First Day Cover 19.9.28
Printed Matter Registered
Air Mail first flight day.
Mettlach to St. Louis, France.
Mi 126, **127 VIII**, 108 pair.
127 VIII=dot on B.R. semicircle
1928. **Ney**





First Day Cover 19.9.28
Printed Matter Registered
AirMail first flight day
Mettlach toSt. Louis, France.
1928

1928 **First Flight** to Saar.
Mi # 28.51) 01. DR Mi 378,380.
Frankfurt / Main-Saarbrücken.
Deutsche Lufthansa.



First airmail flight to Saar. Sept.19,1928
Airmail red confirmation cancel Mi F 89-01

1928 **First Flight into Saar.**
Mi # 28.51) 01. DR.Mi 379,410,411.
Frankfurt / Main-Saarbrücken
Deutsche Lufthansa.



First airmail flight into Saar. Sept. 19, 1928.
Airmail confirmation red handstamp Mi F 89-01
Airmail label LPZ 26.

1928 **First Flight** from Saar.
Mi # 28.51) 02/b. Saar Mi 126,127.
Saarbrücken-Frankfurt / Main.
Deutsche Lufthansa



First airmail flight from
Saar. Sept.20,1928
Airmail red confirmation
cancel Mi F 36-06/a

CHRISTINE NEY
Forststraße 27, 66793 Saarwellingen

BEFUND

303
02.08.2016

Saargebiet

Flugpostmarken 1928

Mi.-Nr. 126 4er-Block, R-Luftpost-Brief mit 126 I / X

Die abgebildeten, einwandfreien Marken
sowie die Luftpoststempel auf dem
portogerechten Brief sind echt.

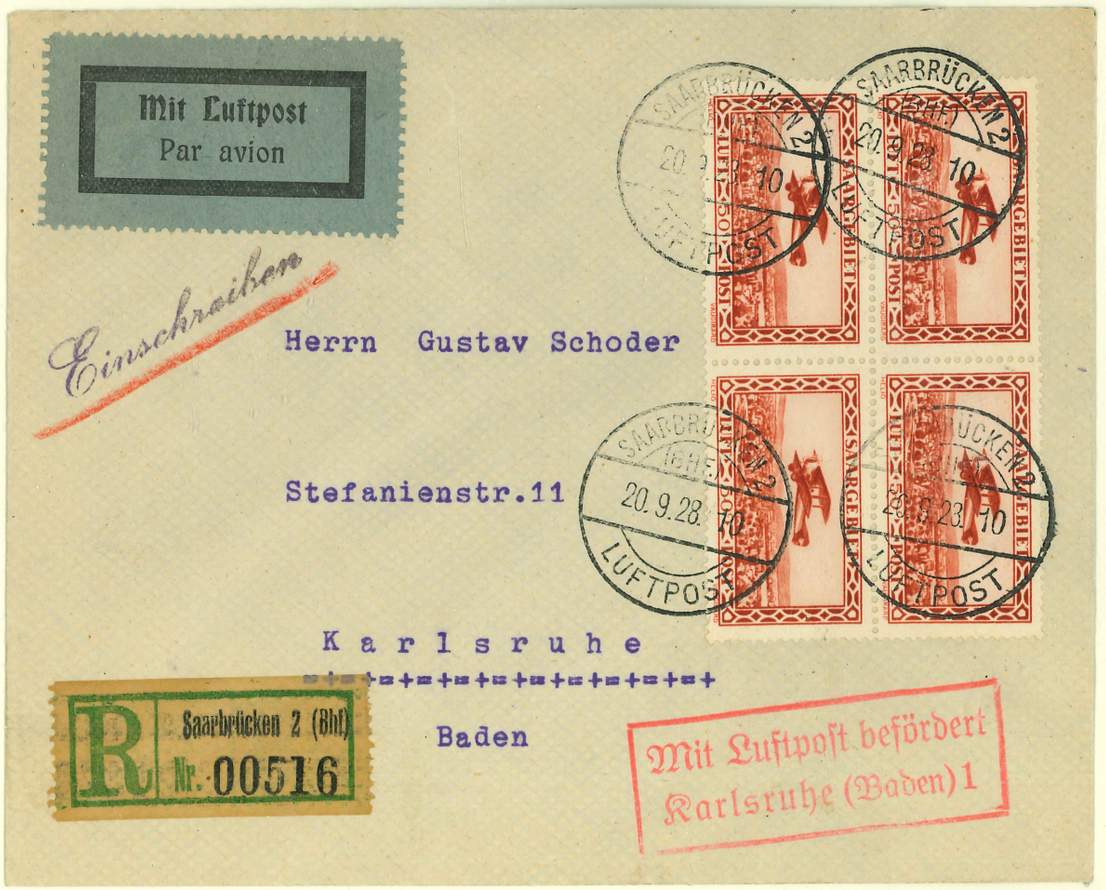
C. Ney

Prüfgebiet: Saargebiet Mi.-Nr.53-205, Dienst Mi.-Nr.1-32, Saarland

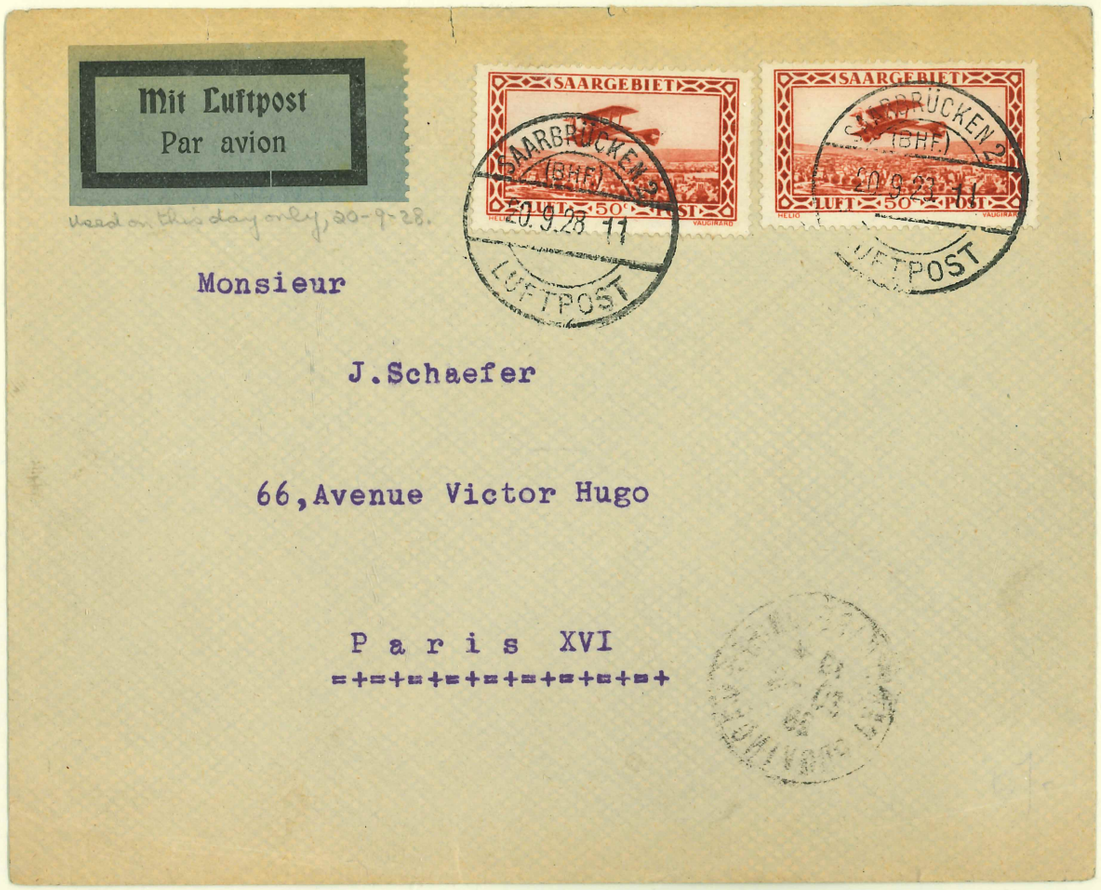
Die Prüfung erfolgte auf Grundlage der Prüfordnung des Verbandes Philatelistischer Prüfer e.V.



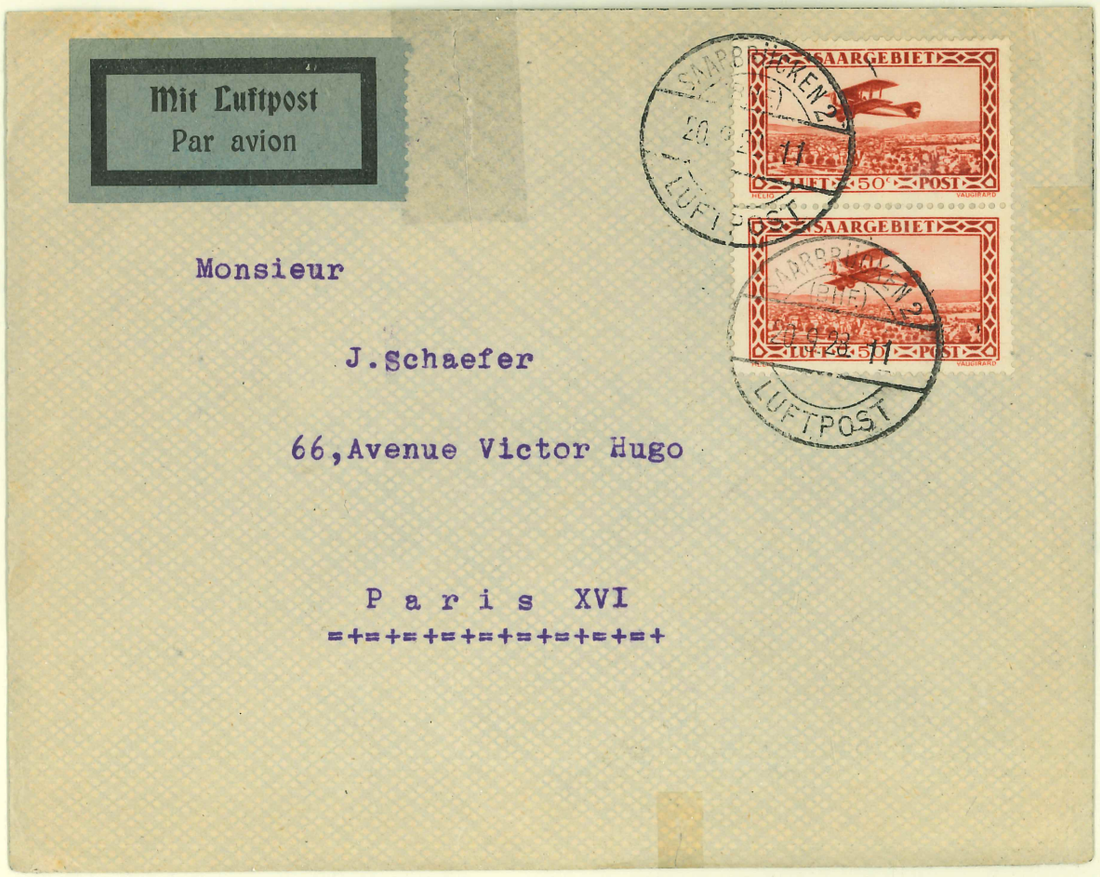
First Flight cover to Paris
20.9.28.15
Mi #28.51) 02b direct flight to Paris. Correct rate green label Registered letter for printed matter rate of 50g.
Paris receipt.
Mi 127 VI two dots under "RG" of SAARGEBIET. Feld 5



First Flight cover from Saarbrücken/Karlsruhe connecting flight thru Frankfurt/Main.
20.9.28. 10
Registered w/ Karlsruhe air confirmation stamp.
Mi 126 I block of 4 with Mi 126 I PF VII = dot over bottom right pentagon.

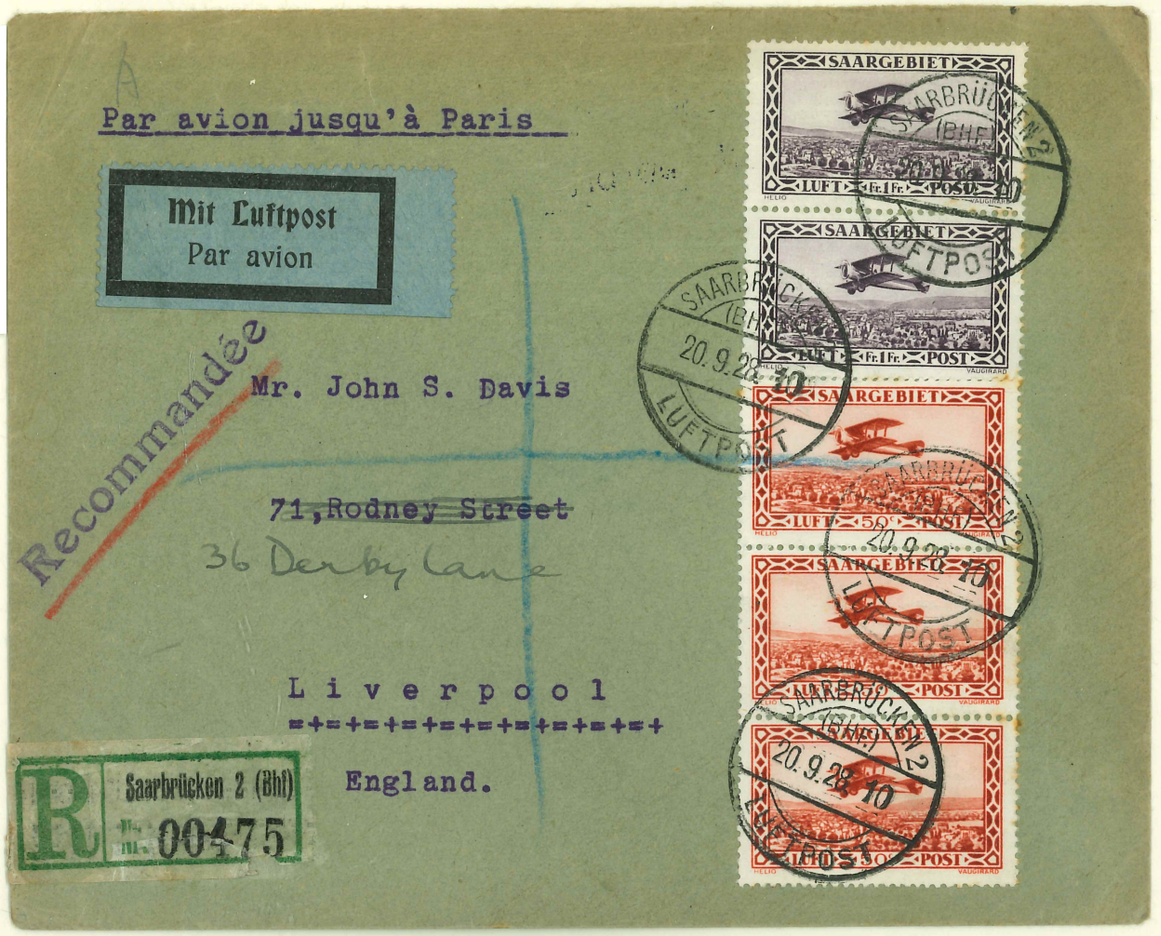


First Flight cover to Paris
20.9.28. 11
Paris receipt cancel
Mi # 28.51) 02b direct flight
to Paris. Correct Rate letter.



First Flight cover to Paris
20.9.28. 11
Paris receipt cancel
Mi # 28.51) 02b direct flight
to Paris. Correct Rate letter.
Mi 126 I PF VI= broken border
over "G" of SAARGEBIET
Feld 29. Mi 126 I PF VIII=
broken border over "D" of
VAUGIRARD. Feld 34.

