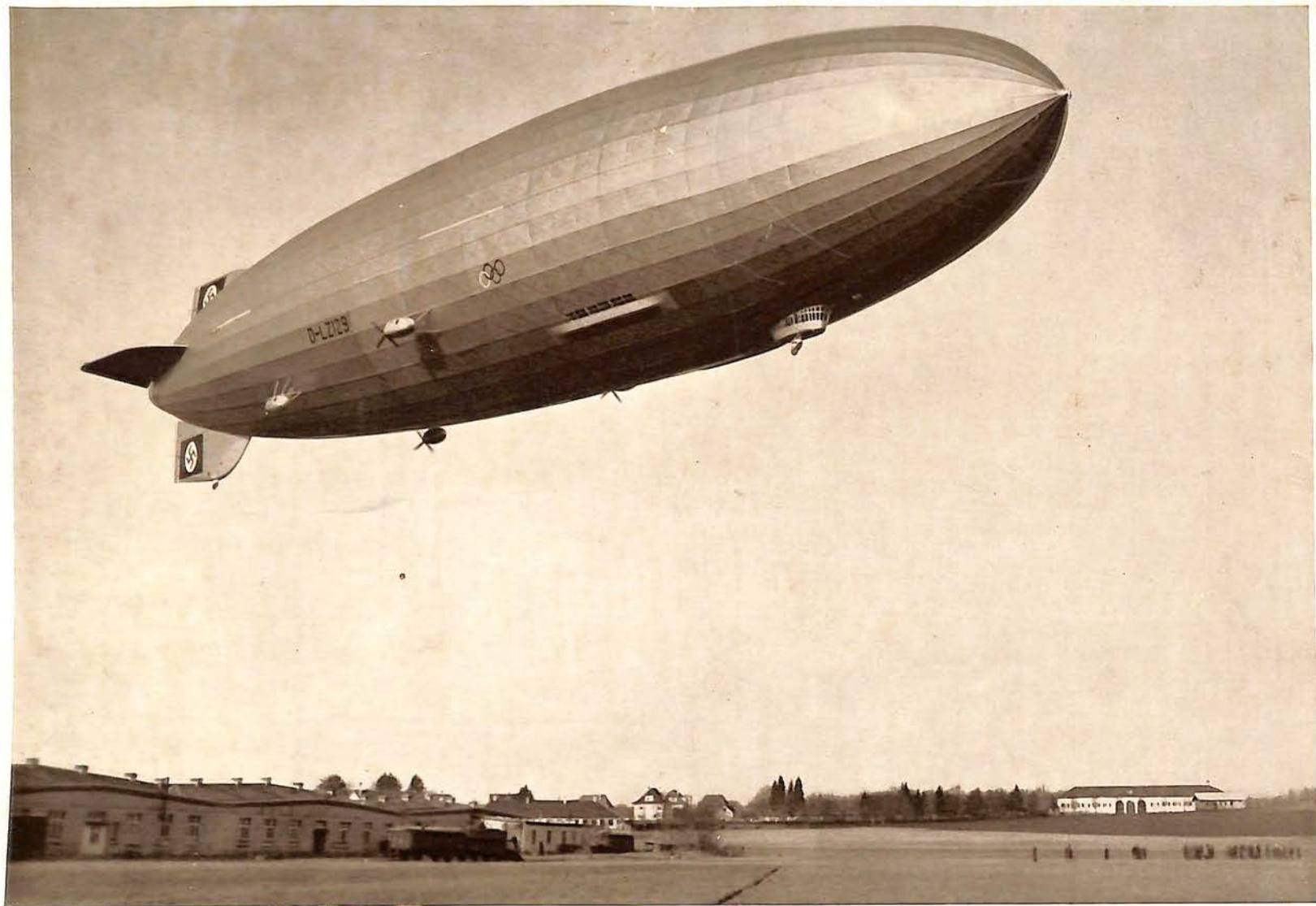
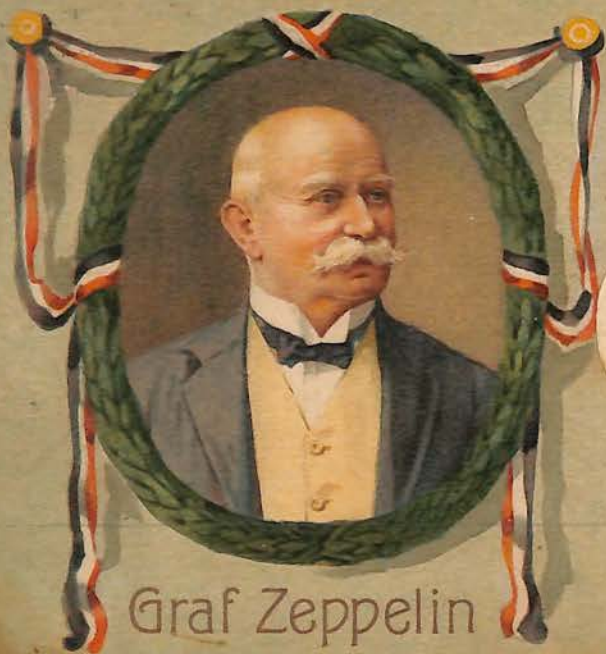
