LZ127

Z19 FRIEDRICHSHAFEN - OEHRINGEN - FRANKFURT - FRIEDRICHSHAFEN 13.9.31



PPC ADDRESSED TO FRANKFURT BEARING IRM AIRMAIL (M455) TIED BY OEHRINGEN SPECIAL STAMP 13.9.31, CONFIRMATION STAMP IN RED AND FRANKFURT ARRIVAL STAMP 13.9.31.
THE AIRSHIP DID NOT LAND AT OEHRINGEN AND MAIL WAS COLLECTED BY ROPE.

62/127

220 FRIEDRICHSHAFEN-OEHRINGEN-FRANKFURT-FRIEDRICHSHAFEN 13.9.31



PLAIN CARD ADDRESSED TO HOLLAND BEARING 1RM AIRMAIL (M455) TIED BY FRANKFURT CDS 13.9.31, CONFIRMATION STAMP IN RED AND FRIEDRICHSHAFEN ARRIVAL STAMP 13.9.31.

LINDNER 804 a

LZ127

228 FRIEDRICHSHAFEN – OEHRINGEN – FRANKFURT – FRIEDRICHSHAFEN 13.9.31



8pfg POSTAL STATIONERY CARD UPSTAMPED WITH 1M AIRMAIL (M302) TIED BY FRANKFURT CDS 13.9.31 FOR RETURN STAGE OF FLIGHT TO FRIEDRICHSHAFEN. ITEM ALSO BEARS CONFIRMATION STAMP IN RED AND FRIEDRICHSHAFEN ARRIVAL STAMP 13.9.31.

LINDNER 804 a

LZ127

SECOND SOUTH AMERICA FLIGHT 1931

ZZZ FRIEDRICHSHAFEN-RECIFE(PERN)-FRIEDRICHSHAFEN 18.-28.9.31



COVER TO PERNAMBUCO BEARING 4RM AIRMAIL (M424) TIED BY FRIEDRICHSHAFEN CDS 18.9.31 FOR RETURN FLIGHT AND CONFIRMATION STAMP IN VIOLET. RECIFE ARRIVAL STAMP ON REVERSE (21.9.31).
FOR RETURN FLIGHT TO FRIEDRICHSHAFEN BRAZILIAN 400R (SG406) AND SPECIAL OVERPRINTED AIRMAIL 5$000 ON 300R (M367), TIED TO RIO de JANEIRO CDS 23.9.31, TOGETHER WITH BRAZILIAN CONFIRMATION STAMP IN VIOLET HAVE BEEN APLIED.
FRIEDRICHSHAFEN ARRIVAL STAMP 28.9.31 ON REVERSE.



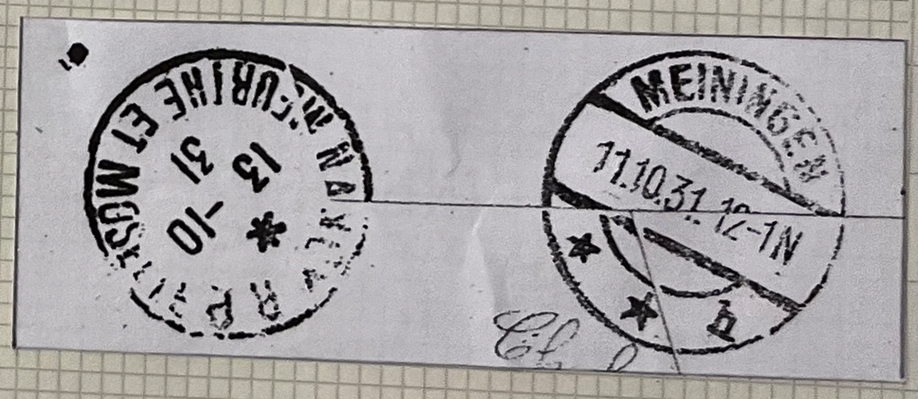
LZ127

Z24 FRIEDRICHSHAFEN – MEININGEN – FRIEDRICHSHAFEN 11.10.31



COVER ADDRESSED TO NANCY, FRANCE BEARING 2RM AIRMAIL (MI423) TIED BY FRIEDRICHSHAFEN CDS 11.10.31 AND CONFIRMATION STAMP IN RED FOR OUTWARD FLIGHT TO MEININGEN.

REVERSE BEARS MEININGEN ARRIVAL STAMP AND NANCY RECEIVER. (11.10.31/13.10.31)

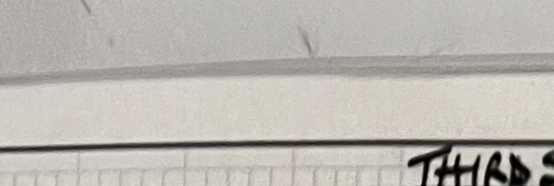


LZ127

THIRD SOUTH AMERICA FLIGHT 1931

229 FRIEDRICHSHAFEN–RECIFE (PERN)–CIRCUIT–RECIFE (PERN)–FRIEDRICHSHAFEN 24.–28.10.31

3. Südamerikafahrt des Graf Zeppelin.
Anschlußpostsack Buenos Aires.
Drucksache!



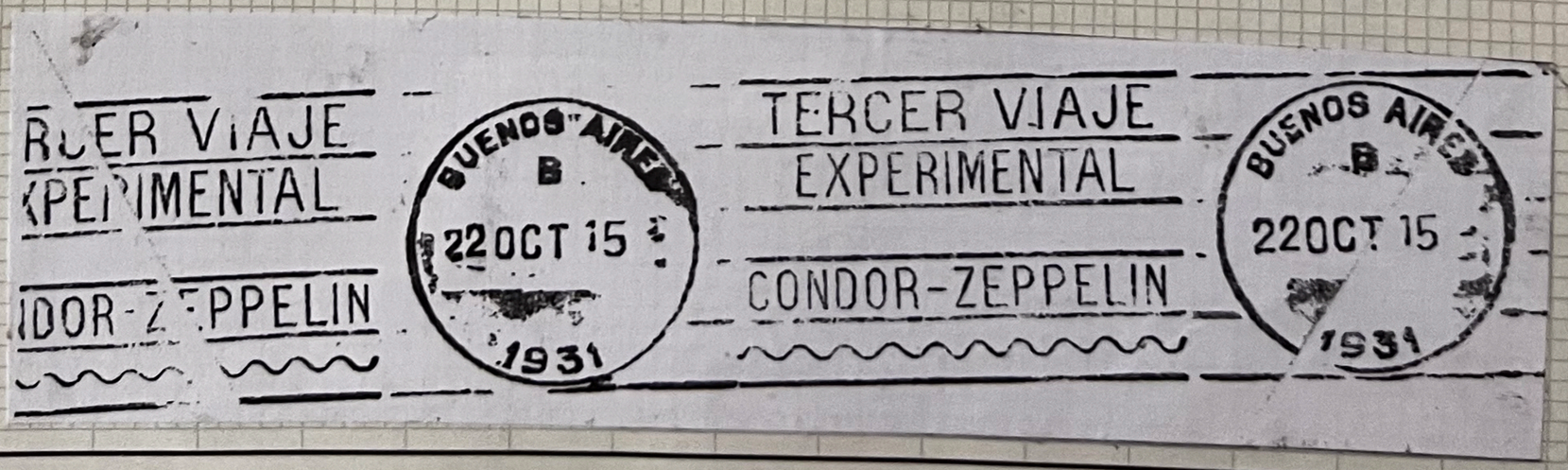


Hrn.
Paul Schie
Stuttgart
Germany
Königstraße

14a II

S. 133 Av

COVER ADDRESSED TO STUTTGART BEARING IRMA IRMAIL (H455), TIED BY FRIEDRICHSHAFEN CDS 17.10.30, AND CONFIRMATION STAMP IN GREEN FOR FIRST STAGE OF OUTWARD FLIGHT. BUENOS AIRES RECEIVER 22.10.30 ON REVERSE.



LINDNER 804 a

LZ127

THIRD SOUTH AMERICA FLIGHT 1931

Z29 FRIEDRICHSHAFEN-RECIFE(PERN)-CIRCUIT-RECIFE(PERN)-FRIEDRICHSHAFEN 24.-28.10.31

Mit Luftschiff Graf Zeppelin 3.Südamreikafahrt 1931.

Ueber Rio de Janeiro -Bahia-NewYork nach Chikago.

LUFTSCHIFF GRAF ZEPPELIN
3. SÜDAMERIKAFAHRT 1931



Mr.

Rudi B o r c h e r s ,

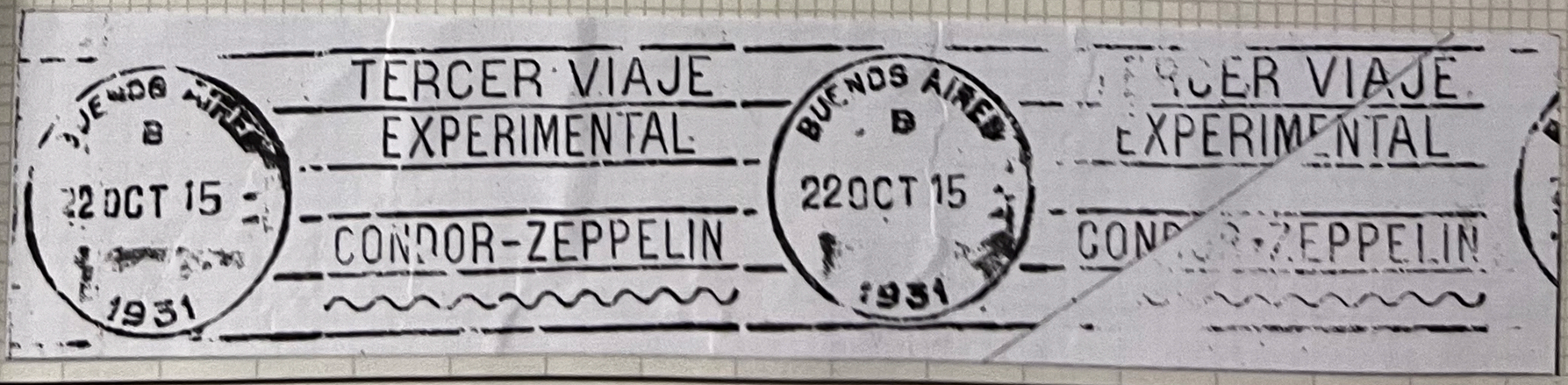
3756 Fullertone Ave.

C h i c a g o , I l l .

N.S . A.

S.133

COVER ADDRESSED TO CHICAGO BEARING 2 RM. ×2 AIRMAILS (M424) TIED BY FRIEDRICHSHAFEN CDS 17.10.31, AND CONFIRMATION STAMP IN GREEN FOR FIRST STAGE OF OUTWARD FLIGHT. BUENOS AIRES RECEIVER 22.10.31 ON REVERSE.



LINDNER 804 a

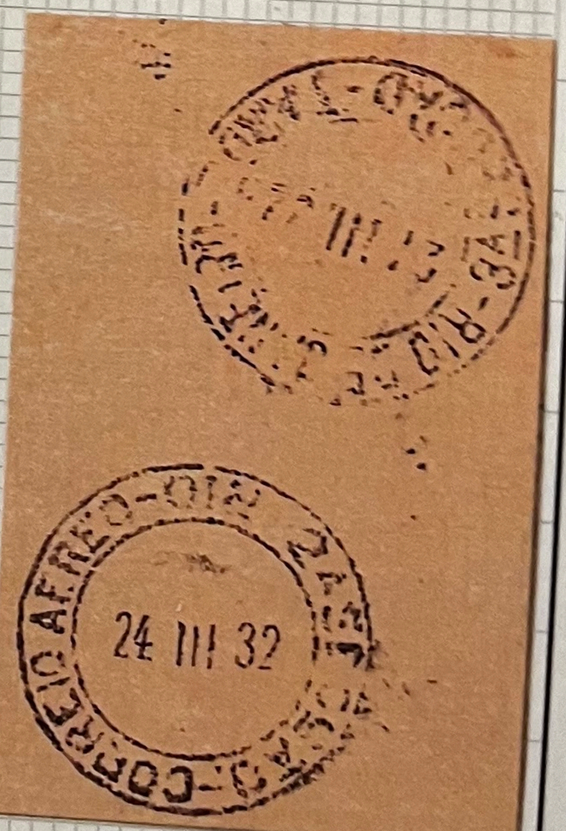
LZ127

FIRST SOUTH AMERICA FLIGHT, 1932

234 FRIEDRICHSHAFEN – RECIFE (PERN) – FRIEDRICHSHAFEN 20.–29.3.32



CARD ADDRESSED TO U.S.A. BEARING 2 RM AIRMAIL WITH POLAR FLIGHT OVERPRINT (MUST) TIED BY FRANKFURT CDS 16.3.32 FOR FLIGHT FROM FRIEDRICHSHAFEN TO RECIFE (PERN). ITEM ALSO BEARS FRIEDRICHSHAFEN CDS 21.3.32 AND CONFIRMATION STAMP IN VIOLET.
REVERSE SHOWS CARD WAS FORWARDED FROM RIO DE JANEIRO.