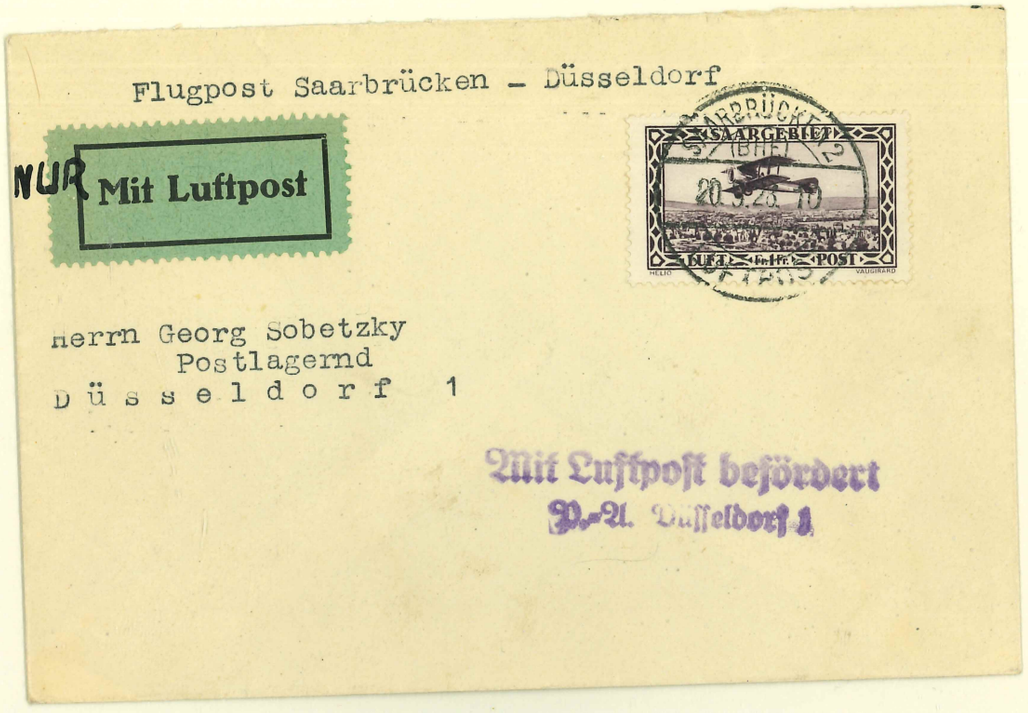
First Flight from Saar to foreign destimation.
Saarbrücken 2 LUFTPOST
20.9.28. 10. Registered
Saarbrücken 2 (Bhf)
Nr 00475. [transparent green]
To Liverpool, England. **22 SP 28**
(*By airmail as Far as Paris"*).
Blue Cross front and reverse
Mi 126 (3)+Mi 127 (2)=3.50 Franc
Letter=1.50Fr. Reg.= 1.50 Fr.+
50 C airmail surcharge.
Plate flaw 126 IV.





First Flight from Saar
Saarbrücken 2 LUFTPOST
20.9.28. 15 . red
Frankfurt confirmation +
Red Saarbrücken air
confirmation hand-stamp.
Correct rate=50C letter +
50C air surcharge. Mi 127.

1928 First Flight from Saar.
Mi # 28.51) 02/b. Saar **Mi 127 I**
127 I= Dot between "P" /triangle
Saarbrücken-Frankfurt/M to
Düsseldorf. Deutsche Lufthansa
Scarce black First Day cancel.
Saarbrücken 2 (BHF)Luftpost
20.9.1928



First airmail flight from
Saar Sept.20,1928
Airmail violet confirmation
cancel Mi F 29-01/b

1928 **First Flight** from Saar.
Mi # 28.51) 04. Saar Mi 110
pair,127. Saarbrücken-
Karlsruhe- Frankfurt / Main.
Deutsche Lufthansa.





First Flight Postcard 20.9.28
Delayed flight to Frankfurt.
Mi 127 correct rate. 40 C.card
+50 C. air surcharge.



Airmail Letter to Berlin
with Plate Flaw Mi 126 III
1934

10.11.28. 12 Saarbrücken 2 (BHF)Luftpost. SHB# 73. **Frankfurt (Main) (red) confirmation stamp Mi F 36)06/a x2. Flown letter 2 days before discontinuation of DLH service to Cöln. However service from Frankfurt/M to Cöln was probably made by trainmail if train could reach destination faster. Airservice typically closed for winter season. DLH/Farman oopened the Frankfurt/M Saarbrücken route 26.9.28 and greatly expanded the Service the next year. Mi 108,109,110,111,112,113,114**



13.10.28. 13. Last day of original DLH airmail service. **begun 19.9.1928. Saarbrücken to Frankfurt/ M to Leipzig-Halle/Leipzig (Schkeuditz) confirmation stamp (red). F 50-01. Michel Saar 126 (50C airmail surcharge)+Mi 127 1 Fr.(40C rate). "Not by railroad Post! Only by aiimail. Saarbrücken 2 (BHF)Luftpost SHB# 73..Service to Sbr., Frankfurt, Frankfurt/Halle Leipzig(Schkeuditz) on DLH Berlin route opened in April1927 probably. Full message on reverse.**



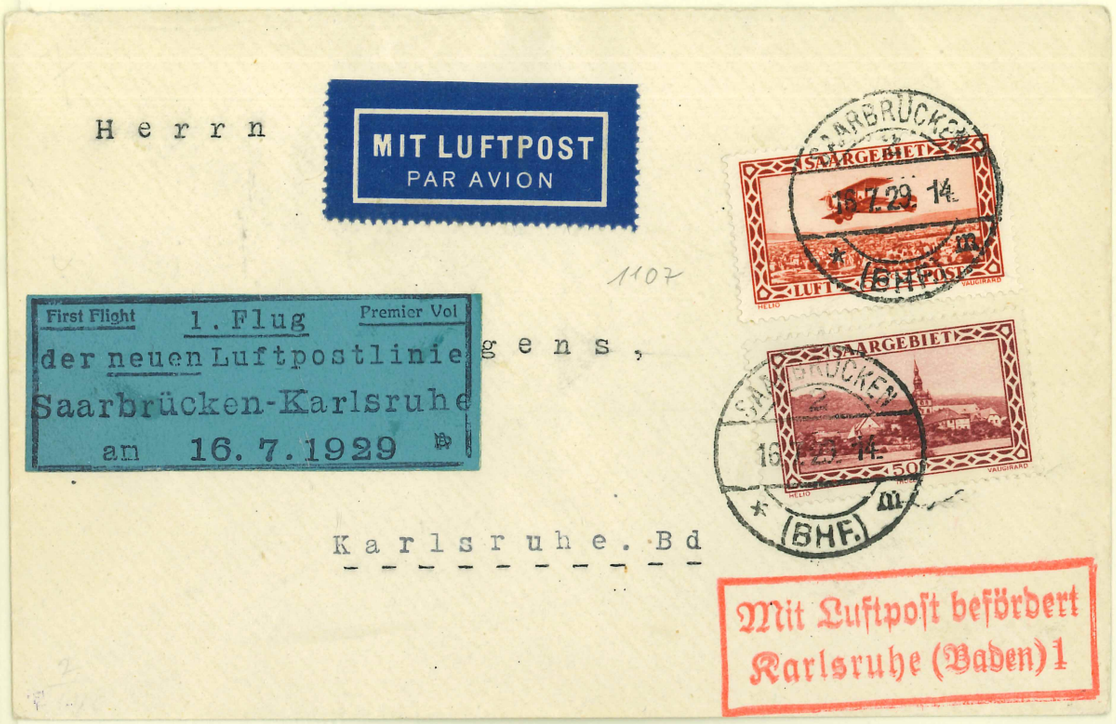


First Flight cover
Saarbrücken-München
16.7.1929.
Mi **126 IV**+126
126 IV= dot on inner border line under quadrangle left of "Saargebiet" Feld 42.



First Flight cover
Saarbrücken-München
16.7.29. 15
Mi 126 (2)= correct rate.
Letter = 50C,
air surcharge = 50C.

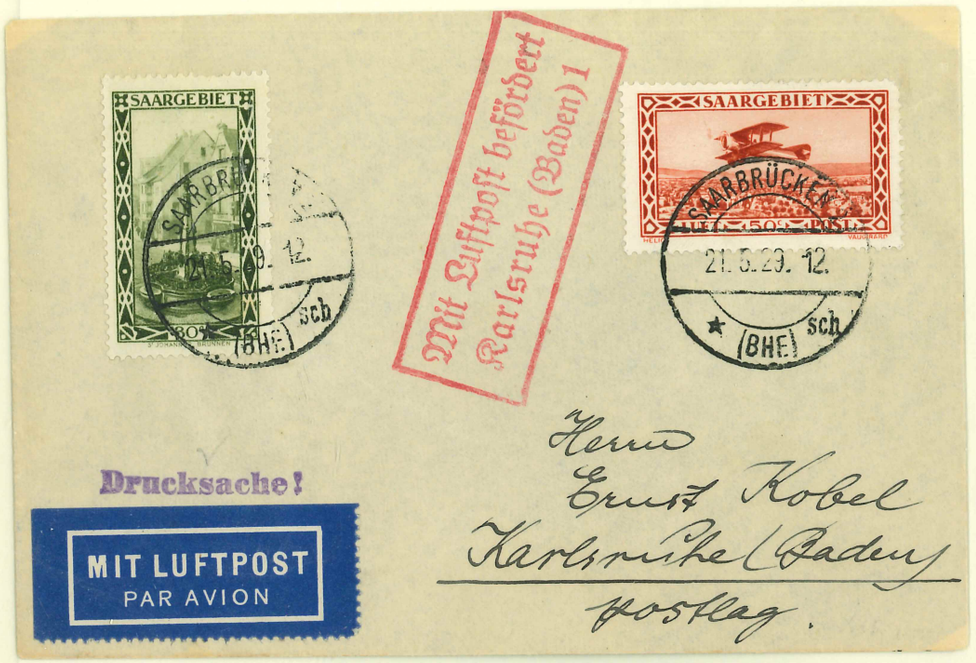
1929 First Flight Saarbrücken/Karlsruhe.
Karlsruhe (Baden) 1 confirmation Mi F 59-04.



1929 Air Mail letter Saarbrücken/Stuttgart.
Luft=PA Böblingen confirmation Mi F 10-01.



Mi 29.13) 04
First Flight 29.5.29. 12
Saarbrücken 2-Karlsruhe
Mi 126 I PF I = cloud before airplane. Feld 2. SHB # 57+
Mi F 59) 04 red confirmation hand stamp.
EXP. Klaus Hoffmann



Mi 29.13.05
First Flight 21.5.29. 12
Saarbrücken 2-Stuttgart.
Mi 126 I PF III.=bottom right rectangle vertically split.
Feld 44. SHB # 57 +
Mi F 36-06a confirmation, Stuttgart delivery stamp.





Mi 126,127 (2) Registered letter. Saarbrücken/Frankfurt (Main)+ train to Mainz. Red confirmation Mi 36) 06 a. Transparent Green R label with straignt leg ARGE #5285. Mit Luftpost LPZ 8 label. Mainz receipt cancel. 26.5.29 12V.



Mi 30.8) 04x Later flight on First Flight Day. **1.5.1930** Saarbrücken 2-Dusseldorf Mi P21 card w/ 142 x2+ 121. SHB # 48. Mi F 29-01b Confirmation stamp (Violet)

Cover Saarbrücken / Berlin
Mi 126 I PF III + Mi 112. 2.5.30. 19
Split ornament lower right.
Airmail red confirmation Mi F9-07a.



Cover Saarbrücken / Berlin
Mi 126 I + Mi 112. 2.5.30. 19
Airmail red confirmation Mi F 9-04.





Cover Saarbrücken / Dusseldorf Mi 126 I PF III+ Mi 112 2.5.30. 19. Quadrangle split vertically in the lower R. border. Feld 44. Violet airmail confirmation Mi F 29-01b. Netherlands Consulat*Dusseldorf* seal on reverse.



Cover to Stuttgart (May 2,1930)
Airmail red confirmation Mi F 99-03/a



Opening Route later airmail flight to Düsseldorf (May 1.1930) **May 2,1930**
Receipt cancel on reverse
Airmail violet confirmation Mi F 29-01/b

Opening Route later airmail flight to
Köln.(May1,1930) **May 2,1930**
Airmail red confirmation Mi F 63-03



Opening Route later airmail flight to
München. (May 1, 1930) **May 3,1930**
Airmail red confirmation Mi F 77-03.





Farman Airlines card showing routes including Saarbrücken-Berlin with DLH. Connecting flights occur at Frankfurt a. Main. Routes are after 1929.+-



First Flight card. 21.5.1929. Mi # 29.13) 04. On the Saar airmail service initiated In 1928, this route became a connecting flight of the Berlin-Frankfurt/Main Saarbrücken-Paris route of DLH/Farman through Karlsruhe (Baden). Mi 126 I+Mi 126 I Feld 46 Top border line broken.

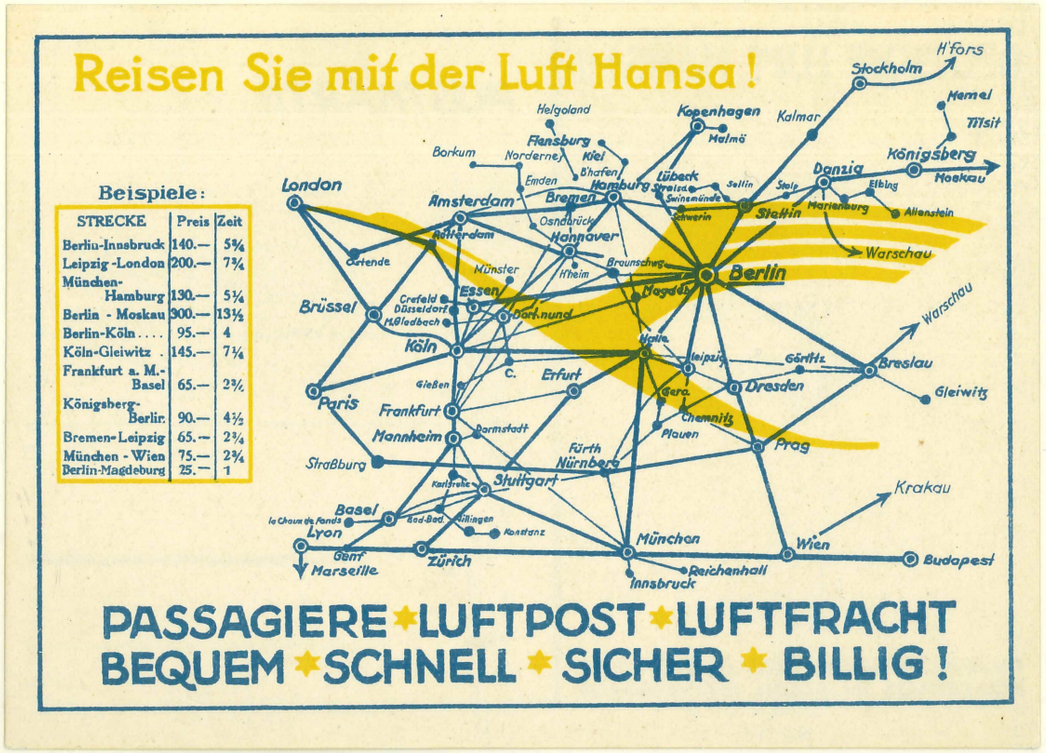
First Flight
Saarbrücken-Nancy, France
10.7.30.18



Nancy-Essey Airport
The airport is located about 4 km east of Nancy. It was used as a military airfield until 1926. Then It was closed since it was too small and could not be expanded and was difficult to use. It was utilized in the mid 1930's by Blue Air a postal service for mail between Paris-Le Bourget-Nancy-Strasbourg for a short time. In 1936 it was developed as a grass airfield for the Air Force and was used as a flight school. The First Flight from Saarbrücken-Nancy is shown as **July 10, 1930**.

