

Graf Zeppelin LZ-127 South America Airmail 1930 - 1937

Objective: The Graf Zeppelin LZ-127 flew for almost nine years, from 1928 to 1937. The objective of this exhibit is to demonstrate the critical link that this airship played in the development of an airmail service from Europe to South America. The airship made four demonstration flights to Brazil between 1930 and 1931 before initiating the first commercial passenger and airmail service from Europe on 20th March 1932. The significant volume of airmail carried by the airship was critical in establishing and maintaining the commercial viability of the Graf Zeppelin LZ-127 flights to South America.

Exhibit Scope: The Graf Zeppelin made 65 transatlantic return flights to Brazil, with a single onward journey to Argentina. The airship was the primary German Postal Service until July 1935, when it switched to Deutsche Lufthansa (DLH) planes. Exhibit contains outward mail from 66 countries and return mail from all seven South America Countries.

Graf Zeppelin 127 South America Flights								
Year	1930	1931	1932	1933	1934	1935	1936	1937
Number of Flights	1	3	9	9	12	16	13	2

Significance of this Graf Zeppelin LZ-127 Airmail Exhibit

- The Graf Zeppelin LZ-127 provided the first scheduled transatlantic airmail service to South America and was almost exclusively dedicated to this service after 1932.
- The Graf Zeppelin LZ-127 service was integrated with the DLH aircraft service, as aircraft capability and range increased. Exhibit tracks the development of this combined service.
- The airship made its first transatlantic flight in 1928, for which the German Reichpost issued two stamps to be used on this flight. These were overprinted for the first South America flight in 1931. The Zeppelin company held agreements with the relevant postal authorities that most of the postage fee was retained by the company, after the international postage rate was retained by the post office.
- Many countries issued stamps or overprints to be used in conjunction with this service, with examples of all those known in this exhibit.
- Two South America flights (1930 flight and final 1933 flight) continued on to the US, where the US had also issued stamps for use on these specific flights.
- Special Syndicato Condor flights connected with the Graf Zeppelin LZ-127 at Recife and Rio Janeiro, for onward delivery of mail across South America and were critical to the success of the service.
- The Graf Zeppelin LZ-127 carried its final mail in May 1937, when it ceased operation following the fatal explosion of its sister ship, the Hindenburg (LZ-129). This tragedy, and the development of the aircraft, prematurely closed the golden era of the zeppelin travel, an important postal historical link in the development of airmail.

Section	Exhibit Plan
Section 1	Pre-commercial South America Flights 1930 & 1931
Section 2	Launch of Commercial Scheduled Flights to South America 1932
Section 3	Commercial South America Service 1933 – including Century of Progress flight to US
Section 4	Commercial South America Service 1934 – including the only flight to Argentina
Section 5	DLH Support Services 1935 to 1937 – where airship primarily carried printed matter and on board mail

Bibliography (selected texts)

- J. Duggan and J. Graue; Commercial Zeppelin Flights to South America (1995)
- J. Graue and J. Duggan; Deutsche Lufthansa South Atlantic Airmail Service 1934-1939 (2000)
- Ledar, Dieter; Wilcsek, Bob; Ganz, Cheryl; Dixon, Michael; Weinhardt, Stephen; Boeckel, Emile; Zeppelin Post Journal, edited by Dieter Leder, TOPO/VERLAG publication.

Rarity Key: Individual mail of particular significance or importance is indicated by use of red lettering/ outer box.



Section 1 Pre Commercial Demonstration Flights

1930 Pan America Flight

The first Graf 127 demonstration flight to Brazil took place in 1930. The airship flew from its base at Friedrichshafen in Germany, to Recife (Brazil) and then continued on to Lakehurst in New Jersey, USA. The flight became known as the "First Europe Pan-America Flight".

Correctly franked at 2RM, using 1928 Zeppelin stamp which had been reissued with the inscription "South America Flight".

Red Zeppelin cachet for this flight, with the inscription "Graf Zeppelin Airship South America Flight".

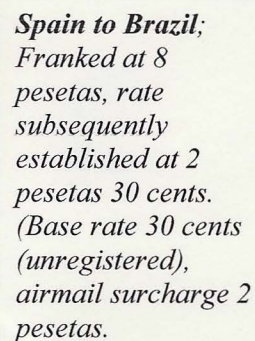


\$2.60 Higher denomination US stamp issued to cover the complete pan America-Europe journey. Purple cachet (TYPE I) showing dotted line complete journey. This cover sent by steamer across Atlantic and carried by surface to Friedrichshafen where it was loaded onto the airship.

Flight No	Journey	1930 South America Flight	Flying Time:	Distance
062	Friedrichshafen - Seville	17:17, 18 May – 18:49, 19 May	25.32 hrs/min	2612 km
063	Seville - Recife	09:28, 20 May – 23:20, 22 May	61.52 hrs/min	6373 km
064	Recife – Rio de Janeiro	05:59, 24 May - 11:25, 25 May	31.26 hrs/min	2404 km
Postmarks	18 May Friedrichshafen, 25 May Rio de Janeiro, 25 May Manha.			

Flight had its first stop in Seville, Spain, then flew to Recife, Brazil, then onward to Rio de Janeiro where it stayed on the ground for just over an hour before returning to Recife for a further two day layover. The airship the flew to Lakehurst, before flying back to Europe.

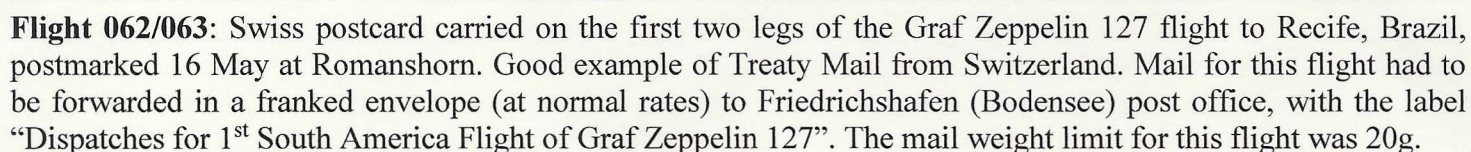
120kg mail, no freight and 13 passengers were carried on this flight.



*Red Flight cachet;
"GRAF ZEPPELIN
- SOUTH
AMERICA -
SEVILLA 1930",
applied to Spanish
mail.*

**Switzerland to
Brazil; Card**
*correctly franked at
special 1930 all
inclusive rate of 2.5
Francs; franking
features the Swiss
1923 "Icarus."*

*Red zeppelin flight
cachet for mail
loaded at
Friedrichshafen.*



Section 1 Pre Commercial Demonstration Flights

1930 Pan America Flight

The Luftschiffbau Zeppelin GmbH (Zeppelin operating company) made an agreement with the German postal authorities in April 1930 that the zeppelin company would receive four fifths of the total postage paid for carriage of German airmail. An agreement was also put in place that higher charges could be applied for special flights. The charges for mail handled from other countries had to be agreed with the individual countries concerned.



Franked with private Condor-Zeppelin 5000 reis stamp issued by Luftschiffbau Zeppelin GmbH and 300 reis Brazil definitive surface rate to Europe). Correct rate to Europe was 10,000 reis, but confusion as Condor published different rate to German post office.

Violet diamond Type I shaped cachet applied to all flights originating in Europe.

Franked with private Condor-Zeppelin 5000 reis stamp issued by Luftschiffbau Zeppelin GmbH and 200 reis Brazil definitive for surface rate to US (underfranked by 100 reis).

Stamp issued for use to Europe but overprinted with USA for this flight. Stamp also has Zeppelin overprint.



Flight No	Journey	Time, date, 1930 Flights	Flying Time:	Distance
065	Rio de Janeiro- Recife	12:40 25 May – 12:42, 26 May	24.02 hrs/min	2068 km
066	Recife - Lakehurst (USA)	15:06 , 28 May – 12:25, 31 May	69.19 hrs/min	7487 km
067	Lakehurst (USA) - Seville	03:12, 03 June – 18:03, 05 June	62.51 hrs/min	6390 km
068	Seville - Friedrichshafen	18:25, 05 June - 19:21, 06 June	24.56 hrs/min	2114 km
Postmarks	Upper Card: 28 May Recife (Condor Syndicato), 05 Jun Seville with machine cancel. Lower Card: 24 May Rio de Janeiro (Condor Syndicato), transit 28 May Recife , reverse 31 May with green “ Pan American cachet”.			

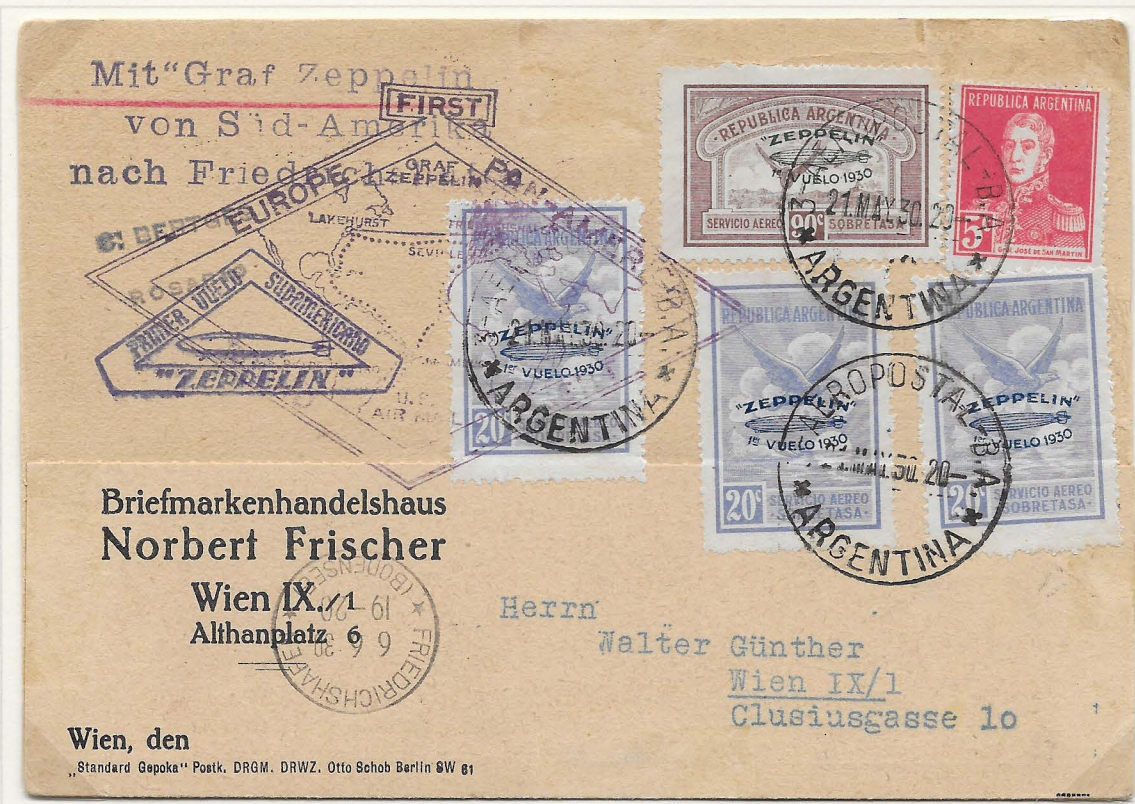
Conflicting airmail rates from Brazil were published by Condor and the US & German post offices with the surcharge to Europe being particularly confusing. This resulted in the acceptance of almost any rate. Use of the Condor adhesives were suspended at the end of 1930.

The flight numbers used to denote each flight are the original numbers assigned by the Zeppelin company and each is measured from take-off to landing. Many flights also had in-flight stops for mail drops or pick-ups but these do not appear in the official flight list. In the 1930 flight to Brazil, mail drops were made at Cape Verde Islands and Bahia..



Flights 65/66: Covers from Rio de Janeiro to Lakehurst, franked with higher denomination Condor-Zeppelin franking, each with required Brazil 300 reis definitive. Both covers are correctly franked with 10,000 reis Condor-Zeppelin letter rate to US, but the 30,000 reis ultra marine issue has been overprinted with 10,000 reis and original value blocked out, because of shortages of the 10,000 bright rose issue. Lower cover is scarce issue due to its overprint and rate adjustment downwards.

Uruguay to Germany: cover over franked by 1 cent (12 cent international rate and 45 cent zeppelin surcharge on this flight).



Argentina to Germany: correctly franked at 1.55peso (5 cent international card rate to Europe and 1.5 peso zeppelin surcharge on this flight).

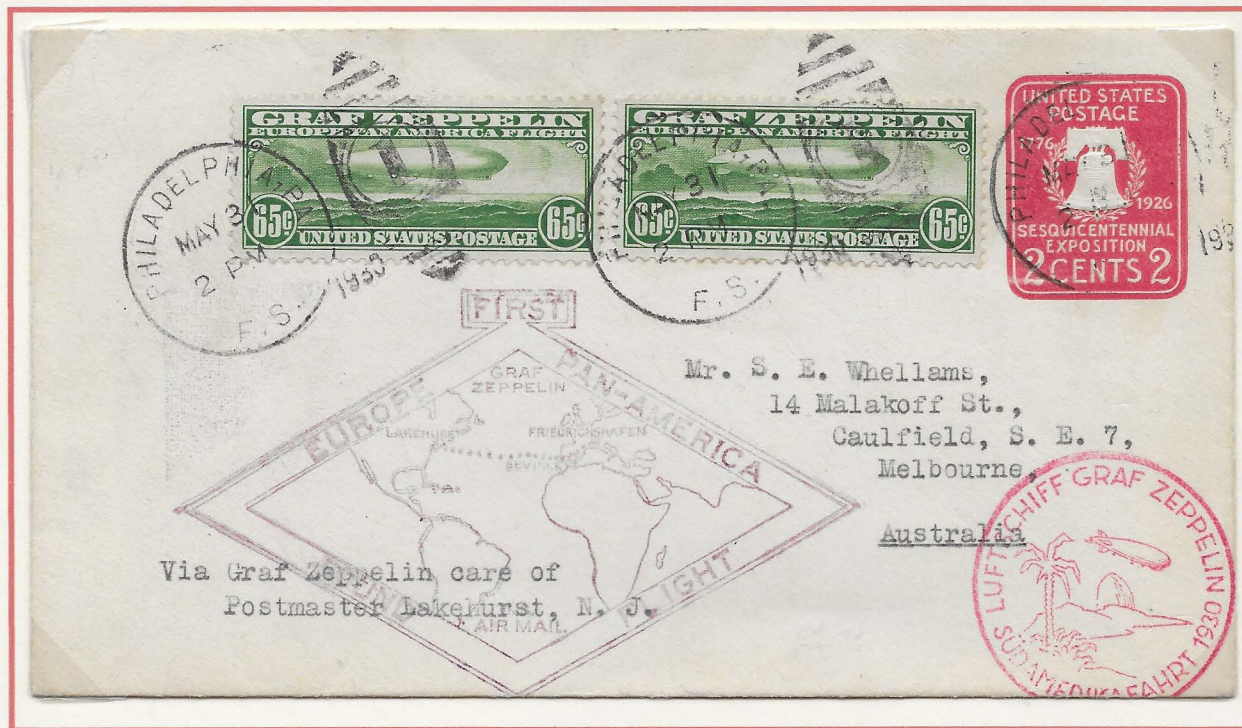
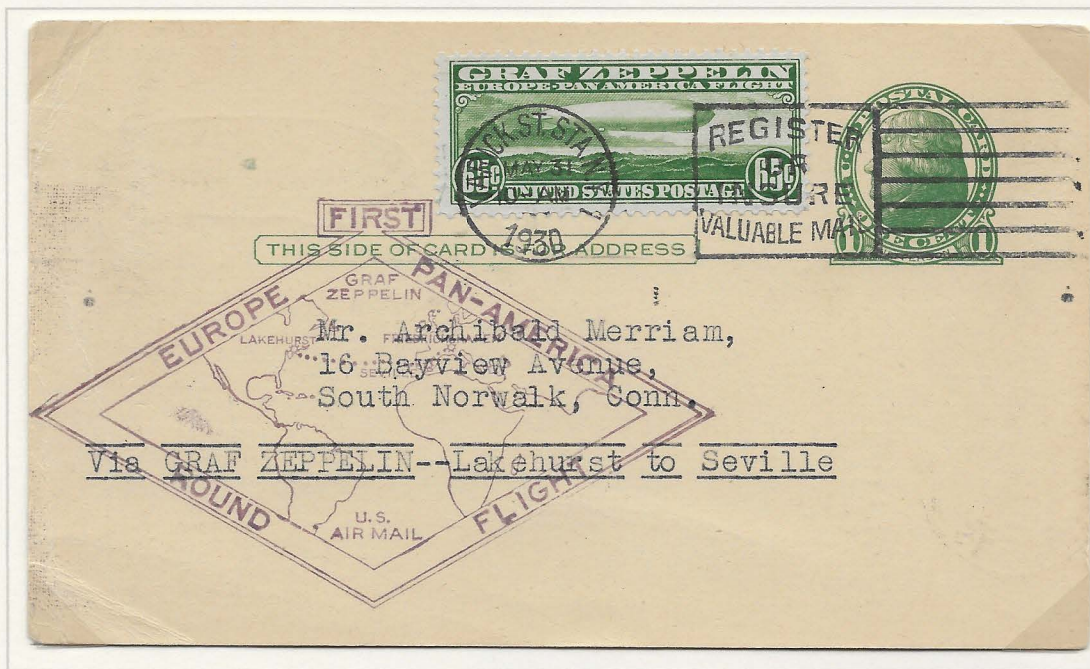
Covers on this flight most commonly had a zeppelin surcharge of 3 peso but variable rates are also frequent.

Uruguay and Argentina letters carried on return flight to Europe, via Lakehurst and Seville. Argentina card also has the less common lower denomination overprints of "ZEPPELIN - 1^{er} Vuelo 1930"(First Flight 1930) and an example of the relatively scarce (on cover) 50c green overprint. Both covers have purple Type I cachet (joining flight before Lakehurst) with dots joining all stops on the flight.

Section 1 Pre Commercial Demonstration Flights

1930 Pan America Flight

Post for the Pan America flight originating in the US, carried one of two magenta diamond shaped cachets with the words "First Europe Pan-America Round Flight". Cachet Type I displayed the flight path for the round trip to Friedrichshafen while Cachet Type II, which was applied in New Jersey, displayed only the flight path for the remaining journey back to Friedrichshafen. Three US stamps were issued for this pan-America flight, costing \$0.65, \$1.30 and \$2.60, and they went on sale at philatelic agencies at each of the 97 major post offices in the United States. These were the first zeppelin stamps issued outside of Germany and were very expensive at the time (even without post war depression) and hence are now relatively scarce. All revenue from this issue was agreed to be given to the zeppelin company.



Upper Card: US card correctly franked with 65c US issue (Postal stationery prepaid card is over franked by 1c for convenience). Card sent from Lakehurst to Seville and then returned by surface mail to US. (Varick St. Station postmark 31st May, Seville postmark 5th June and New York receiving cancel on 16th June).

Lower Cover: **US to Australia**, sent by surface mail to Lakehurst (postmark 31st May at Philadelphia), then by airship to Friedrichshafen and then by surface mail to Australia (Reverse receiving CDS at Caulfield, Victoria 14th July 1930). This cover also has red circular cachet applied at Friedrichshafen, which was intended for mail origination from Friedrichshafen. Overfranked by 2c for convenience because of 2c postal stationery envelope.

Australia is a very scarce destination for zeppelin mail from this flight or for zeppelin mail in general.

Both card and cover have purple Type II cachet for mail joining the flight at Lakehurst for the final flight leg to Friedrichshafen.



Both Covers correctly franked with \$1.30 US adhesive for the final leg of this flight. Both covers also have Type II cachet (single line of dots from Lakehurst to Friedrichshafen) for this leg of flight.

Lower cover correctly franked at 1.25 Cordobas for registered carriage to Havana (4 of the adhesive stamps have surcharges of 0.15CS or 0.20CS and reverse has 0.05CS in adhesives).

Upper cover: New York to Friedrichshafen – US postmark at Grand Central Station, New York, May 1st, held over for zeppelin flight and reverse receiving stamp on 6th June at Friedrichshafen).

Lower cover: **Nicaragua to Germany.** Registered cover posted on 15th May at Managua, where zeppelin airship was originally scheduled to land but was aborted at short notice due to weather conditions. Cover then sent to New York and onward to Lakehurst. Cover also franked with \$1.30 US adhesive, correct tariff for zeppelin surcharge to Friedrichshafen. Reverse had CDS at 15th May Managua, 18th May Havana, 22nd /23rd /27th May New York and 6th June Friedrichshafen. **This is the only Graf Zeppelin 127 flight to carry mail from Nicaragua, less than ten pieces known on this flight.**

Section 1 Pre Commercial Demonstration Flights

1931 First Flight (Outward Leg)

The Graf 127 flew three South America flights in the second half of 1931 before announcing a regular scheduled commercial service in early 1932 between Germany and South America. This was the first regularly scheduled nonstop intercontinental airline service in the world. Every Graf Zeppelin flight landed first at Recife in Pernambuco, with the only other South America landings being frequently to Rio de Janeiro and once to Buenos Aires. A key to the success of this service was the Condor connection flight, connecting other South America cities. The Condor Syndicate also worked as a Lufthansa subsidiary which became known as "Servicos Aereos Condor".

*Austria to Brazil;
Correctly franked
at 3.3 schillings;
30 grosschen
international card
rate and 3
schillings zeppelin
surcharge.*

*Part of mail
drop at Cape
Verde (only
0.9kg mail
dropped).*

**Below: Mail posted
on board airship.**



There were two green cachets for this flight with that shown on upper cover indicating that flight was bound for Recife (or dropped before arrival). The green cachet on the lower cover indicates that the mail off loaded at Recife and was carried to Rio de Janeiro by Condor plane. Correctly franked at 4 RM.

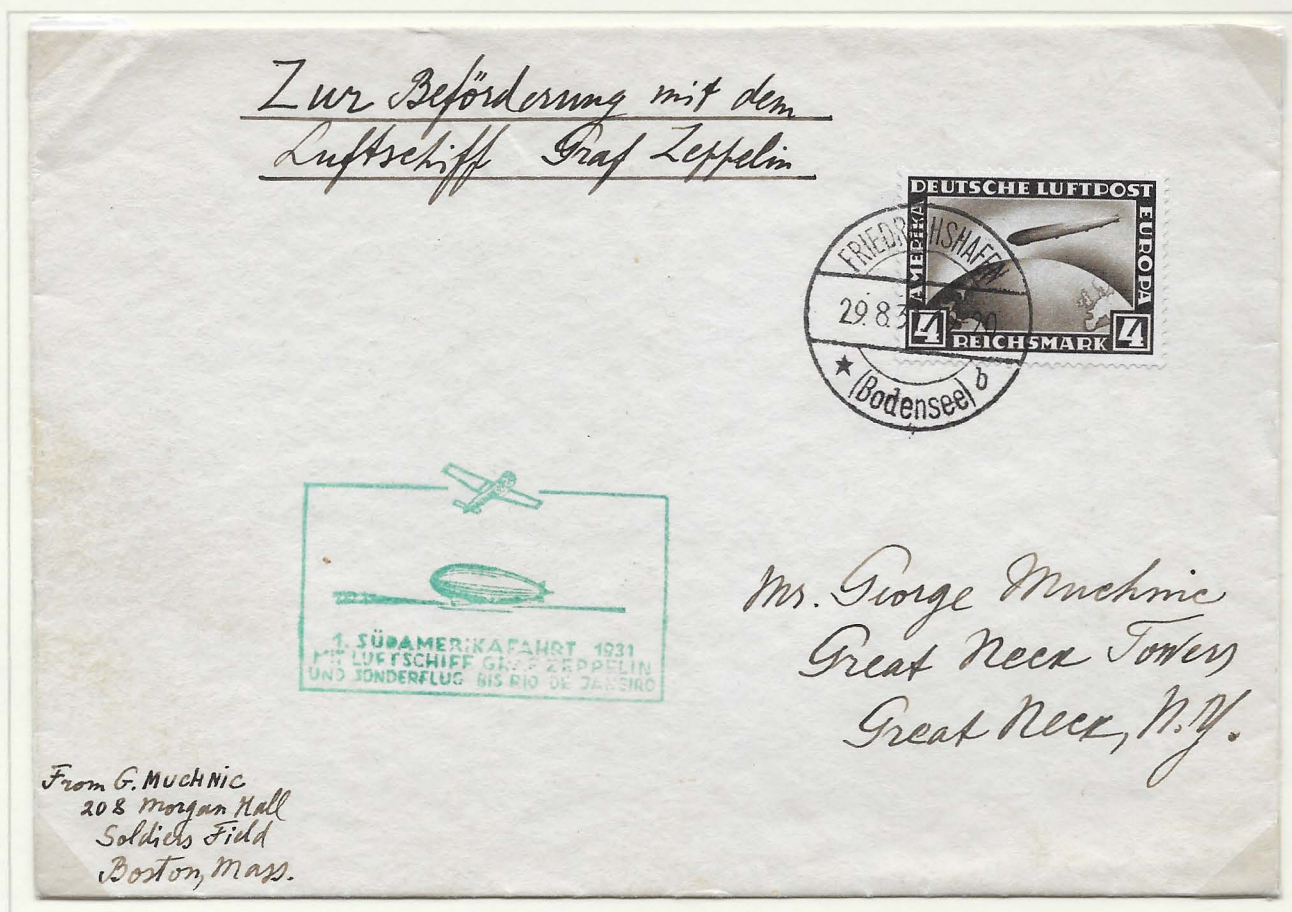
Flight No	First South America Flight of 1931		Flying Time:	Distance
216	Friedrichshafen - Recife	21:36 29 Aug, 18:45 01 Sept	73:09 hrs/min	7919 km
Postmarks	Upper Card: 24 Aug Wein, 29 Aug Friedrichshafen, 31 Aug Cape Verde. Lower Cover: 30 Aug On Board Mail, 3 Sept Rio de Janeiro (on reverse), 4 Sept Manha (Brazil).			



Flight 216 Above: German card correctly franked at 2 M.

Flight 216 Below: German cover correctly franked at 4 RM.

Both letters have green rectangular "First South America Flight of 1931" cachet, which identified this cover as having flown onward to Rio de Janeiro by Graf Zeppelin (as confirmed by back stamp).



Brazil to France:
Correctly franked
at 8\$900 reis;
400 reis
international
letter and 3 X
2\$500 per 5g plus
1\$000
registration fee
up to 20g.



Brazil to France:
Franked at
5\$600; 400reis
international
letter and 2 X
2\$500 per 5g
(over franked
by 200 reis).