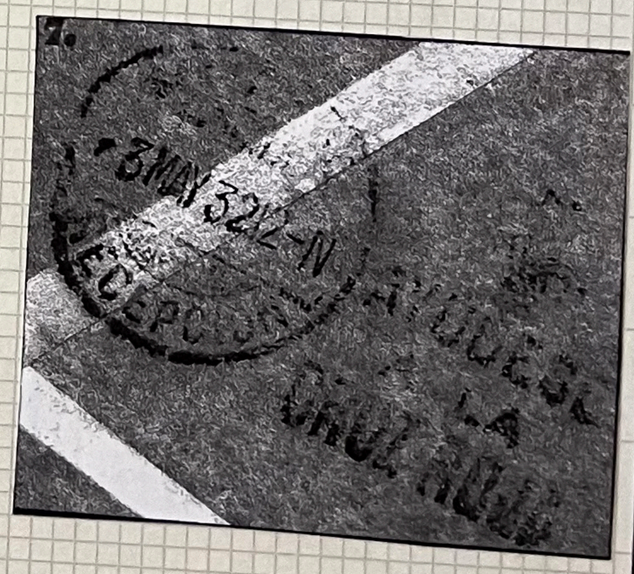
LZ127

THIRD SOUTH AMERICA FLIGHT 1932

Z39 FRIEDRICHSHAFEN - RECIFE (PERN) - FRIEDRICHSHAFEN 17.-29.4.32



COVER ADDRESSED TO SANTIAGO, CHILE BEARING 25pf (M416) AND AIRMAILS 50pf (M381) 1RM (M455), TIED BY BERLIN CDS 17.4.32, AND CONFIRMATION STAMP IN BROWN. THE CONFIRMATION STAMP IN RED INDICATES THAT THE ITEM WAS TAKEN ON BOARD FROM BERLIN CONNECTION FLIGHT.
INDISTINCT RECEIVER ON REVERSE PRESUMABLY APPLIED AT SANTIAGO.



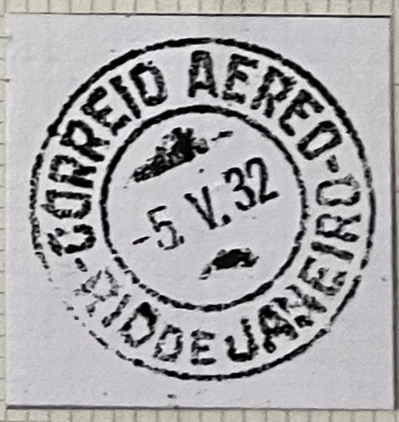
LZ 127

FOURTH SOUTH AMERICA FLIGHT 1932

741 FRIEDRICHSHAFEN – RECIFE (PERN) – FRIEDRICHSHAFEN 7–10.5.32



COVER ADDRESSED TO RIO DE JANEIRO BEARING 15PFX2 AND 1M AIRMAILS (MA379+382).
TIED BY FRIEDRICHSHAFEN CDS 25.2.32 AND CONFIRMATION STAMP IN RED.
RIO DE JANEIRO RECEIVER 5.5.32 ON REVERSE.



LINDNER 804 a

LZ127

247

NETHERLANDS FLIGHT

FRIEDRICHSHAFEN - ENSCHEDE - BREMEN - HAMBURG - GRONINGEN - ROTTERDAM - ENSCHEDE - ROTTERDAM CIRCUIT - FRIEDRICHSHAFEN 18.-19.6.32



S.16.1446

COVER (WITH CONTENTS) ADDRESSED TO HOLLAND BEARING 25PF (M416) AND AIRMAILS 50PF (M381) 2RM (M423), TIED BY ON BOARD POST STAMP 18.6.32 AND CONFIRMATION STAMP IN BLUE.
ITEM DOES NOT BEAR AN ARRIVAL STAMP BUT WOULD HAVE BEEN UNLOADED ON FIRST LANDING AT ENSCHEDE.

LINDNER 804 a

LZ 127

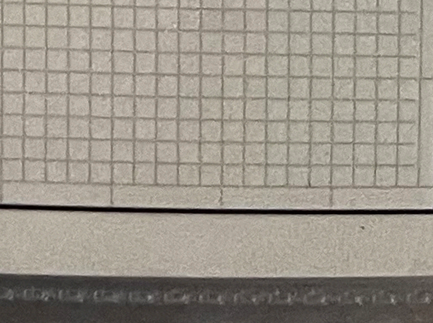
Z60

FLIGHT TO DANZIG LUPOSTA (STAMP EXHIBITION)

FRIEDRICHSHAFEN-DANZIG (1ST LANDING)-CIRCUIT-DANZIG (2ND LANDING)-FRIEDRICHSHAFEN 30.7.-1.8.32



COVER ADDRESSED TO NURNBERG FRANKED WITH 10PF-50PF AIRMAILS, TIED BY ON BOARD POST STAMP 31.7.32, WITH CONFIRMATION STAMP IN BLUE, DANZIG (1ST LANDING) ARRIVAL STAMP ON REVERSE.

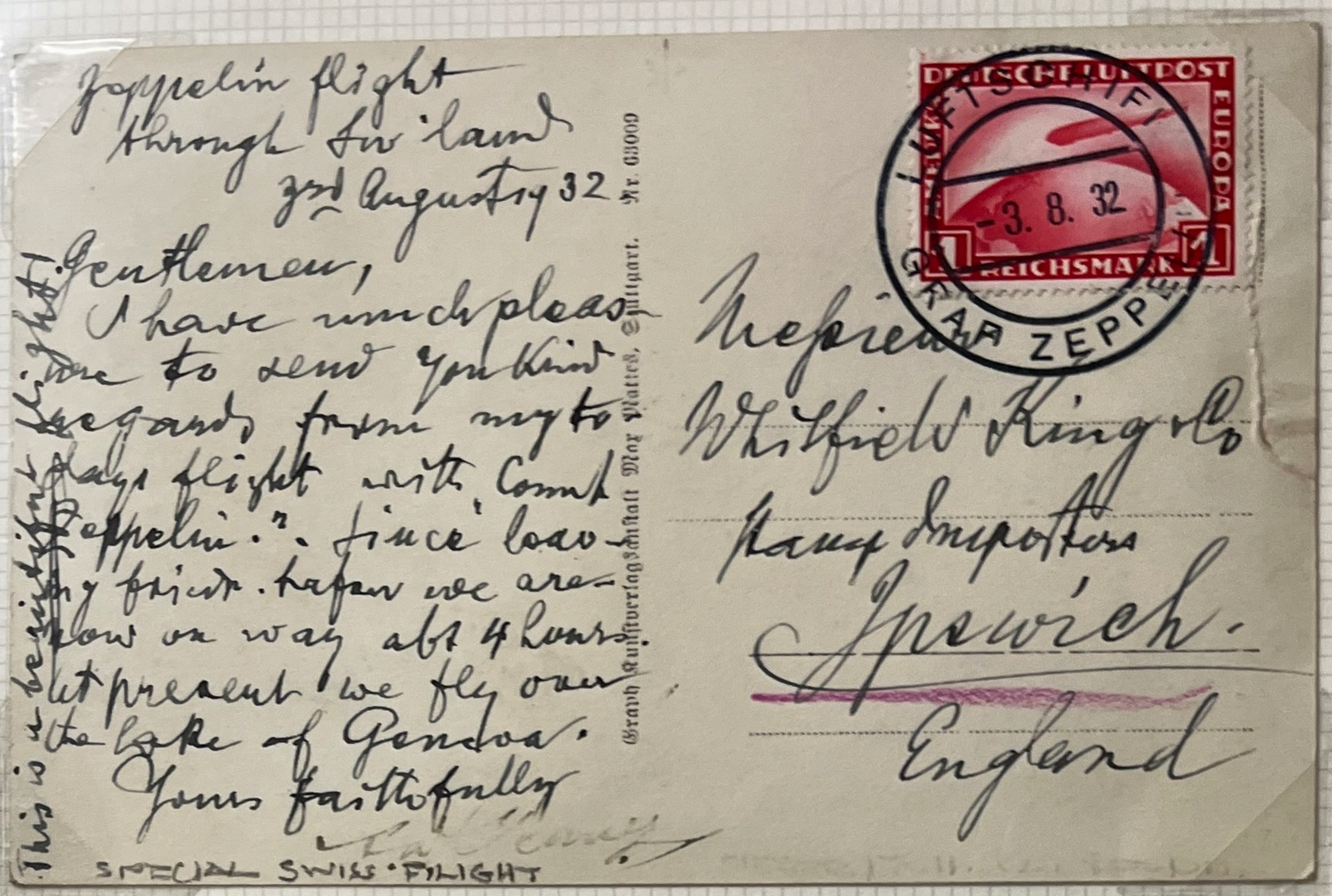


LINDNER 804 a

LZ127

SWITZERLAND FLIGHT

Z65 FRIEDRICHSHAFEN – SWITZERLAND (NO LANDINGS) – FRIEDRICHSHAFEN 3.8.32



PPC OF LZ127 ADDRESSED TO ENGLAND BEARING 1RM AIRMAIL (M455) TIED BY ON BOARD POST STAMP 3.8.32.

THIS FLIGHT WAS ONE OF A SERIES (9) OF SIMILAR FLIGHTS UNDERTAKEN DURING AUGUST WITH OCCASSIONAL TWICE DAILY JOURNEYS. NO LANDINGS WERE EFFECTED AND NO CACHETS / ARRIVAL STAMPS WERE APPLIED TO MAIL WHICH WAS ALL POSTED ON BOARD.

LINDNER 804 a

LZ 127

SIXTH SOUTH AMERICA FLIGHT 1932

275 FRIEDRICHSHAFEN - RECIFE (PERN) - Rio de JANEIRO - RECIFE (PERN) - FRIEDRICHSHAFEN 12.-21.9.32



REGISTERED COVER ADDRESSED TO MONTEVIDEO BEARING 12pf (M466) AND AIRMAILS 15pf Z AND 2M+Z (MA319+M383), APPLIED TO BOTH SIDES, TIED BY BERLIN CDS 10.9.32. ITEM WHICH WAS TAKEN ON BOARD FROM BERLIN CONNECTION FLIGHT DOES NOT BEAR CONFIRMATION STAMP IN RED TO THIS EFFECT. COVER ALSO BEARS FRIEDRICHSHAFEN CDS 10.9.32 AND CONFIRMATION STAMP IN GREEN.
CACHET "SERVICIO....AEREO....1932" IN BLACK HAS BEEN APPLIED TO THE COVER IN ERROR AS THIS CONFIAMATION STAMP WAS ONLY USED ON BRAZILIAN MAIL DESTINED FOR RETURN FLIGHT TO FRIEDRICHSHAFEN.



LINDNER 804 a

LZ127

Z73

FIFTH SOUTH AMERICA FLIGHT 1932

FRIEDRICHSHAFEN – RECIFE (PERN) – FRIEDRICHSHAFEN 29.8.–7.9.32



PPC ADDRESSED TO BAHIA, BRAZIL BEARING 20pf (M380) AND 1RM (M455) AIRMAILS TIED BY STUTTGART CDS 28.8.31. THE CACHET IN RED CONFIRMS THAT THE ITEM WAS TAKEN ON BOARD FROM STUTTGART CONNECTION FLIGHT.

REVERSE SHOWS SALVADOR (BAHIA PROVINCE) RECEIVER 1.9.32 AND A CACHET (CONFIRMATION STAMP) IN VIOLET APPLIED IN ERROR ON LANDING AT RECIFE (PERN) THIS STAMP WAS APPLIED ONLY TO ARGENTINIAN MAIL DESTINED FOR RETURN FLIGHT TO FRIEDRICHSHAFEN.



LINDNER 804 a

LZ127

NINTH SOUTH AMERICA FLIGHT 1932

286 FRIEDRICHSHAFEN - RECIFE (PERN) - RIO de JANEIRO - RECIFE (PERN) - SEVILLE - FRIEDRICHSHAFEN, 24.10-3.11.32



COVER ADDRESSED TO PORTO ALEGRE, BRAZIL BEARING 50PF AND 1RM AIRMAILS (M381+M455), TIED BY BERLIN CDS 22.10.32. AND CONFIRMATION STAMP IN BRIGHT ORANGE. CACHET IN RED INDICATES THAT ITEM WAS TAKEN ON BOARD FROM BERLIN CONNECTION FLIGHT. PORTO ALEGRE RECEIVER 29.10.32 ON REVERSE.



LZ127

SEVENTH SOUTH AMERICA FLIGHT 1932

279 FRIEDRICHSHAFEN – RECIFE (PERN) – BARCELONA – FRIEDRICHSHAFEN 26.9.– 4.10.32



COVER ADDRESSED TO MORMACO BRAZIL BEARING 50PFX3 (M420), TIED BY OBERSTEIN CDS 24.9.32 AND CONFIRMATION STAMP IN BROWN. ITEM ALSO BEARS FRIEDRICHSHAFEN CDS 26.9.32 AND PORTO ALEGRO, BRAZIL RECEIVER ON REVERSE (1.10.32)



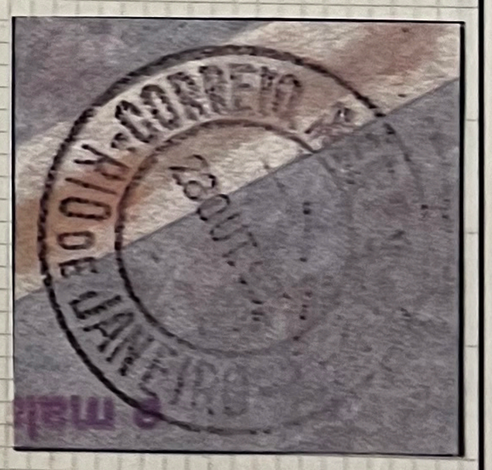
LZ127

NINTH SOUTH AMERICAN FLIGHT 1932

Z 86 FRIEDRICHSHAFEN - RECIFE (PERN) - RIO DE JANEIRO - RECIFE (PERN) - SEVILLE - FRIEDRICHSHAFEN 24.10 - 3.11.32



COVER ADDRESSED TO RIO DE JANEIRO BEARING 1M AIRMAIL (M382) AND 50pf (M473) TIED BY HAMBURG MACHINE CANCEL 22.10.32. ITEM ALSO BEARS FRIEDRICHSHAFEN CDS 24.10.32, CONFIRMATION STAMP IN BRIGHT ORANGE AND RIO DE JANEIRO RECEIVER 28.10.32 ON REVERSE.