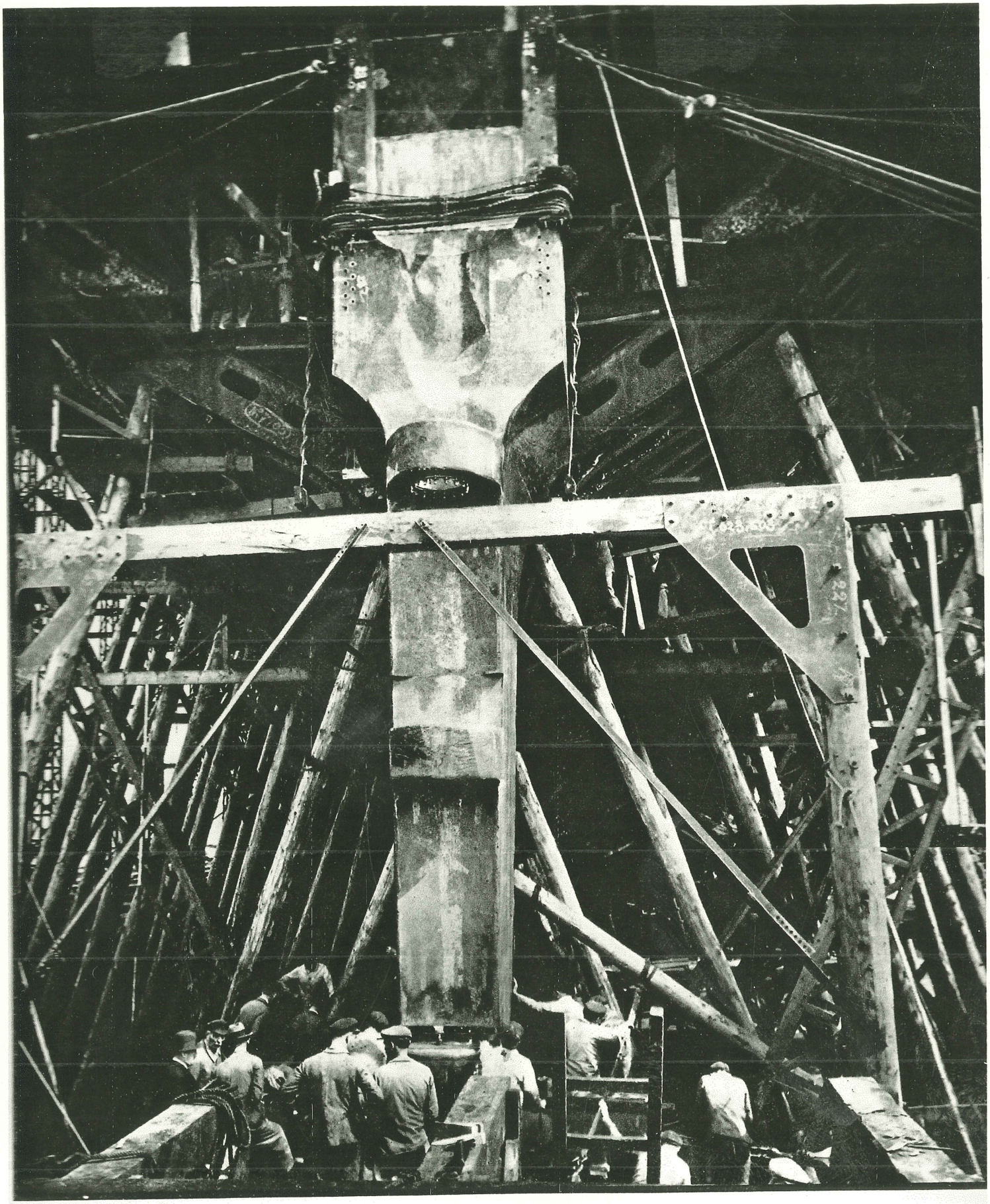


Advertising postcard (1926)
Travel with the _Luft_Hansa!
Passengers airmail airfreight
Comfortable, fast
certainly cheap!
Deutsche Luft Hansa AG
Flight route book,
and information
Free of cost in all the
travel agencies.





First Catapult Flight Card -Bremen to New York
"Europa" 15 September 1930
Saarbrücken 2;3-8.30. 13 *(BHF) m SHB #48
Red Flight Cachet and Red Route Cachet
SAAR Mi 126 x2, 127,112 (2Fr.30c)+ airmail label



A MULTI-TONNED STEEL MONOLITH FROM THE ONCE GERMAN SAAR

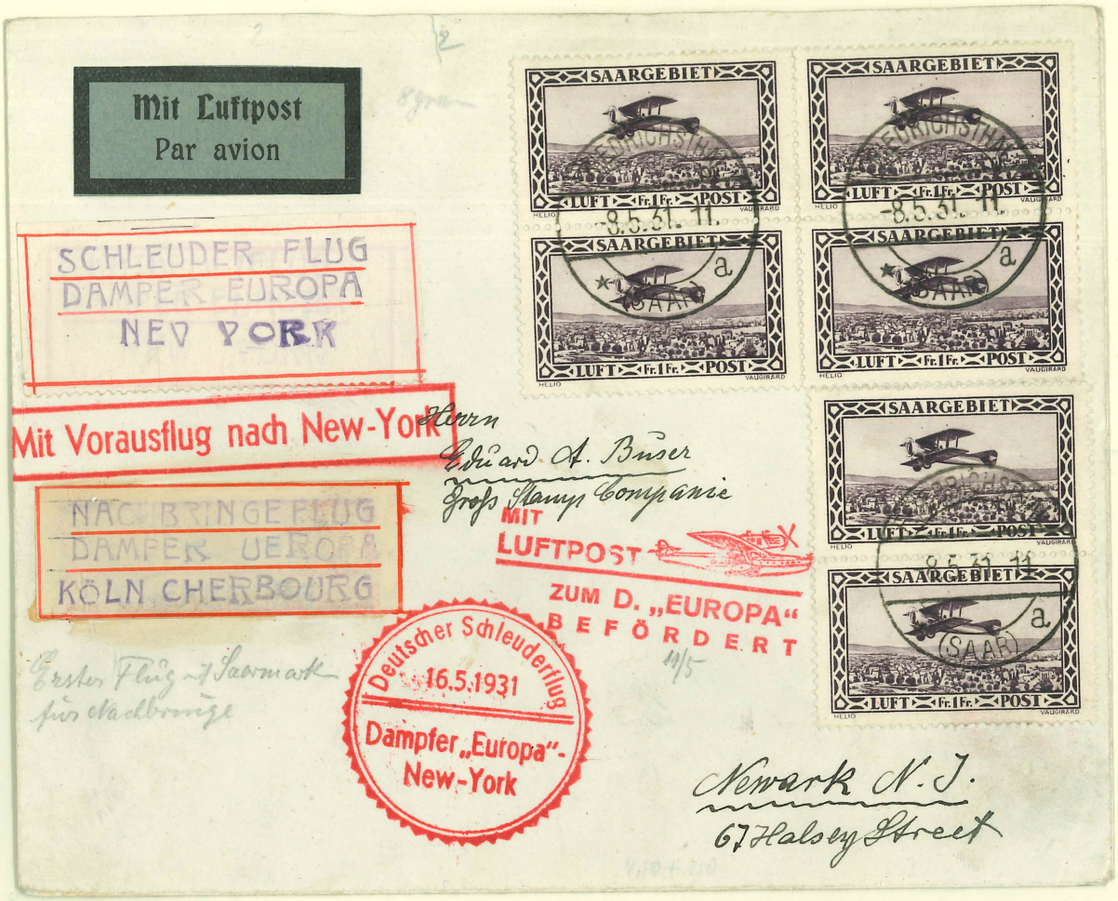
he huge sternpost is here being eased into the rear of the French Line's 74,000-ton super-ship. The rudder, turning on the sternpost's pivots, will ct a Niagara of waters churned by four propellers of 160,000 horsepower. The horsepower of the 51,600-ton *Bremen* is 120,000. Swiftest of all se ships, the tiny French destroyer leader *Cassard* of 2,400 tons and horsepower has proved fast enough to cross the Atlantic in three



Catapult Flight cover 25.6.30
Mi 110 (1st "E" Broken-Feld 19)
Mi 121 **PF I** ("AA" joined Feld 10,35)
Haberer #16sr .Red flight and Route cachets
Saarbrücken 2 **(BHF)m SHB# 48.17.6.30-12**



Haberer 22 Sr, Graue K 41 SA
North Atlantic Bremen Catapult Card
Red cachet. 19.August 1930
Friedrichsthal *(SAAR)* SHB # 1.
Mi 113 I, 126 I, 127, 127 PF V.
113 I=right border broken+ dot.
127 PF V= short "I" in HELIO.



Haberer 41c Sr.
Graue K 61c SA.
16.5.1931 “EUROPA”
Catapult flight to
New York with
Köln / Cherbourg
supplementary flight.
Mi 127 PF II+127 PF VI+
Mi 127 PF II+ 127 x 3.
PF II=2 dots over wing.
PF VI= dot under “RG”.



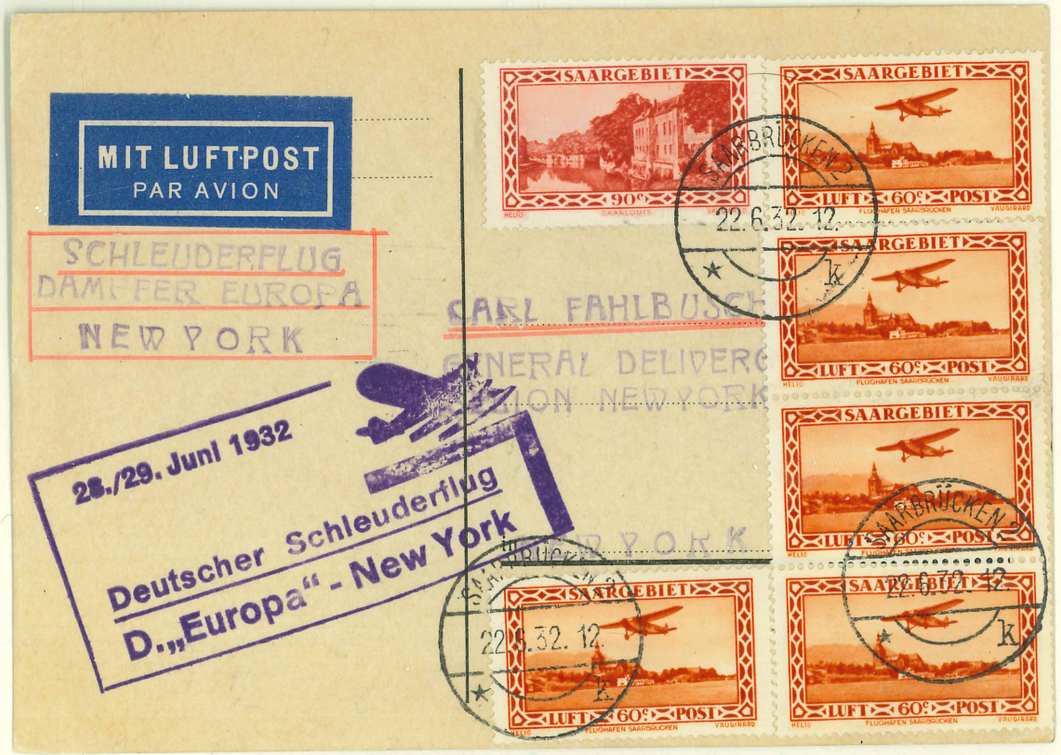
Haberer 44c Sr.
Graue K 63c SA
27 Mai 1931 "BREMEN"
Catapult flight to
New York with
Köln / Cherbourg
supplementary flight.
Mi 126 I, 127 PF III,
127 PF VII.
PF III=dot betw. wings.
PF VII=L. border broken.



Haberer 44c Sr.
Graue K 63c SA
27 Mai 1931 "BREMEN"
Catapult flight to
New York with
Köln / Cherbourg
supplementary flight.
Mi 126 I+127 (3).



North Atlantic Bremen Flight Cover
Supplementary Flight 31.8.31
Airmail red confirmation stamp and
Köln Cherbourg label
Friedrichsthal *(SAAR)a 28.8.31-18



Haberer 89 Sr, Graue K 111 SA
North Atlantic Europa Catapult Card.
Violet cachet. 28/29/June 1932
Saarbrücken 2 *k 22.6.32 SHB 42.
Mi. 160,158 (3), 158 III.
Mi 158 III= line between wheel-wing.



Haberer 91a Sr
Graue K 113b SA
6-7.Juli 1932 Dampfer "Bremen"Catapult flight to New York. Saarbrücken 2 *K 30.6.32 11. [SHB 42]. Mi 126 I+158 (5), [3Fr 50c]. Green cachet. N.Y. receipt Jul. 7 1932 (reverse). Dk.Blue Airmail label



Haberer 93a Sr
Graue K 115b SA
15.16. Juli 1932 "EUROPA" Catapult flight to New York. Nord Deutscher LLOYD sea cancel BREMEN/NEW YORK. Mi 126 I+127(3)+127 PF V. PF V= short "I" in HELIO. Feld 27, in block of 4.



“Europa” catapult flight 1933. Köln-Cherbourg supplementary flight. Plate flaws Mi 127 V=short “l”in Helio, Mi 159 V= dot under plane wheel and in meadow.

1934 North Atlantic Catapult Cover to New York. "Europa" 22-23.7.1934. (printed matter rate). Saarbrücken 2 , 17.7.34.10 *a. SHB # 21(scarce). Red flight cachet, red directional cachet, red Supplementary airmailt cachet, Köln cancel on reverse. Haberer # 167 Sr. Saar Mi 118,158x3.



Haberer 149a
Graue K 175b SA
7./ 8. 5. 34 "BREMEN" Catapult flight to New York. Saarbrücken * 2 W. 30.4..4. 10. [SHB # 61]. Mi 112,120. [3Fr.30c] Printed matter rate. Blue Type 1 Catapult Cachet+Red supplementary Airmail flight cachet + Köln 2.5.34. 19 transit cancel on reverse side. Dark blue Airmail label.





Zeppelin World Tour of 1929

Zeppelin LZ 127, Starting on August 15th, at 4:35 AM made the first landing in Tokyo on August 19th at 6:24 PM. Making a new start in Tokyo on August 23 at 3:13 PM, it landed in Los Angeles on August 26th at 12:15 PM. Then crossing the USA and landing at Lakehurst on the 29th of August at 7:12 PM. Starting from Lakehurst on September 1st at 7:18, landing in Friedrichshafen on September 4th at 8:49 PM.

On-Board the postmark type I was used. From August 16th, 1929 the on-Board postmark type III was used, these were already made in Friedrichshafen.



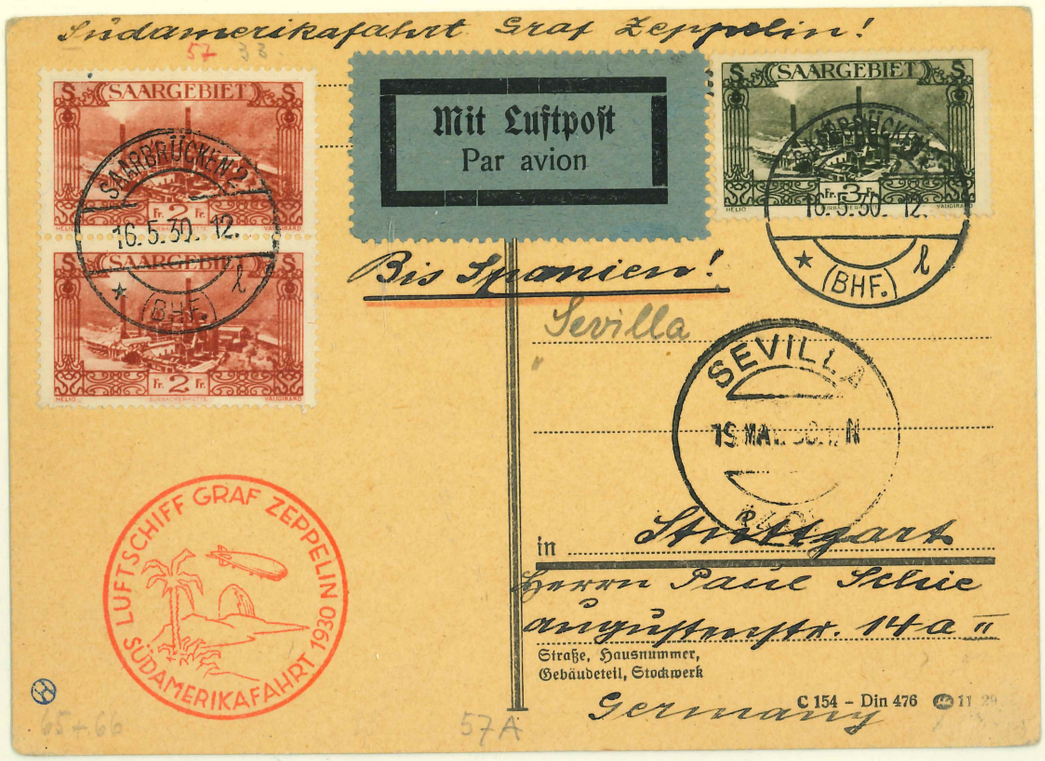
Mi 29) 1. Round the World Flight 1929.
Friedrichshafen-Tokio-Friedrichshafen.
Dr.Eckener signature on card.
54 cards+42 letters. Mi 103,119,126 I.
TOKIO 19.8.29 JAPAN.

1930 Zeppelin South America Flight letter. Spain landing. 19 May 1930. ... 403 I Plate flaw Right "r" of 10 Fr. ... line end. Feld 10.



1930 Zeppelin South America Flight card. Rio De Janeiro landing Mi.64. Plate flaw Mi 103 II = white line through "0" of right value. Feld 18. Friedrichshafen to Rio de Janeiro.