Flight No	First South America Flight of 1931		Flying Time:	Distance
217	Recife - Friedrichshafen	03:23 04 Sept, 15:47, 07 Sept	80.24 hrs/min	8175 km
Postmarks	Upper Cover: 02 Sept Curreio, 07 Sept Friedrichshafen, 08 Sept Paris. Lower Cover: 31 Aug San Paulo, 07 Sept Friedrichshafen, 08 Sept Paris.			
Flight 217: Both letters have Brazil-Europe confirmation cachets. Covers contain the two provisional stamps with surcharges of 2\$500 reis (zeppelin surcharge per 5g) and 5\$000 reis, issued by the Brazilian post office to inaugurate the launch of this airmail service. This was first flight to accept registered post. Return flight carried 110kg mail, no freight and ten passengers.				



Cover is rare in that it was opened in Friedrichshafen post office and officially sealed for the flight. It is also franked with 4 RM stamp which has the overprint for the 1931 Polar Flight.

Card correctly franked at 2 RM for Brazil, the franked at 2\$500 reis for return journey to Germany (Flight details on next page).



Flight No	Second South America Flight of 1931		Flying Time:	Distance
221	Friedrichshafen - Recife	00:15 18 Sept, 22:45 20 Sept	70.30 hrs/min	7985 km
Postmarks	18 Sept. Friedrichshafen, 22 Sept. Rio de Janeiro.			
Both cover and card have special red cachet "The airship Graf Zeppelin will wait for four days in Pernambuco for your reply". Both also have purple cachet for this flight. Cover off-loaded at Recife and flown to Rio de Janeiro by Condor plane.140 kg mail, no freight and 10 passengers carried on the outward journey.				

Hungary to Brazil;
franked at 4 pengo
(card rate not set but
letter rate was 400
filler international
letter and 4.3 pengo
per 5g weight, i.e. 4.7
pengo total).

Cover has cachet for
2nd flight of 1931 and
additional cachet
applied in Hungary-
"ZEPPELIN
UTJAN". Cover sent
by surface to
Friedrichshafen and
onward by airship to
Recife.



Danzig to Paraguay:
correctly
franked at 3
gluten, standard
rate for
1930/1931
flights.

Cert. behind

Danzig to Paraguay: Danzig to Berlin (surface mail on 16th Sept.), Berlin to Friedrichshafen (by plane 18th Sept.), to Recife (by airship 18th Sept., arrive 20th Sept.), to Rio de Janeiro (by Condor plane 20th Sept), to Buenos Aires (by Condor, arrive 23rd Sept) and to Asuncion (by surface mail, arrive 27th Sept., cancel on reverse). Cover has red cachet for Berlin flight and purple cachet for Graf Zeppelin 127 flight.



Flight 222: Porto Alegre to Recife by Condor plane, loaded on airship; correctly franked with 5\$400 reis for 10g letter, (400 reis for international letter up to 20g and 2\$500 reis per 5g zeppelin surcharge).



Flight 222: Brazilian commercial cover, Rio de Janeiro to Recife by Condor plane and loaded on airship; correctly franked with 2\$900 reis for 5g letter (400 reis for letter up to 20g and 2\$500 reis per 5g zeppelin surcharge).

Germany to Brazil and return
Mixed Franking;
Cover correctly
franked at 4 RM
for outer journey
and at 5\$400 for
return journey
(international
letter rate of
400reis and
2\$500 reis per 5g
zeppelin
surcharge).

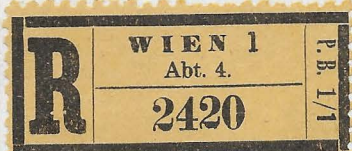
Posted on Board,
as seen by 18th
Oct. cancel.



Mit Luftschiff „Graf Zeppelin“
und Anschluss bis Buenos Aires.



LUFTSCHIFF GRAF ZEPPELIN
3. SÜDAMERIKAFAHRT 1931



Rekommandiert.

Herrn
Erich Schönberg
p. Adr. La Maritona
Calle Rondeau 1745
Buenos Aires.
Argentinien.

Green Third
South America
flight cachet.

Austria to Argentina;
correctly franked
at 2S 30gr for
registered card
(zeppelin mail
from Austria
accepted with
various rates, not
strictly controlled
until 1932.

Flight No	Third South America Flight of 1931		Flying Time:	Distance
229	Friedrichshafen - Recife	00:08 17 Oct, 00:13 20 Oct	72.05 hrs/min	7882 km
Postmarks	Upper Cover: On board post 18 Oct 1931, Recife 20 Oct 1931 (Reverse), Manha 22 Oct 1931 Lower Cover: 14 Oct Vienna, 17 Oct Friedrichshafen, 22 Oct Buenos Aires			

Lower Cover: Registered mail from Austria to Buenos Aires. This was the first flight to have official acceptance of registered mail. Unlike other mail at this time, which had to be sent to Friedrichshafen, registered mail could be sent directly from any post office. Mail off loaded at Recife and flown by Condor plane to Buenos Aires.

Syndicato Condor Route.

Syndicato Condor had a connection flight from Recife, which flew via Rio de Janeiro to Buenos Aires. Route was Recife - Bahia - Rio de Janeiro - Santos - Paranaguá - Floerianopolis - Porto Alegre - Rio Grande - Montevideo - Buenos Aires.



Brazil to The Netherlands;
Correctly franked at 11\$400 for 20g letter (400reis international letter + 1000reis registration + 4X 2\$500 reis).

Paraguay to Germany; registered cover, franked at 22.4 pesos (early Paraguay rates had a lot of change due to inflation, but rate settled at 24.5 pesos for registered 5g cover in 1932). Cover franked with four of the first overprinted zeppelin stamps from Paraguay. The international card/letter rate for Paraguay had to be paid in ordinary Paraguayan stamps while the zeppelin surcharge was generally franked with Paraguayan zeppelin stamps.



Flight No	Third South America Flight of 1931		Flying Time:	Distance
231	Recife - Friedrichshafen	02:05 24 Oct, 05:48 28 Oct	99.43 hrs/min	8170 km
Postmarks	Upper Cover: 20 Oct Porto Alegre, 28 Oct Friedrichshafen, 29 Oct Plauen Lower Cover: 19 Oct Buenos Aires, 28 Oct Friedrichshafen.			
Both covers flown by Condor to Recife, by reverse of flight path shown on outward flight (previous page).				



1932 marked the first scheduled commercial service of the Graf Zeppelin 127 to South America, with four initial biweekly flights scheduled between March and May.

Lichtenstein to Brazil;
printed matter correctly
franked at 1.75 Fr.
Treaty Mail.

England to Brazil;
correctly
franked at 10d
(pence) for
printed matter
carriage to
Brazil.

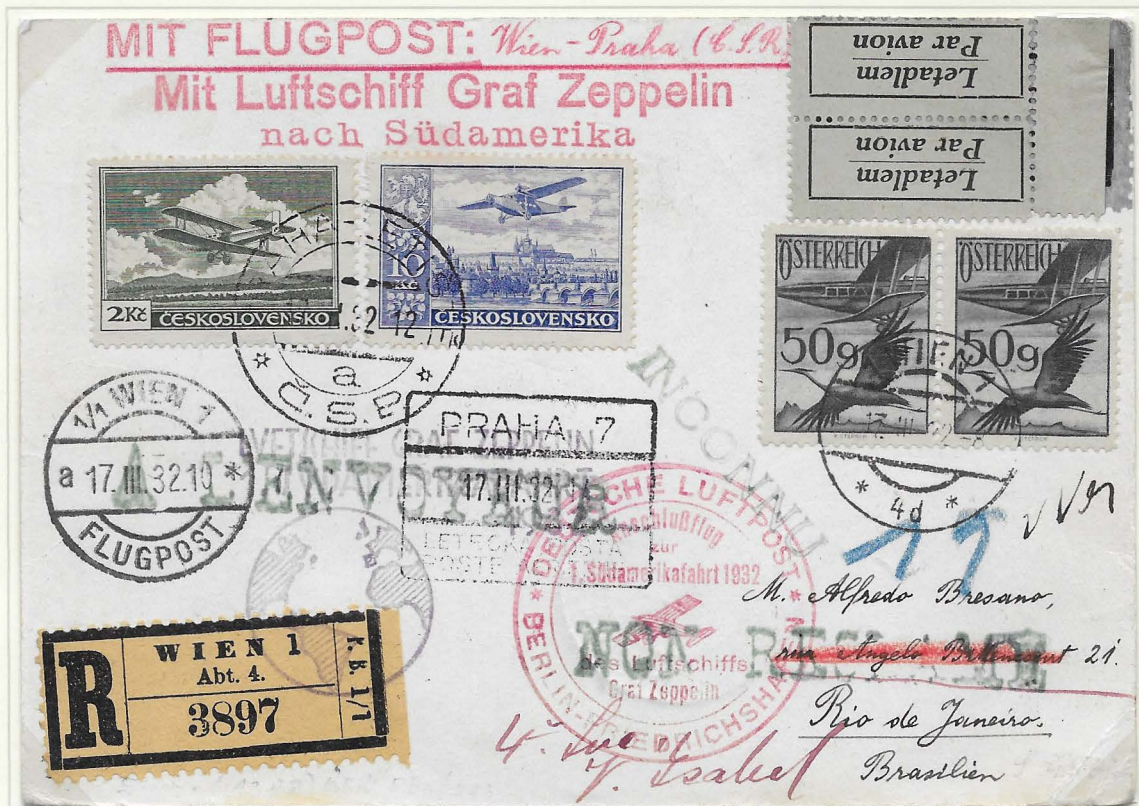


Flight No	First South America Flight of 1932		Flying Time:	Distance
234	Friedrichshafen - Recife	23:35 21 Mar, 19:38 23 Mar	68.05 hrs/min	7840 km
Postmarks	Upper Cover : 17 March Vaduz, 21 Mar Friedrichshafen, 21 Mar Recife. Lower Cover: Liverpool, 19 Mar Berlin, 24 Mar Bahia.			
Purple “Globe” cachet for first South America flight of 1932 visible on both covers. On the launch of this commercial airmail service to South America, most European countries concluded agreements with Reich Post for acceptance of zeppelin mail. 105 kg mail & 100 kg freight carried on this flight.				



Germany to Ecuador (**Scarce cover, destination not permitted as no treaty signed with Zeppelin company**); printed matter correctly franked at 3.0 RM for 8g mail to any South America location beyond Brazil (1.5 RM per 5g weight). Mailed 18th Mar. Leipzig, transit through Friedrichshafen 21st Mar., arrival stamp in Guayaquil (reverse cancel) on 30th April.

Austria to
Checkoslovakia to
Germany to Brazil
(**Unusual mixed
franking**); Card
registered and sent from
Vienna (17th Mar),
routed through Prague
(17th March) to Berlin,
flown to Friedrichshafen
(circular red flight
cachet) and by airship to
Recife (23rd Mar) and
Condor plane to Rio de
Janeiro (24th Mar,
reverse).





Paraguay to England; Correctly franked at 17.7 pesos for registered card to Europe; 0.7 pesos international card, 2 pesos registration and 15 pesos zeppelin charge (minimum charge for postcard). Registration label on reverse. Card franked with 4 and 10 pesos zeppelin adhesives issued in 1932, with remaining 20 pesos issue exhibited on flights 2 & 3 of 1932.

Uruguay to Germany: over franked at 78 cent by 9 cent (12 cent international letter rate, 45 cent new zeppelin surcharge and 12 cent registration charge). Registration label on reverse 169722



Flight No	First South America Flight of 1932		Flying Time:	Distance
235	Recife - Friedrichshafen	00:45 26 Mar, 15:37 29 Mar	84.52 hrs/min	8485 km
Postmarks	Upper Cover: Aero Postal Paraguay (date unclear), 29 Mar 1932 Friedrichshafen Lower Cover: 22 Mar Montevideo (*reverse CDS), 29 Mar 1932 Friedrichshafen, 30 Mar Sudenburg1.			
Upper Cover: Paraguay to England – Preprinted card for carriage on first commercial flight to Europe, card has black flight cachet inscription “URUGUAY SERVICIO AEREO TRANSATLANTICO” applied by airship and two diamond Graf Zeppelin cancels applied in Paraguay. Condor zeppelin cachet on reverse. Lower Cover: Uruguay to Germany - cover has purple flight cachet inscription “URUGUAY SERVICIO AEREO TRANSATLANTICO”.				

Section 2 Commercial Airmail Service Launch

1932 Second Flight (Outward Leg)

The permitted destinations announced in 1932 for Graf Zeppelin mail were Argentina, Bolivia, Brazil, Chile, Paraguay, Peru and Uruguay. With the start of this scheduled service, ordinary mail could be posted for the first time at any German Post Office (i.e. it no longer needed to be sent under separate cover to Friedrichshafen), each piece of mail then bearing the cancel of the receiving post office.



Flight No	Second South America Flight of 1932		Flying Time:	Distance
237	Friedrichshafen- Recife	05:33 05 Apr, 20:02 07 Apr	62:31hrs/min	8224 km
Postmarks	01 April 1932 Latvia, 11 April 1932 Buenos Aires.			



Latvia to Argentina (Flight 237) Correctly franked at 2.75 Lat for registered cover. Circular red cachet for connecting flight from Berlin to Friedrichshafen.

Green circular cachet for second flight to South America in 1932. Red registration stamp for Riga, Latvia.

Uruguay to Germany (Flight 238). Cover correctly franked at 57 cent (12 cent international letter and 45 cent zeppelin fee).



Paraguay to Belgium; Correctly franked at 24.5 pesos for registered letter to Europe; 2.5 pesos international letter, 2 pesos registration and 20 pesos zeppelin charge (4 pesos per gram, with minimum 5g). Registration label on reverse.

Chile to Italy; franked at 5.35 pesos (75 centavos on reverse of cover). Only a letter rate was published for Chile (70 centavos international letter and 7 pesos zeppelin surcharge), o cover is under franked.



Flight No	Second South America Flight of 1932		Flying Time:	Distance
238	Recife - Friedrichshafen	02:06 09 Apr, 07:22 13 Apr	101.14 hrs/min	8080 km
Postmarks	Upper Cover: 02 Apr Paraguay, reverse receiving stamp 13 April Friedrichshafen. Lower Cover: 05 Apr Santiago, 13 Apr Friedrichshafen.			
Upper Cover; Carried by Condor flight from Paraguay to Recife and transferred to Graf Zeppelin airship. 76 kg mail & 50 kg freight carried on this flight. Lower Cover: Chile to Italy , black flight cachet. inscription “Chile – Friedrichshafen 5-IV-1932”. 106 kg mail, 50kg freight and 5 passengers carried on this flight.				



Germany to Brazil; correctly franked for printed matter up to 50g (5pf printed matter, 1.25RM zeppelin surcharge and 30pf registration charge.

On Board Mail;
Correctly franked at 1.4 RM for postcard – 15 pf international card rate and 1.25RM zeppelin surcharge.
On board LUFTCHIFF GRAF ZEPPELIN cancel.



Flight No	Third South America Flight of 1932		Flying Time:	Distance
239	Friedrichshafen - Recife	23:08 17 Apr, 19:29 20 Apr	68:21 hrs/min	7904 km
Postmarks	Upper Cover: 14 Apr Schonebeck, 17 Apr Berlin, 20 Apr Pernambuco Tarde. Lower Card: 19 April on board, 10 Apr Recife.			
Commercial metered German mail, cachet for connecting flight from Berlin to Friedrichshafen as well as cachet for 3 rd 1932 South America flight. Scarce 1932 meter franked airmail as meter franking was not officially accepted by zeppelin post at this time. 95kg Mail, 115 kg freight and 5 passengers carried on this flight.				



Flight 239
Vatican to Brazil;
 Over franked by 45 cent, correct rate is 9.5 Lire (1.25L international post rate, 1.25L registration fee and 7L zeppelin surcharge).



Czechoslovakia to Brazil;
 Correctly franked at 15.5 korunna (0.5 Kc on reverse); 1.5Kc international card rate; 2.5Kc registration and 12Kc zeppelin surcharge per 5g.

Flight 239 Registered card from Prague (Czechoslovakia) to Recife; franked with full issue set of Czechoslovakia airmail issue. Circular red third flight cachets for connecting flight between Berlin and Friedrichshafen.

1932 Third Flight (Return Leg)

Paraguay to Czechoslovakia;
Correctly franked at 24.50 pesos; 2.5 pesos for letter, 2.0 pesos for registration and 20 pesos for zeppelin surcharge (4 pesos per gram, with 5g minimum).



Brazil to Latvia;
Correctly franked
at 4\$200 reis; 700
reis international
letter and 3\$500
reis zeppelin
surcharge.
5\$000 reis has
zeppelin overprint
with correct
surcharge.

Flight No	Third South America Flight of 1932		Flying Time:	Distance
240	Recife - Friedrichshafen	02:00 23 Apr, 04:04 27 Apr	98.04 hrs/min	8705 km
Postmarks	Upper Cover: 15 Apr Paraguay, 27Apr 1932 Friedrichshafen, 27 April Berlin C & Berlin SW. Lower Cover: 21 Apr Rio de Janeiro, 27 Apr Friedrichshafen, 27 Apr Berlin C.			
Paraguay to Germany , Black flight cachet, red Berlin cachet for connecting flight and set of stamps to commemorate the 1932 commercial schedule of the Graf Zeppelin 127 to South America. Brazil to Latvia: Clear blue condor/zeppelin cachet.122 kg mail, 30kg freight and 12 passengers carried.				



Flight No	Third South America Flight of 1932		Flying Time:	Distance
240	Recife - Friedrichshafen	02:00 23 Apr, 4:04 27 Apr	68.21 hrs/min	7905 km
Postmarks	Upper Cover: 16 Apr Montevideo, reverse receiving stamp 27 Apr 1932 Friedrichshafen, Lower Cover: 18 Apr Montevideo, reverse receiving stamp 27 Apr 1932 Friedrichshafen, 27 Apr Berlin C. 27 April Bruck.			

Flight 240 Both covers **Uruguay to Germany** franked with correct rate,

Upper cover **Unregistered at 57 cent** - 12 cent international letter and 45 cent zeppelin surcharge

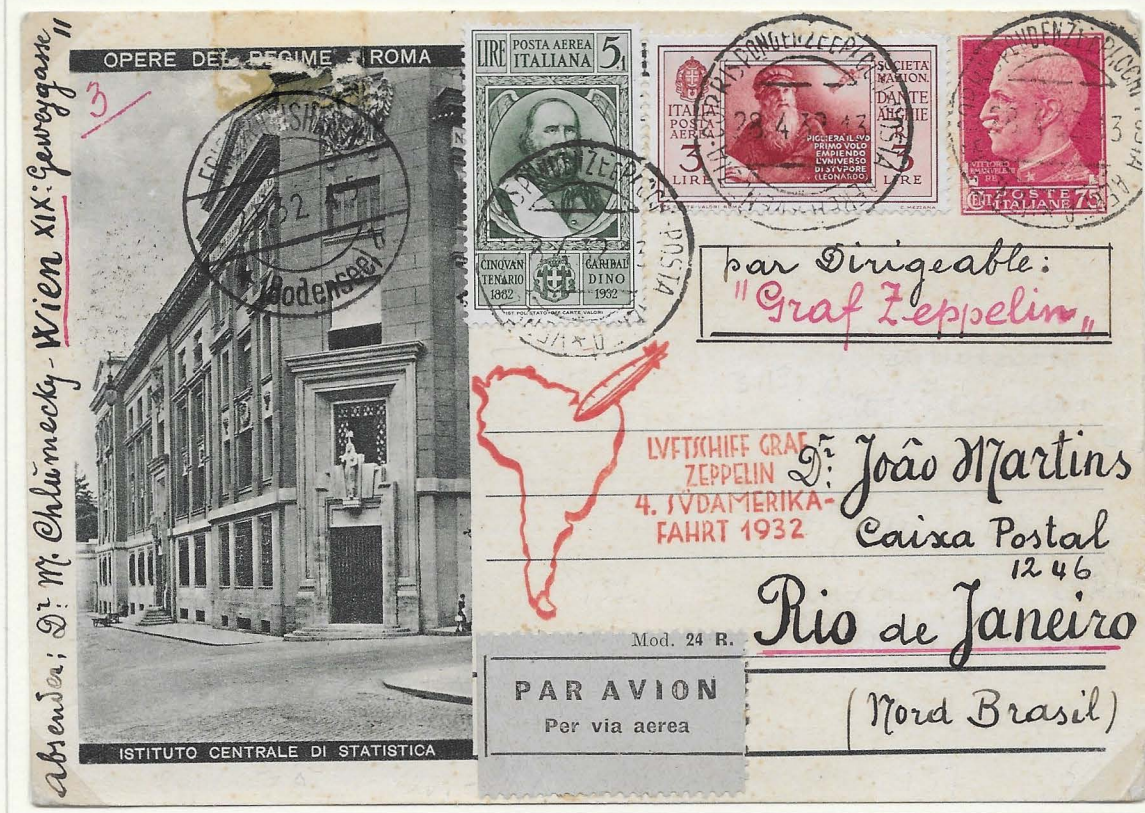
Lower cover **Registered at 69 cent** - 12 cent international letter, 45 cent zeppelin surcharge and 12 cent registration charge).

Both covers have pink flight cachet. inscription "URUGUAY SERVICIO AEREO TRANSATLANTICO" and lower cover has red circular cachet for onward Berlin flight.

Luxembourg to Chile (Example of mixed franking **non treaty mail**);

2.25Fr Luxembourg franking for registered cover to Germany (0.35Fr for printed matter, 1.75 Fr for registration – over franked by 0.15Fr).

It was not possible to pay the zeppelin surcharge with Luxembourg stamps so German stamps had to be added at Friedrichshafen. The 1.5 RM zeppelin surcharge to Chile is the correct rate to anywhere in South America outside of Brazil.



Italy to Brazil;
Franked at 8.75
Lire; 1.25L card
rate and 7.0 L
zeppelin surcharge
(over franked by
50 cent).

Flight No	Fourth South America Flight of 1932		Flying Time:	Distance
241	Friedrichshafen - Recife	04:03 02 nd May , 08:22 05 th May	79.19hrs/min	8318 km
Postmarks	Upper Cover: 23 Apr Luxembourg, 2 May Friedrichshafen, 13 th May Arica (Chile). Lower Cover: 28 Apr Rome, 02 May Friedrichshafen/ 05 May Rio de Janeiro.			
Upper Cover: Luxembourg to Chile; by plane to Friedrichshafen, airship to Recife, Condor plane to Buenos Aires, Pan Airways to Santiago de Chile, and onward to Arica. Lower Cover: Italy to Brazil; surface to Friedrichshafen, airship to Recife, Condor plane to Rio de Janeiro.				

Brazil to
Switzerland;
Correct
franking of
11\$200 reis for
15g letter;
700 reis for
international
letter and 3 X
3\$500 reis per
5g weight.



Brazil to
Germany;
Correctly franked
at 4\$200 reis; 700
reis international
letter and 3\$500
reis zeppelin
surcharge.

Flight No	Fourth South America Flight of 1932		Flying Time:	Distance
242	Recife- Friedrichshafen	02:18 07 th May , 12:46 10 th May	82.28hrs/min	7666 km
Postmarks	Upper Cover: 05 May Rio de Janeiro, 10 May Friedrichshafen. Lower Cover: 05 May Rio de Janeiro, 10 May Friedrichshafen.			



Liechtenstein to Argentina; correctly franked at 2.00 Fr for carriage beyond Brazil. (0.30Fr international letter rate and 1.70Fr zeppelin surcharge. **Example of Treaty Mail.**

Purple Eagle outward flight cachet on both covers.

Romania to Brazil; rail to Friedrichshafen & airship to Recife. Romania rate not set at this time and determined at discretion of local postmaster. This cover has 10 Lei international letter rate, 10 Lei registration fee and 80 Lei zeppelin surcharge.



Flight No	Fifth South America Flight of 1932		Flying Time:	Distance
273	Friedrichshafen - Recife	5:60 29 th Aug, 08:18 01 st Sept	75.18hrs/min	8117 km
Postmarks	Upper Cover: 25 Aug Triesenberg (Liechtenstein), 29 Aug Friedrichshafen. Lower Cover: 24 Aug Bucharest, 29 Aug Friedrichshafen.			

Deutsche Lufthansa made special connecting flights from Berlin via Stuttgart to take late mail to Friedrichshafen for outward flight. 102 kg mail & 23 kg freight carried.

There was a gap in transatlantic flights from May to August, during the rainy season in Brazil as it was not possible for the airship to remain at mast for more than two days.

Flight 273 Norway to Argentina;
Correctly franked at 230 ore (30 ore international letter rate and 200 ore zeppelin surcharge).

Cover carried by rail to Berlin, with flight onward to Friedrichshafen.



Flight 273 Turkey to Brazil; Franked at 112.5Krs; 12.5 Kr international letter rate, 16Kr registration fee and with zeppelin surcharge of 80 reis (variable rates accepted on Turkish mail in 1932).

Flight 273 Turkey to Brazil; mail carried by surface to Berlin, by plane to Friedrichshafen (red circle feeder plane cachet), and by airship to Brazil.

There were 16 weeks between the 4th and 5th South America flights as it was not possible for the Graf Zeppelin 127 to remain at mask for more than two days during the rainy season. The original 5th flight was scheduled for 15th August but was cancelled due to political instability in Brazil.



**Flight 273
Germany to
Brazil (ROHR
POST);**
Commercial cover
with Hamburg
Rohr post
pneumatic
"Eilbrief" express
mail.
Correctly franked
at 1.5 RM (25pf
letter rate and
1.25RM zepplin
surcharge).



Flight 273 Greece to Argentina; mail carried by surface to Berlin, by plane to Friedrichshafen (red circle feeder plane cachet), by airship to Recife and Condor plane to Buenos Aires. Cover franked at 77 Dr, under paid by 1Dr (8 Dr international letter rate and 70Dr zepplin surcharge).

Chile to Belgium.
Correctly franked at 8.4 pesos; 70 cent international letter fee, 70 cent registration fee and 7.00 pesos zeppelin surcharge.



Uruguay to Netherlands.
Correctly franked at \$1.62 for 15g weight; 12 cents international letter rate, and 3 X 50 cent zeppelin surcharge per 5g weight. Zeppelin surcharge was increased by 5c per 5g prior to this flight.

Flight No	Fifth South America Flight of 1932		Flying Time:	Distance
274	Recife - Friedrichshafen	10:45 3 rd Sept, 04:22 07 th Sept	75.18hrs/min	8117 km
Postmarks	Upper Cover: 30 Aug Santiago, 07 Sept Friedrichshafen. Lower Cover: 31 Aug Montevideo, 07 Sept Friedrichshafen.			
94 kg mail, 15 kg freight carried and 2 carried passengers on this return flight. Fog delayed landing by 1.5 hours so two bags of mail dropped from airship at Friedrichshafen on arrival.				