LINDNER 804 a

LZ127

Z93

GERMANY FLIGHT.

FRIEDRICHSHAFEN - FRIEDRICHSHAFEN 1.5.33



Zur Erinnerung an die Feier in der Garnisonkirche zu Potsdam aus Anlaß der Eröffnung des Reichstags 21. März 1933

S.201.Aa



6pf POSTAL STATIONERY CARD ADDRESSED TO BERLIN UPRATED WITH 4PF, 5PF AND 30PF X 2 (M483, 468+417) TIED BY FRIEDRICHSHAFEN CDS 1.5.33. ITEM ALSO BEARS CONFIAMATION STAMP IN GREEN (NOTE INTRODUCTION OF 4F) AND DRESDEN ARRIVAL STAMP 1.5.33 INDICATING THAT CARD WAS IN MAIL CONSIGNMENT DROPPED THERE.

LINDNER 804 a

LZ127

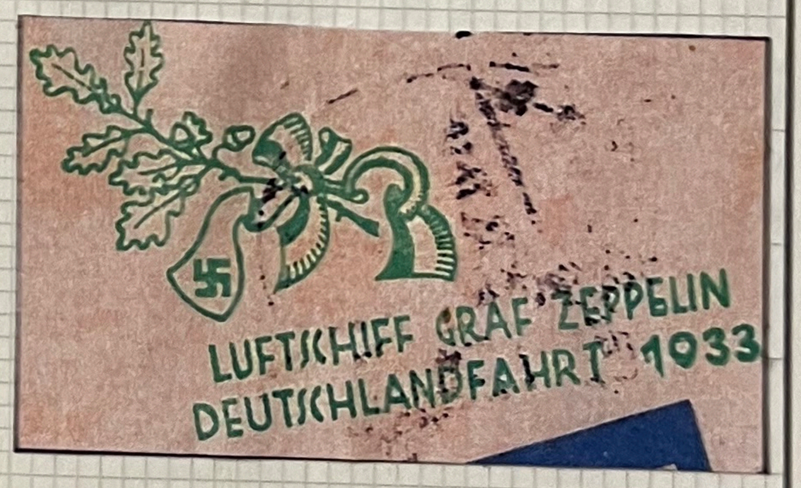
GERMANY FLIGHT

Z93 FRIEDRICHSHAFEN - FRIEDRICHSHAFEN 1.5.33



S.701.Ab

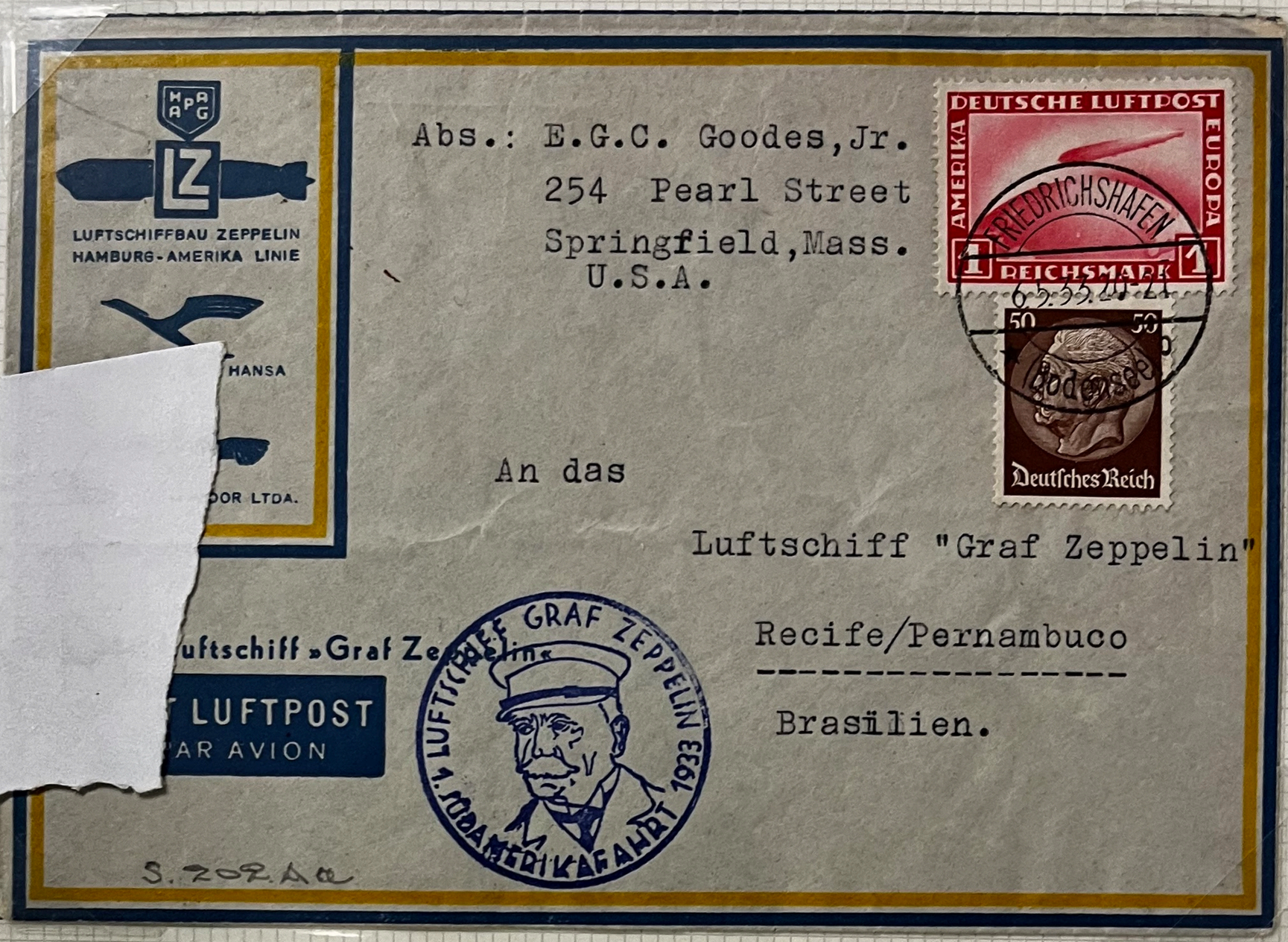
6pf POSTAL STATIONERY CARD UPRATED WITH 3pf, 25pf (M410+416) AND 6pf/25pf (479/81 SET) TIED BY ON BOARD POST STAMP 1.5.33. ITEM ALSO BEARS CONFIRMATION STAMP IN GREEN APPLIED TO REVERSE AND DRESDEN ARRIVAL STAMP 1.5.33 INDICATING THAT CARD WAS IN MAIL CONSIGNMENT DROPPED THERE.



LZ127

FIRST SOUTH AMERICA FLIGHT 1933

Z94 FRIEDRICHSHAFEN-RECIFE (PERN)-RIO DE JANEIRO-RECIFE (PERN)-SEVILLE-FRIEDRICHSHAFEN 6.-17.5.33



S. 202 A a

COVER ADDRESSED TO RECIFE (PERN) BEARING 1 RM AIRMAIL (M455) AND 50pf (M473). TIED BY FRIEDRICHSHAFEN CDS 6.5.33 AND CONFIRMATION STAMP IN BLUE. RECIFE (PERN) RECEIVER 9.5.33 ON REVERSE.



LZ127

ITALY FLIGHT

302 FRIEDRICHSHAFEN-ROME-CIRCUIT-ROME-FRIEDRICHSHAFEN 29.-30.5.33



COVER ADDRESSED TO FRIEDRICHSHAFEN BEARING 30PFX2(M490), 30PFX2(M523), 80PF(M527)+ 100PFX2(M528) TIED BY FRIEDRICHSHAFEN CDS 29.5.33 FOR ROUND TRIP. ITEM SHOWS SPECIAL ROME HANDSTAMP WHICH WAS APPLIED TO BOTH INCOMING AND OUTGOING MAIL BUT THE CONFIRMATION STAMP (WOLF SUCKLING TWINS) HAS NOT BEEN APPLIED. THIS IS UNUSUAL BUT PRESUMABLY THE COVER WAS "MISSED". THE ROME HANDSTAMP INDICATES THAT THE COVER MADE THE ROUND TRIP.

LZ127

SECOND SOUTH AMERICA FLIGHT 1933

305 FRIEDRICHSHAFEN – RECIFE (PERN) – RIO de JANEIRO – RECIFE (PERN) – FRIEDRICHSHAFEN 3.–13.6.33

Aug. Stenman, A.-B.
Eskilstuna,
Sweden.

AIR MAIL.

Messrs. F. Matheus & C:o.,

Caixa No. 418.

B A H I A ./Brazil./

Par avion
Luftpost

PAR AVION
FRANCE - AMERIQUE DU SUD

FRIEDRICHSHAFEN
-3.6.33 20-21
★ (Bodensee) b

MACHINE FRANKED COVER ADDRESSED TO BAHIA (PERN), BRAZIL MAILED AT ESKILSTUNA, SWEDEN 26.5.33 BEARING FRIEDRICHSHAFEN CDS 3.6.33 AND CONFIRMATION STAMP (FAINTLY) IN GREEN. REVERSE BEARS BAHIA RECEIVER 6.6.33 AND CACHET IN VIOLET ALTHOUGH THE LATTER WAS ONLY APPLIED TO BRAZILIAN MAIL DESTINED FOR RECIFE (PERN), RIO de JANEIRO AND FRIEDRICHSHAFEN ON THIS FLIGHT.
MICHEL CATALOGUE DOES NOT LIST SWEDISH ACCEPTANCES FOR THIS FLIGHT ALTHOUGH THE SIEGER CATALOGUE DOES. THE ITEM APPEARS TO HAVE REACHED GERMANY VIA FRENCH AIRLINE (SEE "PAR AVION" CACHET ON FRONT) AND PRESUMABLY THE BERLIN . . . Z.14 - 27.5.33 STAMP ON REVERSE RELATES TO THIS.





LZ127

FLIGHT TO THE SAAR

312 FRIEDRICHSHAFEN-SAARBRUECKEN-CIRCUIT-SAARBRUECKEN-FRIEDRICHSHAFEN 25.6.33



PPC ADDRESSED TO SAARBRUCKEN MAILED ON BOARD AIRSHIP. ITEM ALSO BEARS CONFIRMATION STAMP IN BLUISH-BLACK AND SAAR BRUCKEN RECEIVER 25.6.33. INDISTINCT CDS ON PICTURE SIDE.