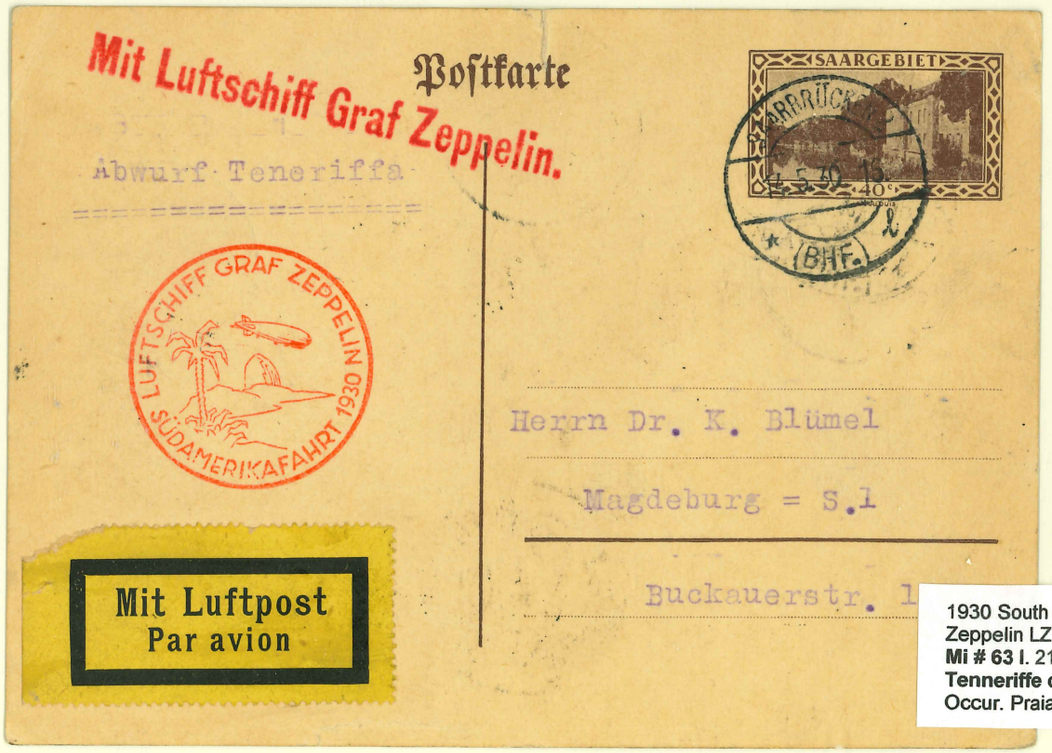




1930 South America Flight Zeppelin LZ 127 card. Mi #62. Saar Mi 119 pair, 120. Seville drop mail.



Zeppelin South America airmail Flight card. Spain landing. 19 May 1930. Mi 127 PF VII Plate flaw. Left outer border broken at 4th semicircle from top. Paris transit cancel 22.5.1930. Feld 24, 49.



1930 South America Flight
Zeppelin LZ 127 card
Mi # 63 I. 21 May 1930
Tenneriffe drop didn't
Occur. Praia drop was used.

ATTEST

HERMANN WALTER SIEGER

Bundesprüfer

Mitglied im Bund der philatelistischen Prüfer e.V. des BDPh und des APHV

D-7073 Lorch, Venusberg 32-34, Telefon 0 71 72 / 60 57

Nr. HWS/I

Datum 9. Nov. 1982

Herrn
Willi Beck
Im Pfaffig 19

8760 Miltenberg

Der umstehend abgebildete Brief ist ein echter saarländischer Beleg zur Südamerikafahrt 1930 des Luftschiffes LZ 127 "Graf Zeppelin", Friedrichshafen - Rio de Janeiro.

Der Brief zeigt einen starken Einriss unten links, sowie Knitterspuren, die Beschädigungen der Frankatur sind aus der Abbildung ersichtlich.

Auf der Etappe bis Rio de Janeiro wurden 110 Karten und 115 Briefe aus dem Saarland befördert.

Von der Anbringung eines Prüfungszeichens wurde abgesehen, da durch die Abbildung des Beleges auf dem Attest die Identität einwandfrei gewährleistet ist.

Hermann Walter Sieger

Prüfgebiete: Flugpost, Zeppelinmarken, amtl. Raketenpost, Lufthansa, Generalgouvernement, Liechtenstein

Die Prüfung erfolgte auf Grund der Prüfordnung des Bundes der Philatelistischen Prüfer e.V.

GIESECKE & DEVRIENT MÜNCHEN



First South America Flight 1930
LZ 127 letter to Rio de Janeiro.
Mi # 62. 18-19. 5. 1930.
Rio de Janeiro 25 Mai 1930.
Plate flaws and 28 stamps.

126 I PF VIII (Feld 34)
126 I PF IX (Feld 35)
126 I (PF X)? (Feld 40)
126 I PF III (Feld 44)

127 PF I (Feld 1)
127 PF II (Feld 4)
127 PF V (Feld 2)
127 PF VII (Feld 24)

126 I

PF VIII=border over "D" of VAUGIRARD broken.
PF IX=dot between "A-A" of SAARGEBIET.
PF III= bottom ornament of right border split

127

PF I = dot L. of POST
PF V=short "I" in HELIO
PF II=two dots over top wing of airplane.
PF VII=left outer border broken at 4th semicircle from the top.

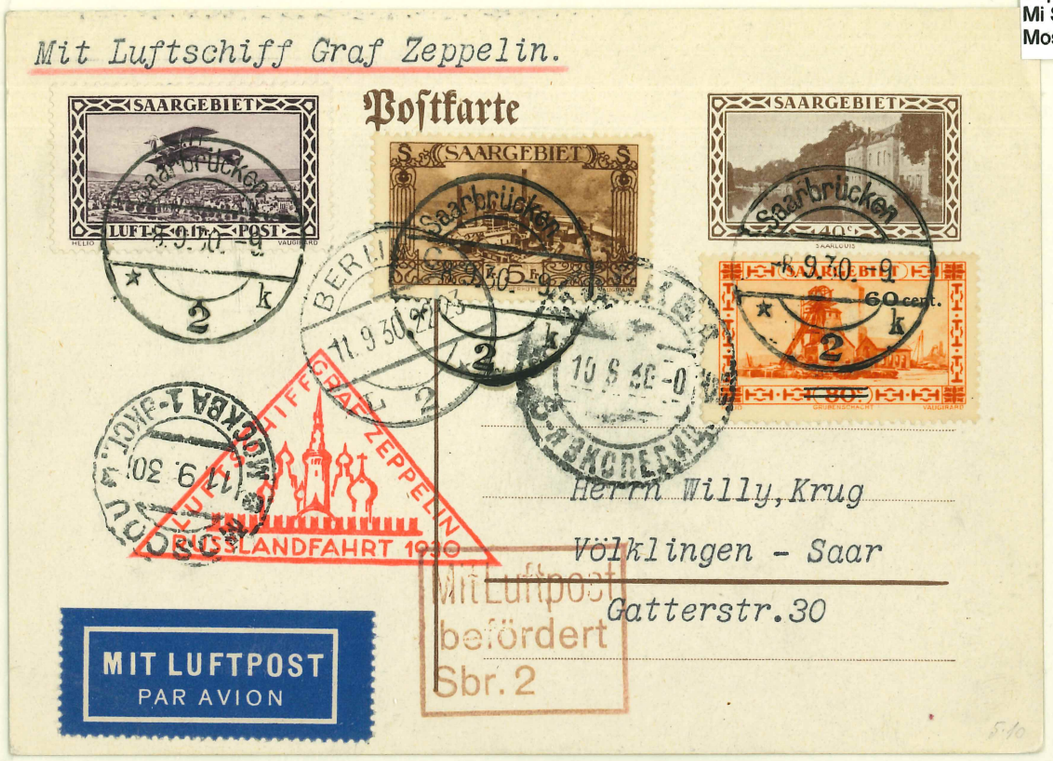
1930 Scandinavia Flight
Zeppelin LZ 127 card.
Mi #89 I. Saar 118,121,
126. Spitzbergen, Norway
Hammerfest drop mail



1930 Scandanavia Flight
Zeppelin LZ 127 card.
Mi #90. Saar: 121, 126,127.
Bergen, Norway **16.7.1930**



1930 Russia Flight. Mi.#121
Zeppelin LZ 127 stationery card.
Mi Saar P 20, 121,127,142.
Moscow landing.



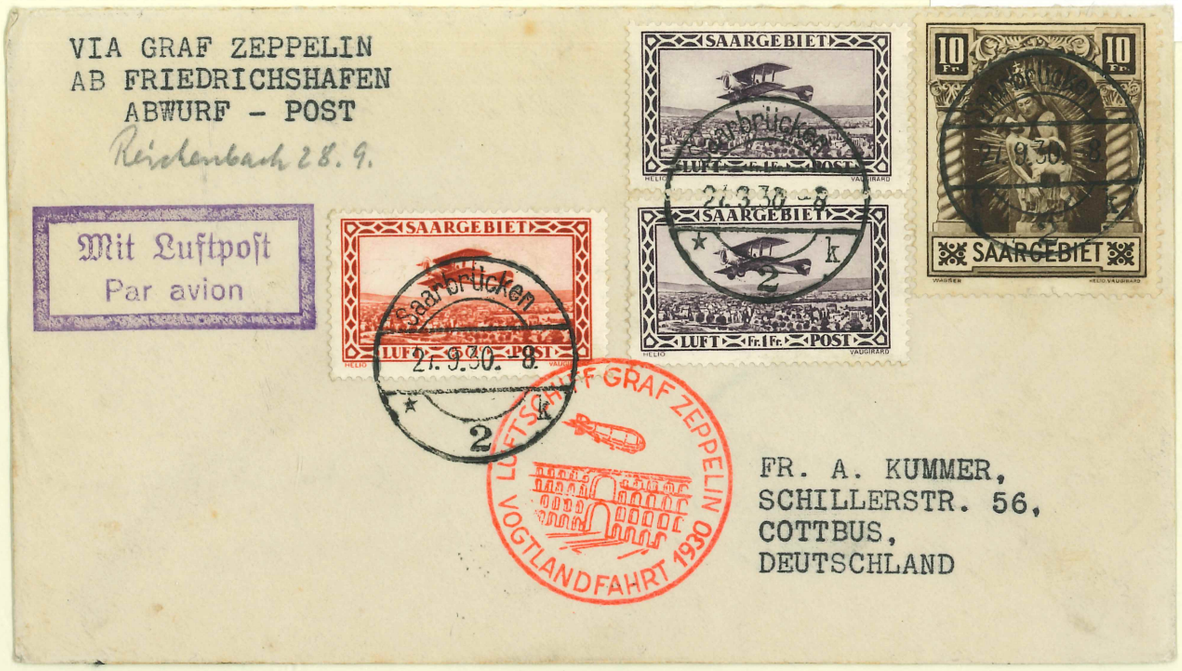
1930 Russia Flight. Mi 127 PF III
Zeppelin LZ 127 post card.
Moscow landing. 10.9.1930
Mi 127 PF III = dot betw. wings



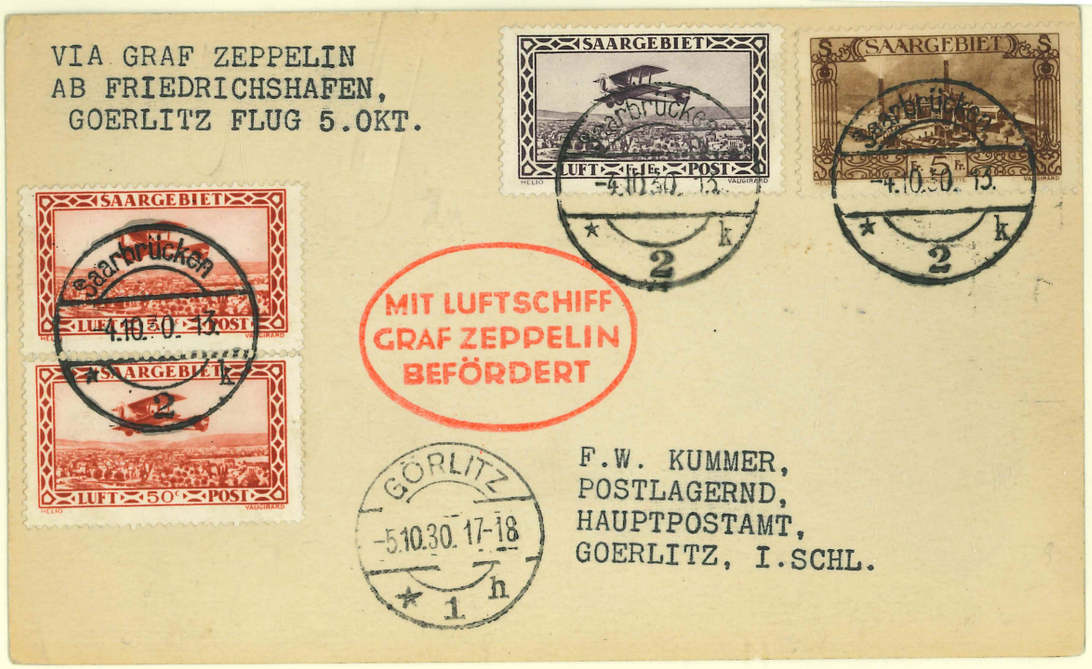
1930 Baltic Flight. Mi# 128 II.
Zeppelin LZ 127 card.
Mi 119,120,126,127,142.
Tallinn, Estonia drop mail.

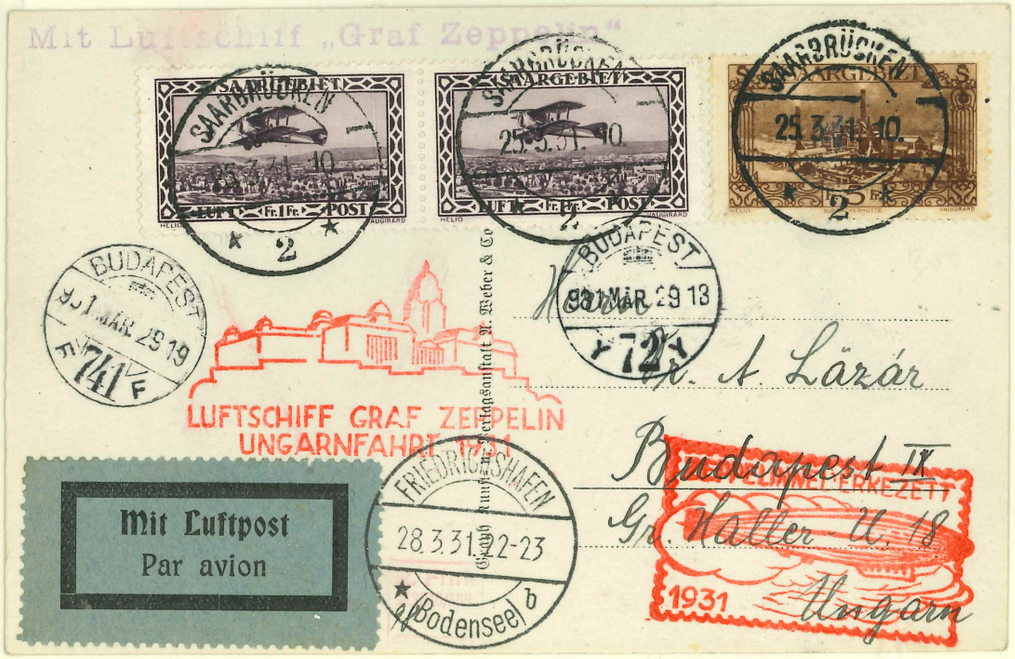


1930 Vogtland Flight
Zeppelin LZ 127 letter. Mi # 130.
Saar Mi 103,126 I, 127pair.
One of 16 letters carried.



1930 Görlitz Flight
Zeppelin LZ 127 card.Mi #136.
Saar Mi 121,126 I,127. Late mail returned by train to Friedrichshafen.





1931 Budapest Flight Zeppelin LZ 127 card. Mi# 161. round trip. Saar Mi 121,127 VIII, Mi 127. Plate flaw= dot beside Left bottom semicircle in R. border.

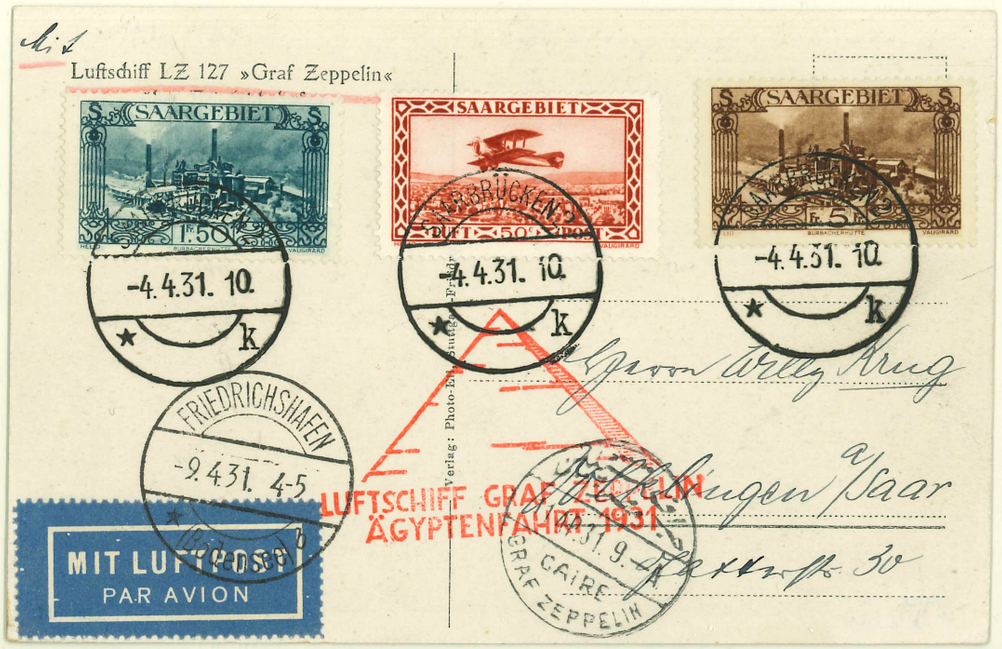


1931 Hungary Flight Zeppelin LZ 127 card. Mi #161. Saar Mi 121, 126, 126, 127. Budapest landing.



1931 Hungary Flight Zeppelin LZ 127 card Mi # 161. Saar Mi 121 126 I PF VIII, 126 I, 127. Budapest landing. 126 I VIII=border broken under "D" of VAUGIRARD.