Flight 274
Argentina to
Austria;
 Cover posted 29th
 August in Buenos
 Aires and arrived
 in Friedrichshafen
 on 7th Sept.
 Mixture of blue
 and red zeppelin
 overprinted
 adhesives.
 Cover franked at
 \$1.38 over
 franked by 3c for
 5g registered letter
 (15c international
 letter rate , 20c
 registration fee
 and 1 peso
 zeppelin
 surcharge per 5g
 weight.



Flight 274 Brazil to Germany; Cover posted 30th August in Curitiba and arrived in Friedrichshafen on 7th Sept. and Berlin same day. Correctly franked at 4\$200 reis (700 reis international rate paid with Brazilian commemorative but 3\$500 zeppelin surcharge paid with zeppelin overprinted stamps).



To Peru; Correctly franked at 1.75 RM for South American mail beyond Brazil; 25pf international letter rate and 1.5 RM zeppelin surcharge.

Posted on board airship;

Saar to Brazil;
Correctly franked. at 10.9 Fr (0.90 Fr international postcard rate and 10Fr zeppelin surcharge.

Green "lighthouse" zeppelin cachet for outward flight.



Flight No	Sixth South America Flight of 1932		Flying Time:	Distance
275	Friedrichshafen-Recife	21:10 12 th Sept., 19:24 15 th Sept.	70.14hrs/min	8138 km
Postmarks	Upper Cover: 13 ^t Sept. on board post, 20 Sept. Lima (Peru), 24 Sept. Lima. Lower Cover: 10 Sept. Saarbrucken, 12 Sept. Friedrichshafen.15 Sept. Recife, Pernambuco.			
This was the first Graf 127 flight to schedule in a return flight from Recife to Rio de Janeiro (Flights 276 & 277 on 16 Sept and 18 Sept). This enabled transit of passengers to Rio de Janeiro and allowed greater time for returning mail from rest of South America.				

Flight 275 Russia to Brazil. Cover posted on 8th Sept. at Moscow, transit cancels at Berlin C (9th Sept.), Stuttgart (10th Sept.), Friedrichshafen (12th Sept.) with arrival in Pernambuco on 15th Sept.).

Correctly franked at 85 Kp (15 Kp letter rate, 20 Kp registration fee and 50 Kp zeppelin surcharge).

Red cachets for inter airport flights, Berlin, and Stuttgart. Franked with Russian zeppelin commemoratives.



Flight 275 Cyrenaica, coastal region of Libya to Brazil; Registered letter posted Bengasi on 8th September, transit cancels at Rome (10th Sept.), Friedrichshafen (12th Sept.) with arrival in Pernambuco on 16th September. Cover franked at 10 Lire, overpaid by 0.5L (1.25 L international letter rate, 1.25 L registration and 7.0 L zeppelin surcharge). 94kg mail, 650kg freight and 9 passengers carried on this flight



Flight 278 On Board Mail to Chile: Correctly franked at 1.75 RM for letter sent beyond Brazil, cancelled with characteristic “LUFTSCHIFF-GRAF ZEPPELIN” CDS dated 19th September 1932. This cover was mailed to Chile by departing passenger, immediately prior to flight. (Chile & Valparaiso receiving CDS on reverse, 21st Sept.



Flight 278 Brazil to England: Correctly franked at 8\$700 reis for a 10g registered letter (700 reis international letter rate, 1\$000 reis registration fee and 2X 3\$500 zeppelin surcharge per 5g weight.

Flight No	Sixth South America Flight of 1932		Flying Time:	Distance
278	Recife - Friedrichshafen	01:10 19 th Sept. 20:30 21 st Sept.	67.20 hrs/min	7800 km
Postmarks	Upper Cover: 19 Sept. On Board, 21 Sept. Reception, Chile, 21 Sept. Valparaiso Lower Cover: 15 Sept. Montevideo, 21 Sept Friedrichshafen, 22 Sept Monomet, 22 Sept. Vienne, 23 Sept Graz.			
155kg mail, 5kg freight and 9 passengers on this return flight. The mail included 32kg from the Karlsruhe ship, the crew of which helped with the mooring at Recife.				



Turkey to Brazil;
by plane to Berlin, plane to Friedrichshafen and airship to Recife.
Franked at 95 Krs, correct rate is 92.5 Kr (12.5 Kr international letter rate and 80 Kr zeppelin surcharge).



Hungary to Paraguay; correctly franked at 0.4 pengo letter rate, 0.5 pengo registration fee and 3.26 pengo zeppelin surcharge.

Flight No	Seventh South America Flight of 1932		Flying Time:	Distance
279	Friedrichshafen- Recife	06:07 26 th Sept, 08:32 29 th Sept	74.25 hrs/min	7871 km
Postmarks	Upper Cover: 21 Sept Istanbul, 24 Sept Berlin, 29 Sept Recife. Lower Cover: 22 Sept. Budapest, 26 Sept Friedrichshafen, 29 Sept Recife.			
126kg mail, 500kg freight and 9 passengers were carried on outward zeppelin flight.				



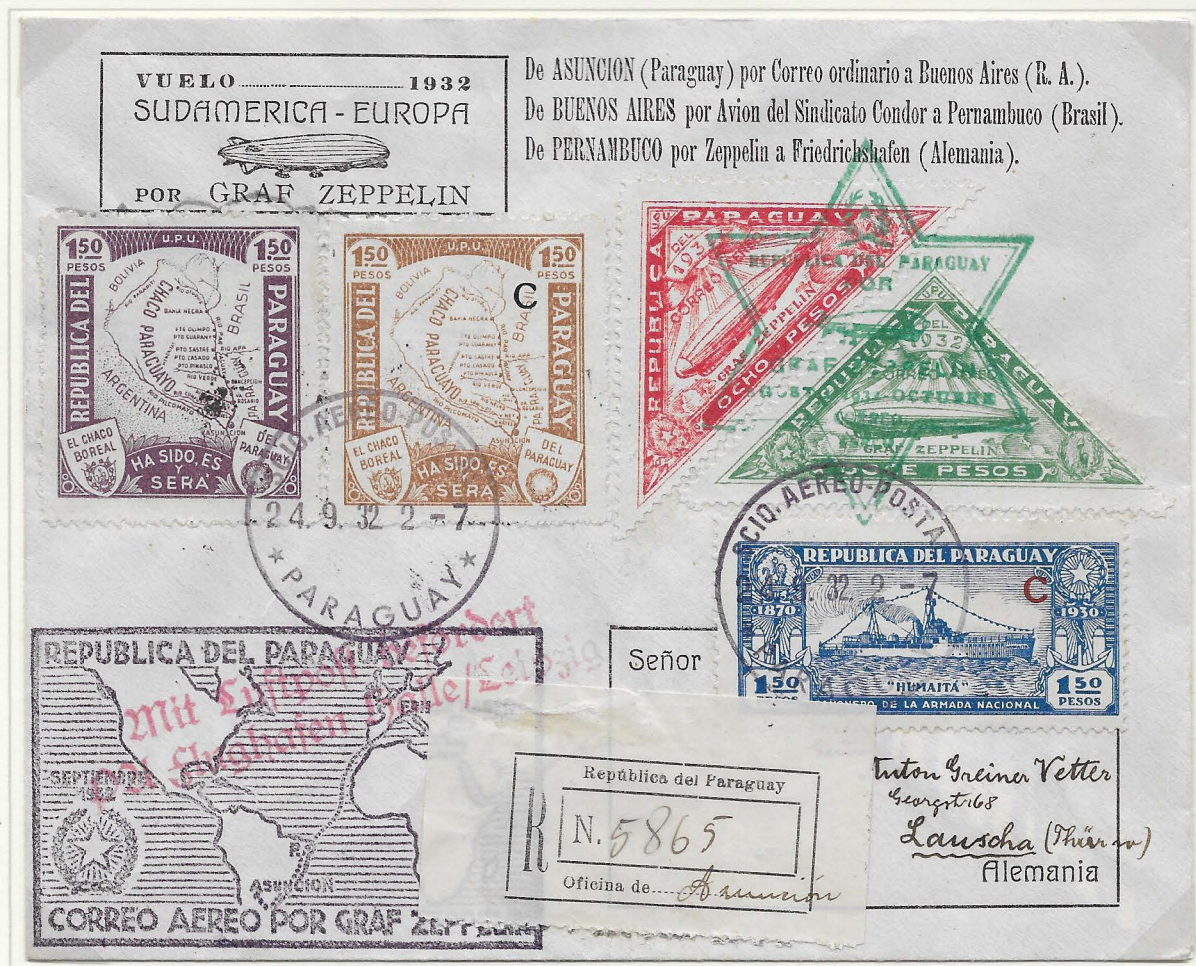
Uruguay to Switzerland; correctly franked at 95 cent (international card rate of 8 cent, zeppelin surcharge of 75 cent and registration charge of 12 cent).

Further increase in Zeppelin surcharge from 50c to 75c.



Flight No	Seventh South America Flight of 1932		Flying Time:	Distance
280	Recife- Barcelona	00:14 01 st Oct, 18:15 03 rd Oct	66.01 hrs/min	6832 km
281	Barcelona - Friedrichshafen	18:29 03 rd Oct, 06:02 04 th Oct	11.32 hrs/min	1023 km
Postmarks	Upper Card: 27 Sept Montevideo, receiving stamp 04 Oct Friedrichshafen, 04 Oct 1932 Bern. Lower Card: 28 Sept on board cancel, 29 Sept Recife, 04 Oct Friedrichshafen.			
On board post to Brazil and returned to Germany. Correctly franked at 1.5 RM for on board cover to Brazil; also correctly franked with 4\$200 applied at Recife for return journey to Europe. This card is a good example of mixed franking. As the on board mail was posted before landing, the full airmail rate had to be applied in Brazil, otherwise the cover would have to be returned by surface mail.				

Paraguay to Germany;
Correctly franked at 24.50 pesos;
2.5 pesos for letter, 2.0 pesos for registration and 20 pesos for zeppelin surcharge (4 pesos per gram, 5g minimum).



Brazil to Germany;
Correctly franked at 4\$200 reis; 700 zeppelin surcharge – using over printed stamp with surcharge.

Flight No	Seventh South America Flight of 1932		Flying Time:	Distance
280	Recife- Barcelona	00:14 01 st Oct, 18:15 03 rd Oct	66.01 hrs/min	6832 km
281	Barcelona - Friedrichshafen	18:29 03 rd Oct, 06:02 04 th Oct	11.32 hrs/min	1023 km
Postmarks	Upper Cover: 24 Sept Paraguay, 04 Oct Friedrichshafen, 04 Oct Leipzig, 05 Oct Lauscha. Lower Cover: 27 Sept Porto Alegre, 04 Oct Friedrichshafen, 04 Oct Stuttgart.			

Upper Cover by Condor plane from Paraguay to Recife, transferred to airship, then by surface from Friedrichshafen to Lauscha via Leipzig. Lower cover by plane from Friedrichshafen to Stuttgart. 120kg mail, 20 kg freight and 8 passengers were carried on return zeppelin flight.



Ireland to Argentina;
franked at 12½d which is the correct rate for Brazil but under-franked for Argentina. Cover sent to Friedrichshafen via London and Berlin before being loaded on airship to Recife, the by Condor to Buenos Aires.



Flight No	Eighth South America Flight of 1932		Flying Time:	Distance
282	Friedrichshafen-Recife	21:43 9 th Oct, 00:23 13 th Oct	74.4 hrs/min	8045 km
Postmarks	Upper Cover: 06 Oct Dublin, 09 Oct Berlin C, red Berlin-Friedrichshafen cachet. Lower Cover: 02 Oct Monaco Principality, 10 th Oct Friedrichshafen.			
Upper Cover Ireland to Argentina circular cachet for flight between Berlin and Friedrichshafen and 8 th South America Cachet. Irish covers flown on all nine flights of 1932 but in low numbers, making these relatively scarce. Lower Cover: Monaco to Argentina. Monaco covers flown on flights 5 to 9, but in low numbers as no treaty was in place, making these covers relatively scarce. Correctly franked at 10.0 Fr (1Fr on reverse)- 1.50 Fr for international letter rate and 8,50 for zeppelin surcharge. 107 kg mail, 30kg freight and 12 passengers carried.				

**Flight 282 Yugoslavia to Brazil;**

Under-franked by 1.5 Yugoslav Dinar. Correct rate 1.5d card rate and 20d for zeppelin surcharge. All Yugoslavia mail for zeppelin carriage was directed via Belgrade airport (Zemun 5) for transport by plane to Berlin and by plane to Friedrichshafen.



Flight 282 Lower Cover Germany to Argentina; correctly franked at 1.75RM, for mail outside Brazil.



Internal Flight 284 Rio de Janeiro to Recife;

Correctly franked at 950 reis (200 reis base letter rate and 750 reis zeppelin surcharge).



Flight 284 Rio de Janeiro to Recife; Franked at 1\$900 (200 reis base letter rate, 750 zeppelin surcharge and 950 registration fee).

Flight No	Eighth South America Flight of 1932 (internal flight)		Flying Time:	Distance
284	Rio de Janeiro - Recife	09:30, 14 th Oct, 10:32, 15 th Oct	25.02 hrs/min	2082 km
Postmarks	Upper Card: 13 Oct Rio de Janeiro, 15 Oct Pernambuco (on reverse) Lower Card: 13 Oct Rio de Janeiro, 15 Oct Pernambuco (on reverse)			
94 kg mail, 650kg freight and 9 passengers carried on this internal flight.				
Vast majority of internal mail franked at 950 reis (200 reis base rate and 750 zeppelin surcharge)				



Flight No	Eighth South America Flight of 1932		Flying Time:	Distance
285	Recife - Friedrichshafen	08:58 16 th Oct, 20:42 19 th Oct	83.4 hrs/min	7999 km
Postmarks	07 Sept Cali, 28 Sept Cali, 02 Oct Barranguilla (reverse), 13 Oct Rio de Janeiro (reverse), 14 Oct Rio de Janeiro, 19 Oct Friedrichshafen.			

Privately arranged acceptance from Cali for return flight to Europe, from Rio de Janeiro to Friedrichshafen and onward delivery to Hamburg. There was no officially organised feeder service from Colombia for the zeppelin flights. Cover was originally addressed to an agent in Rio de Janeiro and sent on the first leg of its journey by private carrier service "Conducto Ribon". **Mixed franking of Columbia and Brazil - rare for 1932 zeppelin covers.**



Flight 285 Uruguay to Germany; Correctly franked at 95cent (8 cent international card rate, 75 cent zeppelin surcharge and 12 cent registration fee).

**Flight 285 Brazil to The Netherland;**

Postcard to Switzerland, franked at 5\$200 reis, over-franked by 1\$000 reis.



Flight 285 Uruguay to The Netherlands; correctly franked at 99 cent, (international letter rate of 12 cent, zeppelin surcharge of 75 cent and registration fee of 12 cent). 156kg mail, 3kg freight and 14 passengers carried on this flight.



Germany to Brazil; card is correctly franked at 1.4 RM for postcard; international card rate of 15pf and zeppelin surcharge of 1.25 RM.



Italy to Brazil; Card franked at 7.25 Lire, which is rate for printed matter. Correct franking should be 0.75L for postcard and 7 L for zeppelin surcharge. However, card has no message so it is possible that Italian post office treated this as printed matter, where the rate is 0.25L up to 50g.

Flight No	Ninth South America Flight of 1932		Flying Time:	Distance
287	Friedrichshafen-Recife	05:25 24 th Oct, 10:00 27 th Oct	76.36 hrs/min	7769 km
Postmarks	Upper Cover: 23 Oct Stuttgart, 28 Oct Curitiba. Lower Cover: 20 Oct Milan, 24 Oct Friedrichshafen, 27 Oct Recife.			

This was the final South America Flight of 1932. Upper card for outward journey has two red cachets, a circular cachet for the airplane flight from Stuttgart to Friedrichshafen (Flight 195C) to meet up with the ninth South America flight and the second octagonal cachet, also for the 9th South America flight of 1932. 130 kg mail, 102 kg freight and 12 passengers were carried on this outward flight.

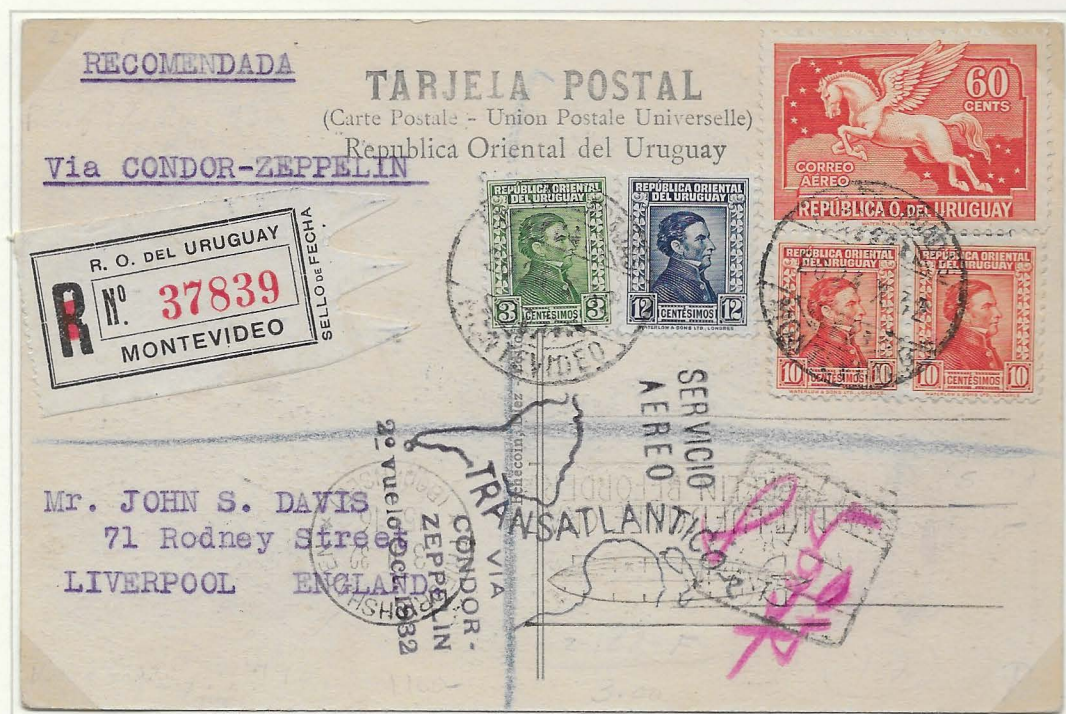
**Flight 287 Poland to Argentina;**

Correctly franked at 4.1 zlotz for printed matter less than 50g (0.1 zl printed matter, 3.4 zl zeppelin surcharge to country outside of Brazil and 0.6zl registration fee). Cover sent from Warsaw on 22nd Oct with transit postmark in Berlin C (23rd Oct) and arrival Buenos Aires machine cancel on 29th Oct.

**Flight 284 Denmark to Argentina;**

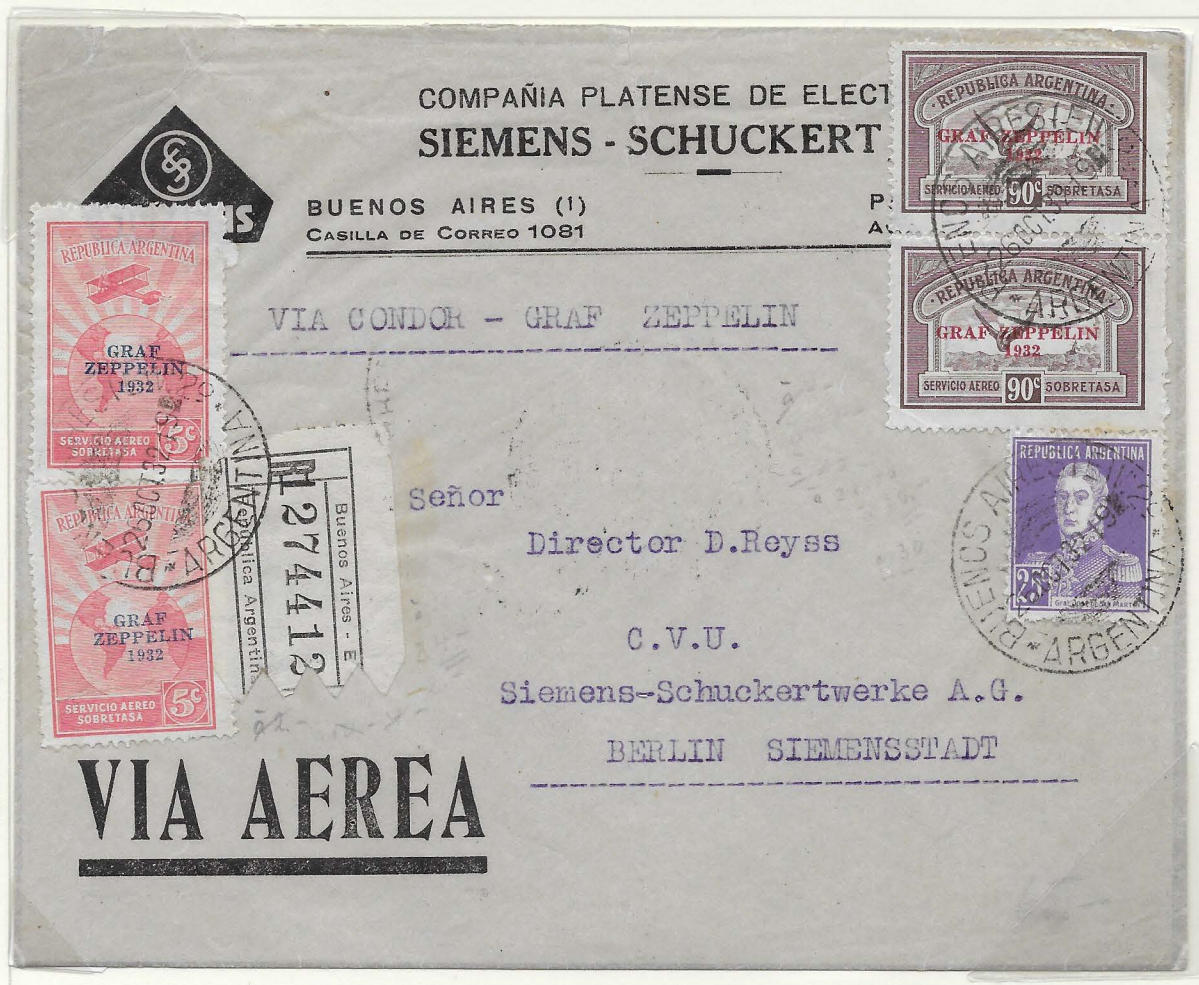
Correctly franked at 1.9 Kr (15 øre base rate for card, 1.5 Kr zeppelin surcharge for Countries outside Brazil and 25 øre registration fee). Cover sent from Copenhagen on 21st Oct, transit cancel at Berlin on 22nd Oct, red feeder flight cachet to Friedrichshafen and receiving cancel at Buenos Aires on 29th Oct.

Paraguay to Germany;
Correctly franked at 24.50 pesos
(2.50 pesos international letter rate, 20 pesos zeppelin surcharge and 2 pesos registration fee.)
Registration label on reverse.



Uruguay to England;
Correctly franked at 95 cent
(international card rate of 8 cent, zeppelin surcharge of 75 cent and registration charge of 12 cent).

Flight No	Ninth South America Flight of 1932		Flying Time:	Distance
289	Recife - Seville	00:15 31 st Oct, 17:07 02 nd Nov	64.52 hrs/min	6081 km
290	Seville - Friedrichshafen	17:28 02 nd Nov, 14:05 03 rd Nov	20:37 hrs/min	2381 km
Postmarks	Upper Cover: 22 Oct Paraguay, 3 Nov Friedrichshafen, 54 Nov Leipzig Lower Cover: 28 Oct Montevideo, 3 Nov Friedrichshafen			
Upper cover has blue circular flight cachet and blue star shaped cancels Lower cover has flight cachet for second flight of October 1932 zeppelin mail from South America –“ 2º vuelo Oct 1932 – SERVICIO AEREO TRANSATLANTICO VIA CONDOR ZEPPELIN”.				

Flight 289/290**Argentina to
Germany;**Cover franked at
90c per 5g rather
than correct rate of
1 pesos per 5g.
(common error).Correct rate for 10g
registered letter (15
centavos letter rate,
20 centavos
registration fee and
2 X 1 pesos per 5g).Cover posted
Buenos Aires (26
Oct), received
Friedrichshafen 3
Nov., Berlin 4 Nov.**Uruguay to England;** Correctly franked at 99 cent (12c international letter rate and 75c zeppelin surcharge)Cover posted Montevideo 24th Oct, received Friedrichshafen 3 Nov and Liverpool 4 Nov.

Section 3 1933 Commercial Airmail Service

1933 First Flight (Outward Leg)

Irish and British mail was accepted by Graf Zeppelin from 1932 with dispatches routed through London. The entire South American mail load would be sorted, bundled and retained at "The London General Post Office" for each flight. At a set deadline, it would be sent in one lot to Germany using the normal airmail network, which became known as the "British Connection" flight. Irish and British mail was carried on the DLH postal flight (no passengers) from 1933, with the zeppelin mail having a deadline of 19:00 for a flight departing Croydon at 21:00 and arriving Berlin at 06:00 next morning. This mail would then get a red Berlin C2 transit stamp showing arrival times e.g. 6-7 am. German zeppelin connection flight departed Berlin-Templehof that evening.



Ireland to Brazil;
Correctly franked at 12.5 pence for all inclusive rate for printed matter

Red hexagonal cachet is for Berlin connection, carrying mail via London for the zeppelin flight. Blue circular cachet featuring Count Zeppelin is cachet for first South American flight of 1933.

England to Argentina.

Correctly franked at 4 shillings, all inclusive letter rate for ½oz weight to South American countries beyond Brazil. Printed matted had an all inclusive rate of 12d, except for registered mail.



Section 3 1933 Commercial Airmail Service

A feeder service was operated from Berlin to Friedrichshafen by Deutsche Lufthansa, with a red circular cachet applied for this connecting flight. Mail could be sent to Argentina, Bolivia, Brazil, Chile, Paraguay and Uruguay but Peru was not a permitted destination in 1933.

1933 First Flight (Outward Leg)

Flight 294

Algeria to Brazil;

The cover is correctly franked at 12.0 Fr for a registered letter (international letter rate for Algeria was 1.50 Fr (up to 20g), zeppelin surcharge was 8.50 Fr (up to 5g) and registration fee was 2.0Fr).