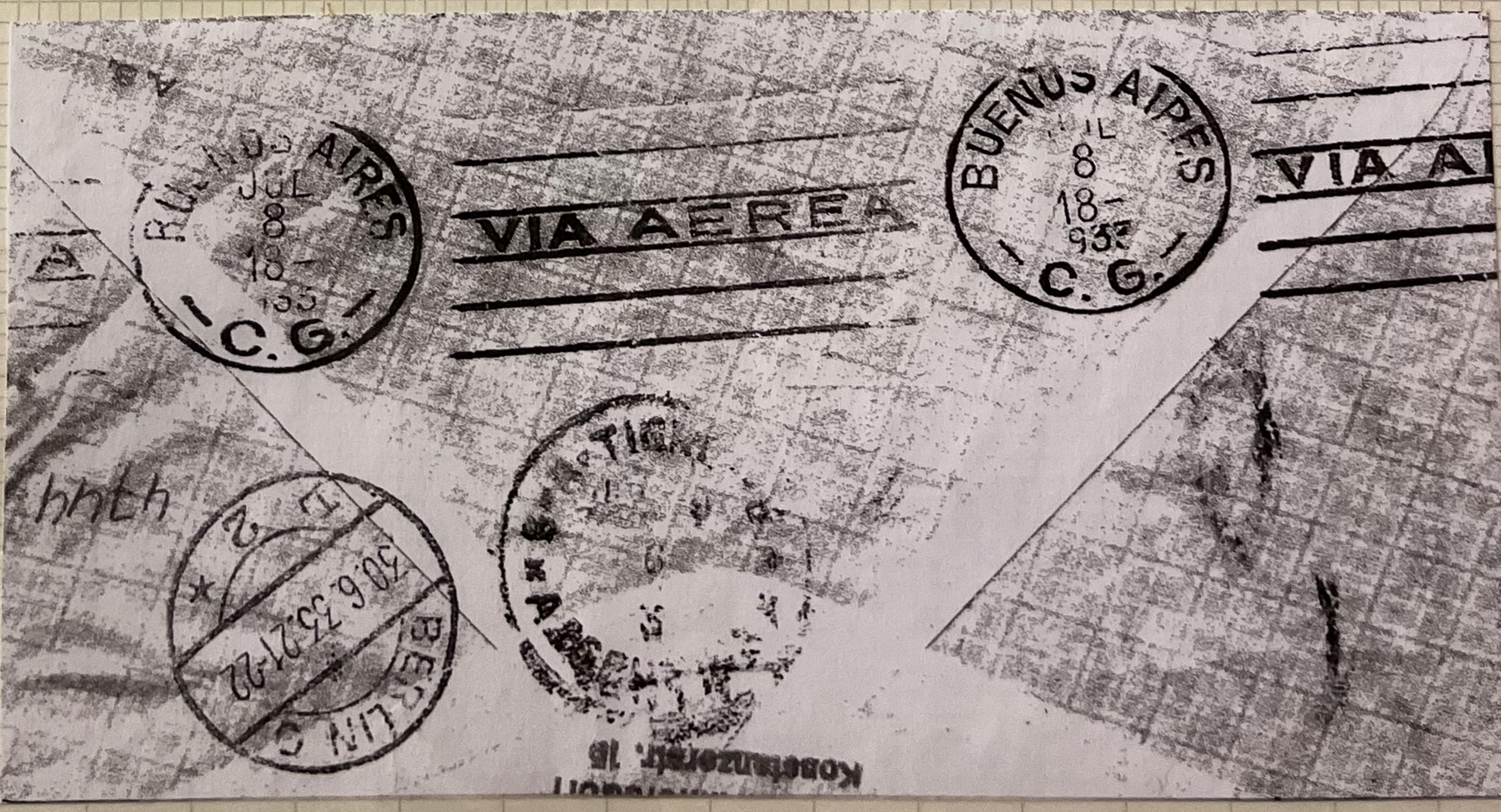
LZ127

THIRD SOUTH AMERICA FLIGHT 1933

315 FRIEDRICHSHAFEN-RECIFE(PERN)-RIO DE JANEIRO-RECIFE(PERN)-SEVILLE-FRIEDRICHSHAFEN 1.-17.7.33



COVER ADDRESSED TO TIGRE, ARGENTINA BEARING 50pf (M420), 100pf (M343) AND 25pf (M471), TIED BY BERLIN (CHARLOTTENBURG) CDS 30.6.33 AND CONFIRMATION STAMP IN BLUE. RED CACHET INDICATES THAT ITEM WAS TAKEN ON BOARD FROM BERLIN CONNECTION FLIGHT.
REVERSE BEARS BERLIN CENTRAL P.O. RECEIVER 30.6.33, BUENOS AIRES RECEIVER 8.7.33 AND TIGRE RECEIVER (DATE UNCLEAR).



4TH SOUTH AMERICA FLIGHT 1933

323 FRIEDRICHSHAFEN-RECIFE(HERN)-RIO DE JANEIRO-RECIFE(HERN)-FRIEDRICHSHAFEN 5.-15.8.33



COVER ADDRESSED TO RIO DE JANEIRO BEARING 7 AIRMAILS (M379-83) + 15PF (M445) TIED BY FRANKFURT CDS 2.8.33. ITEM ALSO BEARS FRIEDRICHSHAFEN DEPARTURE CDS 5.8.33 AND CONFIRMATION STAMP IN RED.
REVERSE SHOWS "VIA CONDOR ZEPPELIN" HAND STAMP IN VIOLET FLANKED BY TARDE AND RIO DE JANEIRO CDS, BOTH DATED 9.8.33 ALTHOUGH THE AIRSHIP LANDED AT RIO ON 10TH.



LZ127

50TH OCEAN CROSSING-FLIGHT TO THE CHICAGO WORLD EXHIBITION

FRIEDRICHSHAFEN-RECIFE (PERN)-RIO de JANEIRO-RECIFE (PERN)-MIAMI-AKRON (1ST LANDING)-
347 CHICAGO-AKRON (2ND LANDING)-SEVILLE-CIRCUIT-SEVILLE-FRIEDRICHSHAFEN 14.10.-2.11.33



REGISTERED COVER ADDRESSED TO BERLIN BEARING 4RMAIRMAIL(M498)+15pfxZ (M470) TIED BY BERLIN CDS/14.10.33 FOR ROUND TRIP FRIEDRICHSHAFEN TO FRIEDRICHSHAFEN.
ITEM ALSO BEARS CONFIRMATION STAMP IN RED FOR CONNECTION FLIGHT FROM BERLIN AND TRIANGULAR FLIGHT CONFIRMATION STAMP IN RED. REVERSE SHOWS FRIEDRICHSHAFEN ARRIVAL STAMP 2.11.33 IN GREEN AND BERLIN RECEIVER 3.11.33.



LZ127

50TH OCEAN CROSSING - FLIGHT TO THE CHICAGO WORLD EXHIBITION

FRIEDRICHSHAFEN - RECIFE (PERN) - RIO DE JANEIRO - RECIFE (PERN) - MIAMI - AKRON (1ST LANDING) -
347 CHICAGO - AKRON (2ND LANDING) - SEVILLE - CIRCUIT - SEVILLE - FRIEDRICHSHAFEN 14.10 - 2.11.33.



COVER ADDRESSED TO NEW YORK BEARING 50C SPECIAL AIRMAIL ISSUE (M358) (F.D.C.) TIED BY NEW YORK MACHINE CANCEL 2.10.33. US MAIL CONSIGNMENTS TO THE INCOMING LINE VIA FRIEDRICHSHAFEN WERE CARRIED FROM NEW YORK TO FRIEDRICHSHAFEN BY NORMAL MAIL - THIS ITEM RECEIVED CONFIRMATION STAMP IN PURPLE (LEFT) TOGETHER WITH TRIANGULAR CONFIRMATION STAMP IN RED.
REVERSE BEARS RECEIVER 18.10.33 THE DAY AFTER LANDING AT RECIFE (PERN).

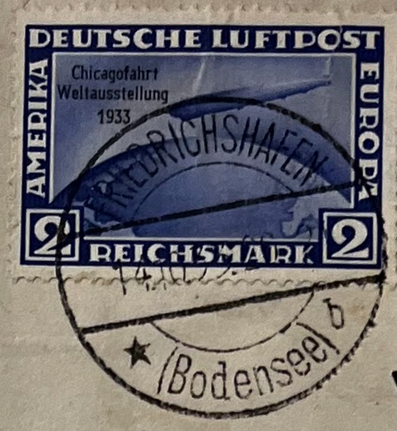


LZ127

50TH OCEAN CROSSING - FLIGHT TO THE CHICAGO WORLD EXHIBITION

FRIEDRICHSHAFEN - RECIFE (PERN) - RIO de JANEIRO - RECIFE (PERN) - MIAMI - AKRON (1ST LANDING) - 350 CHICAGO - AKRON (2ND LANDING) - SEVILLE - CIRCUIT - SEVILLE - FRIEDRICHSHAFEN 14.10. - 2.11.33

Via GRAF ZEPPELIN
From Friedrichshafen, Germany,
To Miami, Fla., U.S.A.





VIA AIR MAIL



W. F. Simpson,
1316 - Gallatin St. N.W.,
Washington, D.C.
U.S.A

COVER ADDRESSED TO U.S.A. BEARING 2RM + 50pf AIRMAILS + 25pf (M497/381/S72) TIED BY FRIEDRICHSHAFEN CDS 14.10.33. ITEM ALSO BEARS CONFIRMATION STAMP IN RED AND ON REVERSE MIAMI MACHINE SLOGAN ARRIVAL STAMP 23.10.33.



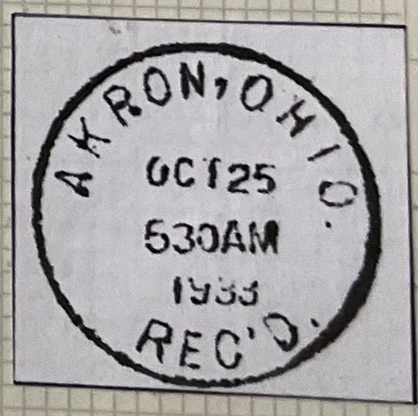
LZ127

5OTH OCEAN CROSSING - FLIGHT TO THE CHICAGO WORLD EXHIBITION

FRIEDRICHSHAFEN - RECIFE (PERN) - RIO DE JANEIRO - RECIFE (PERN) - MIAMI - AKRON (1ST LANDING) -
351 CHICAGO - AKRON (2ND LANDING) - SEVILLE - CADIZ - SEVILLE - FRIEDRICHSHAFEN 14.10 - 2.11.33.



COVER ADDRESSED TO OREGON, VIA AKRON BEARING 50C SPECIAL AIRMAIL ISSUE (M358) TIED BY MIAMI MACHINE CANCEL 23.10.33 FOR FLIGHT TO AKRON (1ST LANDING). ITEM ALSO BEARS CONFIRMATION STAMP IN LIGHT VIOLET AND AKRON ARRIVAL STAMP 25.10.33 ON REVERSE.



LZ127

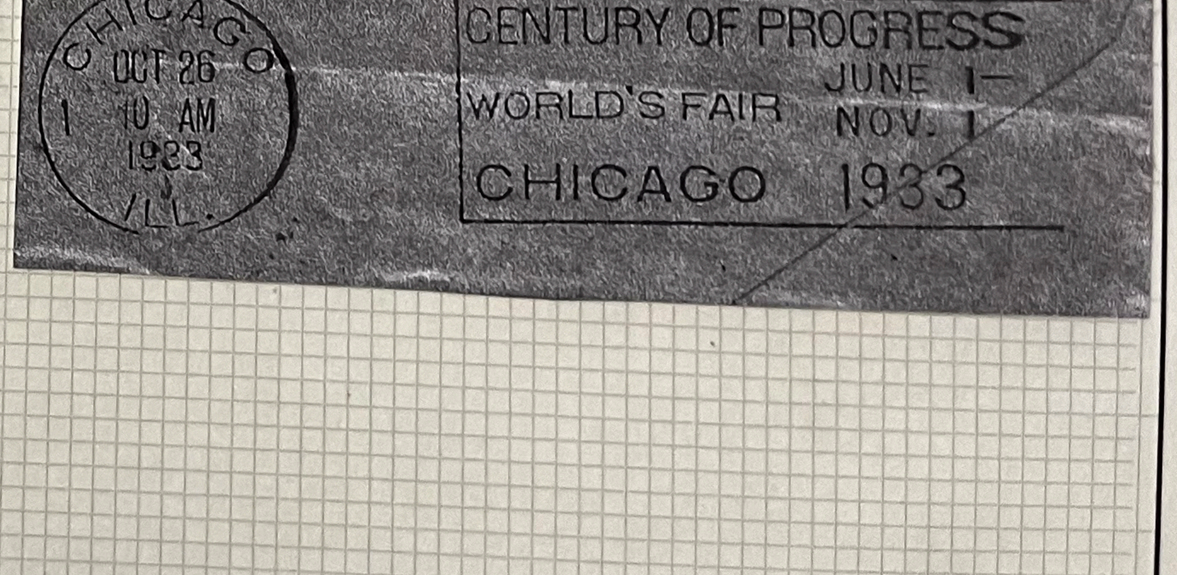
50TH OCEAN CROSSING - FLIGHT TO THE CHICAGO WORLD EXHIBITION

FRIEDRICHSHAFEN - RECIFE (PERN) - RIO DE JANEIRO - RECIFE (PERN) - MIAMI - AKRON (1ST LANDING) -

352 CHICAGO - AKRON (2ND LANDING) - SEVILLE - CIRCUIT - SEVILLE - FRIEDRICHSHAFEN 14.10. - 2.11.33.



COVER ADDRESSED TO MILWAUKEE BEARING 10PF (M518) AND 10PF, 50PF + 2RM AIRMAILS (M379, 381 + 497), TIED BY FRIEDRICHSHAFEN CDS 14.10.33 AND CONFIRMATION STAMP IN RED. REVERSE BEARS CHICAGO RECEIVER 26.10.33 THE DAY AFTER LANDING.