1931 Egypt Flight
Zeppelin LZ 127 card
Mi # 164 Saar: 118,121,126
Cairo, Egypt 11.4.31
Zeppelin photo card





1931 Egypt Flight
Zeppelin LZ 127 letter
Mi # 164. Saar 126 I PF I
"cloud in front of wing"
Cairo, Egypt 11.4.31
Tel-Aviv 12 Apr 31
Via Jerusalem

1931Pomerania Flight
Zeppelin LZ 127 card.
Mi # 168. Saar 127 PF VII
Left outer border broken
at 4th semicircle from the
top. Feld 24,49.
ettin 3.5.31. 5-6N.





1931 Baltic Year Flight Zeppelin LZ 127 card. Mi #176.Saar Mi 121 I, 126 I PF IV, 126 I,127. 121 I+dot betw. "A-A", 126 I PF IV=dot on inner border L.of SAAR.



1931 Lübek Flight Copenhaven drop. Mi 121 I plate flaw dot between "A-A" Mi 177 I. Flight over Rugen, Malmö, Flensburg, Kiel-Travemünde (Lubek) 14.5.1931.

1931 Baltic Year Flight Zeppelin LZ 127 letter. Mi 103,126 I PF V, 127 (2) PF V=dot over R.bott. pentagon+line under border R.of LUFT. Feld 1 Lubeck round trip.



1931 Magdeburg Flight
Zeppelin LZ 127 card.
Mi # 182. Saar Mi 119,121
Magdeburg, Germany landing.



1931 Magdeburg Flight
Zeppelin LZ 127 card.
Mi #182. Saar Mi 119,121.
Magdeburg, Germany landing.



Zeppelin LZ 127 Iceland Flight
Mi 103, 126 I,127 III, 127.
Plate Flaw 127 III= dot between wings. Feld 45. 1.7.1931

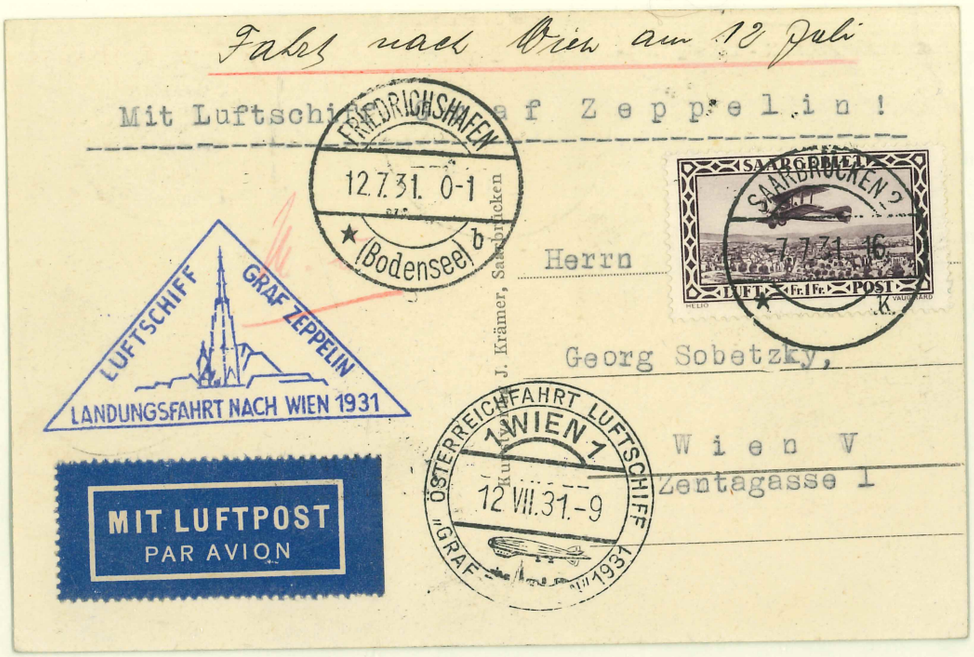


Graf Zeppelin Iceland Flight
Reykjavik drop mail. 1.7.31
Mi. **103 II**, 126, 127, **127 VII**.
Plate Flaws. **103 II** = white line through "0" of right value.
127 VII = Left border broken at 4th semicircle.
Mi # 193 I. Sieger # 113 A





1931 Upper Silesia Flight Zeppelin LZ 127 photo post card. Mi 169. Saar 127 PF II. Two dots over wing of airplane. Feld 4 Gleiwitz 5.7.31. 17-18.



Graf Zeppelin Vienna Flight
First Landing 12.7.31
Mi 121,127, 127
Mi # 198 Sieger # 117A
Saarbrücken Ludwigskirche



Graf Zeppelin Vienna Flight
First Landing. 12.7.31
Strasburg Bas Rhin 14.7.31
Mi 103, 117, 126, 127
Mi # 198, Sieger # 117A



Graf Zeppelin Polar Flight
Zeppelin LZ 127 card
Sieger 119. Stamps =
Mi 127+**127 VI** (pair)+
Mi 159. 127 VI = dot over
wing under "RG"
24-25 7. 1931. Mi # 203a
Leningrad landing.

ATTEST

DIETER LEDER
Verbandsprüfer
im Bund Philatelistischer Prüfer e. V.
D-88709 Meersburg, Seepromenade 6, Tel. (0 75 32) 80 80 29

Nr. 30 8. März 2003

Prüfgegenstand:
Brief aus dem Saargebiet adressiert an Mr. F. W. Kummer, 12th Floor, 48 Wall treet, New York, NY, USA. Die Frankatur besteht aus zwei Freimarken der 10 Fr. Madonna sowie einer einzelnen Freimarke 5 Fr. Burbacher Hütte und wurde gestempelt *Saarbrücken 5/(Burbach)a/21.7.31 13.* Adresseitig trägt der Brief ferner noch einen roten *Mit Luftpost befördert* Stempel des Luftpostamtes Berlin, einen Tagesstempel *Berlin-/Staaken/C/25.7.31 4.5,* den roten Bestätigungsstempel *Luftschiff Graf Zeppelin/Polarfahrt 1931* sowie einen Ankunftsstempel *Brice-Glace Malyguin/Arctique/27 VII 31.*
Rückseitig trägt der Brief noch einen Tagesstempel von Berlin C2 vom 23. Juli 1931 sowie einen Stempel *Saarbrücken 5 (Burbach).*
Der Brief ist nicht signiert.

Frankatur:
Der Brief ist mit 25 Fr. für die Polarfahrt portorichtig frankiert: 25 Fr. Gesamtporto für Briefe auf der Polarfahrt bis zum Eisbrecher „Malyguin".
Die Frankatur ist gut erhalten, Mängel sind nicht zu erkennen.

Beurteilung:
Am 21. Juli 1931 wurde der Brief in Saarbrücken aufgeliefert und mit Luftpost nach Berlin geflogen. Dort wurde der *Mit Luftpost befördert* Stempel abgeschlagen. Am 25. Juli 1931 wurde der Brief mit dem Luftschiff LZ 127 „Graf Zeppelin" auf der Polarfahrt von Berlin über Leningrad zum Eisbrecher „Malyguin" befördert. Nach der Postübergabe auf die „Malyguin" wurde der Brief auf der „Malyguin" bis zum ersten Anlegehafen befördert und von dort dann mit gewöhnlicher Post zum Empfänger befördert.
Zeppelinpost, die vor 1932 auf anderen Postämtern als Saarbrücken 2 (Hauptpost) aufgeliefert wurden, ist selten: Hierzu gehört auch das Postamt Saarbrücken 5 (Burbach).

Prüfgebiet: Zeppelinpost (deutsche Luftschiffe), Schleuderflugpost, Katapultpost (NDL)

Die Prüfung erfolgte auf Grund der Prüfordnung des Bundes Philatelistischer Prüfer e.V.

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1931 Graf Zeppelin round trip North Pole Flight to Franz-Joseph Land and water landing at Hooker Island with Ice breaker "Malyugin". "Intourist Artic" hand stamp on reverse. Plate flaw Mi 130 + 103 I, 121. Mi 103 I = "r" of right value with extension.



Graf Zeppelin round trip North Pole Flight. Leningrad, Franz-Joseph Land, Icebreaker Malyguin, Berlin. 26-27 July 1931. Pair Saar Mi 103+ **103 PF III**, Mi 121. Correct rate. Dieter Loder certificate.



1931 England flight.
Zeppelin LZ 127 letter.
Mi # 211. Saar Mi 103,114,119.
London, England landing.
Nancy, France receipt.



1931 1st.Southamerica Flight
Cape Verde Drop. Mi 216c.
Plate flaw Mi 103 II = white
line in "0" of right "10" value.
Correct franking to Rotterdam.



Südamerikarundfahrt **Mit GRAF ZEPPELIN** Bis .....

Via .....





Absender:

Hermann Strampel
Merzigerstraße 7
Dillingen, Saar

No 1135

Erste Flugpost - **EUROPA-BRAZIL-USA-EUROPA** - First Airmail

Premier Courrier Aérien -- Primeiro Correio Aereo -- Primer Correo Aereo

1st South America flight to Rio de Janeiro w/ Berlin- Friedricshafen connecting flight.
Plate flaws: Mi 103 IV= vertical line in column base, Mi 126 I PF III= square in right bottom border vertically split, 126 I PF VIII=border over "D"of Vaugirard broken, 126 I PF IX= dot between"A-A" top borde
1931 Mi# 216d.



1931 1st South America Flight Zeppelin LZ 127 card.
Mi #216 1a. Saar Mi 103,126, 127,127. Recifie, Brazil Cape Verde Islands drop mail.



1931 Frankfurt landing in Öhringen flight. Zeppelin LZ 127. Friedrichshafen 13.9.31/Frankfurt 2 (Main) 13.9.31+red confirmation cancel **Mi**



1931 2nd South America Flight Zeppelin LZ 127 cad. Mi # 221. Saar Mi 103,114,119. Recife, Brazil. Buenos Aires, Argentina receipt.



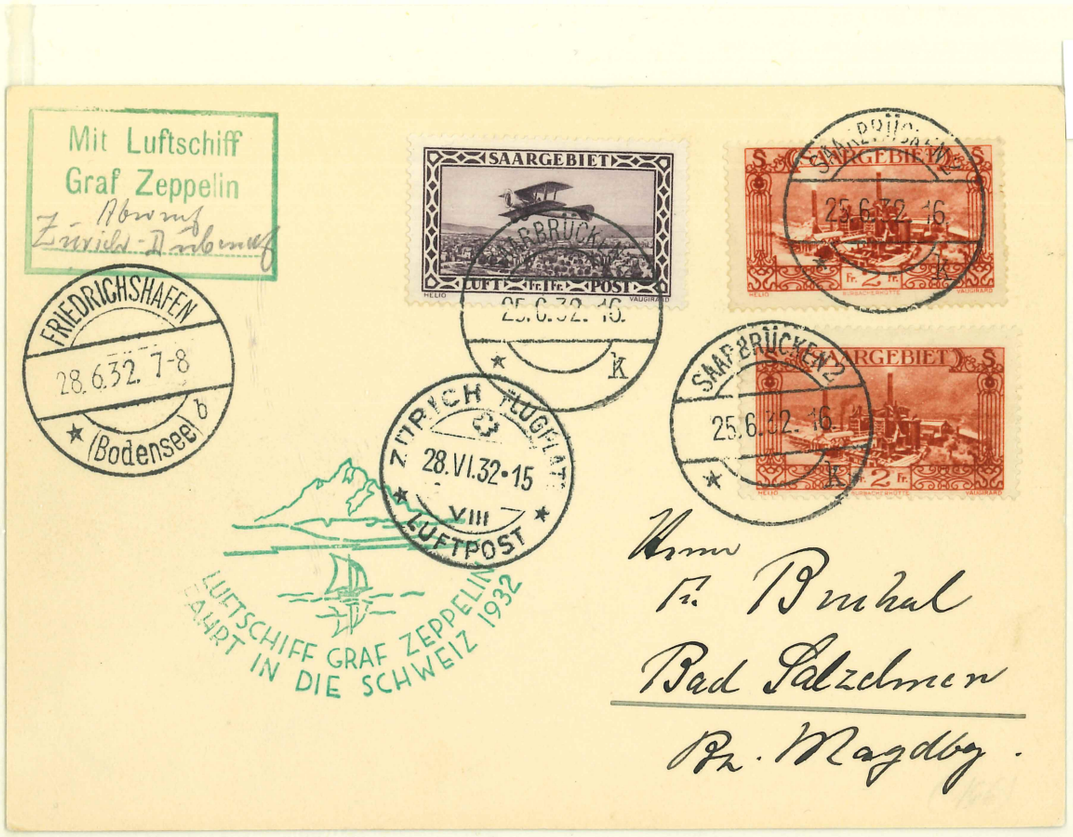
1932 3rd South America Flight Zeppelin LZ 127 post card. Mi # 239. Saar Mi 103, 127. Recife, Brazil landing.



1932 Netherlands Flight. Zeppelin LZ 127 registered card. Mi # 248. Saar Mi 158, 159,160. Enschede, Netherlands landing. Gravenhage receipt.



1932 Switzerland Flight
Zeppelin LZ 127 card
Mi #250 I. Saar Mi 119,119,
126. Zurich drop mail.





Registered letter LZ 127 Zeppelin
8TH South America Flight of 1932
Berlin connecting cachet.
Mi 127 PF V +159 II plate flaws.
127 PF V = short "I" in "HELIO"
159 II = notch in top of upper
Semicircle R.of "POST"+ dots
under airport terminal Feld 4+
Feld 3 = dot outside L. border +
3 dots L.of church building.



1932 Danzig Flight for LUPOSTA
Zeppelin LZ 127 card. Mi # 261 I. Saar Mi 159.(**plate position 3**) with dot bott. L outside of border, + 3 dots left. of church tower. Ronne, Bornholm,Denmark drop mail. **30-31. 7.1932.**

1932
Danzig Flight Registered Letter.
10 Mi 126 I w/ Mi 126 I PF III+
Mi 126 I PF IV. PF III=split rectangle R. border. PF IV= dot on inner border L. of SAARGEBIET. Mi 127,159.
[reverse] special Danzig cancellations.



Christian Geigle
Almrauschstr. 5, 82031 Grünwald

BEFUND 288

Saargebiet 1932
Zeppelin Zuleitungspost z. Südamerikafahrt 1932 (Si. 222)
Mi.-Nr. 97, 118 und 159 auf Brief mit allen Stempeln.

Stempel: OTTWEILER – 18.10.32 (Sonderstempel)

Marken und Stempel sind echt. Der Brief ist portogerecht frankiert. Die Qualität ist einwandfrei.
Keine Signatur.
13.02.2009

Prüfgebiet: Saargebiet Mi.-Nr. 53 – 205, Dienst 1 - 32
Die Prüfung erfolgte auf Grund der Prüfordnung des Bundes der Philatelistischen Prüfer e.V.