Flight No	First South America Flight of 1933		Flying Time:	Distance
294	Friedrichshafen-Recife	19:41 6 th May, 18:30 9 th May	70.49 hrs/min	7830 km
Postmarks	14 April Oran, 6 May Friedrichshafen, 9 May Pernambuco			
Algeria to Brazil; Mail from Algeria flown on all 1933 flights but in very low numbers (generally 5 or less), hence relatively scarce. Posted 14 April, by surface to Friedrichshafen, to meet 6 th May first South America flight of 1933.				



Flight 294 On board mail to Spain; Cover correctly franked at 1.50 RM (letter rate 25pf and zeppelin surcharge of 1.25 RM in 1933).

Cover indicates that letter to be sent to Barcelona but no Barcelona mail drop recorded for this flight. Mail for Spain accepted on first 3 flights only, with just one mail drop recorded, this on the second 1933 flight.



Morocco to Brazil: Cover correctly franked at 11.3 Fr for registered (1.50Fr international letter rate, 7.50 Fr zeppelin surcharge and 2.0Fr registration fee).

Morocco to Brazil: Registered mail from Morocco, franked with Morocco adhesives and routed by surface to London and airmail to Berlin, followed by airmail to Friedrichshafen, where it was loaded on airship for flight to Brazil.

Argentina to Germany:

Overfranked by 6c for 9g letter (15c international letter rate, 9 X 18c per g zeppelin surcharge.



Brazil to Switzerland; over franked at 4\$220 by 20 reis; 700 reis international letter rate and 3\$500 reis zeppelin surcharge.

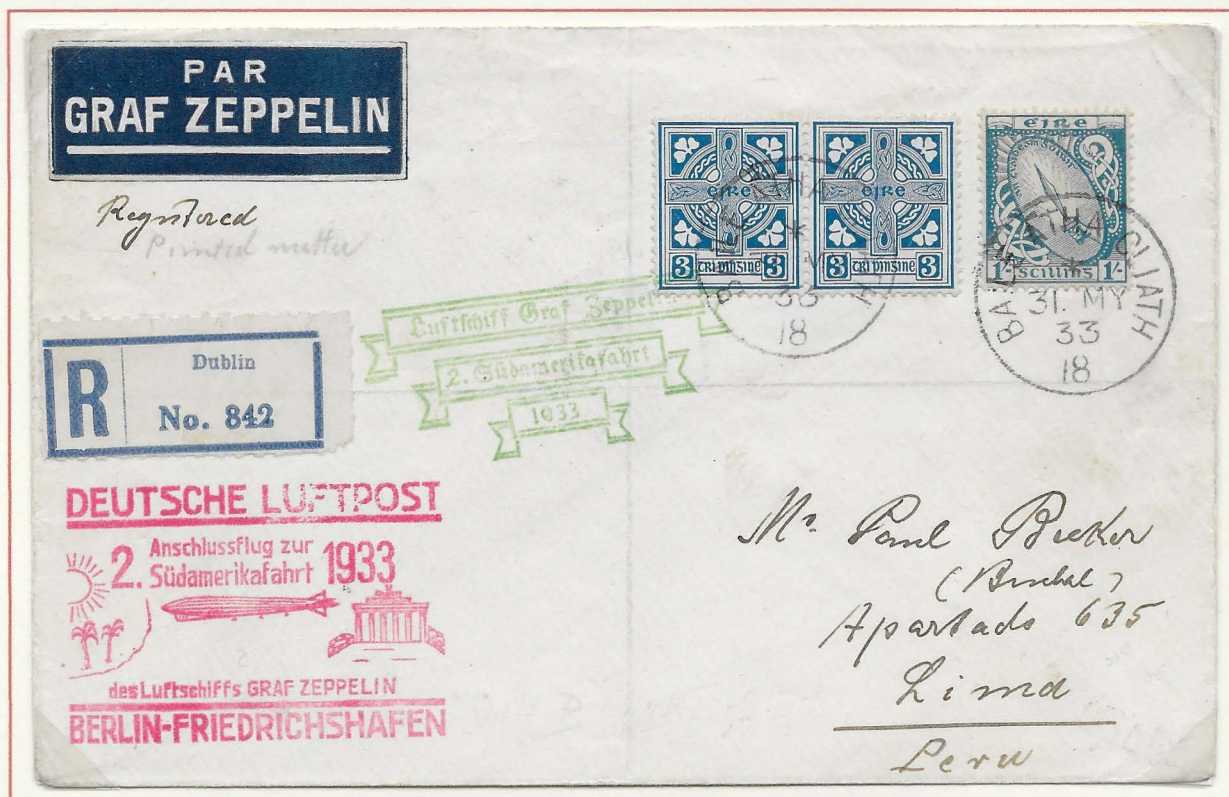


Brazil to England; over franked at 12\$700 reis for 15g letter by 100 reis; 700 reis international letter, 1\$400 registration fee and 3 X 3\$500 per 5g weight.

Cover franked with over printed definitives for 5g and 10g zeppelin surcharges.

Flight No	First South America Flight of 1933		Flying Time:	Distance
297	Recife - Seville	02:30 14 th May, 23:42 16 th May	69.12 hrs/min	6182 km
298	Seville - Friedrichshafen	23:57 16 th May, 20:06 17 th May	20:09 hrs/min	2141 km
Postmarks	Upper Cover: 09 May Florianopolis/ 10 May Florianopolis, 17 May Friedrichshafen.			

Ireland to Peru;
over franked at
1s6d by 3d for
registered printed
matter; (3d
registration fee
and 1s. carriage
beyond Brazil).



Morocco to
Brazil; Correctly
franked at 1s3d
(15d); 2d surface
carriage to London,
10d printed matter
rate to Brazil and
3d registration fee).

Flight No	Second South America Flight of 1933		Flying Time:	Distance
305	Friedrichshafen-Recife	19:27 03 rd June, 18:54 06 th June	72.3 hrs/min	8234 km
Postmarks	Upper Cover: 31 May, Dublin, 12 June Arica. Lower Cover: 25 May Tangier, 25 May British P.O. Tangiers, 03 June Friedrichshafen.			
Upper Cover: Rare - Only recorded mail from Ireland to Peru on this flight. Red cachet (Berlin to Friedrichshafen connecting flight) and green cachet (2 nd South America flight of 1933) on this registered letter. Peru was not listed on the permissible countries for 1933 as an agreement fee was not reached that year with the zeppelin company – rare cover. Lower Cover: British Commonwealth mail (Morocco Agencies) via British P.O. in Tangiers, also containing the green flight cachet. Mail from Morocco flown on all 1933 flights but in low numbers, hence scarce origin. 161kg mail, 260 kg freight and 6 passengers carried on this flight.				

Flight 305
Lithuania to
Brazil; correctly
 franked at 9 Litas for
 registered letter to
 Brazil (60centas
 international letter
 rate, 60 centas
 registration fee and
 7.8 litas zeppelin
 surcharge.



Flight 305 Luxembourg to Brazil; Luxembourg was not a Treaty State so mail carried on zeppelin airships needed to have additional German adhesives added in Germany. Correct fare for mail from Lithuania to Germany is 0.35 Fr for printed matter and 1.75 for carriage by surface to Germany. Luxembourg franking is overcharged by 2.6Fr, likely to accommodate application of full airmail set of adhesives. The German franking of 1.25RM is correct zeppelin surcharge for carriage to Brazil.

Section 3 1933 Commercial Airmail Service

1933 Second Flight (Return Leg)

Brazil to Germany,
correctly franked at
4\$200; 700 reis
international letter
rate and 3\$500 reis
zeppelin surcharge.
Cover franked with
3\$500 reis airmail
issued in early 1933,
featuring the
“Dornier Wal Flying
Boat”;



**Brazil to
England,**
commercial cover
correctly franked
at 4\$200 reis for
5g letter; 700
reis international
letter, 3\$500 per
5g weight.

Flight No	Second South America Flight of 1933		Flying Time:	Distance
308	Recife - Friedrichshafen	01:42 10 th June, 14:21 13 th June	69.12 hrs/min	6182 km
Postmarks	Upper Cover: 8 June Rio de Janeiro, 13 Friedrichshafen, 13 June Berlin C, 14 June Berlin D. Lower Cover: 6 June Recife, 13 June Friedrichshafen.			



Malta to Brazil;
 Franked at 2s 4½d,
 airmail rate to Germany
 and zeppelin rate for
 printed paper (½d rate
 for printed paper and 2s 4d
 zeppelin surcharge).
 Zeppelin surcharges of
 2s 4d to 2s 6d are
 common.

Blue Gondola
 zeppelin cachet for
 this flight. Lower
 cover also has red
 circular cachet at
 Berlin airport and
 red hexagonal cachet
 (on reverse) for
 connecting flight to
 Friedrichshafen.

Russia to Brazil;
 Cover under franked
 by 15 kopeks;
 correct franking
 should be 15 kopeks
 international letter
 rate, 20 kopeks
 registration fee, 40
 kopeks airmail to
 Europe and 40
 kopeks carriage to
 Brazil.



Flight	Third South America Flight 1933		Flying Time:	Distance
315	Friedrichshafen to Recife	19:20 01 st July, 19:55 04 th July	72.35 hrs/min	7863 km
316	Recife to Rio de Janeiro	20:12 05 th July, 20:01 06 th July	23.49 hrs/min	2061 km
Postmarks	Upper Cover: 6 June Sliema/ Malta, 20 June Roma, 1 July Friedrichshafen, 05 July Rio de Janeiro. Lower Cover: 28 June Leningrad, 29 June Berlin C, 05 July Rio de Janeiro.			

Upper Cover: **Malta to Rio de Janeiro.** Airmail to Rome, surface to Friedrichshafen, airship to Recife, Condor plane to Rio de Janeiro. First flight to carry Malta mail to South America, flown in small numbers from flight 3 to 9.

Lower Cover: **Russia to Recife.** Airmail from Leningrad to Berlin, connection flight to Friedrichshafen and airship to Recife. Sender identified on reverse side as Albert Thaalen, Graf Zeppelin 127 crew member. Scarce country of origin for zeppelin mail, mail flown on all 1933 flights but in low numbers. 150kg mail, 100kg freight and 14 passengers on flight.



Flight 315 Tunisia to Brazil. Registered postcard by surface to Marseille, airmail to Paris, airmail to Berlin, airmail to Friedrichshafen, where it was loaded onto the Graf 127 airship. Correctly franked at 12.40 Fr; 1.00 Fr charge for airmail from Tunisia to Marseille, international base rate from Tunisia was 0.90 Fr for postcard, zeppelin surcharge was 8.50 Fr for a postcard or letter less than 5g and registration fee was 2.0 Fr.



Flight 316 Recife to Rio de Janeiro (Internal Flight). Cover franked at 900 reis, undercharged by 50 reis (200 reis base letter rate and 750 reis zeppelin surcharge). Red flight cachet on face.



Flight 315 San Marino to Argentina. Registered cover franked at 11.25 Fr (1.25 Fr international letter rate, 1.25 registration fee, suggesting possible zeppelin surcharge of 9.25 Fr to Argentina – rates very variable for mail in 1932/1933). Cover by surface from San Marino (22 June), via Raggomano (23 June), via Friedrichshafen (1 July), by airship to Recife (04 July) and by Condor plane Buenos Aires (8 July) – postmarks on reverse.



Flight 315 Eritrea to Brazil. Correctly franked at 8.50 L for registered printed matter (0.25 Lire printed matter rate, 1.25 Lire registration fee and 7.0 Lire for 5g zeppelin surcharge – 35c on reverse). Cover posted in Raccomandat (31 May), transit through Napoli (10 June), Friedrichshafen (1 July) and received in Pernambuco on 5 July.

**Brazil to
England;**

Commercial mail correctly franked at 4\$200 for 5g letter (700 reis international letter rate and 3\$500 zeppelin surcharge).



Graf Zeppelin.

I g e p h a, A.-G.,
52, Weinbergstrasse,
Z u e r i c h /Schweiz.

VIA AEREA

A CHIMICA INDUSTRIAL



Bayer-Meister-Lucius

WESKOTT & CIA.

RUA DOM GERARDO 42-A

CAIXA POSTAL 560

RIO DE JANEIRO



S U I S S A

VIA
CONDOR-ZEPPELIN

**Brazil to
Switzerland;**
Commercial mail correctly franked at 4\$200 for 5g letter (700 reis international letter rate and 3\$500 zeppelin surcharge).

Flights	Third South America Flight 1933		Flying Time:	Distance
317	Rio de Janeiro to Recife	20:32 06 th July, 20:10 07 th July	23.38 hrs/min	2122 km
318	Recife to Seville	00:05 09 th July, 20:51 11 th July	68.46 hrs/min	6249 km
319	Seville to Friedrichshafen	23:41 11 th July, 19:10 12 th July	19.29 hrs/min	2175 km
Postmarks	Upper Cover: 06 July Rio de Janeiro, 12 July Friedrichshafen. Lower Cover: 07 July Rio de Janeiro, 12 July Friedrichshafen.			
152kg mail,	32kg freight and 18 passengers were carried on this return flight Recife to Seville.			
144kg mail,	32.5kg freight and 20 passengers carried on return flight Seville to Friedrichshafen.			



Morocco to Brazil – Above;
registered cover franked with British stamps over printed with French surcharges; 4.65 Fr and 8 ½ d British definitives. International printed matter rate from French Morocco was 30c and Registration was 2.0 Fr. The zeppelin surcharge for printed matter from England (cover routed through London) was 10d, with the 1½d shortfall being made up by the excess French overprints.



Czechoslovakia to Brazil;
Correctly franked at 14.5 korunne (2.5Kc international letter rate, 11.5 Kc zeppelin surcharge per 5g weight).

Flight No	Fourth South America Flight 1933		Flying Time:	Distance
323	Friedrichshafen- Recife	19:24 05 th Aug, 20:17 08 th Aug	72.53 hrs/min	8050 km
Postmarks	Upper Cover: 27 Jul British PO, 27 Jul Casablanca, 29 Jul Paris, 05 Aug Berlin, 09 Aug Recife. Lower Cover: 02 Aug Praha, 05 Aug Berlin (transit marking).			
Upper Cover: Airmail from Casablanca to Paris, airmail to Berlin and connecting flight to Friedrichshafen for transfer to airship. Morocco mail from French Protectorate flown on all flights to South America in 1933, but in small numbers. Franking with overprinted British seahorse definitive is very scarce. Lower Cover: Airmail from Praha to Berlin and onward to Friedrichshafen, with cachets for both connecting Berlin flight and fourth South America flight.				



Austria to Brazil. – Correctly franked at 3S (50 gr for international letter up to 20g and 250 gr zeppelin surcharge). Surface mail to Friedrichshafen, airship to Recife and Condor plane to Rio de Janeiro.



Netherlands to Brazil; cover under franked by 5 cent. Correct franking is 12.5 cent international letter, 15 cent registration charge and 90 cent zeppelin surcharge. Airmail to Berlin, connection flight to Friedrichshafen, airship to Recife, Condor plane to Curityba.

Paraguay to Holland;
correctly franked at 27 pesos 5g weight (2.5 pesos letter rate plus 2.0 pesos registration fee and 5 X 4.5 pesos per gram weight).
New Zeppelin rate paid with 1933 22.5 pesos issue.



Remitente: M. BERGER, Calle Azopardo 816 - BUENOS AIRES
América del Sud



Señor Director



Don JOSÉ GOTTSBACHER

Studienrat



VIA AEREA

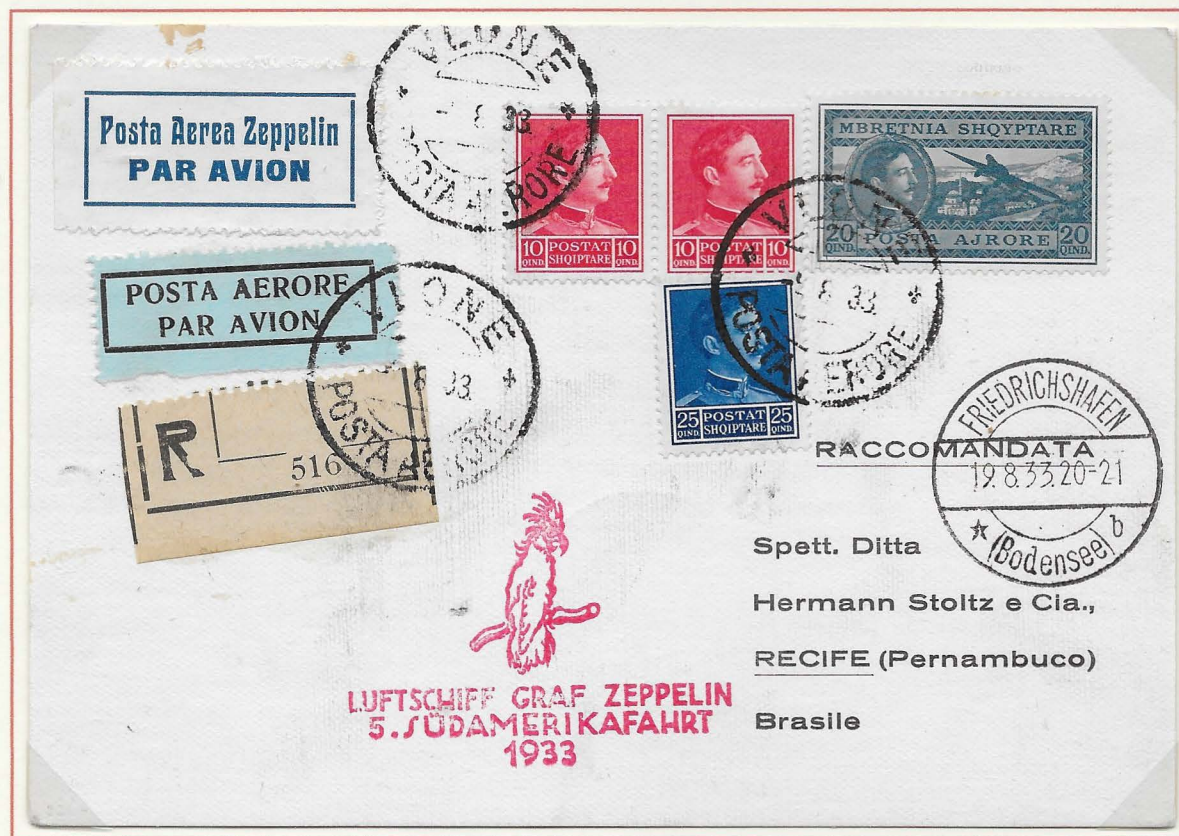
VIA
CONDOR-ZEPPELIN

KREMS a. d. Donau

AUSTRIA - EUROPA - N. Oest.

Brazil to Austria; correctly franked at 4\$200 for 5g weight (700 reis letter plus 3\$500 zeppelin surcharge rate).

Flight Numbers	Fourth South America Flight 1933		Flying Time:	Distance
325	Rio de Janeiro - Recife	10:06 10 th Aug, 08:57 11 th Aug	22.51 hrs/min	2146 km
326	Recife - Friedrichshafen	01:17 12 th Aug, 17:03 15 th Aug	87.46 hrs/min	8240 km
Postmarks	Upper Cover: 05 Aug Paraguay, 15 Aug Friedrichshafen, Registration Number on reverse. Lower Cover: 09 Aug Rio de Janeiro, 16 Aug Friedrichshafen, 16 Aug Berlin, 16 th Aug Vienna.			
	110kg mail, 21kg freight and 16 passengers carried on this flight.			



Albania to Brazil; incorrectly franked at 65 quindarks. Correct rate for 5g registered card is 95 quin (15 quin card rate, 25 quin registration and 55 quin zeppelin surcharge.)

This flight was one of five in 1933 to carry mail from Albania, always in very small numbers. Hence mail from this location is scarce, as there was no formal treaty in place with the zeppelin company.

Germany to Brazil. Under franked by 20 Pf at 1.3 RM for less than 5g weight, (Correct franking should be 25Pf for 5g letter and 1.25 RM Zeppelin surcharge for up to 5g weight.



Flight No	Fifth South America Flight of 1933		Flying Time:	Distance
327	Friedrichshafen – Recife	20:06 19 th Aug, 22:28 22 nd Aug	74:22 hrs/min	7936 km
Postmarks	Upper Cover: 05 Aug Vlone, 05 Aug Brundis, 19 Aug Friedrichshafen, 23 Aug 1933 Manha. Lower Cover: 19 Aug Friedrichshafen, 22 Aug Pernambuco.			
Both covers have red South America cachet for fifth flight, this flight was in addition to the original schedule published. 105kg mail, 60kg freight and 9 passengers carried on this flight.				

Flight 327 Iceland to Peru; correctly franked at 155 aur for registered letter; 35 aur international letter rate, 30 aur registration fee and 90 aur zeppelin surcharge.

Only recorded mail from Iceland to Peru on this flight. Red cachet (Berlin to Friedrichshafen connecting flight) and red bird cachet (5th South America flight of 1933).

Peru was not listed on the permissible countries for 1933 as an agreement fee was not reached that year with the zeppelin company – rare cover.



Flight 327 France to Brazil; Correctly franked at 12 Fr (1.50 Fr international letter rate, 2.00 Fr registration fee and 8.50 Fr zeppelin surcharge for less than 5g weight. Cover posted Bayen (16 Aug), sent to Paris (16 Aug), airmail to Berlin and airmail onward to Friedrichshafen (19 Aug), received on Pernambuco (23rd Aug).



Brazil to Switzerland;
franked at 3\$800 for
printed matter, over
franked by 100 reis (200
reis printed matter rate
and 3\$500 zeppelin
surcharge).

Brazil to England;
over franked by
100 reis at 4\$300
reis (correct
franking 700 reis
international letter
and zeppelin
surcharge of 3\$500
reis for 5g weight).



Flight No	Fifth South America Flight of 1933		Flying Time:	Distance
330	Recife - Seville	00:46 26 th Aug, 20:26 28 th Aug	67.35hrs/min	6671 km
331	Seville to Friedrichshafen	20:39 28 th Aug, 13:40 29 th Aug	17.01 hrs/min	1850 km
Postmarks	Upper Cover: 23 Aug Florianopolis, 29 Aug Friedrichshafen. Lower Cover: 23 Aug Porto Alegre, 29 Aug Friedrichshafen.			
To Seville; 90kg mail, 26 kg freight and 10 passengers. To Friedrichshafen; 82kg mail, 28kg freight and 13 passengers.				

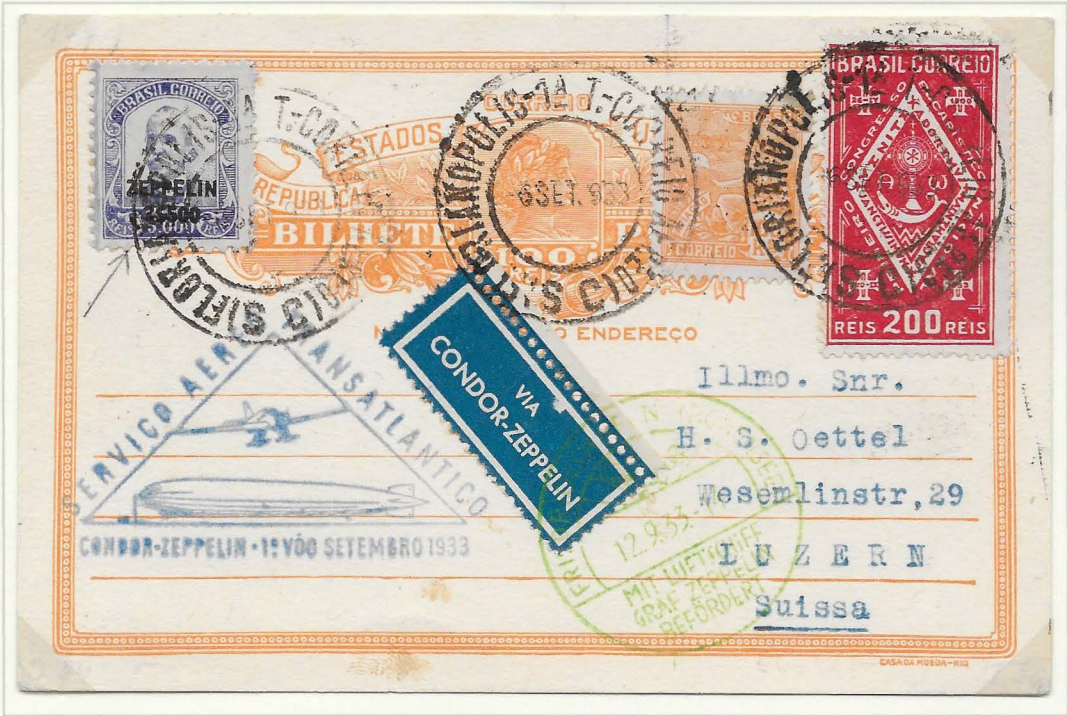
Finland to Brazil;

Under franked,
with only
sufficient
franking to reach
the airship from
Finland – several
pieces known at
this rate, posted
to crew members
boarding the
flight.

**Saar to Brazil;**

Correctly
franked at
11.5 Fr for
letter (1.50
Fr letter
and 10 Fr
zeppelin
surcharge).

Flight No	Sixth South America Flight of 1933		Flying Time:	Distance
333	Friedrichshafen- Recife	20:07 02 nd Sept, 19:03 05 th Sept	70.56 hrs/min	7880 km
Postmarks	Upper Cover: 30 Aug Kauniainen, 02 Sept Berlin Railway Station, 08 Sept Curitiba. Lower Card: 01 Sept Saargebiet, 06 Sept Bahia.			
Upper Cover: Registered mail from Finland to Brazil , with Berlin-Friedrichshafen connecting flight cachet and black 6 th South America cachet; surface mail to Berlin, connecting flight to Friedrichshafen, airship to Recife and Condor plane to Curitiba. Lower Cover: Saar to Brazil; surface mail to Berlin, connecting flight to Friedrichshafen, airship to Recife with mail drop at Bahia. 155kg mail, 125kg freight and 9 passengers carried on this flight.				



**Brazil
Switzerland;**
Letter franked
at 3\$800, over-
franked by 100
reis for printed
matter (200 reis
printed matter
rate and 3\$500
zeppelin
surcharge.

**On Board Mail,
Return Flight –
To Spain;**
correctly franked
at 1.5 RM (0.25
RM international
letter rate and
1.25 RM
zeppelin
surcharge).



Flight No	Sixth South America Flight of 1933		Flying Time:	Distance
336	Recife- Friedrichshafen	00:47 09 th Sept, 12:15 12 th Sept	95.5 hrs/min	7974 km
Postmarks	Upper Cover: 6 Sept. Florianopolis, 12 Sept Friedrichshafen. Lower Cover: 9 Sept on board cancel, 13 Sept. Seville, 13 Sept. Huelva.			
Upper cover has clear blue triangular cachet used on this flight and green receiving cancel at Friedrichshafen, while lower cover has cachet for transfer from Friedrichshafen to Seville. 80kg mail, 10kg freight and 89passengers carried on this flight.				