LZ127

50TH OCEAN CROSSING - FLIGHT TO THE CHICAGO WORLD EXHIBITION

FRIEDRICHSHAFEN - RECIFE (PERN) - RIO DE JANEIRO - RECIFE (PERN) - MIAMI - AKRON (1ST LANDING) -

35Z CHICAGO - AKRON (2ND LANDING) - SEVILLE - CIRCUIT - SEVILLE - FRIEDRICHSHAFEN 14.10. - 2.11.33

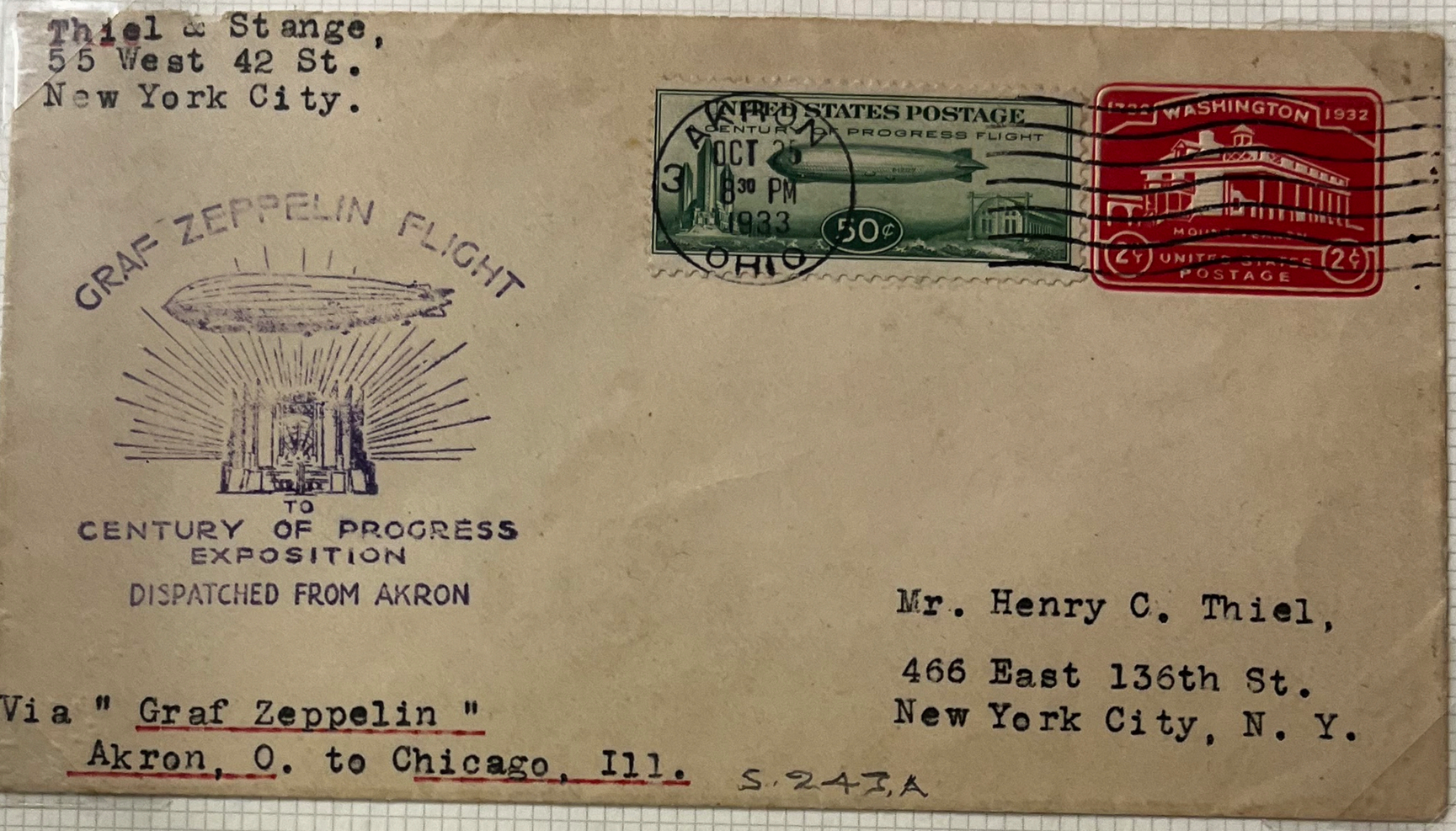


COVER ADDRESSED TO WASHINGTON BEARING 50 C SPECIAL AIRMAIL ISSUE (M358), TIED BY MIAMI MACHINE CANCEL 23.10.33 FOR FLIGHT TO CHICAGO.
ITEM ALSO BEARS CONFIRMATION STAMP IN LIGHT VIOLET AND ON REVERSE CHICAGO MACHINE ARRIVAL STAMP 26.10.33.

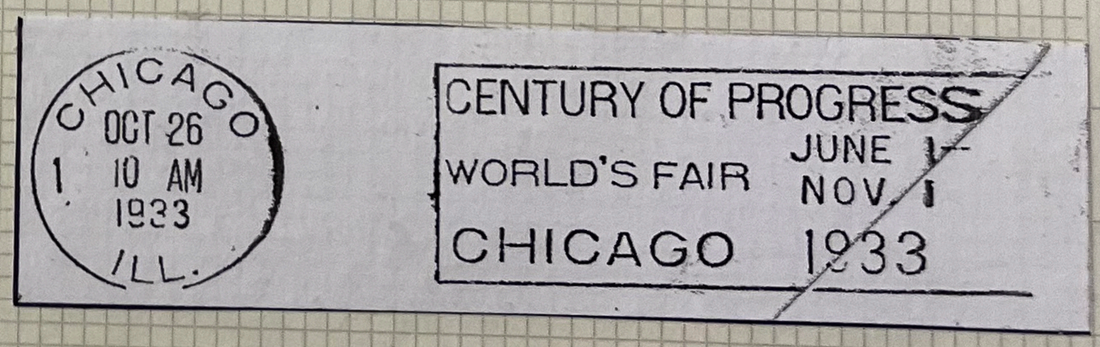


LZ127

50TH OCEAN CROSSING - FLIGHT TO THE CHICAGO WORLD EXHIBITION
FRIEDRICHSHAFEN - RECIFE (PERN) - RIO de JANEIRO - RECIFE (PERN) - MIAMI - AKRON (1ST LANDING) -
35Z CHICAGO - AKRON (2ND LANDING) - SEVILLE - CIRCUIT - SEVILLE - FRIEDRICHSHAFEN 14.10 - 2.11.33.



POSTAL STATIONERY LETTER (2¢) ADDRESSED TO NEW YORK BEARING 50¢ SPECIAL AIRMAIL ISSUE (M358) TIED BY AKRON MACHINE CANCEL 25.10.33 FOR FLIGHT TO CHICAGO. ITEM ALSO BEARS CONFIRMATION STAMP IN VIOLET AND CHICAGO RECEIVER 26.10.33, THE DAY AFTER LANDING, ON REVERSE.



LZ127

50TH OCEAN CROSSING - FLIGHT TO THE CHICAGO WORLD EXHIBITION

FRIEDRICHSHAFEN - RECIFE (PERN) - RIO de JANEIRO - RECIFE (PERN) - MIAMI - AKRON (1ST LANDING) - 353 CHICAGO - AKRON (2ND LANDING) - SEVILLE - CIRCUIT - SEVILLE - FRIEDRICHSHAFEN 14.10 - 2.11.33



COVER ADDRESSED TO WARRENTON, MISSOURI BEARING 50c SPECIAL AIRMAIL ISSUE (M358) TIED BY CHICAGO MACHINE STAMP 7.10.33 FOR FLIGHT TO AKRON (2ND LANDING). ITEM ALSO BEARS CONFIRMATION STAMP IN BLACK AND AKRON ARRIVAL STAMP 26.10.33.



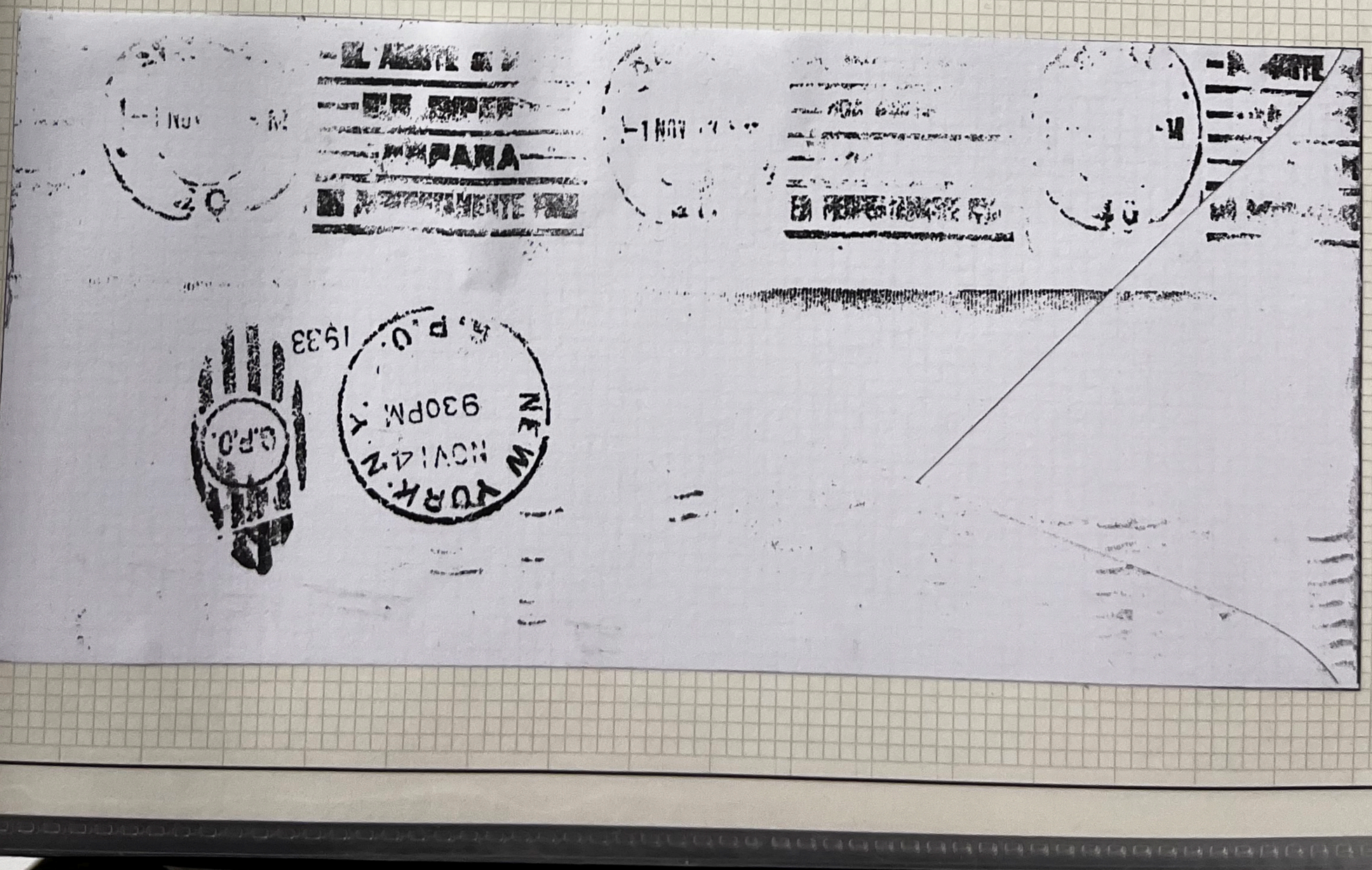
LZ 127

50TH OCEAN CROSSING - FLIGHT TO THE CHICAGO WORLD EXHIBITION
FRIEDRICHSHAFEN - RECIFE (PERN) - RIODE JANEIRO - RECIFE (PERN) - MIAMI - AKRON (1ST LANDING) -
354. CHICAGO - AKRON (2ND LANDING) - SEVILLE - CIRCUIT - SEVILLE - FRIEDRICHSHAFEN 14.10 - Z.11.33



FIRST DAY COVER ADDRESSED TO USA BEARING 50C+4 SPECIAL AIRMAIL ISSUE (M358), POORLY APPLIED, TIED BY NEW YORK MACHINE CANCEL Z.10.33, FOR FLIGHT FRIEDRICHSHAFEN TO SEVILLE (1ST LANDING). ITEM ALSO BEARS CONFIRMATION STAMPS IN RED AND PURPLE. THE LATTER INDICATING MAIL TAKEN ON BOARD AT FRIEDRICHSHAFEN.

REVERSE SHOWS SEVILLE MACHINE ARRIVAL STAMP 1.11.33 AND NEW YORK RECEIVER 14.11.33. THE AIRSHIP LANDED AT SEVILLE AT 10.23PM ON 30.10 AND THE ARRIVAL STAMP INDICATES THAT THE ITEM WAS PROCESSED NEXT DAY.



LZ127

50TH OCEAN CROSSING – FLIGHT TO THE CHICAGO WORLD EXHIBITION
FRIEDRICHSHAFEN – RECIFE (PERN) – RIO DE JANEIRO – RECIFE (PERN) – MIAMI – AKRON (1ST LANDING) –
355 CHICAGO – AKRON (2ND LANDING) – SEVILLE – CIRCUIT – SEVILLE – FRIEDRICHSHAFEN 14.10. – 2.11.33



REAL PHOTO CARD OF LZ 127 IN FLIGHT ADDRESSED TO LONDON BEARING 50C SPECIAL AIRMAIL ISSUE (#358), TIED BY AKRON MACHINE CANCEL 28.10.33 FOR FLIGHT TO FRIEDRICHSHAFEN.
ITEM ALSO BEARS CONFIRMATION STAMP IN VIOLET AND FRIEDRICHSHAFEN MACHINE ARRIVAL STAMP 2.11.33 IN GREEN.

LINDNER 804 a

LZ127

GERMANY FLIGHT

359 FRIEDRICHSHAFEN - BERLIN - KOENIGSBERG - FRIEDRICHSHAFEN 19.-20.5.34



CARD ADDRESSED TO BERLIN BEARING 60pf (MSZ6) TIED BY BERLIN CDS 19.5.34 FOR RETURN FLIGHT TO FRIEDRICHSHAFEN. ITEM ALSO BEARS CONFIRMATION STAMP IN RED AND FRIEDRICHSHAFEN ARRIVAL STAMP 20.5.34.

LINDNER 804 a

LZ127

FIRST SOUTH AMERICA FLIGHT 1934

362 FRIEDRICHSHAFEN-RECIFE(PERN)-RIO DE JANEIRO-RECIFE(PERN)-FRIEDRICHSHAFEN 7.6.-5.6.34



COVER ADDRESSED TO PORTO ALEGRE, BRAZIL BEARING 30PF AND 60PF X2 (M523+526) TIED BY COLOGNE CDS 25.5.34 FOR FLIGHT TO RECIFE(PERN). ITEM ALSO BEARS FRIEDRICHSHAFEN CDS 26.5.34 AND CONFIRMATION STAMP IN RED. INDISTINCT RECEIVER ON REVERSE (30.5.34)



804 a

LZ 127

376

SWITZERLAND FLIGHT

FRIEDRICHSHAFEN – ZURICH – FRIEDRICHSHAFEN 10.7.34



PPC OF LZ 127 ADDRESSED TO FRIEDRICHSHAFEN FRANKED WITH 25pf×2 (MI 434) TIED BY ON BOARD POST STAMP 10.7.34 AND BEARING CONFIRMATION STAMP IN GREEN. ITEM WAS DROPPED AT ZURICH AS EVIDENCED BY ARRIVAL STAMP 10.7.34.