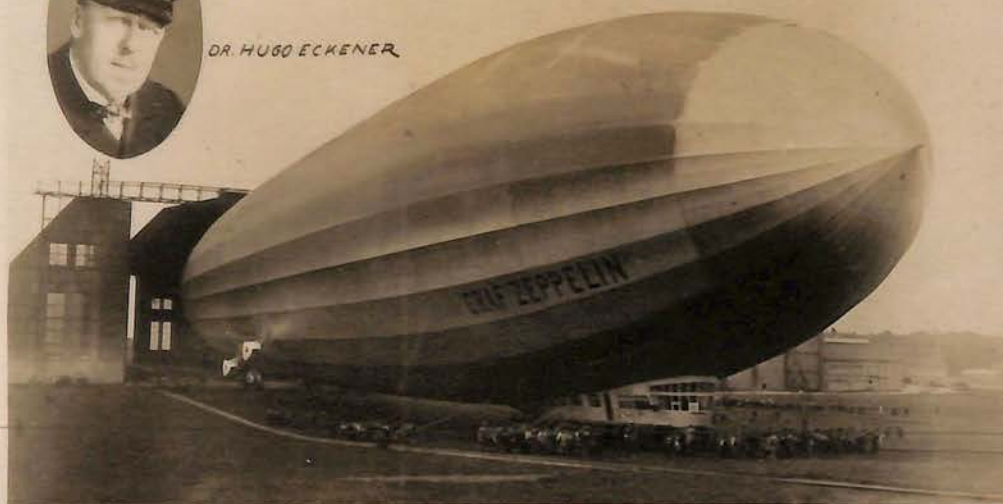