Germany to Brazil; Letter correctly franked at 2.75 RM for a 7g letter (base rate of 25Pf for letter and 1.25 RM for each increment of 5g weight).

Blue ship cachet for seventh outward flight of 1933.

Lavitia to Brazil; correctly franked 1.95 Lat (35 sant international letter rate and 160 sant zeppelin surcharge).



Red cachet for Berlin to Friedrichshafen connection flight.

Flight No	Seventh South America Flight of 1933		Flying Time:	Distance
337	Friedrichshafen – Recife	19:17 16 th Sept, 20:06 19 th Sept	72.49hrs/min	7950 km
Postmarks	Upper Cover: 15 Sept 1933 Hamburg, 16 Sept Friedrichshafen, 20 Sept Rio de Janeiro. Lower Cover: 12 Sept Riga, 19 Sept Pernambuco.			
140 kg mail, 23kg freight and 11 passengers carried on flight to Recife.				



Brazil to Germany;
Letter correctly franked at 4\$200 reis (700 reis for letter and 3\$500 reis zeppelin surcharge).

Brazil to Switzerland; Letter correctly franked at 4\$200 reis (700 reis for letter and 3\$500 reis zeppelin surcharge).



Red cachet for return seventh flight (available also in green).

Flight No	Seventh South America Flight of 1933		Flying Time:	Distance
340	Recife-Seville	00:25 23 rd Sept, 18:27 25 th Sept	66.02hrs/min	6258 km
341	Seville- Friedrichshafen	20:16 25 th Sept, 15:12 26 th Sept	18.56hrs/min	2265 km
Postmarks	Upper Cover: 21 Sept Rio de Janeiro, 26 Sept Friedrichshafen, Lower Cover: 20 Sept Florianopolis, 26 Sept Friedrichshafen.			
70kg mail, 15kg freight and 13 passengers carried between Recife and Seville.				
65kg mail, 15kg freight and 8 passengers carried between Seville and Friedrichshafen.				

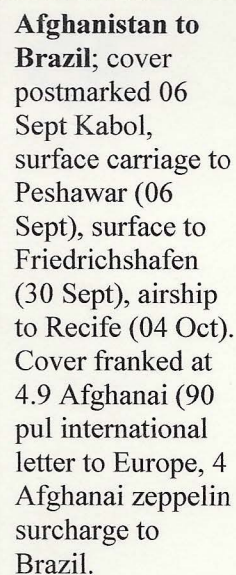


Germany to Chile; correctly franked at 3.25 RM for 10g letter to South America (outside Brazil); 25 Pf letter rate and 1.5 RM per 5g weight zeppelin surcharge.

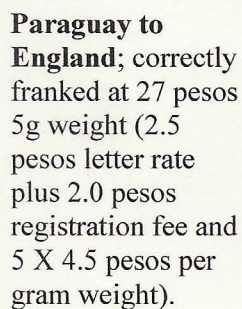


Belgium to Argentina; correctly franked at 26.75 Francs for 10g weight (1.75 Fr letter rate plus 12.50 Fr per 5g weight).

Flight No	Eighth South America Flight of 1933		Flying Time:	Distance
343	Friedrichshafen - Recife	19:03 30 th Sept, 20:37 03 rd Oct	73.34hrs/min	8148 km
346	Recife - Friedrichshafen	0:00 7 th Oct , 23:21 09 th Oct	71.21 hrs/min	7973 km
Postmarks	Upper Cover: 29 Sept Velbert (Rheinand), 30 Sept Freidrichshafen, 08 Oct Valparaiso. Lower Cover: 28 Sept Brussels, 30 Sept Friedrichshafen, 06 Oct Buenos Aires.			
Upper Cover: 120kg mail, 50kg freight and 12 passengers carried on this outward flight. Lower Cover: 90kg mail, 25kg freight and 15 passengers carried on return flight. 8kg mail sack dropped at Barcelona.				



Rare: mail only recorded on six flights from Afghanistan, in small numbers on each flight.



Section 3 1933 Commercial Airmail Service

1933 Ninth Flight (Outward Leg)

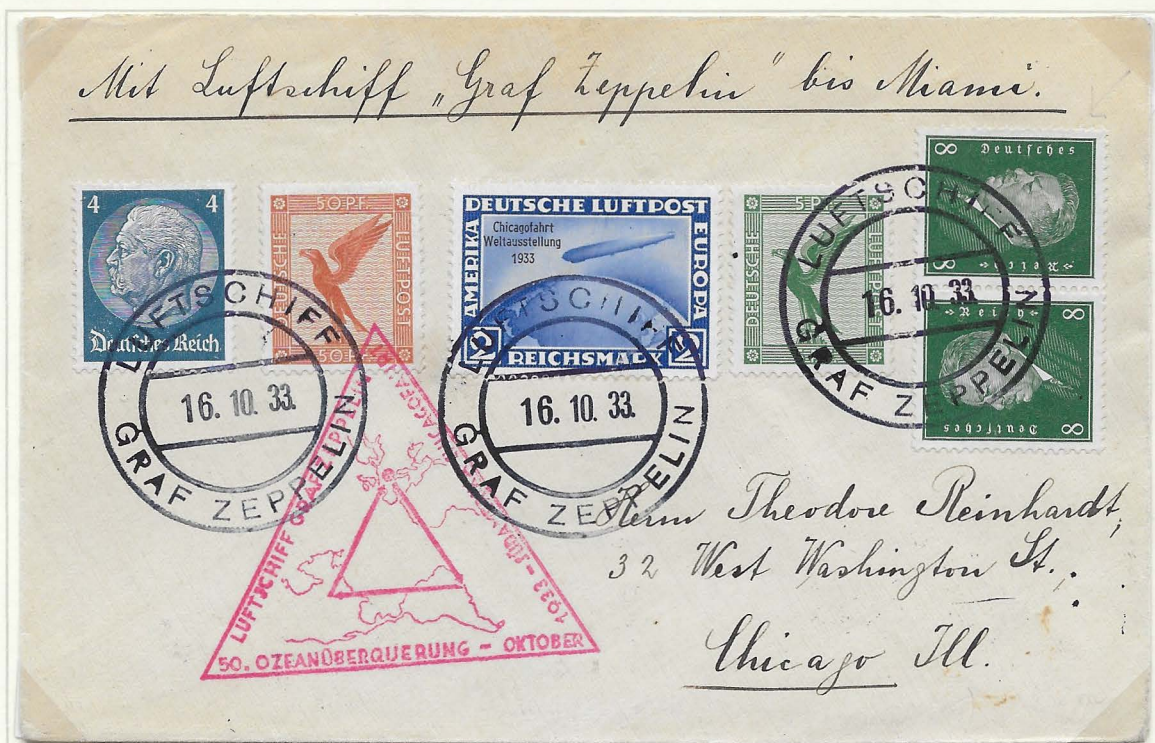
“Century of Progress Flight” to Chicago

By late 1933, the Graf Zeppelin 127 had not been to the United States in over three years. The Zeppelin company were then invited to fly to the 1933 Chicago World Fair, officially called the “Century of Progress International Exposition”. Dr. Eckener agreed to the flight on the condition that the United States issue a special commemorative stamp and share the postal revenue with the Zeppelin company. After initial post office rejection, the proposal was accepted and the final Brazilian flight of 1933 returned via the United States, with stops in Miami, Akron and Chicago.

Germany to USA;
Correctly franked at 2.75 RM (letter rate of 25pf and zeppelin surcharge of 2.5 RM to USA).



Germany to USA via Brazil, German overprinted 2 RM stamp for this flight, translated as “Chicago Flight/ International World Exposition 1933”. The red triangular cachet issued for this flight identifies this crossing (first leg) as the 50th ocean crossing of the Graf Zeppelin 127.



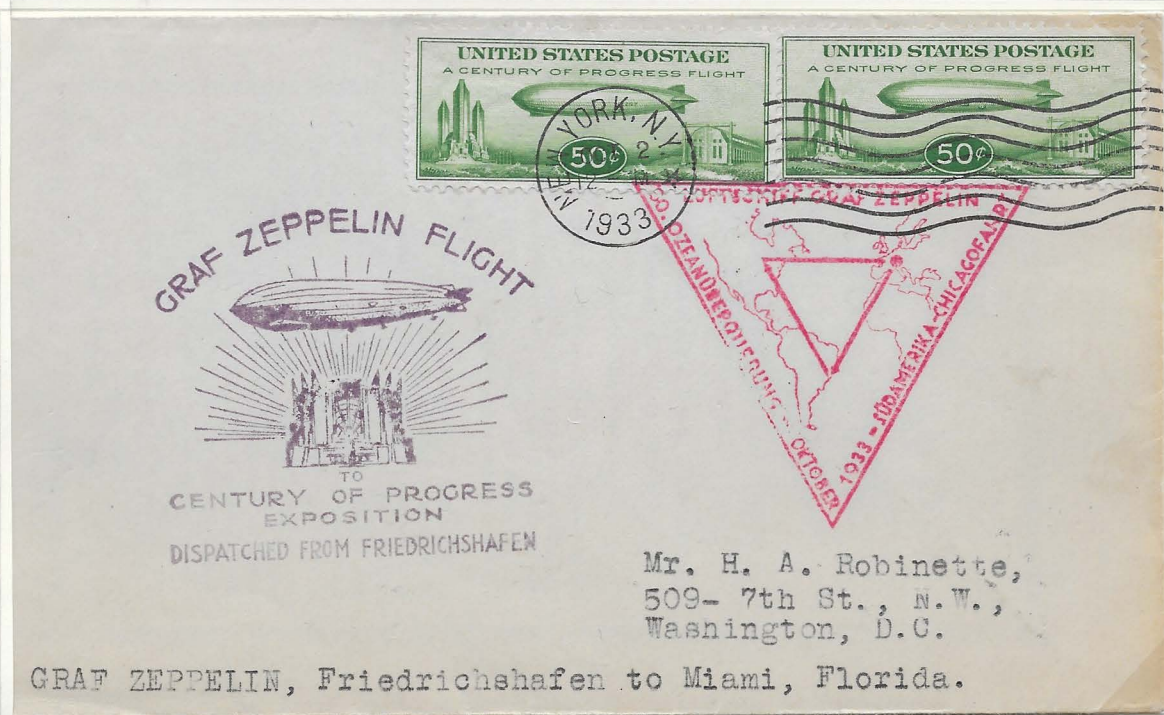
On board mail to USA: Correctly franked at 2.75 RM (letter rate of 25pf and zeppelin surcharge of 2.5 RM to USA).

"Century of Progress Flight" to Chicago

From/To	Flight	Date	Time	Hours	Distance	Mail
Friedrichshafen - Recife	347	14/17 Oct 1933	20:09/11:05	63.41	7947 km	335kg
Recife-Rio de Janeiro	348	18/19 Oct 1933	08:50/08:52	24.02	2040 km	187 kg
Rio de Janeiro - Recife	349	19/20 Oct 1933	09:20/08:38	23.18	2205 km	210 kg
Recife to Miami	350	21 /23 Oct 1933	00:44/13:36	60.52	7174 km	250 kg
Miami to Akron	351	24/ 25 Oct 1933	02:42/10:02	31.20	2512 km	289 kg
Akron to Chicago	352	26 Oct 1933	05:33/13:00	7.27	553 km	294 kg
Chicago to Akron	353	26 Oct 1933	13:52/20:55	7.30	630 km	334 kg
Akron to Seville	354	28 / 31 Oct 1933	13:52/22:32	80.31	8509 km	383 kg
Seville to Friedrichshafen	355	01 / 02 Nov 1933	08:00/06:16	22.16	2039 km	353 kg

All Flights associated with Ninth South America Flight.

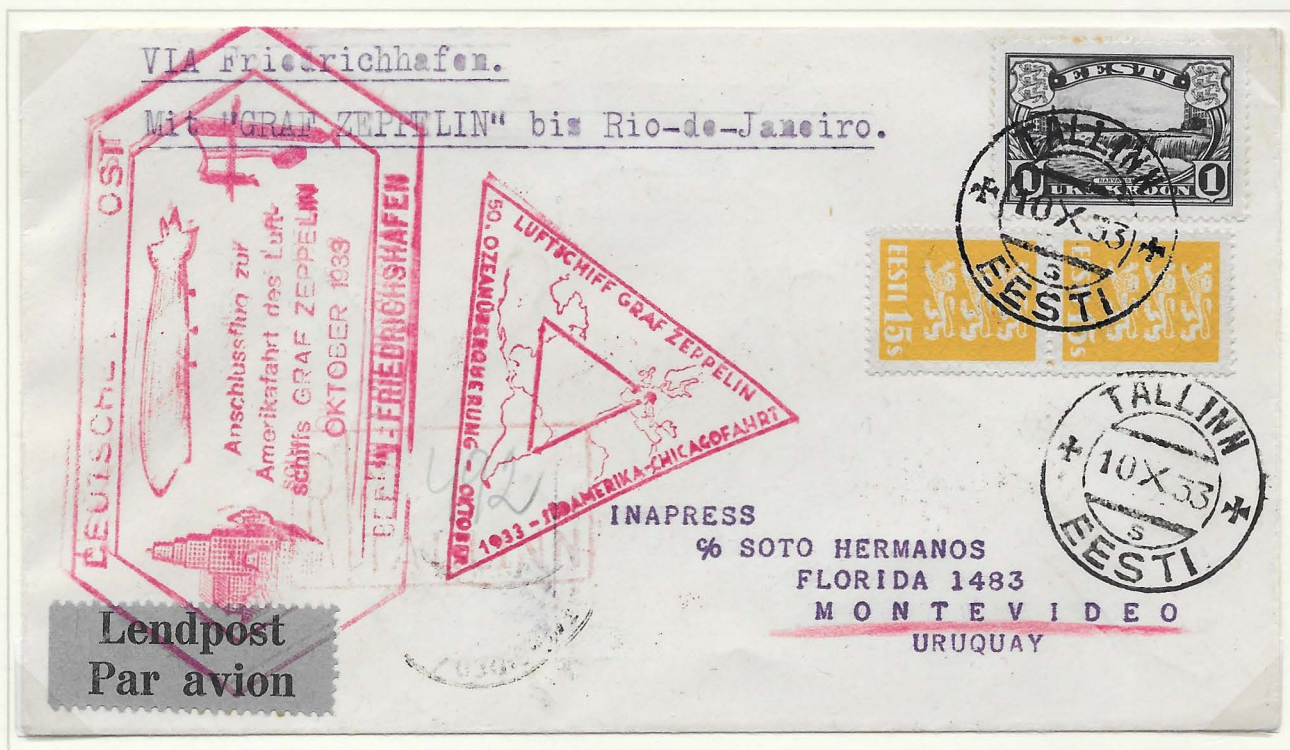
Cover franked with US "Baby Zepp" stamps, first sent under cover to Friedrichshafen by steamer, before being carried back to the US via Brazil. Cover postmarked in New York (04th Oct) and received in Chicago (26th Oct). Purple cachet indicates dispatch from Friedrichshafen.



Cover franked with US "Baby Zepp" stamp, dispatched from Miami (23rd Oct), received in Chicago (26th Oct).

The 50c US stamp issued for this flight ("Baby Zepp") had 7.5c retained by the US Post Office while the remaining 42.5c went to the Zeppelin company. The October 1933 supplement to the US "Postal Bulletin" states " Special stamp is being issued for use on airmail carried on the Graf Zeppelin flight only.

"Century of Progress Flight" to Chicago



Estonia to Uruguay. Cover posted in Tallin (10 Oct 1933), transit via Berlin (14 Oct 1933), received in Montevideo (19 Oct 1933). Red cachet for connecting flight from Berlin to Friedrichshafen. Red triangular cachet for 50th ocean crossing of the Atlantic. Correctly franked for a 5g registered cover (20 Kr international letter rate, 20 Kr registration fee and 90 Kr zeppelin surcharge).



Libya to Brazil; Scarce origin for this flight. Tripoli (02 Oct 1933), Marseille (05 Oct 1933), Friedrichshafen (14 Oct 1933) and Recife (17 Oct 1933).

"Century of Progress Flight" to Chicago



Brazil to Germany (to US by surface mail). Correctly franked for 10g letter to Europe (700 reis international letter and 2X 3\$5000 reis zeppelin charge per 5g weight). Brazilian definitive overprinted with zeppelin 10g surcharge.

Both covers have triangular Brazil-America-Europe cachet, applied to mail sent from South America. This was applied in a variety of colours.



Brazil to Germany; Correctly franked for 10g letter to Europe (700 reis international letter and 2X 3\$5000 reis zeppelin charge per 5g weight).

Graf Zeppelin Airmail from Paraguay

1933 Ninth Flight (Return Leg)

"Century of Progress Flight" to Chicago

Brazil to Spain;

Correctly franked at 9\$100 reis for a 10g registered letter (700 reis international letter rate (<20g), registration fee of 1\$400 and zeppelin surcharge of 2 X 3\$500 reis per 5g weight.



Paraguay to Germany;

correctly franked at 27 pesos 5gram weight (2.5 pesos letter rate plus 2.0 pesos registration fee and 5 X 4.5 pesos per gram weight). New 1933 zeppelin surcharge

1933 zeppelin 22.5 pesos paid with 9 and 13.5 pesos zeppelin issues.

Section 4 1934 Commercial Airmail Service

1934 First Flight (Outward Leg)

The Deutsche Lufthansa initiated the first regular aircraft mail flight on 3rd Feb 1934, with a semi-weekly service to South America, using the Dornier Wal flying boats and the catapult ship off Gambia. This service became integrated with the Graf Zeppelin 127 commercial schedule, first alternating with and later relegating Graf Zeppelin 127 to a supporting role. In this period, the airmail service was considered to be a single service.

Germany to Brazil:

Card correctly franked at 1.40 RM (15pf base letter rate and 1.25RM zeppelin surcharge).



Par poste aérienne allemande.



Sweden to Brazil; Stockholm, franked with 225 ore which was the correct rate for 1933 (letter rate 75 ore plus zeppelin charge of 150 ore). However this is under franked as zeppelin surcharge increased to 225 ore for 1934, which means the correct rate is 300 ore for this flight.

Flight No.	First South America Flight of 1934		Flying Time:	Distance
362	Friedrichshafen – Recife	20:30 26 th May, 11:40 29 th Jun	63.1 hrs/min	7934 km
363	Recife – Rio de Janeiro	10:01 30 th May, 12:45 31 st May	26.4 hrs/min	2115 km
Postmarks	Upper Cover: 26 May Berlin, 29 May 1934 Rio de Janeiro. Lower Cover: 23 May Stockholm, 24 May Berlin, 26 May Friedrichshafen, 29 May Recife.			
The small “a” on the red confirmation cancel on upper cover, designates that this flight commenced in Berlin. This was then flown to connect with the Zeppelin airship at Larache (Morocco) and is an example of “late post”. The equivalent letter “b” on the lower cover indicates it was flown from Friedrichshafen by zeppelin airship.				

Section 4 1934 Commercial Airmail Service

1934 First Flight (Outward Leg)

The first DLH flight to South America was in February 1934 and from this flight onwards, all flights (both Graf Zeppelin 127 and DLH airplanes) carried a single design cachet. This consisted of a red double circle, with "German Airmail, Europe-South America". The only exceptions to this were:

1. The 3rd 1934 zeppelin flight to Argentina (Argentina Flight)
2. The 12th 1934 zeppelin flight to Brazil (Christmas Flight).
3. The 22nd DLH Flight (15th Dec 1934 Christmas Flight)
4. The 29th DLH Flight (2nd Feb 1936, First Anniversary Flight)

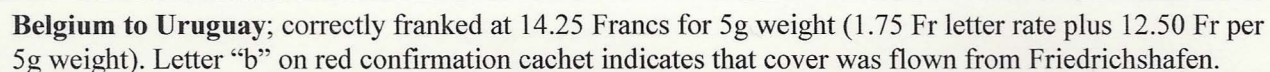
Togo to Brazil; Correctly franked at 11 Fr ; 0.5Fr international card, 2.0 Fr registration fee and 8.5 Fr zeppelin surcharge). Postmarked Lome/Togo (7th April), Frankfurt on Main (24th April), Friedrichshafen (26th May) and Recife (29th May).

Rare; only six flights where Togo mail is recorded, with less than ten covers carried per flight, (This is 3rd flight to carry Togo mail).

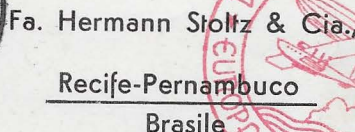


(Italian) Somalia to Brazil; Under franked by 1.5 Lire (Correct franking is 1.25 L letter rate, 1.25 L registration fee and 28 L for 20g weight). From Italian colony in Somalia, postmarked Mogadiscio (30th Apr), surface mail via Napoli (18th May) and Milan (date unclear) to Friedrichshafen (26th May), airship to Recife (29th May).

Rare; only ten flights carried Somalian mail (of which this is the third), all with less than ten covers.



Libya to Brazil;
Registered postcard
from Bengasi
(Cyrenaica, now Libya).
Incorrectly franked at
7.25 Lire. Correct
franking should be 9.0 L
(0.75 L international
card rate, 1.25
registration fee and 7.0L
zeppelin surcharge.
Card posted Bengasi (15
May), transit via Rome
(19 May),
Friedrichshafen (26
May) with receipt in
Recife (29 May).





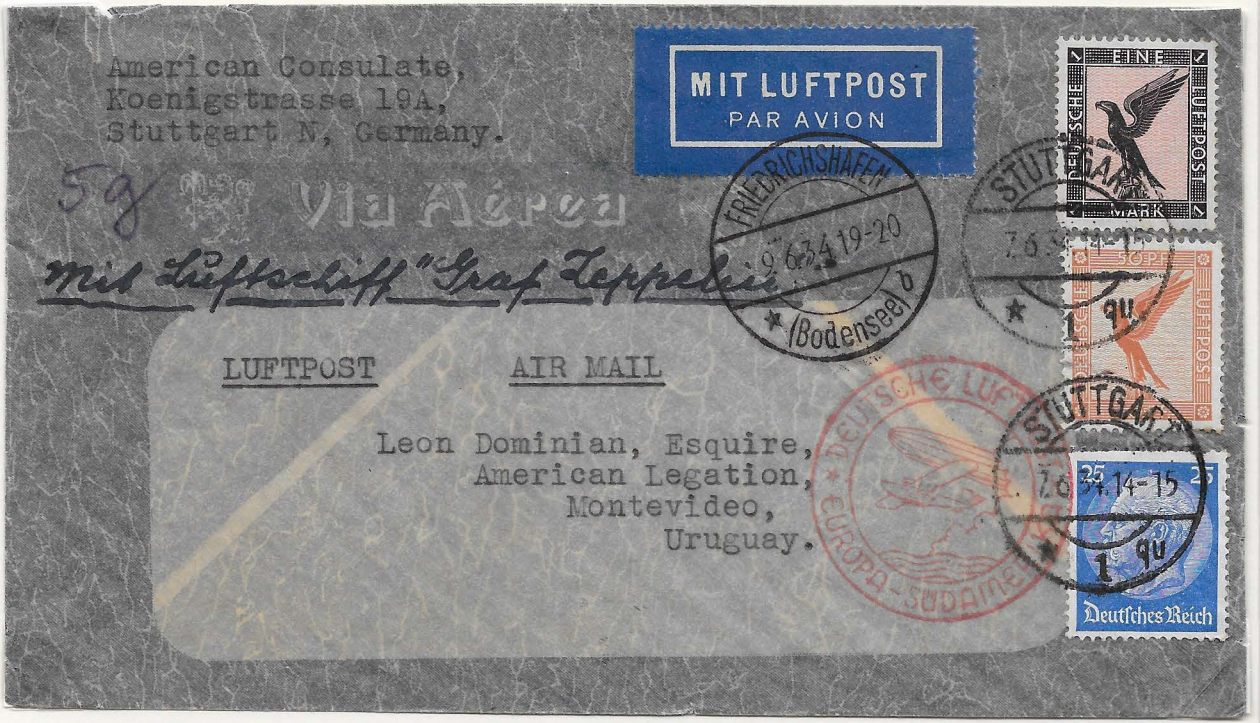
On Board mail to Spain; correctly franked at 1.40RM for postcard (0.15pf international card rate and 1.25 zeppelin surcharge). Black "LUFTSCHIFF" "cancel and "Letter "d" on red confirmation cachet indicate mail posted on board airship. Receiving cancel at Seville (5th June) on reverse and Huelva (6th June) on face.

Paraguay to Germany; correctly franked at 25 pesos 5g weight for unregistered cover (2.5 pesos letter rate and 5 X 4.5 pesos per gram weight).

1933 4.5 and 13.5 pesos zeppelin issues overprinted with 1934.



Flight No.	First South America Flight of 1934		Flying Time:	Distance
365	Recife – Friedrichshafen	00:58 02 nd June, 7:00 05 th June	78.02 hrs/min	7943 km
Postmarks	9 Jun Paraguay, 19 Jun Friedrichshafen, 20 Jun Dusseldorf.			
Two black 1933 Paraguay zeppelin cachets used to cancel stamps.				
142 kg mail, 28kg freight and 17 passengers. Mail drop at Barcelona on 4 th June, 11.3kg.				



Flight 366
Germany to Uruguay,
correctly
franked at 1.75
RM (25pf for
international
letter rate and
1.50 RM
Zeppelin
surcharge to
Uruguay).

“Europe-South America” cachet, with “c” designation for flight commencing in Stuttgart.

Flight 369
Brazil to The Netherlands:
Correctly franked
at 4\$200 reis (700
reis international
letter rate and
3\$500 zeppelin
surcharges for
weight <20g).



Flight No	Second South America Flight of 1934		Flying Time:	Distance
366	Friedrichshafen – Recife	20:10 09 th June, 10:45 12 th June	62.37 hrs/min	7843 km
369	Recife – Friedrichshafen	01:00 16 th June, 12:00 19 th June	83.00 hrs/min	7906 km
Postmarks	Upper Cover: 07 June Stuttgart, 09 June Friedrichshafen. Lower Cover: 14 June Rio de Janeiro/Syndicato Condor, 19 June Friedrichshafen.			
Outward Flight: 170kg mail, 220kg freight and 10 passengers carried on this flight.				
Return Flight: 145kg mail, 70kg freight and 19 passengers carried on this flight				

Section 4 1934 Commercial Airmail Service

1934 Third Flight (Outward Leg)

"Argentina Flight"

The third Graf Zeppelin 127 flight of 1934 was the only occasion when the airship landed in a South American country other than Brazil, remaining on the ground just less than an hour before returning to Rio de Janeiro.