LINDNER 804 a

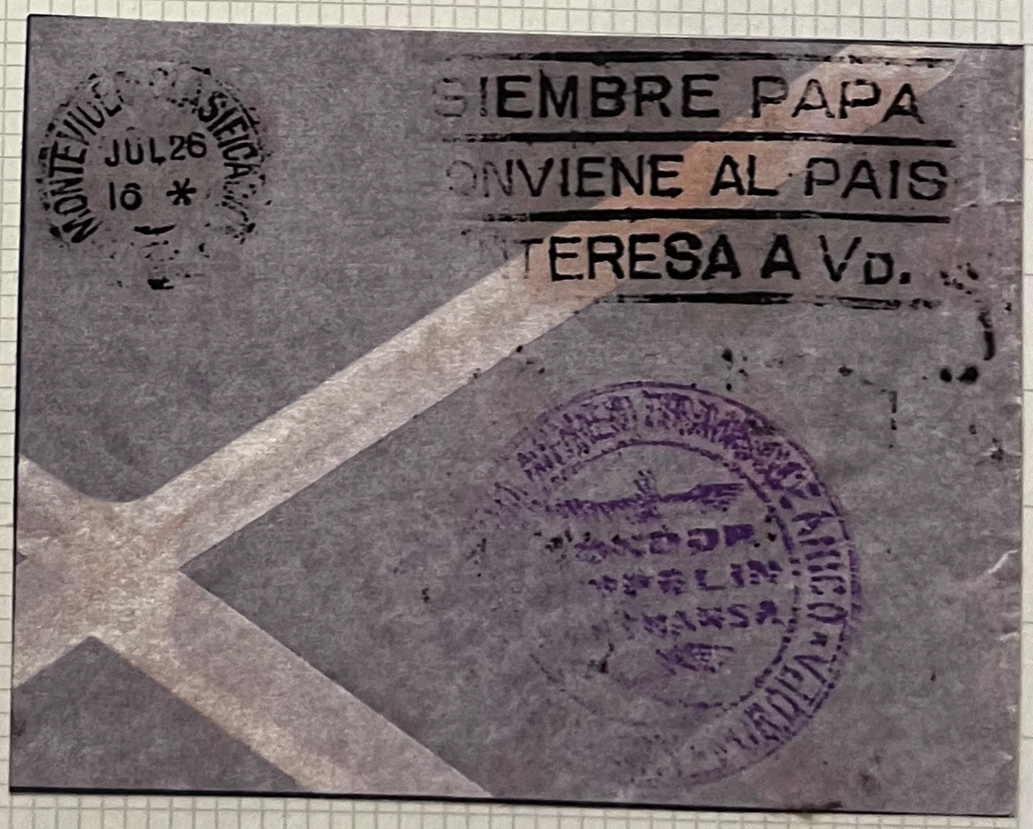
LZ127

FOURTH SOUTH AMERICA FLIGHT 1934

381 FRIEDRICHSHAFEN-RECIFE (PERN)-RIO DE JANEIRO-RECIFE (PERN)-FRIEDRICHSHAFEN 21.-31.7.34



COVER ADDRESSED TO MONTEVIDEO BEARING 25PF, 50PF AND 1M (MSR, 420+364X) TIED BY FRIEDRICHSHAFEN CDS 21.7.34 FOR FLIGHT TO RECIFE (PERN). ITEM ALSO BEARS CONFIRMATION STAMP IN RED AND URUGUYAN CONFIRMATION STAMP IN PURPLE POORLY APPLIED TO BOTH SIDES. REVERSE BEARS MONTEVIDEO RECEIVER 26.7.34.



LZ127

FIFTH SOUTH AMERICA FLIGHT 1934

385 FRIEDRICHSHAFEN-RECIFE(PERN)-RIO DE JANEIRO-RECIFE(PERN)-FRIEDRICHSHAFEN 5.-14.8.34



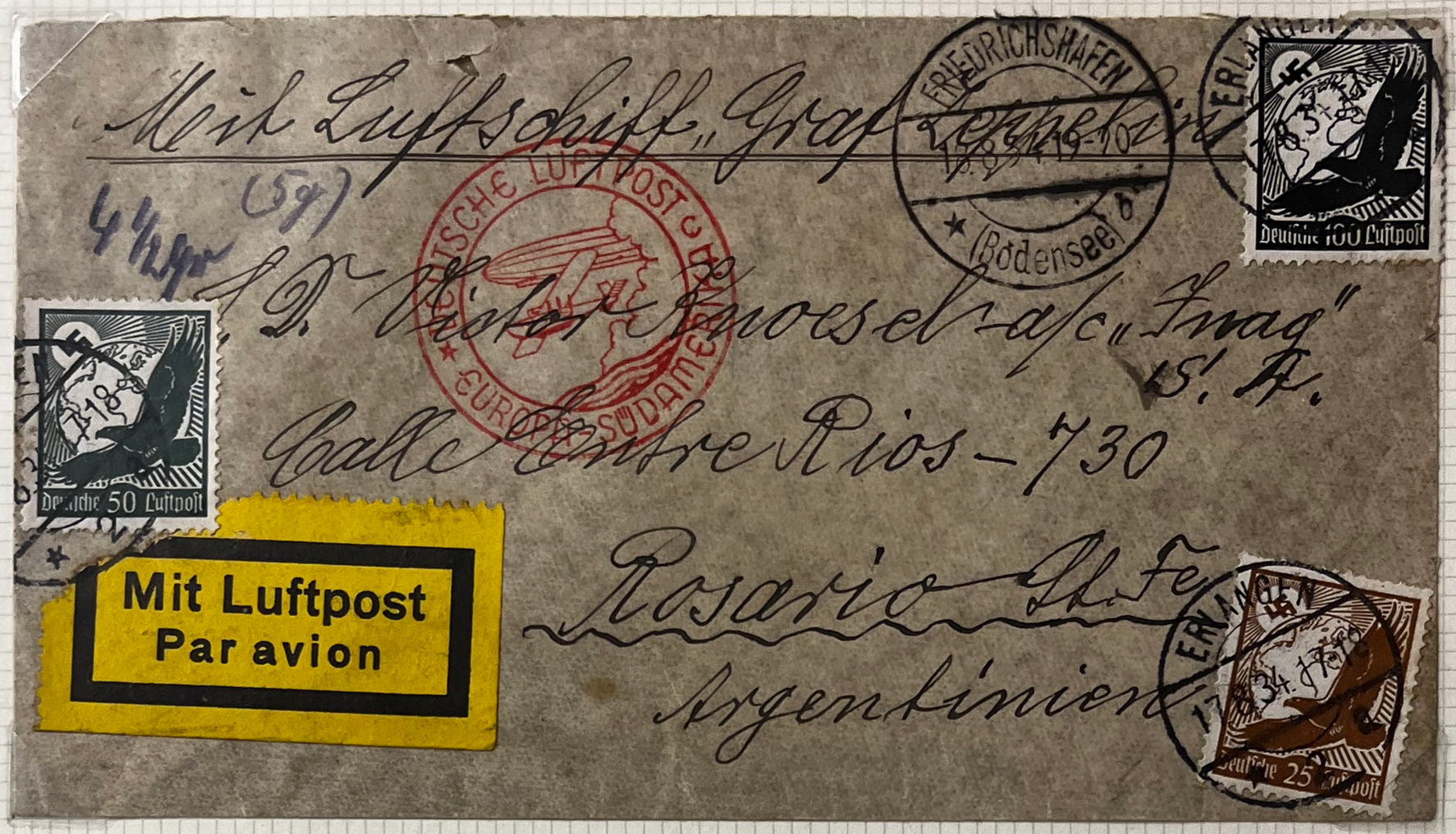
REGISTERED COVER ADDRESSED TO BRAZIL BEARING 100PF AND 40PF X 2 (MJ43+524) TIED BY FRANKFURT CDS 3.8.34 FOR FLIGHT TO RECIFE. ITEM ALSO BEARS FRIEDRICHSHAFEN CDS 4.8.34 AND CONFIRMATION STAMP IN RED. RECEIVER 8.8.34 ON REVERSE.



LZ/LZ7

SIXTH SOUTH AMERICA FLIGHT 1934

389 FRIEDRICHSHAFEN–RECIFE(PERN)–RIO DE JANEIRO–RECIFE(PERN)–FRIEDRICHSHAFEN 18.–28.8.34



COVER ADDRESSED TO ARGENTINA BEARING AIRMAILS (M533X, 535X+537X) TIED BY ERLANGEN CDS 17.8.34. ITEM ALSO BEARS CONFIRMATION STAMP IN RED, FRIEDRICHSHAFEN CDS 18.8.34 AND FAINT RECEIVER 24.8.34 ON REVERSE.

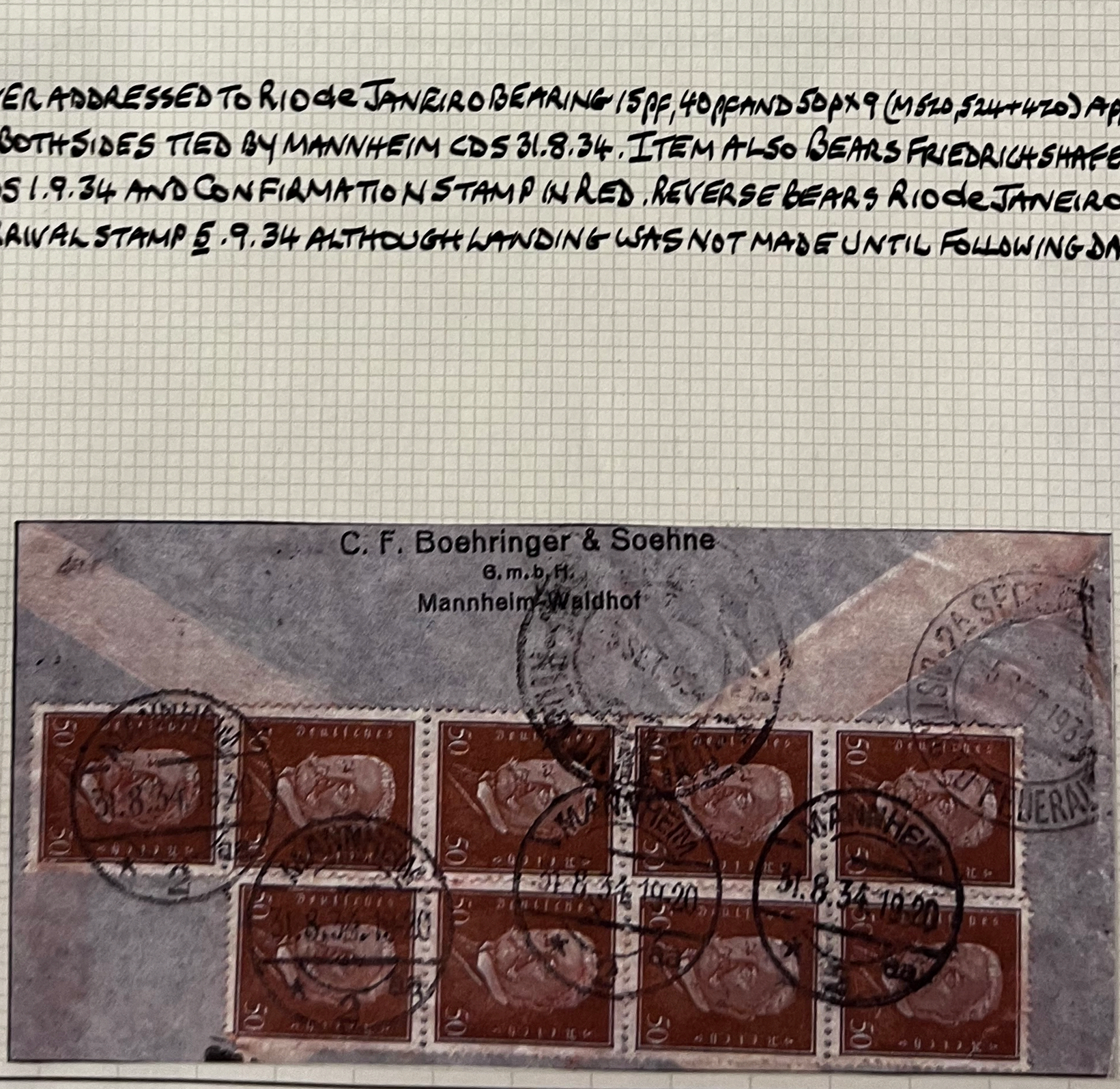
LZ127

SEVENTH SOUTH AMERICA FLIGHT 1934

394 FRIEDRICHSHAFEN-RECIFE(PERN)-RIO DE JANEIRO-RECIFE(PERN)-FRIEDRICHSHAFEN 1.-11.9.34



COVER ADDRESSED TO RIO DE JANEIRO BEARING 15PF, 40PF AND 50PF X 9 (M520, 524+470) APPLIED TO BOTH SIDES TIED BY MANNHEIM CDS 31.8.34. ITEM ALSO BEARS FRIEDRICHSHAFEN CDS 1.9.34 AND CONFIRMATION STAMP IN RED. REVERSE BEARS RIO DE JANEIRO ARRIVAL STAMP 5.9.34 ALTHOUGH LANDING WAS NOT MADE UNTIL FOLLOWING DAY.