# ZEPPELIN-KALENDER 1937





DR. HUGO ECKENER



Graf Zeppelin



Ges. gesch.

Z-441?



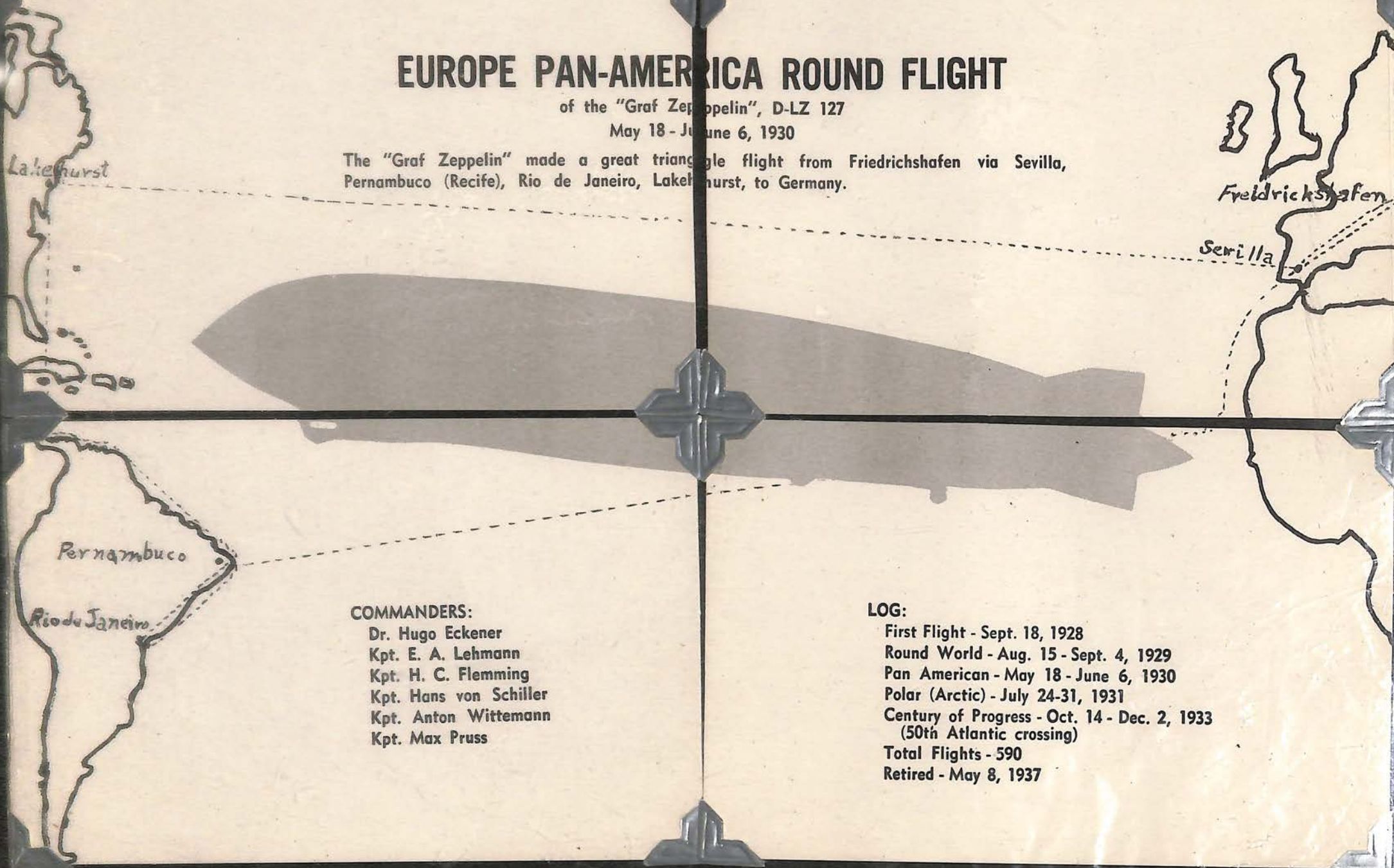
Post Cards (4) of the  
Europe - PAN AMERICA  
Flight of the GRAF  
Zeppelin, May 18 -  
June 6, 1930

## EUROPE PAN-AMERICA ROUND FLIGHT

of the "Graf Zeppelin", D-LZ 127

May 18 - June 6, 1930

The "Graf Zeppelin" made a great triangle flight from Friedrichshafen via Sevilla, Pernambuco (Recife), Rio de Janeiro, Lakehurst, to Germany.