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Christian Geigle
Almrauschstr. 5, 82031 Grünwald

BEFUND

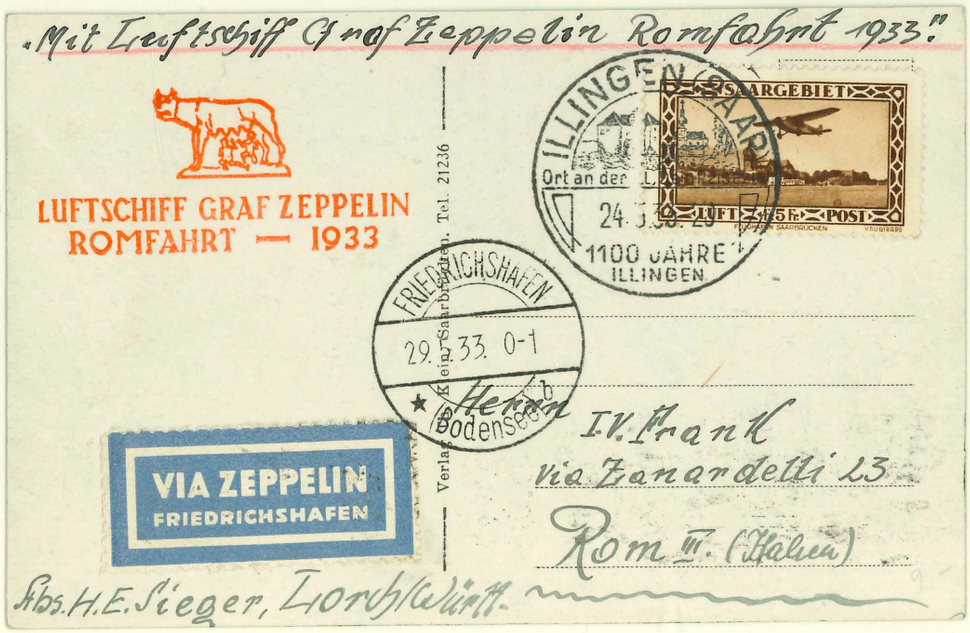
Prüfgebiet: Saargebiet Mi.-Nr. 53 – 205, Dienst 1 - 32
Die Prüfung erfolgte auf Grund der Prüfordnung des Bundes der Philatelistischen Prüfer e.V.

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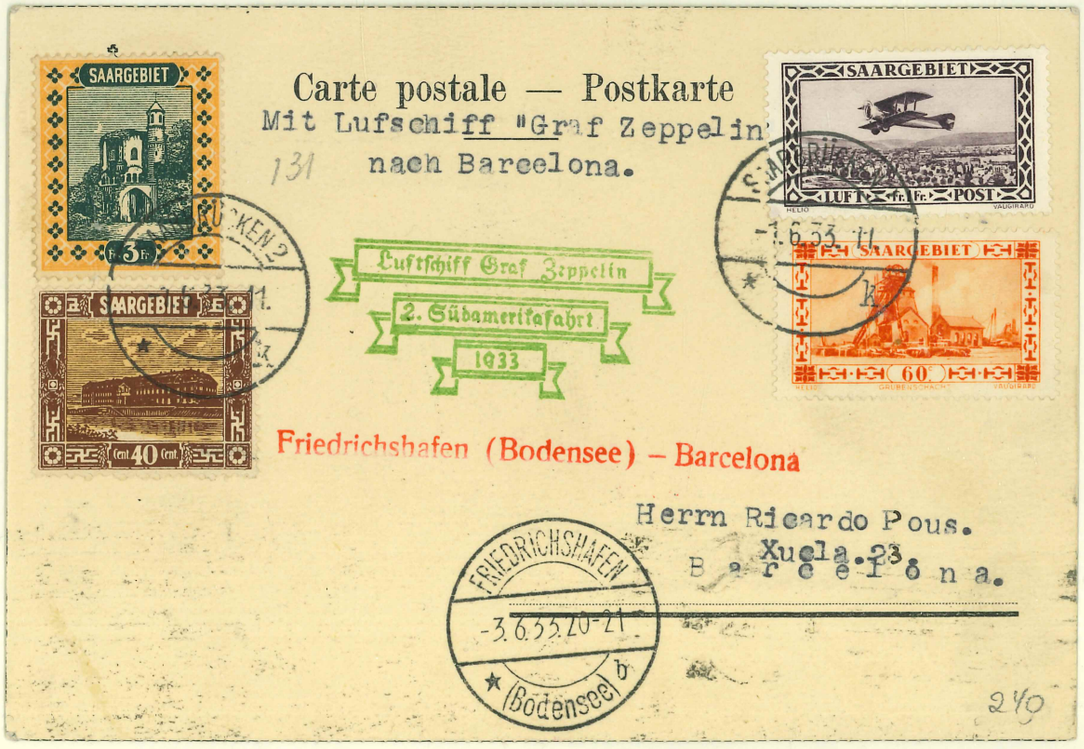
1932 9th South America Flight
Ottweiler special cancel
SHB #7 to Recife. 24.10.32
Correo Aereo 4a S Mnahã
Pernam. 27 X. 32. **Mi 286**
Geigle Cert.



1933 Italian Flight. Mi # 302
Zeppelin LZ 127 card to Rome.
Saar Mi 159 VII. Balloon over "PO" of POST.+dot L. of tower.



Mi 305 I. 2nd South America Flight / Barcelona drop mail card. 3-6. 6.1933 Saarbrücken, Friedrichshafen, Barcelona. Machine cancel on reverse.



Zeppelin Saarland flight
LZ 127. Michel 314 A
Mi **159 IV**
Plate Flaw variety



1933 Saarland Flight. Mi #312.
Zeppelin LZ 127 card.
Saar Mi 159. Saarbrücken,
Saar Territory.

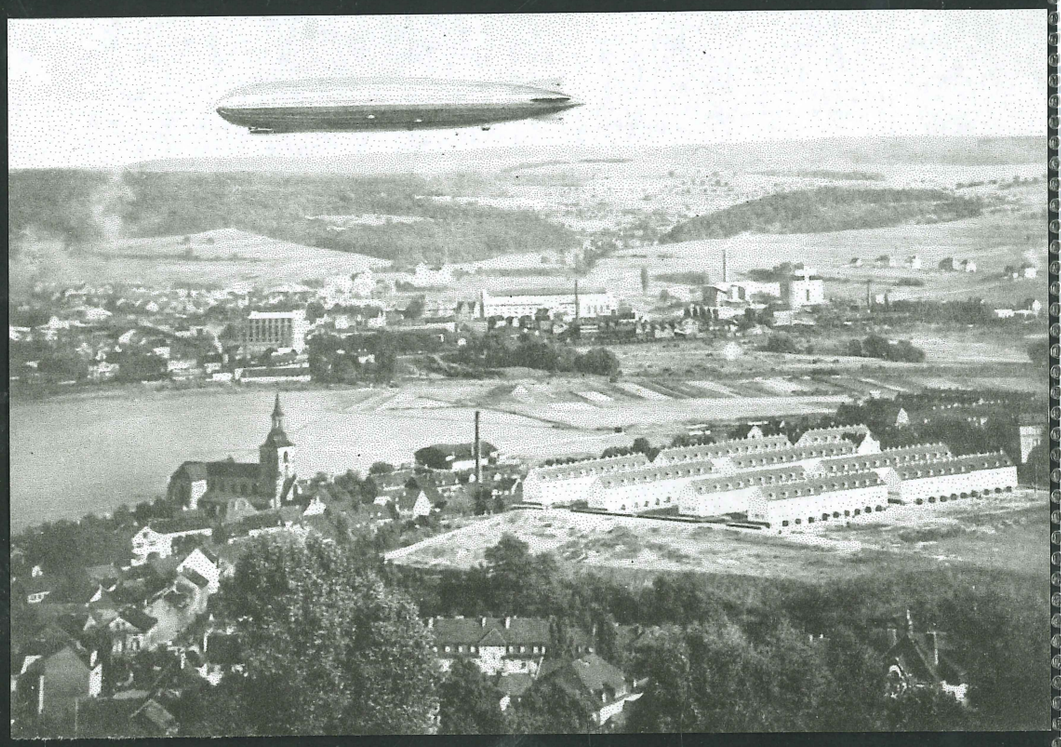


1933 Saarland flight. Mi # 313,314. Zeppelin LZ 127 letter. Saar Mi 159,159 pair. Saarbrücken, Saar Territory.





1933 Saarland Flight. Mi # 314a. Zeppelin LZ 127 letter to Helsinki, Finland. Cancel SHB # 60 Saar **Mi 126 I PF IV, 127 PF IV**, 127, 168,169,170. 126 I PF IV = dot on inner border line under ornament L. of Saargebiet Feld 42. 127 PF IV = short "I" in HELIO+ bulge on "1" of value. Feld 2.



Graf Zeppelin
in Saarbrücken
am 25. Juni 1933 auf
dem Flughafen St. Arnual

Mit Luftschiff: Graf Zeppelin
ab Saarbrücken: Rundfahrt

Gruss aus den Lüften.
Blau-Schmidt
St. Ingbert (Saar)

SAARBRÜCKEN 25.6.33. 19. ★ 2 i

SAARBRÜCKEN 25.6.33. ★ k

SAARGEBIET
LUFT 1f.5 POST

Postkarte

Monsieur Camille Blau
Chef d'Atelier
St. Ingbert
29. Rischbachstrasse

Graf Zeppelin over Saarbrücken airport St.Arnual 25th June 1933. Card with green cachet of round trip to Germany. Mi 313. Mi 159=5 Franc postage .

Graf Zeppelin
in Saarbrücken
am 25. Juni 1933 auf
dem Flughafen St. Arnual

Mit Luftschiff: Graf Zeppelin
ab Saarbrücken
Rundfahrt.

Gruss aus den Lüften.
Blau-Schmidt
St. Ingbert
Saar.

SAARBRÜCKEN 25.6.33. 19. ★ 2 i

SAARBRÜCKEN 25.6.33. ★ k

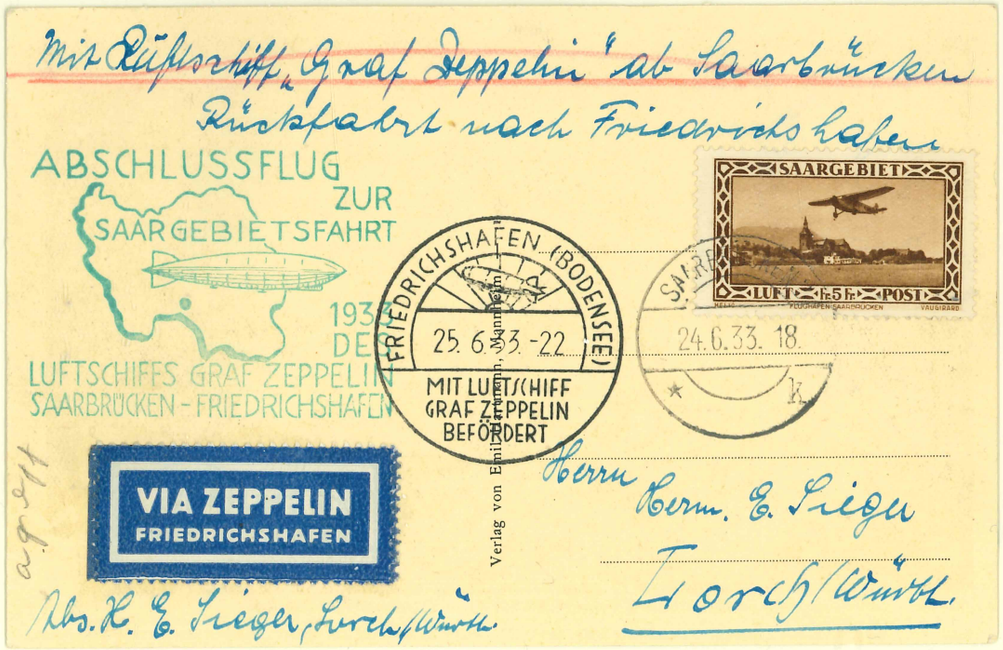
SAARGEBIET
LUFT 1f.5 POST

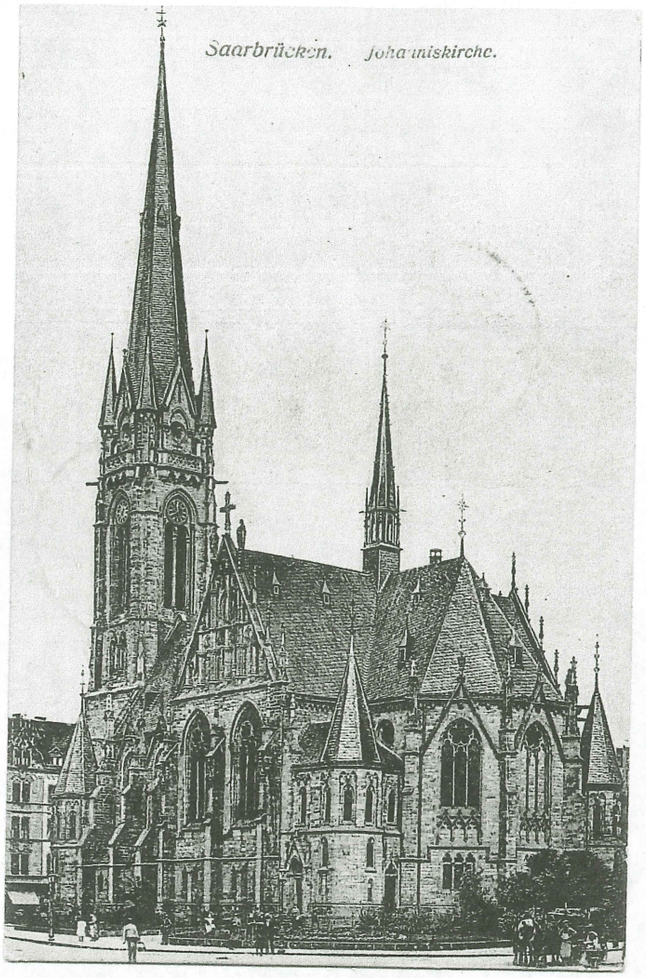
Postkarte

Monsieur Edouard Blau
Ingénieur,
St. Ingbert,
Sarre.
Rischbachstr. 29.

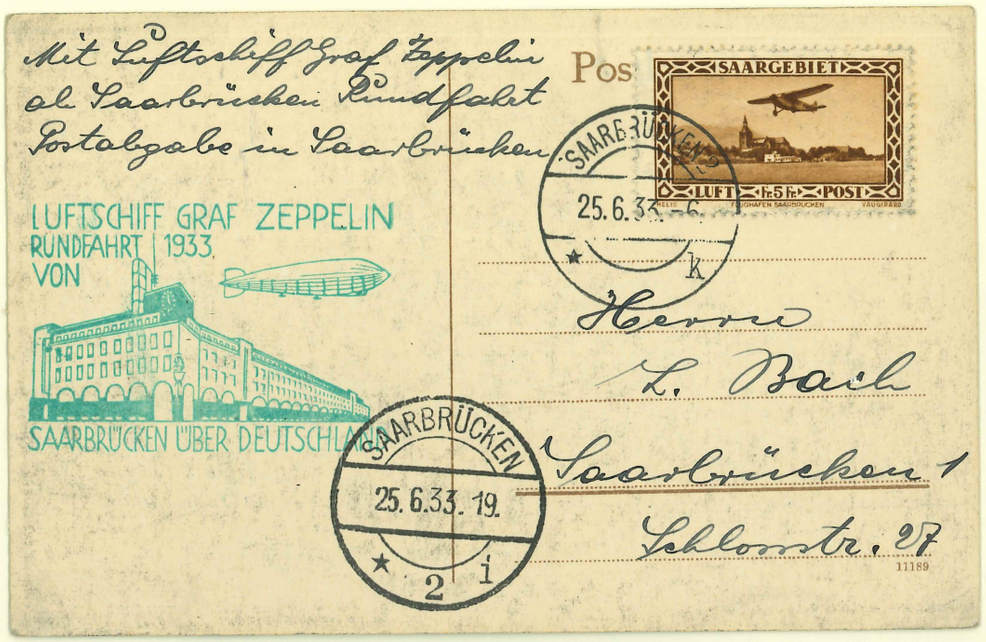
Graf Zeppelin over Saarbrücken airport St.Arnual 25.Jime 1933. Green round trip cachet Germany trip. Mi 313. Mi 159 with plate flaw Feld 38=dot between the wing and plane.

1933 Saarland Flight card.
Saarbrücken-Friedrichshafen
Plate Flaw Mi 159 V = dot under plane wheel and in meadow in front of white building air terminal. Feld 31.