LINDNER 804 a

LZ 127

NINTH SOUTH AMERICA FLIGHT 1934

406 FRIEDRICHSHAFEN – RECIFE (PERN) – Rio de JANEIRO – RECIFE (PERN) – FRIEDRICHSHAFEN 29.9.–9.10.34



COVER ADDRESSED TO Rio de JANEIRO BEARING 5pf (M515), 60pf (M526) AND 50pf AIRMAILS XZ (M535X) TIED BY MANNHEIM CDS 29.9.34. ITEM ALSO BEARS FRIEDRICHSHAFEN CDS 29.9.34, ON BOTH SIDES AND CONFIRMATION STAMP IN RED. NO RECEIVERS ON REVERSE.



LINDNER 804 a

406 FRIEDRICHSHAFEN-RECIFE (PERN.)-RIO DE JANEIRO-PASTORIA-STUTTGART



COVER ADDRESSED TO USA BEARING 50PF + 100PF AIRMAILS (MI 535 I 537) TIED BY STUTTGART CDS 29.9.34 FOR OUTWARD FLIGHT TO RECIFE (PERN) WHERE ITEM WAS UNLOADED. ARRIVAL STAMP NOT APPLIED TO MAIL CONSIGNMENT. CARD ALSO BEARS CONFIRMATION STAMP IN RED INDICATING CONNECTION FLIGHT FROM STUTTGART.

LINDNER 804 a

LZ127

TENTH SOUTH AMERICA FLIGHT 1934

410 FRIEDRICHSHAFEN-RECIFE (PERN)-RIO DE JANEIRO-RECIFE (PERN)-FRIEDRICHSHAFEN 13.-23.10.34



COVER ADDRESSED TO PORTO ALEGRE, BRAZIL BEARING 50pf x 3 (M470) TIED BY COLOGNE CDS 12.10.34. ITEM ALSO BEARS FRIEDRICHSHAFEN CDS 13.10.34 AND CONFIRMATION STAMP IN RED.
INDISTINCT RECEIVER ON REVERSE.

LINDNER 804 a

LZ127

ELEVENTH SOUTH AMERICA FLIGHT

410 FRIEDRICHSHAFEN-RECIFE(PERN)-RIO DE JANEIRO-RECIFE(PERN)-FRIEDRICHSHAFEN 27.10-5.11.34



MACHINE FRANKED COVER PRESUMABLY MAILED IN HANNOVER 26.10.34 ADDRESSED TO PORTO ALEGRE, BRAZIL. THE CONFIRMATION STAMP IN RED IS POORLY APPLIED BUT IT MAY REFER TO MAIL TAKEN ON BOARD FROM STUTTGART CONNECTION FLIGHT. PORTO ALEGRE RECEIVER 9.11.34 ON REVERSE.



LZ127

TWELFTH SOUTH AMERICA FLIGHT 1934

46 FRIEDRICHSHAFEN–RECIFE(PERN)–RIO DE JANEIRO–RECIFE(PERN)–SEVILLE–CIRCUIT–SEVILLE–F'HAFEN, 8-12.1234



COVER ADDRESSED TO ASCUNCION BEARING 15PF(M470), 40PF AND 20PF AIRMAILS (M534/532X) AND 1M(M364X) TIED BY ON BOARD POST STAMP 9.12.34. ITEM ALSO BEARS CONFIRMATION STAMP IN GREEN (LETTER "B" FOR BOARD POST) AND FURTHER POSTMARK IN RED. IN ORDER TO ACCELERATE PROCESSING OF MAIL ARRIVAL STAMPS WERE ONLY APPLIED TO REGISTERED MAIL. PART ASUNCION RECEIVER 19.12.34 ON FRONT AND REVERSE.



LZ127

BERLIN FLIGHT

427 FRIEDRICHSHAFEN-BERLIN-FRIEDRICHSHAFEN 2.4.35



COVER ADDRESSED TO BERLIN BEARING 15PF, 40PF AND 50PF AIRMAILS (M531X, 534X+535X) TIED BY ON BOARD POSTSTAMP 2.4.35. ARRIVAL STAMPS WERE NOT APPLIED TO ANY MAIL ON THE FLIGHT.

LINDNER 804 a

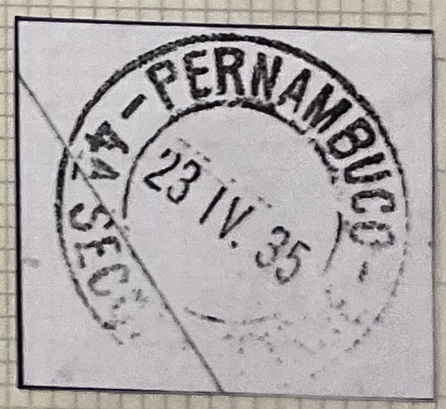
LZ127

SECOND SOUTH AMERICA FLIGHT 1935

433 FRIEDRICHSHAFEN – RECIFE (PERN) – Rio de JANEIRO – RECIFE (PERN) – SEVILLE – FRIEDRICHSHAFEN 20.4.–1.5.35.



COVER ADDRESSED TO RECIFE (PERN) BEARING 10PF, 40PF AND 100PF AIRMAILS (M530X, 534X+537X) TIED BY NEWSTYLE ON BOARD POST STAMP 20.4.35. ITEM ALSO BEARS CONFIRMATION STAMP IN RED (LETTER "C" FOR BOARD MAIL) AND RECIFE (PERN) ARRIVAL STAMP 23.4.35 ON REVERSE.



5TH SOUTH AMERICA FLIGHT 1935

446 FRIEDRICHSHAFEN – RECIFE (PERN) – RIO DE JANEIRO – RECIFE (PERN) – FRIEDRICHSHAFEN 1.–11.6.1935



COVER ADDRESSED TO CURITIBA, BRAZIL MAILED AT KASSEL 31.5.35 FOR FIRST STAGE OF FLIGHT FRIEDRICHSHAFEN – RECIFE (PERN). ITEM BEARS CONFIRMATION STAMP IN RED AND VERSO CURITIBA RECEIVER STAMP 7.6.35.



LZ127

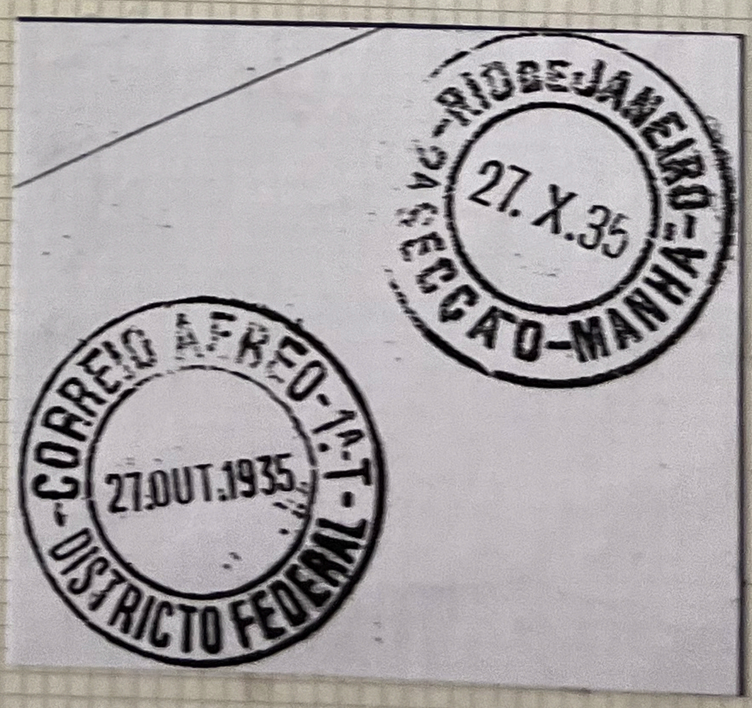
FIFTEENTH SOUTH AMERICA FLIGHT 1935

490 FRIEDRICHSHAFEN - RECIFE (PERN) - RIO de JANEIRO - RECIFE (PERN) - RIO de JANEIRO - RECIFE (PERN) - FRIEDRICHSHAFEN 23.10 - 4.11.35.



COVER ADDRESSED TO RIO de JANEIRO BEARING 20pf, 50pf AND 80pf AIRMAILS (MS 32x, 535x+536x) TIED BY STUTTGART CDS 24.10.35. ITEM ALSO BEARS CONFIRMATION STAMP IN RED (LETTER "e" FOR STUTTGART) INDICATING THAT COVER WAS TAKEN ON BOARD FROM STUTTGART CONNECTION FLIGHT.

RIO de JANEIRO ARRIVAL STAMP 27.10.35 TOGETHER WITH ANOTHER RECEIVER ON REVERSE.



LZ 127

SIXTEENTH SOUTH AMERICA FLIGHT 1935

FRIEDRICHSHAFEN – RECIFE (PERN) – RIO DE JANEIRO – RECIFE (PERN)* – RIO DE JANEIRO – RECIFE (PERN) – SEVILLE – FRIEDRICHSHAFEN. *AFTER 2ND LANDING AT RECIFE (PERN) 7.11.–10.12.35

496 35 SHUTTLE FLIGHTS BETWEEN THERE AND BATHURST (BR. GAMBIA) WERE CARRIED OUT – 16.–18.11.35 / 24.–27.11.35 / 2.–2.12.35.



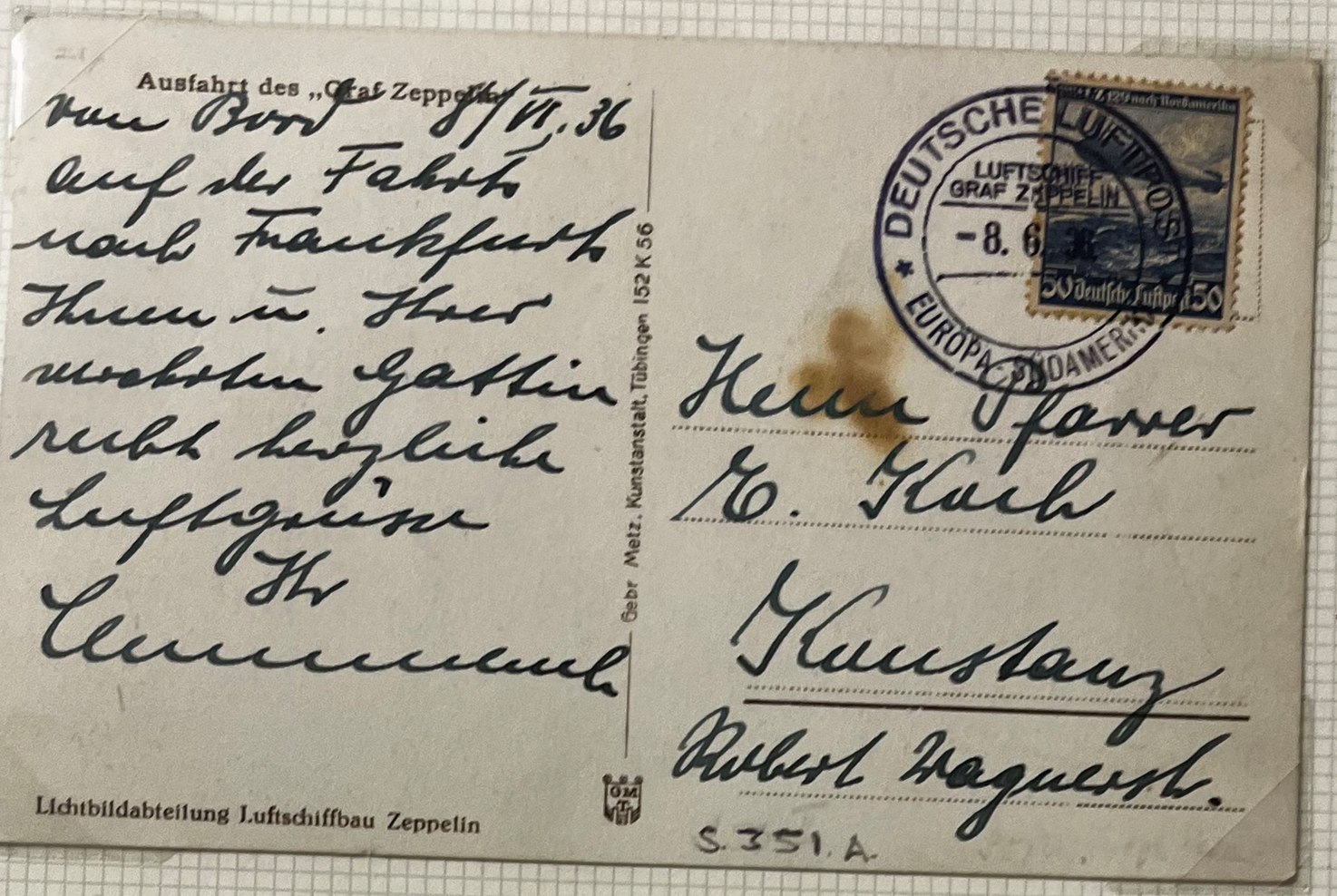
COVER ADDRESSED TO RIO DE JANEIRO BEARING 15PF–50PF AIRMAILS (M531X–535X) TIED BY BERLIN CDS 4.11.35. ITEM ALSO BEARS CONFIAMATION STAMP IN RED (LETTER "C" FOR FRIEDRICHSHAFEN) AND PART RECEIVER 10.11.35 ON REVERSE.