Germany to Argentina;
Correctly franked at 1.75 RM (25pf letter rate and 1.5RM zeppelin surcharge).



Purple cachet for outward flight – only 1934 flight had pictorial cachet.

Mail posted on board; under franked by 25pf for 10g letter (25pf letter rate and 1.5RM X 2 zeppelin surcharge).

Flight No.	Third South America Flight of 1934		Flying Time:	Distance
370	Friedrichshafen – Recife	20:20 23 rd Jun, 20:02 26 th Jun	71.42hrs/min	7824 km
371	Recife – Rio de Janeiro	22:45 27 th Jun, 18:44 28 th Jun	19:59hrs/min	2019 km
372	Rio de Janeiro – Buenos Aires	02:15 29th Jun, 13:46 30th Jun	35:31hrs/min	2837 km
Postmarks	Upper Cover: 23 Jun Friedrichshafen, 28 Jun Buenos Aires. Lower Cover: 26 Jun on board mail, 30 June Buenos Aires (machine cancel on reverse).			
Both covers to Argentina but top cover off loaded at Recife and flown to Buenos Aires (arrived two days before lower cover carried by zeppelin airship). 177kg mail, 232kg freight and 10 passengers carried on this flight.				

Section 4 1934 Commercial Airmail Service 1934 Third Flight (Outward Leg)
 "Argentina Flight"



Gibraltar to Argentina with purple flight cachet for this flight. Correctly franked at 1S 5d (2d carriage to London, 3d registration fee and 1S printed matter (0.5 oz) carriage to Argentina. **Flight Path:** Gibraltar (12 Jun)-London-Stuttgart (23 Jun)-Friedrichshafen (23 Jun)-Recife-Buenos Aires (28 Jun by Condor).



Rare; Cover from Dahomey carried on only four zeppelin flights, each with less than 10 covers.

Cover franked at 13.5 Fr but postage rates from Dahomey are unknown so cannot confirm correctness. The most likely charges are 1.0 Fr airmail to Paris, 1.5 Fr international letter rate, 8.5 Fr Zeppelin surcharge and 2.0 Fr registration fee i.e. 0.5 Fr over payment.

Dahomey to Argentina with purple flight cachet for this flight. **Rare point of mail origin.** **Flight Path:** Contonou/Dahomey (12 April) - Paris (30 April) - Frankfurt (30 April) - Friedrichshafen (23 Jun) - Recife (26 Jun) - Buenos Aires (28 Jun).

Certification Behind.

"Argentina Flight"

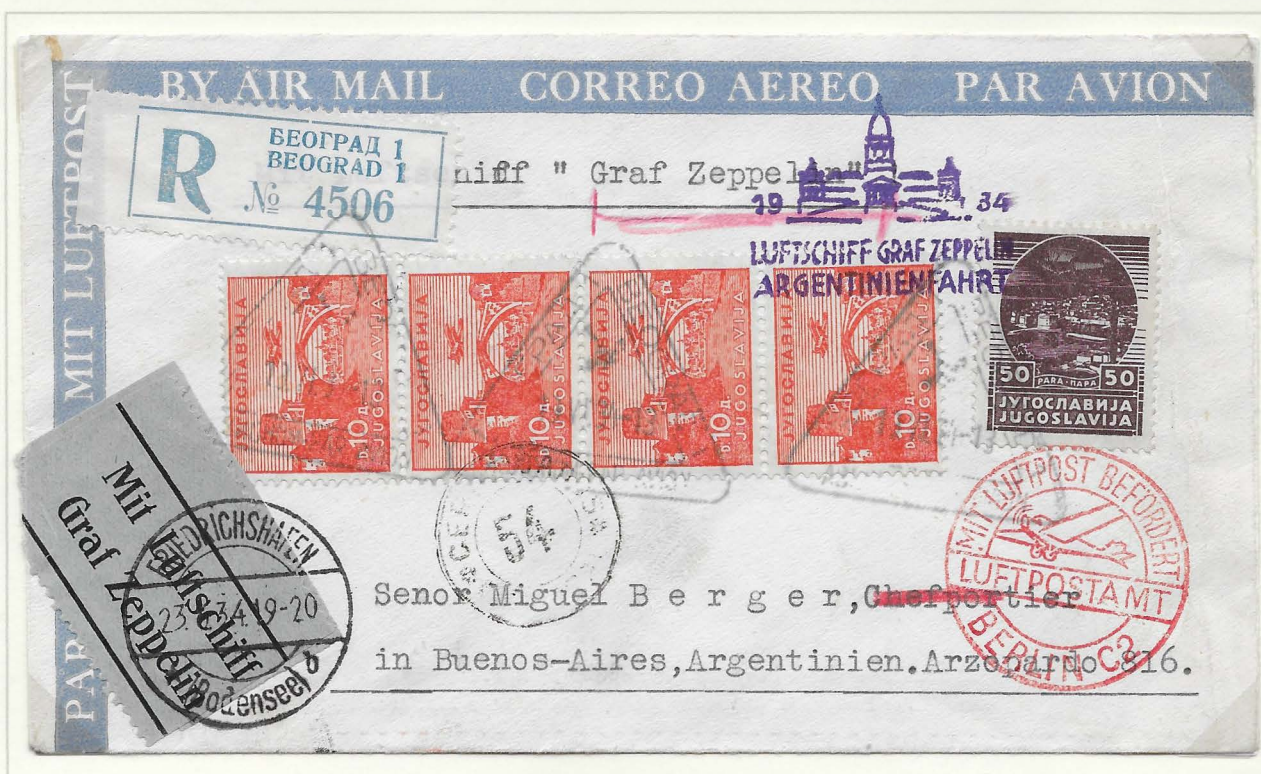
Senegal to Brazil; Transit cancels at Dakar (15 June), Paris (19 June), Frankfurt (19 Jun), Friedrichshafen (26 June), all by airmail. Receiving cancel at Pernambuco on 26 June.

Rare: only recorded flight in 1934 to 1937 to carry mail from Senegal, five covers reported.

Postcard franked at 10.90 Fr, under franked by 0.5 Fr (1.0 Fr airmail to Paris, 0.90 Fr international card rate and 8.5 Fr Zeppelin surcharge,



Card and letter have purple cachet for this flight, one of only two flights after 1933 to carry a pictorial cachet. All other flights have a double red circle with "German Airmail, Europe to South America" inscription.

**Yugoslavia to Argentina;**

Over franked at 40.5 dinar by 1.6 dinar (4.5 dinar international letter rate, 4.0 dinar registration fee, 20 dinar zeppelin surcharge and 10 dinar airmail charge). All Yugoslavia mail was sent by plane from Yugoslavia airports to Belgrade Airport (Zemun 5 – triangular cancel on reverse 19th June) and then by plane to Berlin (reverse cancel 22nd June), cancelled at Friedrichshafen on 23rd June and receiving cancel at Buenos Aires on 28 June (indicating that cover was off loaded at Recife and flown by Condor plane to Buenos Aires).

"Argentina Flight"

Switzerland to Brazil; Correctly franked at 2.2 Swiss Fr (card rate 20 Rp, registration 40 Rp and zeppelin surcharge 160 Rp).



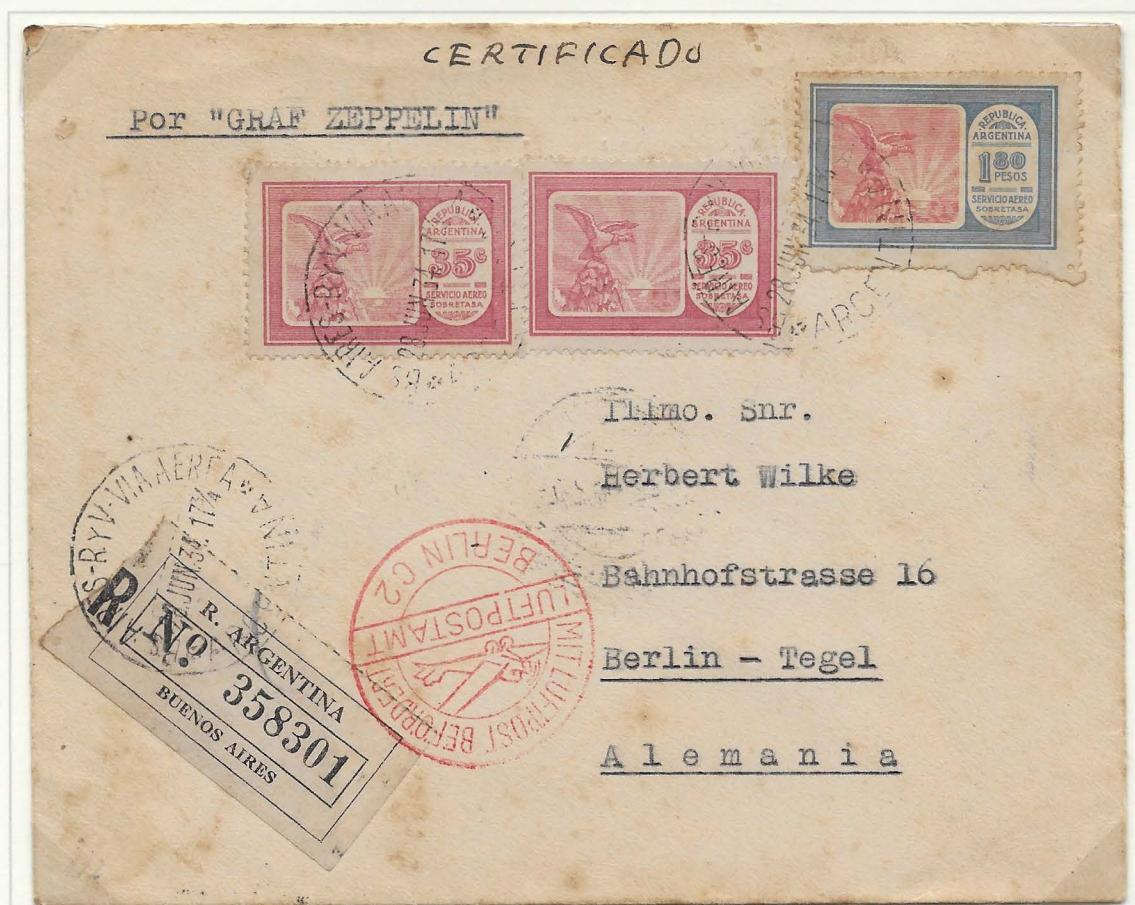
Switzerland to Brazil;

Cover correctly franked at 2.30 Swiss Fr (letter rate 30 Rp, registration 40 Rp and zeppelin surcharge 160 Rp).

"Argentina Flight"



Argentina to Holland; Franked at 1.36 peso for 5g cover, over-franked by 1c for convenience; (15 centavos for international letter, 20 centavos registration fee and 1.0 peso zeppelin surcharge for 5g weight).



Argentina to Germany: correctly franked at 2.5 peso for 10g registered letter; 15 centavos international letter rate per 5g, 20 centavos registration fee and 1.0 pesos zeppelin surcharge per 5g weight.

Flight No	Third South America Flight of 1934		Flying Time:	Distance
373	Buenos Aires – Rio de Janeiro	14:50 30 th Jun, 21:05 01 st July	30.15hrs/min	2635 km
374	Rio de Janeiro - Recife	21:30 01 st July, 13:50 02 nd July	16.20hrs/min	2002 km
375	Recife - Friedrichshafen	11:48 03 rd July, 21:00 06 th July	81.12hrs/min	7770 km
Postmarks	Upper cover: 29 June Buenos Aires, 06 July Friedrichshafen, 09 July receiving stamp in England. Lower cover: 28 June Buenos Aires, 06 July Friedrichshafen, 07 July Berlin.			
254kg mail, 44kg freight and 23 passengers carried on this return flight.				

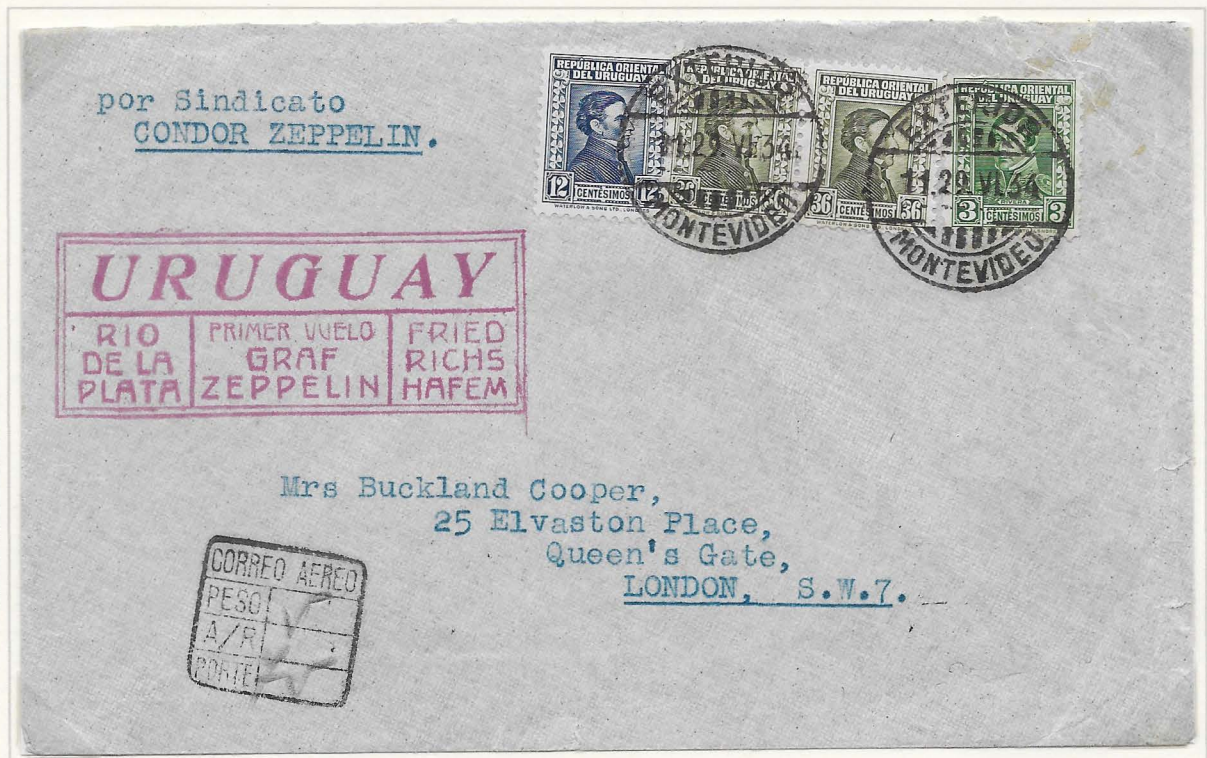
"Argentina Flight"



Flight 375
Paraguay to
Germany;
 Correctly franked
 at 27 pesos; 2.5
 pesos for letter,
 2.0 pesos for
 registration and
 22.5 pesos for
 zeppelin
 surcharge (4.5
 pesos per gram,
 5g minimum).

Zeppelin fee paid with two 1933 zeppelin stamps overprinted with 1934, tied with red triangular Paraguay Zeppelin mark. Cover carried via Buenos Aires to Recife by Condor Air Syndicate (red cachet on face), Friedrichshafen arrival CDS(reverse).

Flight 375
Uruguay to
England;
 Correctly
 franked at 87
 cent (12c
 international
 letter rate and
 75c zeppelin
 surcharge).
 Pink Cachet for
 this flight, for
 mail coming
 from Uruguay.





Luxemburg to Brazil; Correctly franked at 1.75 Lux Fr for with Luxembourg stamps international letter. Luxembourg was a non treaty state so it was not possible to prepay the zeppelin surcharge (1.25 RM) and it was necessary to arrange for the addition of the required German stamps. The same rate of zeppelin surcharge from Germany then applied.



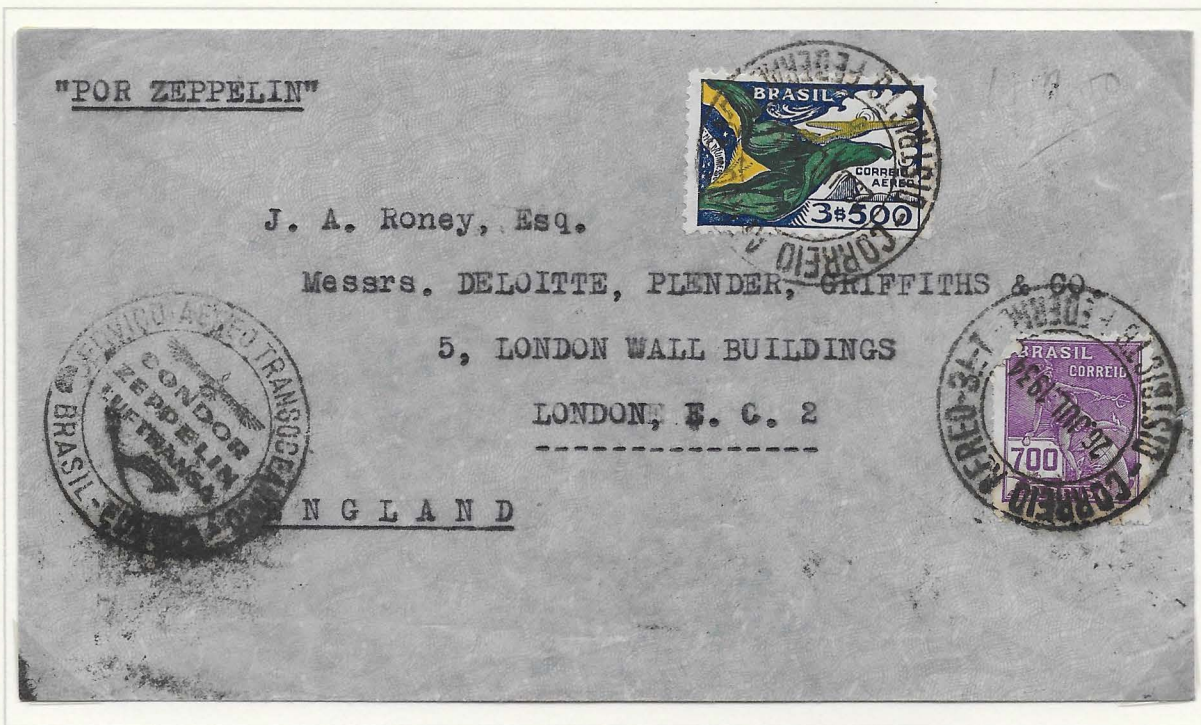
Gibraltar to Brazil; correctly franked at British all inclusive rate of 10d for printed matter to Brazil. Card (blank on reverse) routed via London, Stuttgart and Friedrichshafen. Letter "c" on confirmation cachet confirms loading at Friedrichshafen.

Certification
behind.

Flight No	Fourth South America Flight of 1934		Flying Time:	Distance
381	Friedrichshafen- Recife	19:10 21 st Jul, 19:35 24 th Jul	72.25 hrs/min	7886 km
Postmarks	Upper Cover: 16 Jul Luxembourg, 16 Jul Gießen Trier, 21 Jul Friedrichshafen, 24 Jul Recife. Lower Cover: 16 Jul Gibraltar, 21 Jul Stuttgart, 21 Jul Friedrichshafen, 24 Jul Recife.			

**Brazil to
England;**

Commercial mail
correctly franked
at 4\$200 reis
(700 reis letter
rate and 3\$500
zeppelin
surcharge for 5g
weight).

**Paraguay to
Germany;**

correctly franked at
27 pesos (2.5 pesos
letter rate, 2.0
pesos registration
fee and 22.50 pesos
zeppelin surcharge
for 5g weight.

Flight No	Fourth South America Flight of 1934		Flying Time:	Distance
384	Recife – Friedrichshafen	23:53 27 th Jul, 06:57 31 st Jul	79.04 hrs/min	8389 km
Postmarks	Upper Cover: 26 Jul Federal District, 31 Jul Friedrichshafen. Lower Cover: 21 Jul Paraguay, 31 Jul 1934 Friedrichshafen, 31 Jul Wandsbek.			



Netherlands to Brazil; Correctly franked at 107.5 (1934 rate is 12.5 cent letter rate, 15 cent registration fee and 80 cent zeppelin surcharge).

Tunisa to Brazil; Correctly franked at 12.4 Fr (0.4Fr surface rate to France, 2 Fr French international letter rate, 1.5 Fr registration fee and 8.5 Fr zeppelin surcharge).

Tunisa is relatively scarce country of origin for zeppelin mail; carried on only 16 flights, in low numbers.



Flight No	Fifth South America Flight of 1934		Flying Time:	Distance
385	Friedrichshafen - Recife	04:36 05 th Aug, 00:27 08 th Aug	67.51 hrs/min	7871km
Postmarks	Upper Cover: 01 Aug Helmund, Netherlands, 04 Aug Berlin, 11 Aug Curitiba, Brazil. Lower: 25 Jul Tunis, Tunisia, 28 Jul Marseille, 28 Jul Stuttgart, 04 Aug Friedrichshafen, 08 Aug Recife			
Upper Cover: Flight cachet has “a” indicates cover transferred from Berlin to Larache, then picked up by airship. Lower cover from Tunisa to Recife; Route was Tunis to Marseille to Stuttgart to Friedrichshafen to Recife. Flight cachet has “b” to indicate cover loaded to airship at Friedrichshafen.				

**On Board Mail
posted on return
flight;**

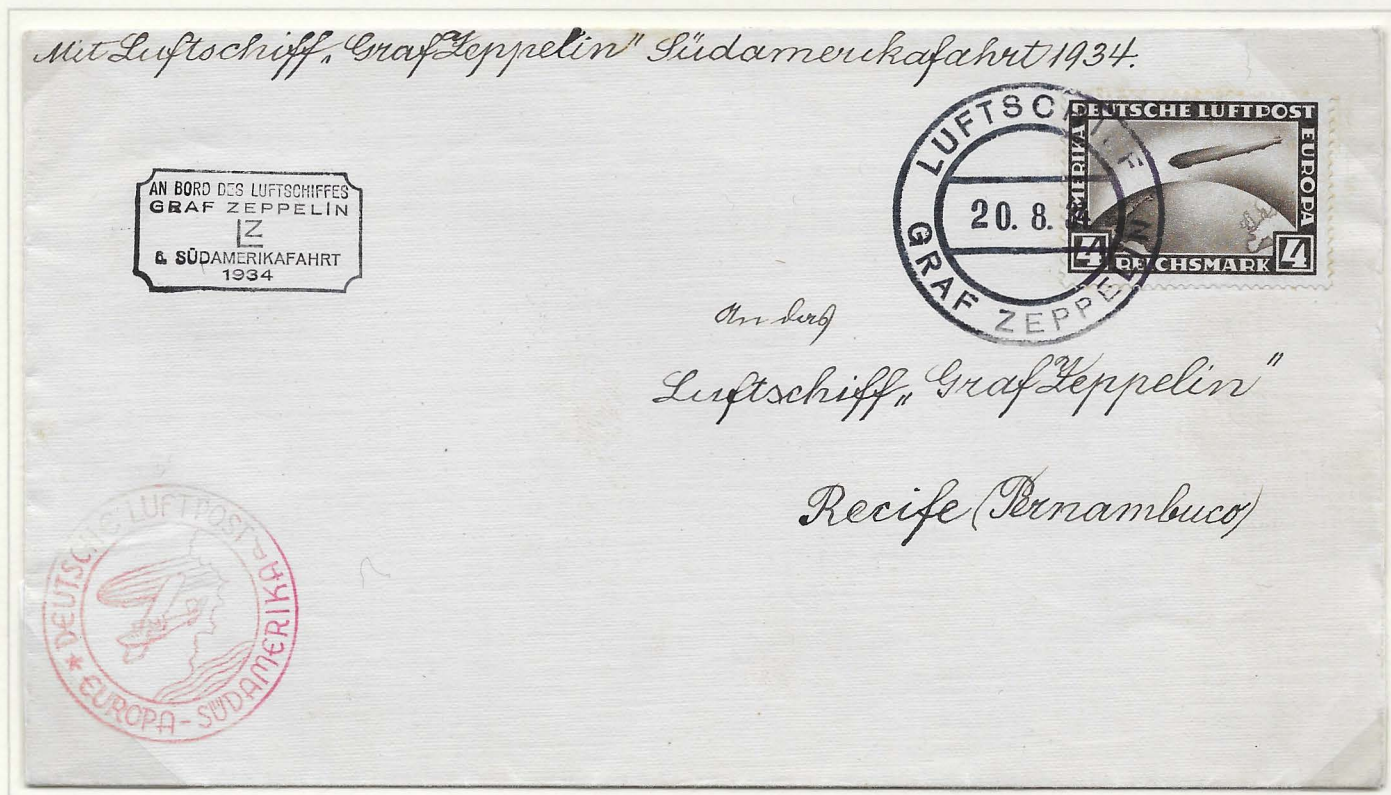
Correctly franked
at 1.5 RM re (0.25
RM international
letter rate and 1.25
RM zeppelin
surcharge for 5g
weight).

**Brazil to England;**

Commercial mail
franked at 9\$700
reis for 10g
registered letter
(under-franked by
100 reis).

In 1934, the
international letter
rate and airmail
surcharge were
merged into a
single inclusive
rate of 4\$200 per
5g. Registration fee
was 1\$400 reis.

Flight No.	Fifth South America Flight of 1934		Flying Time:	Distance
388	Recife – Friedrichshafen	10:57 11 th Aug, 22:27 14 th Aug	83.30 hrs/min	7623 km
Postmarks	Upper Cover: 11 Aug on board mail, 14 Aug Friedrichshafen. Lower Cover: 6 Aug Rio de Janeiro, 14 Aug Friedrichshafen.			



Above: Posted on board airship; correctly franked for letter weighing 10-15g (25pf letter rate and 3 X 1.25 RM per 5g weight).



Uruguay to Germany; correctly franked at 87 cent (12 cent international letter and 75 cent zeppelin surcharge).

Flight No	Sixth South America Flight of 1934		Flying Time:	Distance
389	Friedrichshafen - Recife	19:17 18 th Aug, 20:14 21 st Aug	72.57 hrs/min	7934 km
392	Recife- Seville	00:11 25 th Aug, 18:08 27 th Aug	65.57hrs/min	6101 km
393	Seville-Friedrichshafen	19:30 27 th Aug, 14:52 28 th Aug	20.23hrs/min	2120 km
Postmarks	Upper Cover: On board mail 20 Aug 1934, 21 Aug Recife. Lower Cover: 20 Aug Montevideo, 28 Aug Friedrichshafen, 29 Aug Leipzig.			
106 kg mail, 7kg freight and 18 passengers were carried on this flight. Mail was transferred to a Deutsche Lufthansa flight at Seville, for faster delivery to Friedrichshafen.				