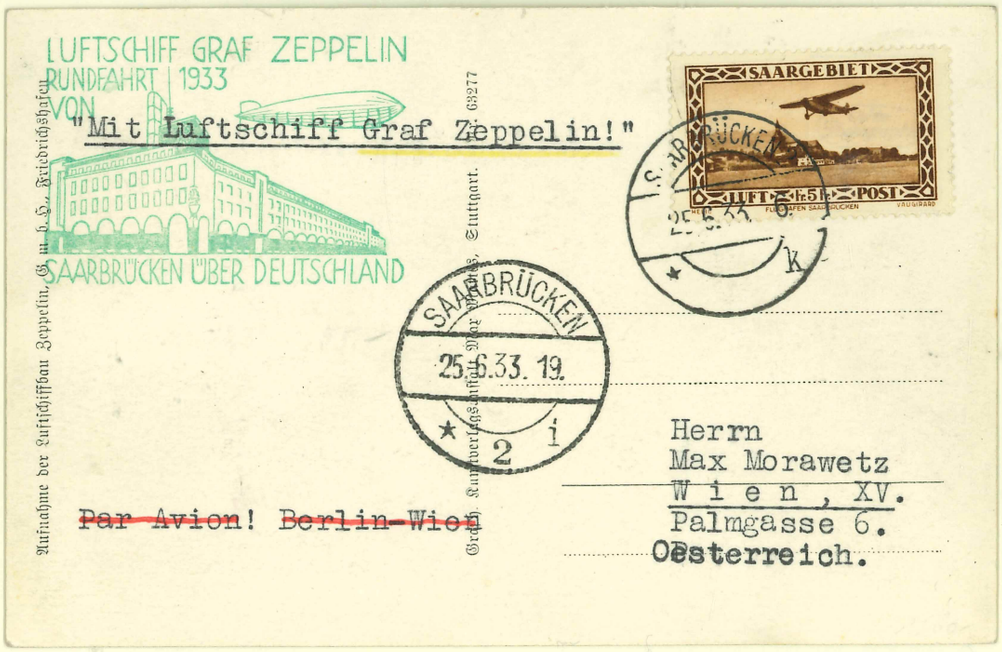





Luftschiff „Graf Zeppelin". Wasserlandung a. d. Bodensee (schwimmend)



1933 Saarbrücken Round Trip Flight.
25.6.33 to Saarbrücken. Mi 159.
View of Johanniskirche.



1933 Saarbrücken Round Trip Flight.
25.6.33 to Austria. Mi 159
View of Graf Zeppelin floating after water landing on Lake Constance.



1933 Swiss Flight.
7.18.33 to Bern Mi 321 Ia.
To Holland. Mi 159 VI=
Line above "T" of POST+
line above bushes at R.
Feld 25.



1933 Swiss Flight
7.18.33 to Bern. Mi 321.Ia
Mi 159 preprinted card
Only 99 pieces known,

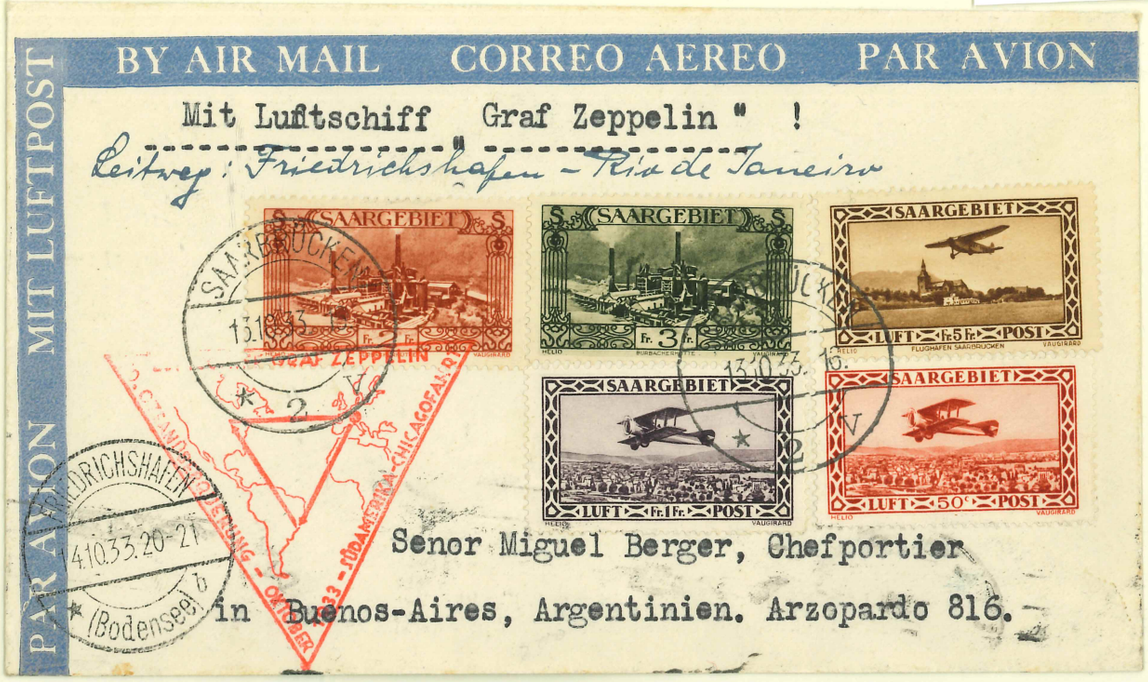


1933 4th South America Flight.
Mi # 323 b. Saar Mi 126 I, 127,158 II, 159,159 IV to Rio de Janeiro.
Plate Flaw 158 II+ line over tree group at the right. Feld 49.
159 IV = dot in R. border betw. top two semicircles. Feld 21.



1933 4th South America Flight.
Mi # 323 b.Saar Mi 126 I, 127 PF V, 158 I, 159,159 to Rio de Janeiro.
Plate flaw 127 PF V=short "I" in HELIO. Feld 2,27. 158 I = bowed line through plane from top border. Feld 4.

1933 Chicago World's Fair Flight. Mi # 348. Saar Mi 119, 120, 127, 128, 158. Recife, Brazil, Rio de Janeiro, Brazil.



1934 Zeppelin Germany Flight card to Holland. Mi # 358.



ATTEST

CHRISTIAN GEIGLE
Verbandsprüfer
im Bund Philatelistischer Prüfer e. V.
D-82031 Grünwald, Almrauschstr. 5, Tel. 089 69395181

Nr. 1748 Datum 28.08.2014

Saargebiet 1934
Erster Postflug Deutschland - Südamerika

Flugpost-Ausgaben „Flugpostmarken“
50 C. dunkelbräunlichrot (Erstauflage), 1 Fr. schwärzlich-grauviolett, 5 Fr. dunkelorangebraun (zwei Stück)
auf Luftpost-Auslandsbrief nach Brasilien.
Mi.-Nr. 126 I, 127 PF VIII, 159 (2), gestempelt auf Brief.

Die Mi.-Nr. 127 hat den Plattenfehler „Punkt neben linkem unterem Halbkreis im rechten Rahmen“ (Bogenfeld 46).

Stempel: SAARBRÜCKEN 2 - * (apt.) k – 2.2.34-20

Ankunftstpl.: CORREIO AEREO 2 A T – DISTRICTO FEDERAL – 8.FEV.1934

Porto: 1,50 Fr. Auslandsbrief bis 20 gr.
10 Fr. Luftpostgebühr je 5 gr.

Marken und Stempel sind **echt.** Der Brief ist **portorichtig** frankiert. Er trägt vorderseitig einen roten Flugpostbestätigungsstempel. Die Qualität ist **einwandfrei.**

Keine Signatur.
Abbildung umseitig.

Prüfgebiete: Saargebiet Mi.-Nr. 53 – 205, Saarland

Die Prüfung erfolgte auf Grund der Prüfordnung des Bundes Philatelistischer Prüfer e.V.

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1st South America Flight 1934. Previouslly mailed letter at old rate. Stuttgart flight confirmation (*). Mi 127 PF VIII = Dot beside semicircle in bottom right border. Geigle BPP.



1934 Zeppelin 10th South America Flight card. Plate Flaw Mi 159 I = rocket over church roof. Feld 49 Recife/Pernambuco 16.10.1934. Mi 410



ATTEST

KLAUS HOFFMANN
Bundesprüfer
des Bundes der philatelistischen Püfer e.V. im BDPh und APHV
D-6635 Schwalbach-Hülzweiler, Kindergartenweg 18,
Tel. 06831/52551

Nr. 10.171/2967 Datum 29.9.1986

SAARGEBIET

Echt sind die roten Stempel "SAARBRÜCKEN 2 (BHF.) LUFTPOST 19.9.28.12.", auf der abgebildeten und echten Marke, Michel Nr. 126, im 4er-Block, sowie dem roten Beförderungsstempel "Mit Luftpost befördert Frankfurt (Main) Flugplatz.", auf einem portogerechten R-u. Luftpostbrief. Von diesem Brief gibt es nur 23 R-Briefe. Die Marken und der Brief befinden sich in einwandfreier Erhaltung. Es handelt sich bei diesem Beleg um eine Alt-Saar-Rarität.

Prüfgebiet: Saar (ab Nr. 53 bis Ende)

Die Prüfung erfolgte auf Grund der Prüfordnung des Bundes der Philatelistischen Prüfer e.V.

GIESECKE & DEVRIENT MÜNCHEN

First Day First Flight cover 4 red cancels
Plate flaw Mi 126 I PF VIII.
Broken border bottom right
Feld 28,29,33,34



First Day First Flight cover [ONE OF 23 REGISTERED COVERS with RED CANCELS known] dated 19.9.28.12. With correct rate for the first airmail service in SAAR. [SHB# 73. Saarbrücken 2 (BHF) LUFTPOST], it is franked with a block of 4 red 50 centime Mi 126 I (Feld 28,29,33,34) one of which is Mi 126 I PF VIII broken border over "D" of VAUGIRARD in lower right border(Feld 34). A blue with black lettering perforated airmail label LPZ 2 (K.B.Spezial), a Registration (transparent green) Saarbrücken 2 (Bhf) Nr. 00335 (ArGe" R+V-Zettel" # 5284 b) label and red airmail confirmation hand stamp Mit Luftpost befördert Frankfurt (Main) Flugplatz (Michel F 36.06/a were used.
Due to a lack of official approval for the flight, it was rescheduled for 20.9.28 and flown to Paris. Confusion occurred when the aircraft was scheduled to arrive at 1 o'clock (13.) and depart twenty minutes later but was not yet authorized to depart. A red ink pad was near the correct black ink pad and was unintentionally used. The postal rate required a letter rate of 50 Cent., registration rate of 1Franc and an airmail surcharge of 50 Cent. This is correctly provided by the four 50 Cent. stamps. The reverse shows an oval Mainz 1 abc receipt cancel dated 8- 20.9.28.7-8V The cover is described in detail and shown in Illustration 4 page 7 of: An Unknown Story of the first airmail in the Saar Territory" by H.P. Metternich. This is one of the great Saar philatelic rarities.

First Day First Flight cover red cancels
Plate flaw Mi 126 I PF III
Split square bottom right border.
Feld 34,44



First Day First Flight cover [ONE OF 23 REGISTERED COVERS with RED CANCELS known] dated 19.9.28.12. With correct rate for the first airmail service in SAAR. [SHB# 73. Saarbrücken 2 (BHF) LUFTPOST], it is franked with two red 50 centime Mi 126 I (Feld 34,44) one of which is Mi 126 I PF III split square in lower right border(Feld 44) and 1 Franc Mi 127. A blue with black lettering perforated airmail label LPZ 2 (K.B.Spezial), a Registration (transparent green) Saarbrücken 2 (Bhf) Nr. 00339 (ArGe" R+V-Zettel" # 5284 b) label and red airmail confirmation hand stamp Mit Luftpost befördert Frankfurt (Main) Flugplatz (Michel F 36.06/a were used.
Due to a lack of official approval for the flight, it was rescheduled for 20.9.28 and flown to Paris. Confusion occurred when the aircraft was scheduled to arrive at 1 o'clock (13.) and depart twenty minutes later but was not yet authorized to depart. A red ink pad was near the correct black ink pad and was unintentionally used. The postal rate required a letter rate of 50 Cent., registration rate of 1Franc and an airmail surcharge of 50 Cent. This is correctly provided by the two 50 Cent. stamps and one 1 Franc stamp. The reverse shows an oval Mainz 1 abc receipt cancel dated 82-20.9.28.7-8 N The cover is typically described in: <u>An Unknown Story of the first airmail in the Saar Territory"</u> by H.P. Metternich. This is one of the great Saar philatelic rarities.

Mi 126 I PF IV (black first day cancel)
Mi 127 (black first day cancel)
Mi 126 I (red first day cancel)
[126 I PF IV=dot on inner border line under square left of SAARGEBIET]
Feld 42.



First Day / First Flight Registered cover [ONE OF 27 KNOWN] dated 19.9.28.13. Correct rate for the first airmail service in SAAR. [ONE OF TWO KNOWN WITH RED AND BLACK CANCELS]. [SHB#73. Saarbrücken 2 (BHF) LUFTPOST.] on Mi 126 I PF IV, 126 I,127. This rare cover was prepared by Postal Secretary Lang and mailed from the airport to Halle(Salle) by registered airmail. [green label Saarbrücken 2 (Bhf) No.119 i] [ARGE 5281b], Red airmail confirmation handstamps: Frankfurt (Main) Flugplatz (Michel F 36.06/a] and blue violet "Mit Luftpost befördert Sbr 2 (Bhf.) [Michel F 89-02 R3]. Blue and black "Mit Luftpost Par avion" perforated label. [The Saarbrücken hand stamp was required to be in red ink but may have become contaminated with the black ink pad in the first flight confusion due to lack of official approval. This stamp was required only at the place of arrival not at the place of origin. The flight was rescheduled 20.9.1928 and other mail was prepared.] Zurück. red handstamp, 21/9 blue crayon when the cover was returned to the sender. [Secretary Lang used a fictitious name and address to permit the cover to be returned to him.] REVERSE: Receipt cancel HALLE * (SAALE) 2 d. 21.9.28.2-3V. Multiple Halle (Saale) g...red handstamps, "Can't be traced through housing references", various "Not received" postmaster notices, Saarbrücken 3* (St.Johann) f. 22.9.28.9 [SHB #109 receipt cancel], [Sender]: Lang St.Johannstr. 33, Saarbrücken. Described in detail and shown [illustration 27, Page 25] in :An Unknown Story of the first airmail in the Saarland" by H.P. Metternich.

Mi 126 I,127 Black First day First Flight cancels.
19. 9. 28 from Railway Station and Airport locations.
Lang correspondence to HALLE (SAALE) Returned.



First Day First Flight cover [ONE OF 17 KNOWN] to Halle (Saale) using the first airmail service in Saar cancelled with black Day Cancels. [SAARBRÜCKEN 2 (BHF) 19.9.28. 12 [MAIN RAIL STATION]and SAARBRÜCKEN 2 LUFTPOST 19.9.28. 13.][AIRPORT] [First Day of issue stamps 50 C & 1 Franc Michel 126 I and 127 were used (Scott C 1, C 2]. The RARE cover was prepared by [Ops] Oberpost Sekretär Rudolf Lang and mailed to Halle (Saale). Ops Lang used a fictitious name and address to have a document returned to him [21/9]. A Red violet airmail confirmation handstamp: "Mit Luftpost befördert Sbr.2 (Bhf.) [square boxed] Michel (Mi.) F 89-02 R3 and red two-line "Mit Luftpost befördert Frankfurt (Main) Flugplatz" Mi. F 36.06/a.[airmail confirmation stamp] were used. [The Saarbrücken 2 stamp was required only at the place of arrival not at the place of origin.]. A tight time schedule had allowed only about 20 minutes between the arrival flight and departing flight and activities were hurried. The two day-cancels show a time indication of 12 [noon] and 13 hours [1 PM] on the document. First flight mail was collected at the rail station and taken to the airport counter. The plane arrived at 1:00 PM and was scheduled to depart at 1:20 PM for Frankfurt and Paris but the flight had not been authorized! The first flight was authorized the next day and was initiated on 20.9.1928, including the previously cancelled covers. See similar details in "An Unknown Story of the first airmail in the Saarland" by H.P. Metternich.

First Day & First Flight cover.
Mi 126 I PF VII (red first day cancel)
Mi 126 I (red first day cancel)
(126 I PF VII = dot over bottom right pentagon). Feld 26.



One of 27 First Day Covers dated 19.9.1928.13 for the first airmail service in Saar with **red** day cancels. Postage is 50 C.**Mi 126 I PF VII (airmail surcharge)and Mi 126 I letter rate.** [SHB#73. Saarbrücken 2 (BHF) LUFTPOST.] This rare cover was prepared by Postal Secretary Lang and mailed to Frankfurt a/Main by airmail service. Red airmail confirmation hand stamp Frankfurt (Main) Flugplatz [Michel F 36.06/a] and violet Mit Luftpost befördert Sbr 2 (Bhf) [Michel F 89-01]. [The Saarbrücken hand stamp was required to be in red ink but violet was used in the afternoon confusion when the red day cancels were mistakenly applied prior to the postponement of the first flight due to lack of official approval. This stamp was required only at the place of arrival not at the place of origin.] The flight was rescheduled 20.9.1928 and other mail was prepared.] Zurück K 22 Sept.1928 boxed violet hand stamp applied when the cover was returned to the sender with a single line violet stamp"Street in Frankfurt unknown" [Secretary Lang used a fictitious name and address to permit the cover to be returned to him and was further noted on the reverse.] Reverse: ", Lang notes "If recipients are unknown, please return. Sender: Lang St.Johannstr. 33, Saarbrücken. Postal Notes "Franken allee 132 not a road, otherwise unknown". Meier 21/9."Recipients determined not in Frankfurt (Main)". 2 line violet handstamp. Described in detail and shown [illustration 20, page 19] in "An Unknown Story of the first airmail in the Saarland" by H.P. Metternich.