LZ127

525

FRIEDRICHSHAFEN - FRANKFURT (TRANSFERFLIGHT) 8.6.36.



PPC OF LZ127 IN HANGAR ADDRESSED TO KONSTANZ? BEARING 50Pf AIRMAIL (M606X) TIED BY ON BOARD POSTSTAMP 8.6.36 IN VIOLET. THIS STAMP WAS USED ON FLIGHTS TO SOUTH AMERICA AND AIRSHIP BEGAN ANOTHER FLIGHT TO THERE LATER THAT DAY.

LINDNER 804 a

LZ127

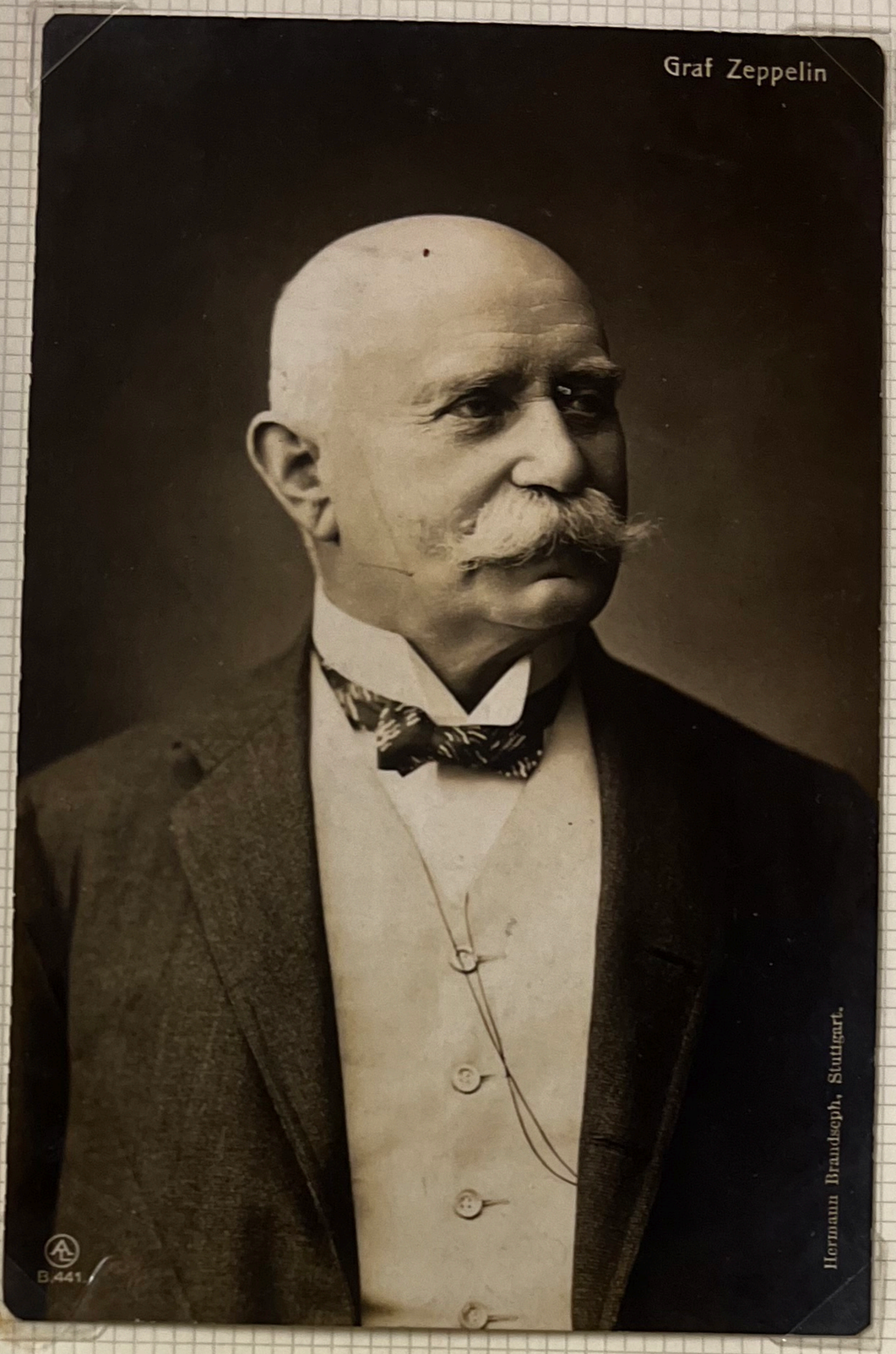
FLIGHT TO LEIPZIG FAIR

553 FRIEDRICHSHAFEN – LEIPZIG – FRIEDRICHSHAFEN 30.-31.8.36



COVER ADDRESSED TO BADEN BEARING AIRMAILS (M379/81) TIED BY LEIPZIG C2 (FAIRTOWN) CDS 30.8.36, FOR RETURN FLIGHT TO FRIEDRICHSHAFEN. CONFIRMATION STAMP IN RED CONTAINS SMALL 'C' INDICATING LEIPZIG.

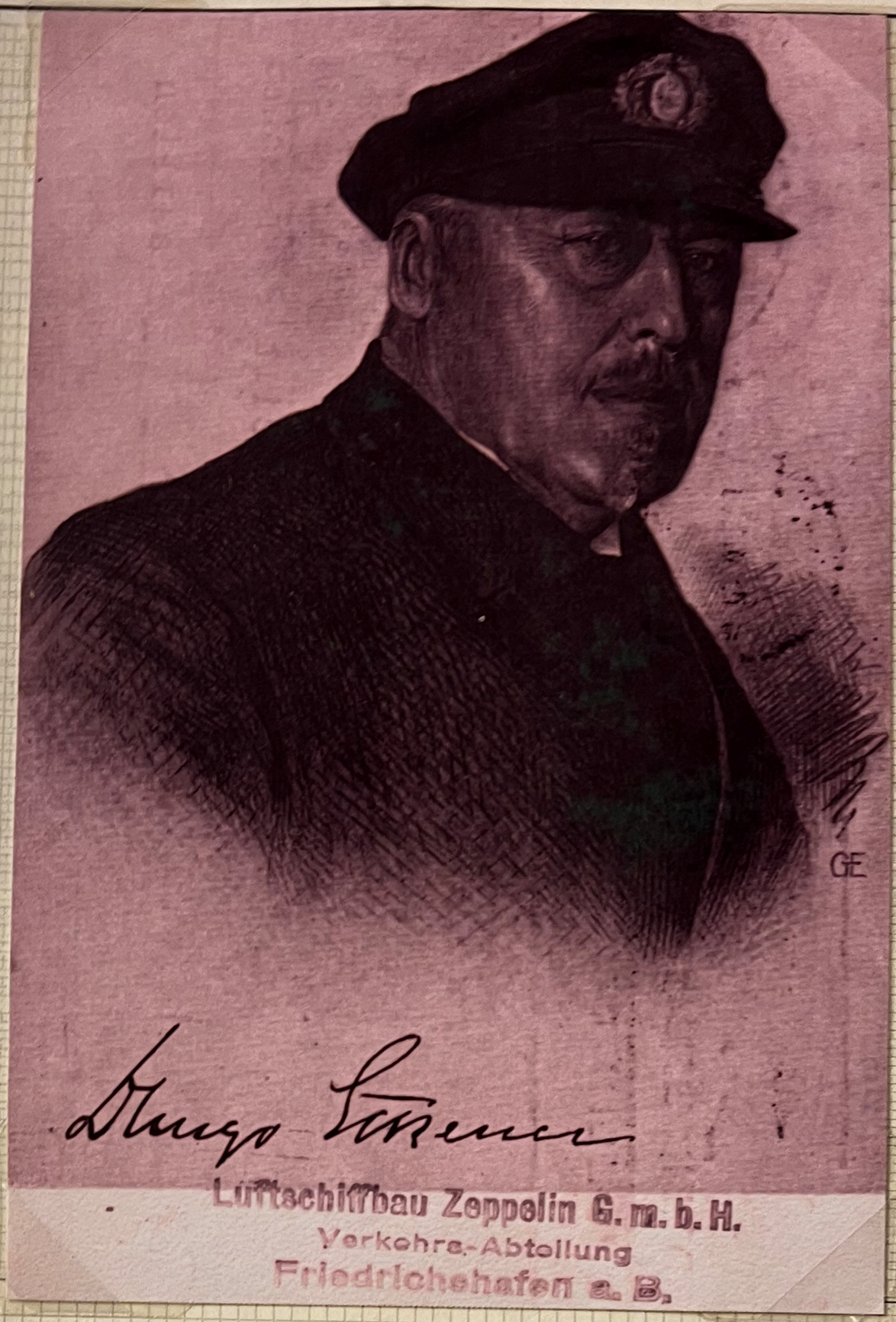
LINDNER 804 a



Count Ferdinand Zeppelin (1838-1917) born in Konstanz, Prussia entered the Prussian army in 1858 and in 1863 went to America where he was employed as an observer by the Union army during the civil war. While there he made his first flight in an observation balloon which ignited his interest in human flight.

On his return to Germany in 1864 he devoted himself to the design and construction of an engine powered dirigible/airship and established an airship factory at Friedrichshafen on Lake Constance (Bodensee) using his own monies. In 1900 he succeeded in completing the first airship and in 1908 one of his airships provided the first commercial air service for passengers. Passenger and mail carrying services by airship rapidly developed until the outbreak of war in 1914.

Count Zeppelin died in 1917 and therefore did not witness the provisional shutdown of further airship development under the terms of the Treaty of Versailles or its subsequent resurgence under his successor Dr. Hugo Eckener.



Dr. Hugo Eckener (August 10, 1868–August 14, 1954) **was the *old man* of the** Zeppelin airship company.

Eckener was born in Flensburg. **He trained as an economist and was a correspondent for the** *Frankfurter Zeitung* **in** 1905, 1906.

Originally, Eckener had been very skeptical of zeppelins and their abilities and published criticisms of the LZ 1 and LZ 2. Count Ferdinand von Zeppelin, **however, sought his critic out and then Eckener joined the Zeppelin Company.**

The first time he was captain he crashed the Zeppelin *Deutschland II*. **Nonetheless, he became a very successful airshipman.**

Eckener was responsible for training most of Germany's airship pilots both during and after World War I.

After the War, Eckener succeeded Count Ferdinand von Zeppelin, **who had died on** March 8, 1917. **He kept the Zeppelin factory at** Friedrichshafen **on** Bodensee **(Lake Constance) in** Wurttemberg, **in southern Germany, from being retooled to produce other, and likely more profitable, products. He then persuaded the US and German governments to allow the company to build** LZ 126, **later recristened the *USS Los Angeles (ZR-3)*, for the US Navy as war reparations. Eckener himself captained the airship on its delivery flight to Lakehurst New Jersey. The *Los Angeles* went on to be the longest serving rigid airship ever operated by the US Navy.**

Eckener then set about raising funds for and supervising construction of *Graf Zeppelin*, the most successful rigid airship ever built. Eckener captained ***Graf Zeppelin*** on most of its record setting flights including the first flight around the world by an airship. Many of the records set by Eckener with *Graf Zeppelin* stand to the present day.

A master of publicity as well as a master airship captain, Eckener used the *Graf Zeppelin* to establish the Zeppelin as a symbol of German pride and engineering.

The popularity of the Zeppelin airships led to Eckener's own popularity. During the early 1930s, Eckener was one of the most well-known and respected figures in Weimar Republic Germany. He was encouraged to run for the presidency to oppose the National Socialist German Workers Party. Eckener declined, focusing on what he knew best, airships.

Nonetheless, Eckener and the Nazis had a deep and mutual loathing. Eckener made no secret of his hatred of their leader Adolf Hitler and the disastrous course he saw coming. Eventually the Nazis declared Eckener to be a "non-person" and his name was no longer allowed to appear in print.

During his many years as head of airship operations, Eckener always made safety his absolute priority. His safety orientation had results. Under Eckener's leadership, the Zeppelin company had a perfect safety record with no passenger ever sustaining a serious injury on any of the more than 1 million air miles that the rigid airships flew.

With the rise of Nazi Germany came the nationalization of the Zeppelin operation. The Nazis replaced Eckener with men who were compliant with their wishes. Seeking to please the Nazi regime, these newly promoted airshipmen did not always follow Eckener's well proven safety procedures. Many believe that the reduced focus on safety led to the *Hindenburg* Disaster of 1937.

Hugo Eckener was in Graz, Austria when he heard news of the disaster. In the official inquiry he concludes that a static spark ignited leaking hydrogen in the aft section of the ship. The leak would be caused by the sharp turn which he believed caused a wire to break and rip a gas cell.

He initially blamed Captain Ernst A. Lehmann, Captain Max Pruss and Commander Charles Rosendahl for rushing the landing maneuver. But in his heart, Eckener believed that he was to blame for the disaster, for a decision 8 years ago when he had been offered the chance to use helium but decided against it because he thought that the helium would make the Hindenburg (which was only on the drawing board) much more expensive.

After the destruction of the *Hindenburg*, the rigid airship fell from favor and Eckener receded to the shadows. He survived World War II and died in 1954 at the age of 86.