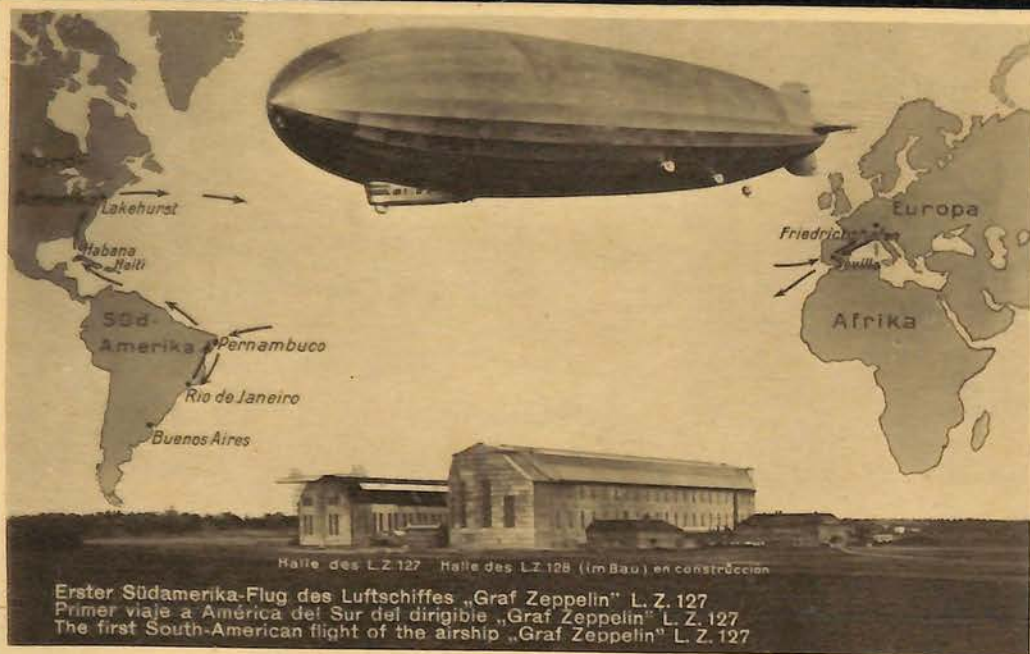
### COMMANDERS:

Dr. Hugo Eckener  
Kpt. E. A. Lehmann  
Kpt. H. C. Flemming  
Kpt. Hans von Schiller  
Kpt. Anton Wittemann  
Kpt. Max Pruss

### LOG:

First Flight - Sept. 18, 1928  
Round World - Aug. 15 - Sept. 4, 1929  
Pan American - May 18 - June 6, 1930  
Polar (Arctic) - July 24-31, 1931  
Century of Progress - Oct. 14 - Dec. 2, 1933  
(50th Atlantic crossing)  
Total Flights - 590  
Retired - May 8, 1937





Zepp  
 15<sup>00</sup>



# AIRMAIL INFORMATION

In Connection with the Voyage of the Airship

## "GRAF ZEPPELIN"

From GERMANY via BRAZIL to

"A CENTURY of PROGRESS" Exposition in CHICAGO, ILL., U.S.A. and return to EUROPE

### SCHEDULE OF VOYAGE

Depart:	Friedrichshafen, Germany	October 14th	10 P. M.
Arrive:	Pernambuco, Brazil	" 17th	evening
Arrive:	Rio de Janeiro, Brazil	" 19th	6 A. M.
Depart:	Rio de Janeiro, Brazil	" 19th	6:30 A. M.
Depart:	Pernambuco, Brazil	" 20th	11 P. M.
Arrive:	Miami, Florida, U. S. A.	" 23rd	morning
Depart:	Miami, Florida	" 23rd	
Arrive:	Akron, Ohio	" 24th	

20-24 Hour Flight  
to Chicago and return to Akron  
between the 25th and the 27th of October.

Depart:	Akron, Ohio	" 28th
Arrive:	Sevilla, Spain	" 30th
Arrive:	Friedrichshafen, Germany	" 31st

These dates are  
only approximate  
due to technical  
reasons of refuel-  
ing at Akron,  
Ohio.