One of 27 First Day Covers dated 19.9.1928.13 for the first airmail service in Saar with **red and black** day cancels. Postage is 50 C.**Mi 126 I PF I (airmail surcharge), Mi 126 I (letter rate), 1 Fr.Mi 127(registration fee).** [SHB#73. Saarbrücken 2 (BHF) LUFTPOST.] This rare green label Saarbrücken 2 (Bhf) No 125 i Registered cover was prepared by Postal employee Lang and mailed to Frankfurt a/Main by airmail service en route to Halle (Saale). Red airmail confirmation hand stamp Frankfurt (Main) Flugplatz [Michel F 36.06/a] and violet Mit Luftpost befördert Sbr 2 (Bhf) [Michel F 89-01]. [The Saarbrücken hand stamp was required to be in red ink but violet was used in the afternoon confusion when the red day cancels were mistakenly applied prior to the postponement of the first flight due to lack of official approval. This stamp was required only at the place of arrival not at the place of origin.] The flight was rescheduled 20.9.1928 and other mail was prepared.] Zurück. Reverse shows HALLE *(SAALE) 21.9.28 2-3 V. receipt and Saarbrücken 3 receipt 22.9.28 -9.cancel and "Halle (Saale) 3-Not determined through housing affairs, Postoffice 3..." 3 line violet handstamp". The cover was returned to the sender. [Secretary Lang used a fictitious name and address to permit the cover to be returned to him. Sender: Rud.Lang Oberpostsekretär St.Johannstr. 33, Saarbrücken. Postal Notes: "not found 21/9", "Finkenstr.126 not known". 2 line violet postoffice handstamp.
Described in detail and shown [illustration 26, page 23] in "An Unknown Story of the first airmail in the Saarland" by H.P. Metternich.

ATTEST

CHRISTIAN GEIGLE
Verbandsprüfer
im Bund Philatelistischer Prüfer e. V.
D-82031 Grünwald, Almrauschstr. 5, Tel. 089 69395181

Nr. 2278 Datum 12.03.2018

Saargebiet 1928

Flugpost-Ausgabe „Flugpostmarken“
50 C. dkl´bräunlichrot (2 Stück) und 1 Fr. schwärzlichgrauviolett
auf Luftpost-Einschreiben-Fernbrief nach Deutschland.
Mi.-Nr. 126 I (2), 127, gestempelt auf Brief.

Stempel: SAARBRÜCKEN 2 - (BHF.) – LUFTPOST – 19.9.28-12
in roter Stempelfarbe

Porto: 50 C. Fernbrief bis 20 g, 100 C. Einschreibgebühr, 50 C. Luftpostgebühr
R-Zettel: Nr. 00343
Rückseitiger Ankunftstempel: MAINZ 1 - 20.9.28 7-8N

Es gibt nur 23 R-Briefe mit dieser roten Abstempelung (R-Zettelnummern 00330 bis 00352), alle vom 19.9.1928.

Marken, R-Zettel und Stempel sind **echt.**
Der Brief ist **portorichtig** frankiert.
Die Mi.-Nr. 127 weist starke Zahnfehler und ein Loch im rechten Randbereich auf, dort ist die Marke mit Deckweiß übermalt worden. Die obere Mi.-Nr. 126 I ist im linken Randbereich mit Deckweiß übermalt, die untere 126 I ist fehlerfrei. Der Umschlag ist oben und unten geöffnet, dort jeweils mit Papierstreifen hinterlegt und weist stärkere Schürfungen und Knitterspuren auf. Die Farben sind durch Lichteinwirkung verblasst.
Keine Signatur.
Abbildungen umseitig.

Prüfgebiete: Saargebiet Mi.-Nr. 53 – 205, Dienst Mi.-Nr. 1 - 32, Saarland

Die Prüfung erfolgte auf Grund der Prüfordnung des Bundes Philatelistischer Prüfer e.V.

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First Day / First Flight Cover
Mi 127 (rare red first day cancel)
19.9.28. 12.
One of 23 registered with red day cancel. 4 with black cancel.



One of 27 First Day / First Flight covers dated: 19.9.28 12. for the first airmail service in Saar with red day cancels. [Michel first flight # 28.51)02 a],[SHB #73. SAARBRÜCKEN 2 (BHF) LUFTPOST]. This rare cover was mailed to MAINZ/Rhein by registered airmail service. [transparent green label Saarbrücken 2 (Bhf) Nr. 00343.] [ARGE 5284 b], with red airmail confirmation hand stamp "Mit Luftpost befördert Frankfurt (Main) Flugplatz" [Michel F 36) 06a. A receipt oval cancel is MAINZ 1 a b c 20.9.28.7-8N on the reverse. The red day cancels were inadvertently applied in the confusion prior to the postponement of the scheduled 1 PM arrival flight and 1:20 PM departure flight to Frankfurt / Paris when the red and black ink pads were in close proximity.[cleared by official investigation]. ATTEST CHRISTIAN GEIGLE 12.03.2018. Stamps, R-Zettel and cancels are genuine.The letter is correctly franked. The 1Fr. Mi 127 shows strong perforation flaws and a hole in the right edge area which was over painted with white material. The upper Mi 126 I 50C left perforation area also has the white over paint material. The lower Mi 126 I is flawless..The letter is opened top and bottom and has faded by exposure to light. Adressee obliterated. The flight was rescheduled and flew 20.9.1928.

First Day / First Flight Cover
Mi 127 (rare red first day cancel)
19.9.28. 12.
One of 23 registered with red day cancel. 4 with black cancel.
One of 9 addressed to Hofmann.



One of 27 First Day / First Flight covers dated.19.9.28.12 for the first airmail service in Saar with **red** day cancels.[Michel first flight # 28.51) 02 a], [SHB #73. SAARBRÜCKEN 2 (BHF) LUFTPOST]. This rare cover was mailed to **Schwandorf in Oberpfalz Bavaria** by registered airmail service. [transparent green label Saarbrücken 2 (Bhf) Nr. 00345.] [ARGE 5284b],with Red airmail confirmation hand stamps "Mit Luftpost befördert Frankfurt (Main) Flugplatz" [Michel F 36) 06a and continuing with red "Mit Luftpost befördert Flughafen Fürth-Nürnberg."[Michel F 42) 01]. The red day cancels were inadvertently applied in the confusion prior to the postponement of the 1 PM scheduled arrival flight with a departure time of 1:20 PM to Frankfurt when the red and black ink pads were in close proximity. The flight was later rescheduled for 20.9.1928 when the required official approval was confirmed. The letter has a grey/black "Mit Luftpost Par avion" boxed perforated label and two postage stamps Michel 127, providing the correct rate required for a letter: 50 centime, air surcharge 50 centime and Registration 1 Franc. The letter is addressed to Herrn August Hofmann at Klosterstr. 38 I. A receipt cancel is on the reverse "SCHWANDORF * (Bayern) a, 21.9.28. 6-7. Herrn Hoffmann was to receive nine covers on this first flight. The red cancels were made between 12 and 1 PM. A Hofmann cover is shown in the monograph "An Unknown Story of the first airmail in the Saarland" by H.P. Metternich which is a reference for this album note.

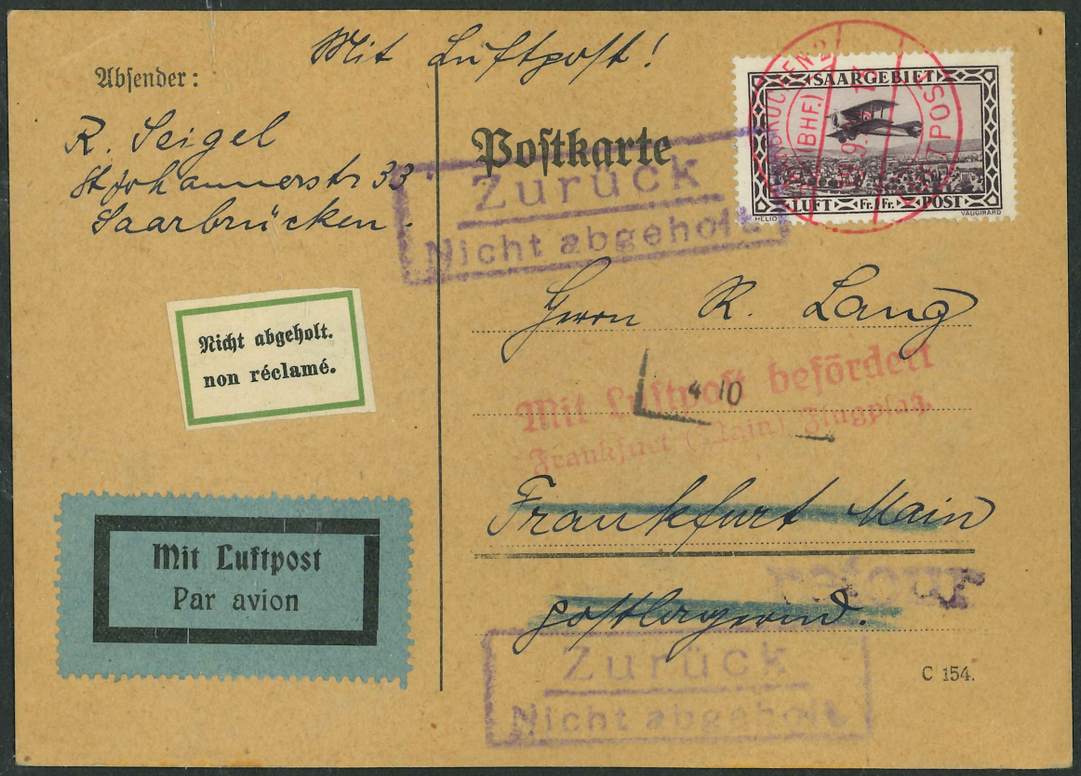


First Day & First Flight cover
Michel 127 PF VII
Black first day cancels
19.9.28. 12. & 19.9.28.13
(127 PF VII = left border broken at 4th semicircle from top) Feld 24,48

First Day First Flight cover [ONE OF 17 KNOWN] to Halle (Saale) using the first airmail service in Saar cancelled with black Day Cancels. [SAARBRÜCKEN 2 (BHF) 19.9.28. 12 [MAIN RAIL STATION]and SAARBRÜCKEN 2 LUFTPOST 19.9.28. 13.][AIRPORT] [First Day of issue stamps 50 C & 1 Franc Michel 126 I and 127 were used (Scott C 1, C 2]. The RARE cover was prepared by [Ops] Oberpost Sekretär Rudolf Lang and mailed to Halle (Saale). Ops Lang used a fictitious name and address to have a document returned to him [21/9]. A Red violet airmail confirmation handstamp: "Mit Luftpost befördert Sbr.2 (Bhf.) [square boxed] Michel (Mi.) F 89-02 R3 and red two-line "Mit Luftpost befördert Frankfurt (Main) Flugplatz" Mi. F 36.06/a.[airmail confirmation stamp] were used. [The Saarbrücken 2 stamp was required only at the place of arrival not at the place of origin.]. A tight time schedule had allowed only about 20 minutes between the arrival flight and departing flight and activities were hurried. The two day-cancels show a time indication of 12 [noon] and 13 hours [1 PM] on the document. First flight mail was collected at the rail station and taken to the airport counter. The plane arrived at 1:00 PM and was scheduled to depart at 1:20 PM for Frankfurt and Paris but the flight had not been authorized! The first flight was authorized the next day and was initiated on 20.9.1928, including the previously cancelled covers. Franking on this cover is Mi.127 PF VII plate flaw "left border broken at 4th semicircle from the top."



Registered First Day / First Flight cover to Paris, France delayed for airmail authorization. Black cancel 19.9.28. 10 Saarbrücken 2 *(Bhf) f [SHB#28] and 19.9.28. 13 Saarbrücken 2 (BHF) LUFTPOST [SHB#73]. Franked with Mi 118 [1Fr.50]+Mi 126 I PF VIII [broken border line below the "D" of Vaugirard. Feld 34] [50c]. The delayed flight, now approved, occurred 20.9.28 with a continuation flight to Paris. Scarce green Registration label Saarbrücken 2 (Bhf) *No* 115 i [ARGE #5281 b]. Rate required 50c for letter, 100c for registration, 50c airmail surcharge which is correct as shown. A square violet Saarbrücken 2 confirmation handstamp was applied although this was only required by the receiving location when in Germany. The letter was addressed to Mr. Ray Loote, Paris X, 25 rue de Beaune a fictitious name and address so that the letter would be returned to the sender. Reverse side shows that the sender was Rud. Lang, Oberpostsekretar, St.Johannerstr. 33, Saarbrücken. Two Paris route numbers were applied in black ink, circled "7/4" and oval "7/4". Postal notes in cursive "false address" and "*nicht angetroffen*" [not found]. The letter was returned and received the cancel "Saarbrücken 3 *(St.Johann) f 22.9.28. 9. [SHB# 109] two days after the flight. The cover is shown on page 20, illustration 22+23 in "An Unknown Story of the First Airmail in the Saarland" by H.P. Metternich.(2009).



First Day / First Flight C154 card to Frankfurt/M General Delivery.19.9.28.13. The card is one of only two known with a red cancel. Flight was delayed by lack of official authorization and was flown the next day. RARE red cancel Saarbrücken 2 (BHF) LUFTPOST [SHB#73] on franking by Mi 127=1Fr. Rate for a card is 40C+50C airmail surcharge. The card is 10C over franked. Red confirmation cancel "Mit Luftpost befördert Frankfurt (Main) Flugplatz Mi F 36.06a.occurs. The card is addressed to Herrn R. Lang Frankfurt Main postlagernd from R. Seigel St.Johannstr.33,Saarbrücken. The addressee and return address is correct for Oberpostsekretar Rudolf Lang but the sender is fictitious. The address is crossed out by blue crayon. A green bordered rectangular gummed label:"Nicht abgeholt. non réclamé. is attached [*not picked up*]. "retour"[return] and two rectangular violet handstamps "Zuruck Nicht abgeholt" [return not picked up] are used. Also a portion of the return date "4.10" black handstamp occurs. This card is shown on page 18, illustrations 18 and 19 in "An Unknown Story of the First Airmail in the Saarland" by H.P. Metternich (2009).

First Day Cover 19.9.28
Registered airmail letter
Mettlach to Ronneburg
Frankfurt/M confirmation
Receipt 21.9.28.5-6 V



First Day airmail Registered cover from Mettlach to Ronneburg with Frankfurt/M red airmail confirmation handstamp and a black cancellation 19.9.28.13 in Mettlach. Flight was delayed until 20.9.28 due to lack of official authorization for the airmail service. Postage is provided by Mi 126 I (50C) letter,127 (1Fr.) Registration, 108 (2) (20C) printed matter rate."Mit Luftpost befördert Frankfurt (Main) Flugplatz (Mi F 36.06a. airmail confirmation handstamp).Many first day covers were sent from Saarbrücken, posted from a collection box in the main railroad station or at the Post Office counter at the airport. This was sent from Mettlach by Fritz Paulus a stamp dealer. Air mail items were forwarded by train from the mail stops if no further air facilities were available or if the train mail would reach the destination at an earlier time. A receipt cancel occurs on the reverse: Ronneburg 21.9.28.5-6 V.

ATTEST

CHRISTINE NEY
Spezialprüferin
D-66793 Saarwellingen, Forststraße 27, Telefon 06838 3706

Nr. 242 Datum 15.12.2010

Saargebiet

Flugpost- und Freimarken 1927 / 28

Mi.-Nr.: 126 / 27 (FDC) und 114
R-Luftpost-Brief
Stempel: "METTLACH * (SAAR) a
19.9.28. 13."

Die abgebildeten Marken sowie die Stempel sind echt.

Die Mi.-Nr. 126 / 27 haben einen Ersttags-stempel.

Die Qualität des portogerechten, beförderten R-Luftpost-Briefes ist einwandfrei.

C. Ney

Prüfgebiet: Saargebiet ab Mi.-Nr. 53, Saarland

Die Prüfung erfolgte auf Grund meiner Prüfbedingungen.

First Day Cover 19.9.28
Registered (airmail) letter
Mettlach to Strasbourg.
1928 Ney certificate



ATTEST

CHRISTINE NEY
Spezialprüferin
D-66793 Saarwellingen, Forststraße 27, Telefon 06838 3706

Nr. 240 Datum 15.12.2010

Saargebiet

Flugpost- und Freimarken 1927 / 28

Mi.-Nr.: 126 / 27 (FDC) und 108 Paar R-Luftpost-Drucksache
Stempel: "METTLACH * (SAAR) a 19.9.28. 13."

Die abgebildeten Marken sowie die Stempel sind echt.

Die Mi.-Nr. 126 / 27 haben einen Ersttagsstempel.

Die Qualität der portogerechten, beförderten R-Luftpost-Drucksache ist einwandfrei.

Prüfgebiet: Saargebiet ab Mi.-Nr. 53, Saarland

Die Prüfung erfolgte auf Grund meiner Prüfbedingungen.