Germany to Argentina; correctly franked at 1.75 RM (25pf letter rate and 1.5 RM to South America, beyond Brazil).



On Board Mail; Correctly franked at 1.5 RM for cover to Brazil (<20g); 25pf international letter rate and 1.25 RM zeppelin surcharge.

Flight No	Seventh South America Flight of 1934		Flying Time:	Distance
394	Friedrichshafen - Recife	20:03 01 st Sept, 19:10 04 th Sept	71.07hrs/min	7901 km
Postmarks	Upper Cover: 31 Aug Hamburg, 01 Sept Friedrichshafen, 06 Sept Buenos Aires. Lower Cover: 2 Sept on board mail, 4 Sept Recife.			
Outward Flight: 147kg mail, 195kg freight and 18 passengers carried on this flight.				

Uruguay to Germany;
Correctly
franked at \$1.74
for 10g
registered letter
(12c letter rate,
12c registration
fee and 2 X 75c
zeppelin
surcharge per
5g).



Brazil to England;
Commercial mail
franked at 10\$400
reis for 10g
registered letter
(over-franked by
600 reis).
In 1934, the
international letter
rate and airmail
surcharge were
merged into a single
inclusive rate of
4\$200 per 5g.

Flight No	Seventh South America Flight of 1934		Flying Time:	Distance
397	Recife- Friedrichshafen	22:51 07 th Sept, 09:43 11 th Sept	81.52hrs/min	8025 km
Postmarks	Upper Cover: Sept Montevideo, 11 Sept Friedrichshafen, 11 Sept Hamburg. Lower Cover: 5 Sept 1934 San Paulo, 11 Sept Friedrichshafen.			
Return Flight: 137kg mail, 50kg freight and 23 passengers were carried on this flight. An 8kg mail drop occurred at Barcelona on the return journey.				

Finland to Brazil;

Correctly franked at 26 Mark for registered cover (2.5 M international letter, 2.5M registration fee and 21M zeppelin surcharge - reduced by 1M in 1934).



Germany to Argentina; over franked at 3.45 RM by 20pf for 10g letter (Correct franking would be 25pf international letter rate and 2 X 1.5 RM per 5g weight).

Flight No	Eighth South America Flight of 1934		Flying Time:	Distance
401	Friedrichshafen-Recife	19:44 15 th Sept, 09:08 18 th Sept	61.24hrs/min	7841 km
404	Recife-Friedrichshafen	23:10 21 st Sept, 05:05 25 th Sept	77.55hrs/min	8067 km
Postmarks	Upper Cover: 10 Sept Helsinki, 12 Sept Berlin, 15 th Sept Friedrichshafen, 18 Sept Pernambuco Lower Cover: 17 Sept , 25 Sept 1934 Friedrichshafen.			
Outward Flight: Registered mail from 163kg mail, 110kg freight and 23 passengers carried on this flight. Return Flight: 137 kg mail, 27kg freight and 17 passengers carried on this flight.				

Germany to Brazil; over franked by 1pf for convenience; 25pf for letter rate and 1.25 RM for zeppelin surcharge.

"b" in red confirmation cachet indicates mail origin Friedrichshafen



Palestine to Brazil; correctly franked at 18d for registered card, by airmail to London, airmail to Stuttgart, and airmail to Friedrichshafen. Rare country of origin

Flight No	Ninth South America Flight of 1934		Flying Time:	Distance
406	Friedrichshafen- Recife	19:11 29 th Sept, 20:28 02 nd Oct	73.17 hrs/min	8004 km
409	Recife- Friedrichshafen	00:36 06 th Oct, 08:35 09 th Oct	79.97hrs/min	7910 km
Postmarks	Upper Cover: 28 Sept Bremen, 29 Sept Friedrichshafen. Lower Cover: 23 Sept Jerusalem, 29 Sept Stuttgart, 3 Oct Pernambuco.			
Outward Flight 178kg mail, 68kg freight and 21 passengers were carried on this flight.				
Return Flight 146kg mail, 35kg freight and 19 passengers carried on this flight.				

Uruguay to France;
Correctly
franked at \$2.37
for 10-15g letter
(international letter
rate of 12c,
zeppelin charge
of 3 X 75c per
5g weight.



Brazil to England;
correctly franked
at 5\$200 reis for
5g registered
letter (combined
letter/zeppelin
charge of 4\$200
and reis 1\$000
registration fee).

Flight No	Ninth South America Flight of 1934		Flying Time:	Distance
409	Recife- Friedrichshafen	00:36 06 th Oct, 08:35 09 th Oct	79.97hrs/min	7910 km
Postmarks	Upper Cover: 02 Oct Montevideo, 09 Oct Berlin, 10 Oct Paris. Lower Cover: 01 Oct 1934, 09 Oct Friedrichshafen.			
178kg mail, 68kg freight and 21 passengers were carried on this flight.				
146kg mail, 35kg freight and 19 passengers carried on this flight.				

Section 4 1934 Commercial Airmail Service

1934 Tenth Flight (Outward Leg)

Zeppelin flights alternated biweekly with DHL flights in order to provide a weekly airmail coverage to South America, July through October 1934.

Kuwait to Brazil:

Registered card from Kuwait, via Basrah, Stuttgart, Stuttgart to Recife. Franked with Indian airmail stamps, with Kuwait overprint.

Rare point of origin, mail from Kuwait only flown on 5 flights, in small numbers



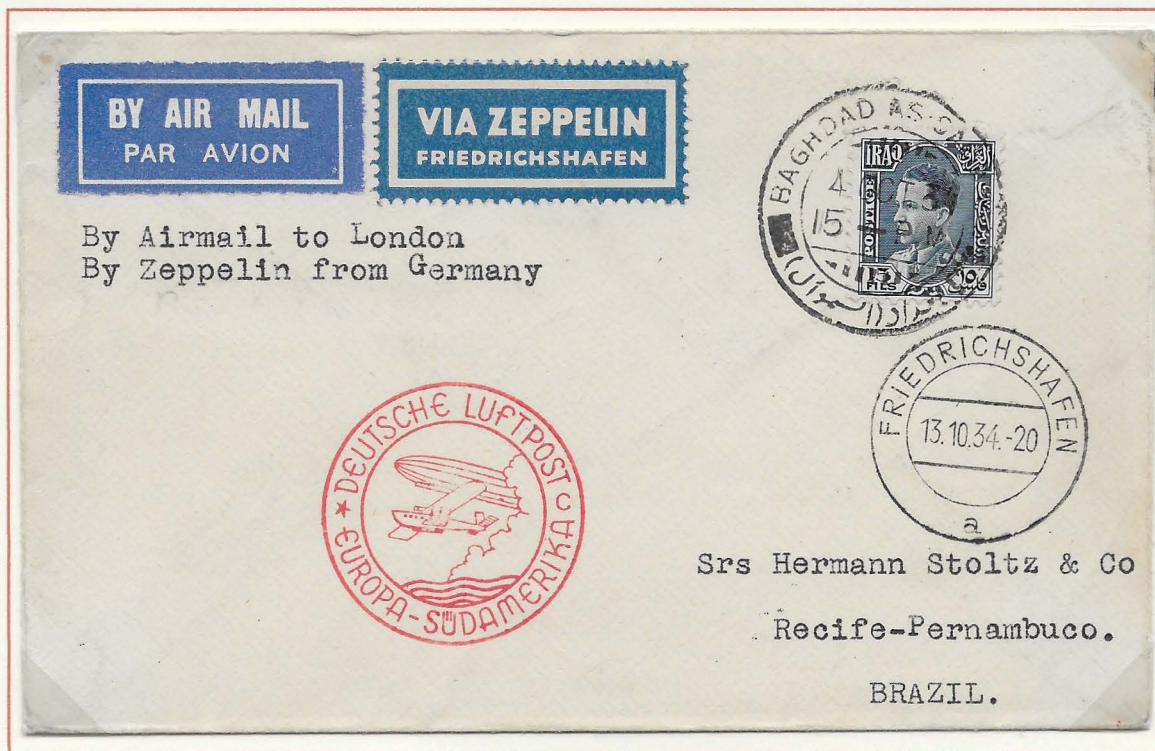
Chad to Brazil:

Franked with French adhesives over print with "Chad". Letter "c" indicates that cover was up loaded to airship at Friedrichshafen.

Rare point of origin, mail from Chad only flown on 6 flights, in small numbers.

Underfranked by 0.5 Fr, correct franking should be 11.40 Fr (0.90 Fr international card rate, 8.50 Fr zeppelin surcharge, 2.0 Fr registration fee).

Flight No	Tenth South America Flight of 1934		Flying Time:	Distance
410	Friedrichshafen- Recife	19:15 13 th Oct, 20:30 16 th Oct	73.15 hrs/min	8115 km
413	Recife- Friedrichshafen	10:05 20 th Oct, 10:07 23 rd Oct	81.02hrs/min	8302 km
Postmarks	Upper Cover: 28 Sept Kuwait, 01 Oct Basrah, 12 Oct Stuttgart, 7 Oct Pernambuco. Lower Cover: 20 Aug Chad, 1 Oct Friedrichshafen, 17 Oct Recife			
Outward Flight: 200kg mail, 225kg freight and 25 passengers carried on outward flight. Return Flight: 138kg mail, 35kg freight and 12 passengers carried, post dropped shortly before landing.				

**Iraq to Brazil:**

Card posted in Baghdad (4 Oct), airmail to Paris (8 Oct), transit to Stuttgart (13 Oct) and Friedrichshafen (13 Oct), then by airship to Recife (16 Oct).

Rare point of origin, Iraq mail carried on only 9 flights, always less than ten covers.

Paraguay to Germany;

Correctly franked for 5g letter (2.5 pesos letter rate, 2.0 pesos registration fee and 5 X 4.5 pesos per gram).

Registration label on reverse of cover.



Great Britain to Argentina: correctly franked at 4Schillings for a 0.5oz letter (all inclusive rate for letter or postcard sent beyond Brazil).

“*” in red confirmation indicates departure from Stuttgart while “c” in cachet below indicates departure from Friedrichshafen.



Germany to Argentina: correctly franked at 3.55 RM for 10g letter (25pf for letter rate, 30pf for registration fee and 2 X 1.5 RM per 5g weight to Argentina).

Flight No	Eleventh South America Flight of 1934		Flying Time:	Distance
414	Friedrichshafen- Recife	19:26 27 th Oct, 19:57 30 th Oct	72.31 hrs/min	7917 km
Postmarks	Upper Cover: 25 Oct Cardiff, 27 Oct Stuttgart, 27 Oct Friedrichshafen, 30 Oct Recife Lower Cover: 23 Oct Bremen, 27 Oct Friedrichshafen, 02 Nov Buenos Aires, 06 Nov San Antonio			
Upper cover posted Cardiff, sent via London and Stuttgart to Friedrichshafen, to be loaded unto airship.Lower cover by air rail from Bremen to Friedrichshafen, airship to Recife and condor plane to Buenos Aires, then surface to Bariloche. 195kg mail, 673kg freight and 25 passengers.				

Morocco to Brazil:
over franked for
printed matter at 1s
4½d by ½d (3d from
British Morocco to
England, 3d
registration fee and
10d zeppelin charge
for printed matter up
to ½oz).

British Morocco is a
rare point of origin.



Flight No	Eleventh South America Flight of 1934		Flying Time:	Distance
417	Recife- Friedrichshafen	23:22 02 nd Nov, 23:11 05 th Nov	79.97hrs/min	7910 km
Postmarks	30 Oct Montevideo, receiving stamp 05 Nov Friedrichshafen, 08 Nov Cottbus.			
Uruguay to Germany correctly franked at 87 cent (international letter rate of 12 cent, zeppelin surcharge of 75 cent). 130kg mail, 35kg freight and 26 passengers carried on this flight. Return journey overflew Barcelona but no air drop was made./				



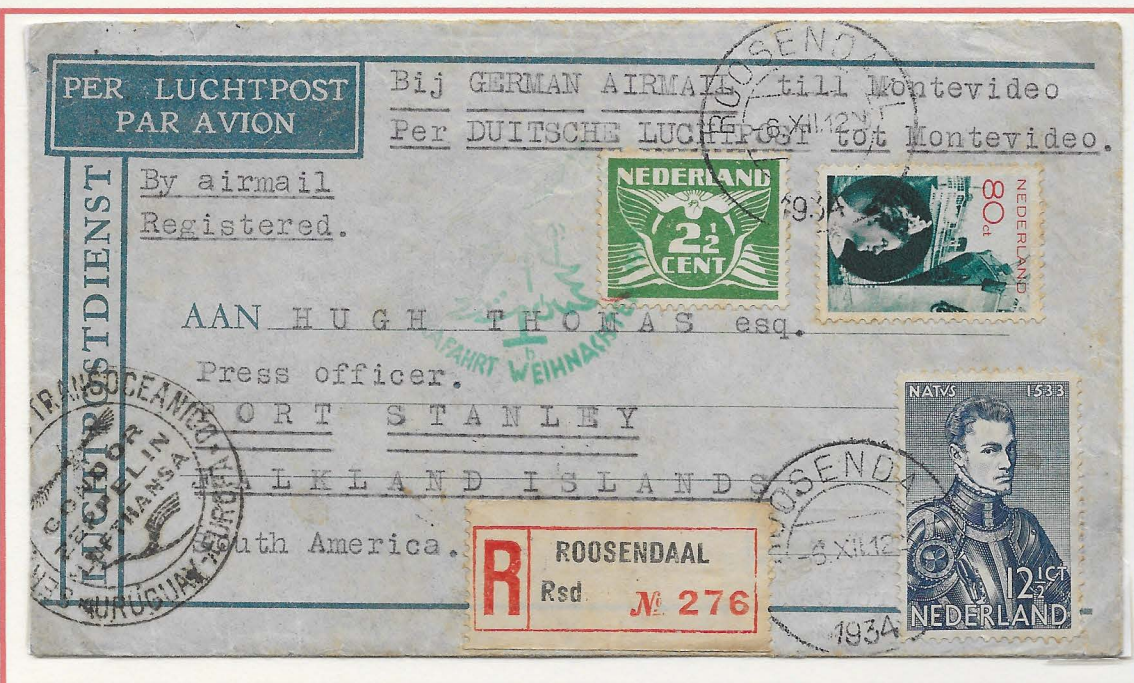
Ireland to Brazil:
correctly franked at 12.5 pence (all inclusive rate except for registration). Green "Christmas" cachet for final outward flight of 1934. This is only the second 1934 flight to have a pictorial cachet.

Norway to Brazil:
incorrectly franked at 255 ore, (correct rate is 30 ore letter and 200 ore zeppelin surcharge). Carried by rail ferry to Berlin, by plane to Friedrichshafen and airship to Recife.



Flight No	Twelfth (Final) South America Flight of 1934		Flying Time:	Distance
418	Friedrichshafen-Recife	21:48 08 th Dec., 01:50 12 th Dec.	76.01hrs/min	7765 km
421	Recife-Seville	23:33 14 th Dec., 20:30 17 th Dec.	68.57 hrs/min	6023 km
423	Seville-Friedrichshafen	11:12 18 th Dec., 06:03 19 th Dec.	18.51 hrs/min	2164 km
Postmarks	Upper Cover: 04 Dec Dublin, 07 Dec Berlin, 13 Dec Esp Danto, Brazil. Lower Cover: 04 Dec Oslo, 05 Dec train station Berlin, 12 Dec Recife.			
360 kg mail, 540 kg freight and 19 passengers carried. Mail was 194 kg letter post and 166 kg parcel post.				

Flight 418 Germany to Brazil: Commercial cover correctly franked for 5 to 10g weight (25pf international letter rate and 2 X 1.25 zeppelin surcharge per 5g weight. Cover with open window, no address.



Flight 418 Netherlands to Falkland Islands:

Correctly franked at 107.5 cent (1934 rate was 12.5c letter rate, 15c registration fee and 80c zeppelin fee-12.5 adhesive on reverse. Commercial cover carried on airship (entire letter included), carried by air to Berlin, by air to Friedrichshafen, by airship on airship to Montevideo and surface to Port Stanley.

Very scarce destination for Zeppelin Mail, especially commercial mail such as this one.

Flight 418 England to Argentina: commercial cover to Argentina, correctly franked at 4s for 0.5 oz weight.



Section 5 1935-1935 Airmail Support Service

1935 First Flight (Both Legs)

The Deutsche Zeppelin Reederei was founded in March 1935 and then took over the flight operations from Luftschiffbau Zeppelin GmbH. In July of that year, a twice weekly airmail service to and from South America was initiated by Deutsche Lufthansa (DLH) (Thursday departure Stuttgart) and Air France (Sunday departure Paris), at which time the German postal service switched to be exclusively operated by DLH. Late mail would be flown from Stuttgart and dropped at Larache (Morocco) for pick up by the south bound zeppelin. The returning northbound zeppelin dropped mail at Larache, Seville or Lisbon, for faster airmail transfer to Stuttgart by DHL.

Germany to

Brazil;

Correctly franked for 10g letter for 10g letter (0.25 RM international letter rate and 2 X 1.25RM per 5g increment.



On Board mail return flight

Correctly franked at 1.5 RM. Cancel and "d" on red confirmation cachet indicates on board mail. New on board hand cancel introduced

Flight No	First South America Flight of 1935		Flying Time:	Distance
429	Friedrichshafen - Recife	19:49 06 th April, 19:26 09 th April	71.37 hrs/min	8194 km
432	Recife-Friedrichshafen	01:58 13 th April, 19:16 16 th April	70.37hrs/min	7854 km
Postmarks	Upper Cover: 14 April on board cancel, Lower Card: 09 April Montevideo, 16 April Friedrichshafen			
162 kg mail, 720kg freight and 16 passengers on this flight. 45kg mail picked up at Larache (Morocco). 163kg mail, 41kg freight, 21 passengers and 9 sacks of mail dropped at Larache for DHL planes.				



On Board Mail to Brazil;
Correctly franked at 1.5 RM. Cancel and "d" on red confirmation cachet indicates on board mail.

Paraguay to Germany;
Correctly franked for 6g letter (2.5 pesos letter rate, 2.0 pesos registration fee and 6 X 4.5 pesos per gram).



Flight No	Second South America Flight of 1935		Flying Time:	Distance
433	Friedrichshafen- Recife	19:16 20 th April, 17:53 23 rd April	70.37 hrs/min	7854 km
436	Recife - Seville	23:20 26 th April, 01:16 30 th April	73.56 hrs/min	6030 km
437	Seville-Friedrichshafen	04:27 30 th April, 03:48 01 st May	23.31 hrs/min	1916 km
Postmarks	Upper Cover: On board post 20 April 1935, 23 April Pernambuco Lower Cover: Montevideo 24 Apr 1935, 30 Apr 1935 Friedrichshafen			
149kg mail, 168kg freight, 10 passengers on this flight and 40kg mail picked up at Larache from DHL.				
150 kg mail, 170kg freight and 8 passengers on this flight. Mail transferred to DLH at Seville (winds at Larache)				



Finland to Brazil;
Correctly franked at
26 Mark (1.5M
international card rate,
2.5M registration fee
and 22M zeppelin
surcharge).

Brazil to Berlin;
correctly franked
at 4\$200 reis with
all franking on
reverse side of
cover (14 X 300
olive green
definitives).



Flight No	Third South America Flight of 1935		Flying Time:	Distance
438	Friedrichshafen- Recife	20:43 04 th May, 18:15 07 th May	69.32 hrs/min	8325 km
441	Recife - Friedrichshafen	23:11 10 th May, 10:11 14 th May	83.00 hrs/min	7881 km
Postmarks	Upper Cover: 30 April Viipurp, 07 May Pernambuco Lower Cover: 6 May Guaratinguetta (San Paulo), 07 May Correio Aereo			
Outward:196.5kg mail, 207kg freight, and 18 passengers on this flight. 74 kg mail picked up at Larache. Return: 160 kg mail, 30kg freight and 11 passengers carried, mail dropped at Larache for DLH connection.				

England to Brazil;
correctly franked at
combined rate of
10d for printed
papers.
"a" on confirmation
cachet indicates that
mail was routed
through Berlin.

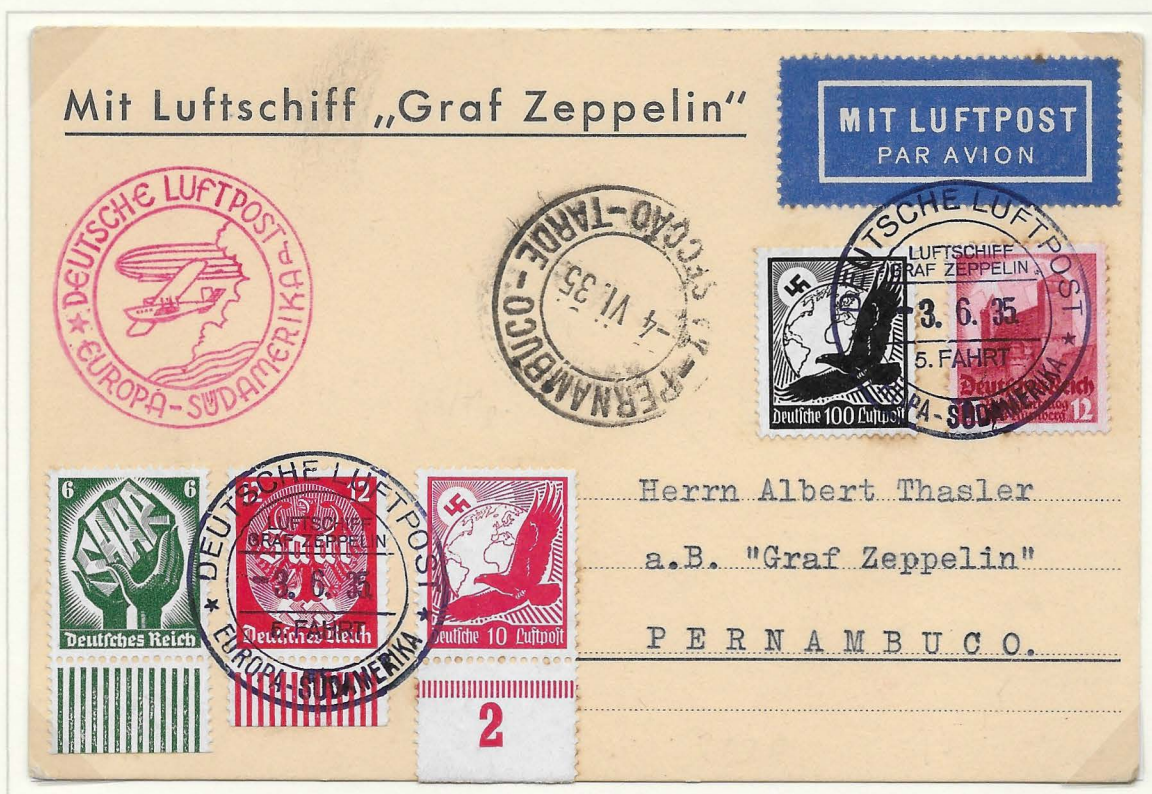


**Brazil to
Switzerland;**
Correctly franked at
8\$400 reis for 10g
letter (2 x
combined rate of
4\$200 reis per 5
gram).

Flight No	Fourth South America Flight of 1935		Flying Time:	Distance
442	Friedrichshafen - Recife	04:05 19 th May, 21:03 21 st May	64:58 hrs/min	7812 km
443	Recife- Rio de Janeiro	09:51 22 nd May, 10:18 23 rd May	24.27 hrs/min	2065 km
Postmarks	Upper Cover: 15 May Norwich, 22 May 1935 Pernambuco Lower Cover: 22 May Rio de Janeiro, 28 May Basel,			
Outward:150kg mail, 266kg freight and 21 passengers on this flight. 85kg mail picked up at Larache. Return: 154kg mail. 10kg freight and 19 passengers on this flight. Mail drop at Larache for DLH connection.				

On Board mail;
Correctly franked at
1.4 RM for postcard
to Brazil (15 pf
postcard rate and
1.25 RM zeppelin
surcharge).

Posted by Albert
Thassler – airship
crew.



**On Board Mail
(Return Flight);**
Correctly franked at
1.4 RM for postcard
to Europe (15pf card
rate and 1.25 RM
zeppelin surcharge).

Portugal was not a
treaty state so
additional 45 reis
added to cover the
cost of internal
carriage in Portugal.

Flight No	Fifth South America Flight of 1935		Flying Time:	Distance
446	Friedrichshafen – Recife	19:53 01 st June, 18:06 04 th June	70.13hrs/min	7913 km
449	Recife-Friedrichshafen	01:24 08 th June, 15:00 11 th June	85.36 hrs/min	8144 km
Postmarks	Upper Card: 03 June on board mail, 04 June Pernambuco. Lower Cover: 10 June on board mail, 11 June Lisbon.			
Outward: 181kg mail, 248kg freight and 15 passengers were carried on. 65kg of mail picked up at Larache . Return: 185kg mail, 42kg freight and 20 passengers carried. 185kg dropped at Lisbon (late selection) for DHL.				



Germany to Chile; Correctly franked at 1.75 RM (25pf letter rate and 1.5 RM zeppelin surcharge to South America countries beyond Brazil.

“a” in red confirmation cachet indicates late cover came via Berlin.



Brazil to Germany; Correctly franked at 4\$200 reis, combined rate for 5g weight.

Flight No	Sixth South America Flight 1935			Flying Time	Distance
450	Friedrichshafen - Recife	21:45 15 th Jun,	19:15 18 th Jun	69.30 hrs/min	8112 km
453	Recife - Friedrichshafen	22:58 21 st Jun.,	06:06 25 th Jun.	79.08 hrs/min	6684 km
Postmarks	Upper Cover: 15 Jun Berlin, 22 Jun Santiad Lower Cover: 21 Jun Pernambuco, 21 Jun San Paulo				
Outward: 177kg mail, 157kg freight and 13 passengers carried. 69kg of mail was picked up at Larache . Return: 157kg mail, 257kg freight, and 18 passengers carried. Mail dropped at Larache on return flight.					

