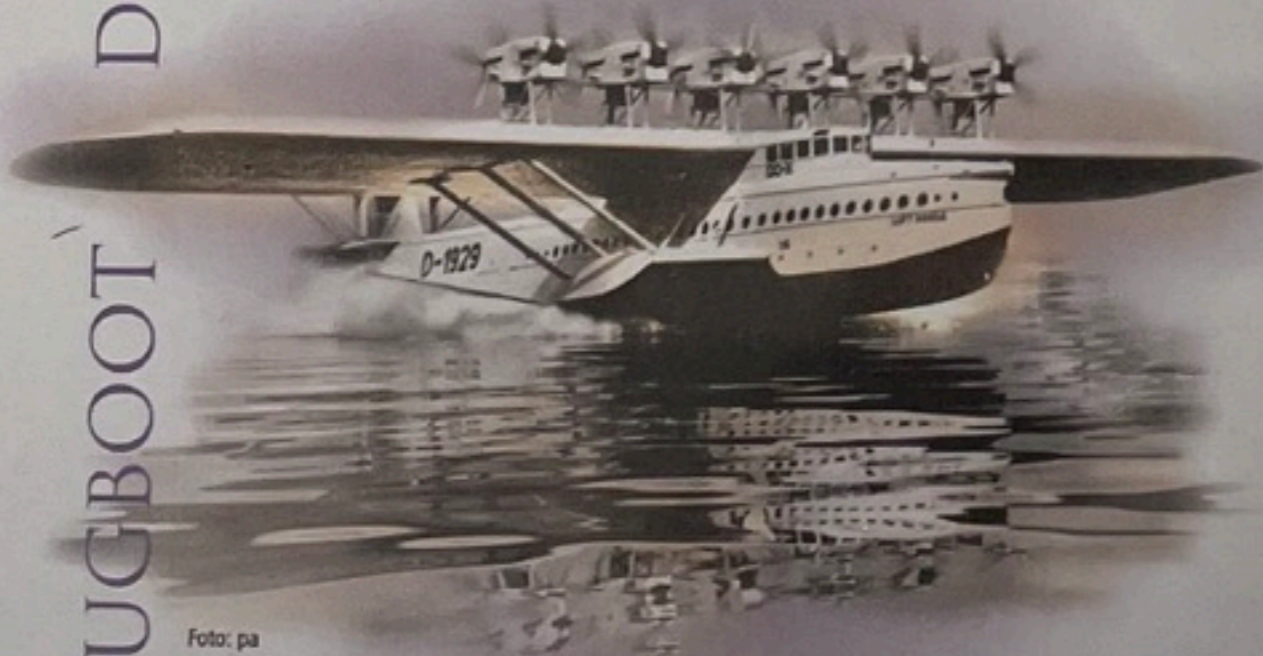
Deutsche Post



PHILATELIE

DO X

FLUGBOOT

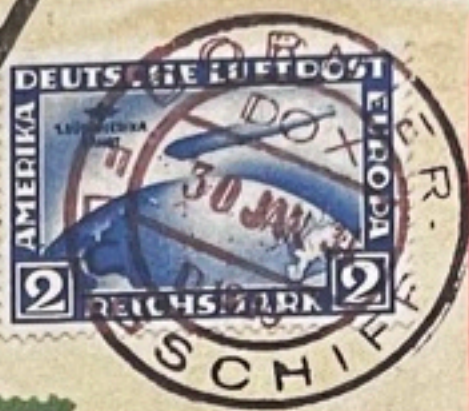


TAG DER BRIEFMARKE



DEUTSCHLAND  
exklusiv

PRIMARIA  
EUROPA-AMERICA  
ESTADOS UNIDOS  
1931

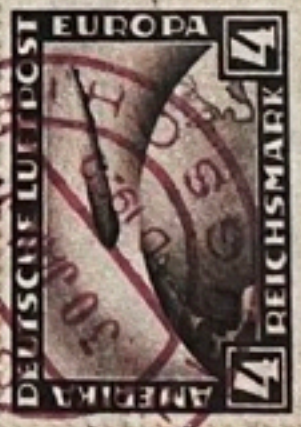


Mit "CONDOR" Luftpost  
in BRASILIEN  
Par Avion "CONDOR"  
en BRESIL

*WMM  
WMM*



*Monte Gurgulij 91 I nach Amerika.*



*WMM  
WMM*