1935 Seventh Flight (Both Legs)

PAR AVION
VIA CONDOR

SERVICIO AEREO TRANSOCEANICO
CONDOR
ZEPPELIN
LUFTHANSA
PARAGUAY-EUROPA-URUGUAY

7. Vuelo Zeppelin 1935.
Señor
Franz Gericke
Berg.-Gladbachstrasse 111.
K ö l n - M ü l h e i m .
A l e m a n i a .

Repubblica del Paraguay
R N. 68400
ASUNCION

REPUBLICA DEL PARAGUAY
GRAF ZEPPELIN
1935
EUROPA
45 PESOS CORREO AEREO PESOS
SUDAMERICA
REPÚBLICA DEL PARAGUAY
JULIO 1935
POR GR. ZEPPELIN

SERVICIO AEREO TRANSOCEANICO
ASUNCION
29.6.35

REPUBLICA DEL PARAGUAY
5 PESOS 5
REPUBLICA DEL PARAGUAY
3 PESOS 3

109

Section 5 1935-37 DLH Support Service

1935 8th & 9th Flights (Outward Legs)

The Deutsche Lufthansa took over the weekly German airmail service to South America after the seventh flight of 1935. The DLH service (departing Thursdays from Stuttgart) was co-ordinated with Air France (departing Sundays from Paris) to provide a biweekly airmail service. From that point the mail flown on the airship was limited to printed matter, samples, small packages, parcel post and mail posted on board the airship.



Germany to Argentina;
Registered printed matter.
Over franked at 1.89 RM by 4pf (5pf printed matter rate, 30pf registration rate and 1.5 RM rate to Argentina.

“c” on red confirmation cachet indicates cover loaded at Friedrichshafen.

Flight No	Eighth South America Flight of 1935		Flying Time:	Distance
459	Friedrichshafen - Recife	22:34 15 th Jul, 19:32 18 th Jul	68:58 hrs/min	8025 km
Postmarks	25 Jul 1935 Friedrichshafen, 21 Jul 1935 Argentina.			



Flight No	Ninth South America Flight of 1935		Flying Time:	Distance
463	Friedrichshafen- Recife	21:04 29 th July, 19:35 01 st Aug	70.31hrs/min	8066 km
Postmarks	29 Jul Stuttgart, 01 Aug Recife			

Germany to Brazil, Scarce 1935 experimental rate of 1.35 RM for a designated commodity sample “Warenmuster”; 10pf printed matter rate and 1.25 RM per 25g sample. Green customs stamp duty on cover face.



Flight No	Tenth & Eleventh South America Flight 1935				Flying Time:	Distance	
468	Friedrichshafen - Recife	04:32	13 th Aug,	09:51	17 th Aug	71.39 hrs/min	7794 km
472	Friedrichshafen - Recife	04:48	27 th Aug,	06:38	30 th Aug	73.50 hrs/min	7807 km
Postmarks	Upper cover: 18 th Aug on board mail Lower cover: 26 Aug Stuttgart, 31 st Aug Rio de Janeiro						
Lower cover has a scarce experimental postage for “mixed shipment , based on original “samples without value” rates. The small manila type envelope is correctly franked with the experimental rate of 1.35 RM. Red flight cancel with “e” designation for flight from Stuttgart. 110kg mail, 186kg freight carried.							



Flight 479 - On Board mail

Correctly franked at 2.75 RM for 10g letter (25pf international letter rate and 1.25 RM per 5g weight).

Cancel and "d" on red confirmation cachet indicates on board mail.

Flight 483 On Board mail

Correctly franked at card rate of 1.4 RM

Cancel and "d" on red confirmation cachet indicates on board mail.



Flight No	12 th & 13 th South America Flight of 1935		Flying Time:	Distance
476	Friedrichshafen - Recife	20:45 09 th Sept, 18:42 12 th Sept	69.57 hrs/min	8055 km
479	Recife - Friedrichshafen	01:59 15 th Sept, 12:43 18 th Sept	82.44 hrs/min	7909 km
483	Friedrichshafen - Recife	03:40 28 th Sept, 20:25 02 nd Oct	70.59 hrs/min	8302km
Postmarks	Upper cover: On board post 15 Sept 1935, 12 FAHRT. Lower cover: On Board post 28 Sept 1935, 13 FAHRT.			



Flight 485
On Board mail to Brazil;
Correctly franked at card rate of 1.4RM. ("d" on red flight confirmation cachet designating on board posting).



Flight No	Fourteenth South America Flight 1935		Flying Time:	Distance
485	Friedrichshafen-Recife	19:03 07 th Oct., 18:42 10 th Oct.	71.39 hrs/min	8181 km
Postmarks	02 Oct Tregmorton Ave PO, 20 Oct Buenos Aires			
Commercial UK registered mail to Argentina, unusual seahorse combination franking. Correctly franked at 24s3d by 3d for 12oz printed matter (1 shilling per 0.5oz printed matter and 3d registration fee). 94 kg mail, 245 kg freight and 20 passengers carried on this flight.				



On Board mail to Switzerland;
Correctly franked at card rate of 1.4RM. ("d" on red flight confirmation cachet designating on board posting). Personal message from airship passenger on reverse.

	Fifteenth South America Flight 1935 (Return)			Flying Time:	Distance
494	Rio de Janeiro - Recife	19:40 30 th Oct,	19:07 31 st Oct	23.27 hrs/min	2119 km
495	Recife - Friedrichshafen	09:15 01 st Nov,	13:40 04 th Nov	76.23 hrs/min	7940 km
Postmarks	31 Oct on board mail.				
214kg mail, 38kg freight and 17 passengers carried on this flight. Mail drop at Larache, DLH to Stuttgart.					

On Board mail to Brazil;
Correctly franked at letter rate of 1.5RM (25pf international letter rate and 1.25 RM zeppelin surcharge). Final flight of 1935.



Flight No	Sixteenth South America Flight 1935		Flying Time:	Distance
496	Friedrichshafen-Recife	19:03 07 th Nov, 09:22 10 th Nov.	75.41 hrs/min	7843 km
Postmarks	9 Nov on board mail, 10 Nov Recife,			
94 kg mail, 245 kg freight and 20 passengers carried on this flight.				

Section 5 1935-1937 DLH Support Service

1935 Pendulum Flights

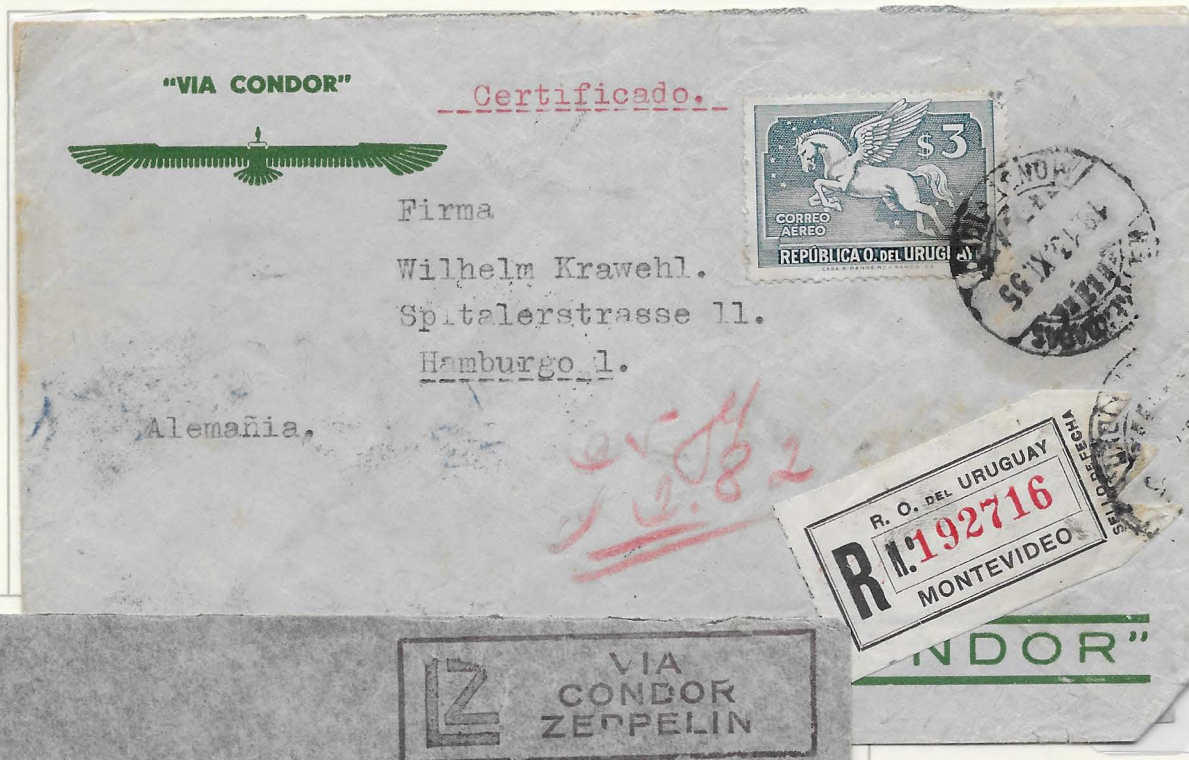
Pendulum (Shuttle) flights; Recife – Bathurst–Recife.

The Graf Zeppelin 127 was retained in Brazil after the first leg of the 16th 1935 South America flight in order to complete the weekly transatlantic crossings for the DLH service. This was because both DLH catapult ships were being serviced and refitted. The airship completed three round trips from Recife to Bathurst (The Gambia), without actually landing at Bathurst, where it dropped and collected the normal South America airmail run. The DLH route to Bathurst below.

Deutsche Lufthansa Flight (Berlin-Bathurst-Berlin)				
Berlin	13 Nov (Wed) at 22:30	There was a delay of 29 hours and 30 minutes before arrival of the Graf Zeppelin from Recife.	Bathurst	16 th Nov (Sat) at 18:50
Stuttgart			Las Palmas	
Marseille			Seville	
Seville			Marseille	
Las Palmas			Stuttgart	17 th Nov (Sun) at 19:40
Bathurst	15 th Nov (Fri) at 12:40		Berlin	17 th Nov (Sun) at 22:27

Uruguay to

Germany: Over franked by 11c for 25g registered letter (2X 12 c letter rate for 20g, 15c registration fee and 5 X 50c zeppelin fee for 5g). The zeppelin surcharge reduced from 75c to 50 c in 1935 per 5g weight.



Paraguay to

Germany; correctly franked at 49.5 pesos; 2.5 for international letter, 2.0 for registration (back cover) and 45 pesos for zeppelin surcharge for 10g letter.

Flight No	First Recife - Bathurst Pendulum Flight 1935		Flying Time:	Distance
499	Recife-Recife	09:55 15 th Nov., 01:13 18 th Nov.	63.18 hrs/min	6480 km
Postmarks	09 Nov Paraguay			
Graf Zeppelin 127 arrived at Bathurst at 16:26 on Sat 16 th Nov., Mail dropped by parachute at 16:28, mail picked up at 16:40 and airship departed at 17:07. Mail Drop at Bathurst: 196kg (including 5kg boardpost); no freight or passengers Mail Pick Up at Bathurst: 200kg. There was also a mail drop at Natal (17 th Nov at 20:50) on return to Recife				



Paraguay to Germany; mail carried on first leg of second pendulum flight, dropped by parachute at Bathurst. Correctly franked at 49.5 pesos for 10g weight (2.5 pesos international letter rate, 2 pesos registration fee and 10 X 4.5 pesos for 10g zeppelin surcharge.

Tangiers to Brazil;
overland post to London,
airmail to Stuttgart
followed by 21st Nov
Lufthansa flight to
Bathurst (British
Gambia), arriving at
12:57 22nd Nov. Mail was
then airlifted at 07:23 on
24th Nov.

The Graf 127 was diverted to Maceio on the return leg from Bathurst, due to political unrest in the region of Natal, where the airship dropped its mail at 19:40 on 25th Nov, without landing.

Rare- Morocco
Spanish Protectorate
mail only carried on
four flights but not
recorded for this one.



Flight No	Second Recife-Bathurst Pendulum Flight 1935		Flying Time:	Distance
500	Recife - Recife	22:00 22 nd Nov., 20:40 27 th Nov	118.4hrs/min	8605 km
Postmarks	Lower Cover: 12 Nov 1935 Tangier, 20 Nov 1935 Berlin , 26 Nov 1935 Bahia			
Maceio diversion meant that this 500 th flight actually created the record for the longest Graf 127 flight, being airborne for 118 hours. The mail (191 kg) was taken by Aeropostal flight to Bahia (26 th Nov).				

Brazil to Austria on the first leg of final shuttle mail service of 1935; correctly franked at 4\$200 reis for Europe.



Germany to Uruguay on the return leg of final shuttle mail service of 1935; correctly franked at 1.75 RM for Uruguay.

Flight No	Third Recife-Bathurst Pendulum Flight 1935		FlyingTime:	Distance
501	Recife - Recife	10:46 29 th Nov., 08:12 02 nd Dec	69.25hrs/min	6684km
Postmarks	Upper Cover: 28 Nov Rio de Janeiro Lower Cover: 25 Nov Leipzig,			
Mail picked up from Recife has red overprint “Delayed because of Unrest in Brazil” – there was a 37hour/40 min delay in airship reaching Bathurst, airship departed 23 minutes after arrival. 148kg mail (including 5kg boardpost) plus 2.5kg freight was dropped by parachute at Bathurst 227kg mail picked up at Bathurst, dropped at Natal (02 Dec at 01:15) to connect with Condor flight.				

Section 5 1935-1937 DLH Support Service

1936 First Flight (Both Legs)

In 1936 Frankfurt am Main became the terminal for all trans Atlantic transport services for both Deutsche Lufthansa and Deutsche Zeppelin Reederei., although some Graf Zeppelin flights still flew from Friedrichshafen.



On Board Mail to Brazil;

Over franked by 3Pf for convenience (Correct card rate 1.4 RM).

Brazil to Germany; correctly franked at 5\$600 reis , (Combined letter/Zeppelin charge of 4\$200 reis and registration fee of 1\$400 reis).



Flight No	First South America Flight of 1936				Flying Time:	Distance	
509	Friedrichshafen- Recife	19:10	13 th Apr,	17:04	16 th Apr	73:54 hrs/min	8770 km
511	Rio de Janeiro - Recife	20:05	18 th Apr,	17:16	19 th Apr	21:11 hr/min	2100 km
512	Recife - Seville	23:47	19 th Apr,	07:23	23 rd Apr	79:36 hrs/min	5854 km
513	Seville – Friedrichshafen	15:17	23 rd Apr,	19:16	24 th Apr	26:54 hrs/min	3213 km
Postmarks	Top Cover: 14 Apr On Board, 17 Apr Rio de Janeiro. Lower Cover: 18 Apr Rio de Janeiro, 24 Apr Friedrich.						
Outward:85 kg mail, 370 kg freight, and 16 passengers on this flight.							
Return: 50 kg mail, 97 kg freight and 16 passengers carried.							



Czechoslovakia to Brazil; franked with 1930 former Czechoslovakia airmail issue, over franked at 15.50 Kc by 0.5Kc for registered **printed matter** (0.5Kc printed matter rate, 2.5Kc registration fee and 12Kc zeppelin surcharge).

Brazil to Switzerland; Under franked by 700 reis for 10g weight (combined letter and zeppelin surcharge of 4\$200 reis per 5g weight). This would have been correct prior to the introduction of the combined rate.



Flight No	Second South America Flight 1936		Flying Time:	Distance
514	Friedrichshafen-Recife	19:23 27 th April, 16:42 30 th Apr	73.19 hrs/min	8715 km
517	Recife - Seville	00:52 4 th May, 06:04 7 th May	77.12 hrs/min	5760 km
518	Seville-Friedrichshafen	10:04 7 th May, 06:52 8 th May	20.48 hrs/min	2410 km
Postmarks	Upper Cover: 23 Apr Brno 1, 24 Apr Praha 2,(126kg mail and 422kg freight carried).			



On Board Mail to Brazil; correctly franked at 1.40 RM for postcard (personal message on reverse).



On Board mail to Germany (return leg);

Over franked at 1.65 RM, correct franking is 1.4 RM.. Likely that 75 Pf adhesive used instead of 50 Pf adhesive in error.

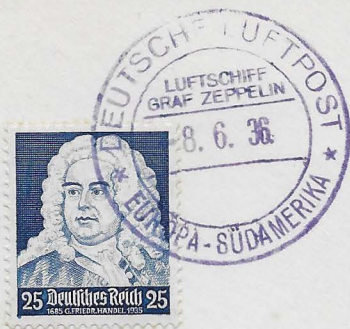
Flight No	Third South America Flight 1936		Flying Time:	Distance
520	Frankfurt/Main-Recife	19:06 11 th May, 18:50 14 th May	71.44 hrs/min	7880 km
523	Recife- Frankfurt/Main	22:52 17 th May, 19:29 21 st May	92.37 hrs/min	8320 km
Postmarks	Upper Cover: 13 May on board mail, 15 May arrival cancel on reverse, Rio de Janeiro Lower Cover: 19 May on board mail			
	85kg mail and 229kg freight carried 37kg mail and 14kg freight carried			

Section 5 1935-1937 DLH Support Service

The first four Graf Zeppelin 127 flights to Brazil did not carry regular airmail, only mail posted on board, with regular mail being carried solely by DLH Service. However, the airship did carry non letter mail; printed matter, business papers, samples and packets.

1936 Fourth Flight (Both Legs)

Mit Luftschiff zu befördern!



Herrn Dr. E.A.F.Schoevers

A S S E N - Holland

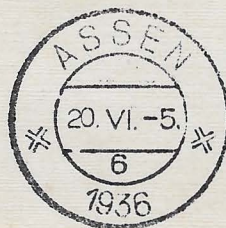
Wilhelminastraat 5.

On Board mail to Holland.

Cover posted on the initial flight between Friedrichshafen and Frankfurt am Main (Flight 525) and off loaded at Friedrichshafen. Same passenger also posted on board mail on the return flight (below).

On Board mail to Holland (posted on return flight);
Over franked at 1.49 RM by 9pf (15pf international card rate and 1.25 zeppelin surcharge).

Mit Luftschiff LZ 129!



Dr. E. A. F. SCHOEVERS

Wilhelminastraat 5

A S S E N

(Holland)

Flight No	Fourth South America Flight 1936				Flying Time:	Distance
525	Friedrichshafen-Frankfurt/Main	03:17 8 th Jun,	06:54 8 th Jun.		3.37 hrs/min	339 km
526	Frankfurt/Main- Recife	19:03 8 th Jun,	18:33 11 th Jun.		71.20 hrs/min	8450 km
529	Recife- Frankfurt/Main	22:10 14 th Jun,	16:38 18 th Jun.		90.28 hrs/min	8348 km
Postmarks	Upper cover: 8 Jun. on board post, Assen 10 Jun. Lower cover : 18 Jun on board post, Assen 20 Jun.					
Outward flight: 60kg mail and 262kg freight carried.				Return flight: 3kg mail and 53kg freight carried.		

Section 5 1935-1937 DLH Support Service

1936 Fifth Flight (Both Legs)

"DLH Support Service Resumed"

The Graf Zeppelin 127 resumed support for the DLH service to and from South America June to November 1936 (from 5th flight) with regular pick up and drop off at a variety of transfer points.



On Board mail to Brazil.

Correctly franked at 1.40 RM (25pf. Card rate and 1.25 RM zeppelin surcharge).

Letter addressed to former Graf Zeppelin 127 captain.

Brazil to Germany (Printed Matter); correctly franked at 4\$200 reis (combined letter/zeppelin surcharge).



Flight No	Fifth South America Flight 1936		Flying Time:	Distance
532	Frankfurt/Main- Recife	20:52 24 th Jun, 07:35 28 th Jun.	82.43 hrs/min	8850 km
535	Recife- Friedrichshafen	09:13 03 rd Jul, 19:31 06 th Jul.	82.18 hrs/min	7802 km
Postmarks	Upper cover: 25 Jun. on board post. Lower cover : 2 Jul Rio de Janeiro, 7 Jul Assel.			

183.6 kg was picked up at Seville while 0.07kg mail was dropped. Mail was also exchanged at Seville on the return journey, with mail arrival at Frankfurt 7 hours ahead of Graf Zeppelin.

206 kg of mail was dropped at Natal to connect with the Condor flight. 155kg mail, 381kg freight were carried on outward flight to Recife. 216kg mail, 73kg freight carried on return flight.

**On Board mail to Brazil.**

Correctly franked at 1.50 RM (25pf. letter rate and 1.25 RM zeppelin surcharge).

Liechtenstein to Brazil (Printed Matter); correctly franked at 2.20 Fr. (0.30Fr base rate, 1.7Fr zeppelin surcharge and 0.2Fr registration fee).



Flight No	6 th & 7 th South America Flights 1936		Flying Time:	Distance
537	Frankfurt/Main- Recife	05:15 9 th Jul, 06:27 12 th Jul.	76.15hrs/min	8250 km
543	Friedrichshafen- Recife	01:09 30 th Jul, 04:03 2 nd Aug.	78.56 hrs/min	8210 km
Postmarks	Upper cover: 9 Jul on board post. Lower cover : 26 Jul Triesenberg			
6 th Flight: Mail drop added in Barcelona, flight delayed 11 hours in reaching Seville where mail was picked up. 239kg mail (4 sacked) dropped at Natal before airship proceeded to Recife.				
7 th Flight: Mail drop on outward flight at Montelimar, due to unrest in Seville. 465kg mail and 126kg freight taken directly to Recife for unloading for Condor connection.				

"DLH Support Service Resumed"

**Paraguay to Germany.**

Correctly franked at 118.5 pesos for 29g letter (2,5 pesos letter rate and 4 pesos per gram – new Paraguay rate introduced in 1936. 31 pesos franking on reverse.

Return of 8th Flight 1936.

On Board mail to Brazil.

Correctly franked at 1.50 RM (25pf. letter rate and 1.25 RM zeppelin surcharge).

Outward leg of 9th Flight 1936



Flight No	8 th & 9 th South America Flights 1936		Flying Time:	Distance
550	Recife -Frankfurt/Main	11:03 21 st Aug., 2:43 24 th Aug.	83.40 hrs/min	8354 km
555	Frankfurt/Main - Recife	18:02 9 th Sept., 22:38 13 th Sept.	78.56 hrs/min	8210 km
Postmarks	Upper cover: 15 Aug Paraguay Lower cover : 13 Sept on board mail			
8 th Flight: Mail exchange occurred at Lisbon (4 sacks dropped), which arrived at Frankfurt 12hrs/7min ahead of the airship.				
9 th Flight: Lisbon continued to replace Seville as the scheduled mail drop to connect with DLH. 214kg mail dropped.				

"DLH Support Service Resumed"

**On Board mail to Brazil.**

Correctly franked at 1.50 RM (25pf. letter rate and 1.25 RM zeppelin surcharge).

Brazil to Germany:

correctly franked at 5\$600 reis. (Combined base rate of 4\$200 reis for letter and zeppelin surcharge, and 1\$400 reis registration fee).



Flight No	Tenth South America Flight 1936		Flying Time:	Distance
559	Friedrichshafen- Recife	21:06 23 rd Sept., 19:45 27 th Sept.	94.29 hrs/min	8723 km
562	Recife- Friedrichshafen	09:46 2 nd Oct., 15:08 5 th Oct.	77.22 hrs/min	7844 km
Postmarks	Upper cover: 25 Sept on board post, 28 Sept Pernambuco Lower cover : 01 st Oct Distrito Federal (Rio de Janeiro), 5 Oct Friedrichshafen			
353kg mail picked up at Lisbon on outward flight, with 222kg mail dropped at Natal enroute to Pernambuco. 241kg ail was exchanged at Las Palmas(4 sacks) on the return flight, with mail arriving at Frankfurt 15 hours and 4 minutes before arrival of the Grad Zeppelin 127 airship.				



On Board mail to Brazil.
 Correctly franked at 1.40 RM (15pf. card rate and 1.25 RM zeppelin surcharge).

England to Argentina; correct franking of 4 shillings for 0.5oz letter.

Rare item as no British mail recorded as carried on Graf Zeppelin on any 1936 flights.



Flight No	11 th South America Flights 1936		Flying Time:	Distance
563	Friedrichshafen- Recife	08:12 10 th Oct., 01:00 11 th Oct.	71.48 hrs/min	8030 km
Postmarks	Upper cover: 10 Oct on board post, 11 Oct Pernambuco Lower cover: 12 Oct Buenos Aires (machine cancel)			
The exchange point for this flight remained at Las Palmas, where mail was delayed 16 hours and 44minutes waiting on the arrival of the airship. There was no mail drop at Natal, 303kg mail and 302 kg fright carried.				

"DLH Support Service Resumed"



Registered mail from Somalia and Ethiopia.

This flight departed from Friedrichshafen with pick up at Marseille and Las Palmas.

Cover was carried from Somalia to Milan (25th Oct back stamp) then onward to Graf 127.

Rare because of dual country franking and also rare origin, no mail from this location recorded for this flight.

On Board mail to Brazil;

Over franked by 1pf for convenience (15pf card rate and 1.25 zeppelin surcharge).

Flight to Brazil
Final Flight 1936



Flight No	12 th & 13 th South America Flights 1936		Flying Time:	Distance
568	Friedrichshafen - Recife	08:40 29 th Oct., 16:12 01 st Nov.	70.37 hrs/min	7989 km
572	Friedrichshafen - Recife	08:40 11 th Nov., 16:12 14 th Nov,	83.52 hrs/min	8660 km
Postmarks	Upper cover; 19 Oct Addisabe, 27 Oct Milan, 01 Nov Manha, Pernambuco Lower card: On Board 13 Nov, 14 Nov Pernambuco.			
Late mail was picked up at Bathurst for this flight with subsequent mail drops at Natal and Recife. 70kg mail and 285kg freight on flight from Natal to Recife.				

Section 5 1935-37 DLH Support Service

1937 Final Flights

Final Two Graf Zeppelin 127 Flights to South America

Graf Zeppelin LZ-127 was travelling over the Canary Islands on the last day of its 2nd 1937 flight, when news reached the airship that the Hindenburg had been destroyed on landing at Lakehurst. The airship never carried a paying customer again and was retired one month later. The Graf Zeppelin LZ-127 was scrapped in March 1940, when the aluminium was required as part of the war effort in Germany. Thus ended the spectacular career of the Graf Zeppelin 127, the most successful airship ever to fly.

On Board mail;
over franked by
2pf for
convenience
(25pf cover rate
and 1.25 RM
zeppelin
surcharge).

Penultimate
Flight to
South
America.



On Board mail;
over franked by
1pf for
convenience (15pf
card rate and 1.25
RM zeppelin
surcharge).

Final Flight to
South America.

Flight No	First & Second 1937 South America Flights		Flying Time:	Distance
581	Frankfurt/Main - Recife	19:47 13 th Apr., 20:15 16 th Apr.	83.52 hrs/min	8660 km
586	Frankfurt/Main - Recife	19:00 27 th Apr., 09:24 30 th Apr	79.05 hrs/min	8219 km
Postmarks	Upper Cover: 13 April On Board Mail, 17 Apr Pernambuco. Lower Cover: 27 April On Board Mail, 1 May Pernambuco.			
Penultimate Flight; 70kg mail, 285kg freight & 20 passengers carried.				
Final Flight; 225kg mail, 557kg freight & 19 passengers carried.				