### SPECIAL U. S. STAMP

In commemoration of the visit of the GRAF ZEPPELIN to "A Century of Progress" Exposition at Chicago, Illinois, U. S. A., the U. S. Postmaster General has announced the issue of a special 50 cent stamp. Only a limited amount of these stamps will be printed and the plates subsequently destroyed. The stamp will carry a reproduction of the GRAF ZEPPELIN over Chicago. Non-registered postal cards and letters bearing U. S. Stamps will be carried on this voyage. Mail to be dispatched via GRAF ZEPPELIN must be especially addressed:

Via GRAF ZEPPELIN from ..... (Port of Departure)  
to ..... (Port of Destination)

The letters may carry a mailing address within the United States or abroad.  
The rates are as follows:

### U. S. MAIL TO GO TO GERMANY by STEAMER FOR DISPATCH BY THE GRAF ZEPPELIN:

	Cards and letters per 1/2 oz.
From U. S. A. by steamer to Friedrichshafen, Germany then by Graf Zeppelin to	Rio de Janeiro or Pernambuco, Brazil and for mail addressed to U. S. A. return by steamer \$ .50
From U. S. A. by steamer to Friedrichshafen, Germany then by Graf Zeppelin to	Miami, Florida, U. S. A. 1.00
From U. S. A. by steamer to Friedrichshafen, Germany then by Graf Zeppelin to	Chicago, Ill. or Akron, Ohio 1.50
From U. S. A. by steamer to Friedrichshafen, Germany then by Graf Zeppelin	via Brazil, to United States and back to Sevilla, Spain or Friedrichshafen, Germany and for mail addressed to U. S. A. return by steamer 2.00

### GERMAN STAMPS

The rates for airmail to be dispatched on the GRAF ZEPPELIN from Germany to the various ports of call on this flight with German stamps are: Rm. 0.15 for each postal card, and Rm. 0.25 for each letter, plus the airmail surcharge of Rm. 1.25 per each 5 grammes (about 1/6 oz.) of weight. These rates apply to each of the following three sections of the flight, namely from Germany to Brazil, from Brazil to U. S. A. and from U. S. A. to Europe.

Therefore, the German postage on airmail letters and postal cards weighing up to 5 grammes each will be as follows:

	Cards Rm.	Letters Rm.
From Germany to Pernambuco or Rio de Janeiro, Brazil	1.40	1.50
From Germany, via Brazil to U. S. A.	2.80	3.00
From Germany, via Brazil to Europe and the U. S. A.	4.20	4.50

### BRAZILIAN STAMPS

The rates for airmail to be dispatched from Brazil with Brazilian stamps to the various ports of call on this flight are for each postal card, Milreis 0\$400, and for each letter, Milreis 0\$700, plus the airmail surcharge of Milreis 3\$500 for each 5 grammes (1/6 oz.) of weight. These rates apply for mail from Brazil to the U. S. A. and from Brazil via the U. S. A. to Europe.

### WEIGHTS OF CARDS AND COVERS

A standard airmail envelope 3 5/8" by 6 1/2" weighs about 3.5 grammes empty. With a sheet of very thin paper as commonly used for the making of carbon copies, including the stamps, the finished letter weighs just 5 grammes or 0.176 oz. (between 1/5 and 1/6 oz.). Heavier letters are carried at an increase of the surcharge by the amounts set forth above for each 5 grammes (1/6 oz.) or a fraction thereof. Standard postal cards are within the 5 grammes limit.

### METHOD OF DISPATCHING MAIL

As a matter of convenience to philatelists in the U. S. A., this office has, with the consent of the U. S. Post Office Department, made arrangements to accept orders for letters and postal cards to be forwarded via the GRAF ZEPPELIN from ports of call outside the U. S. A., and which are to carry foreign stamps. Collectors, who wish to send covers and/or postal cards prepared by themselves for dispatch via the GRAF ZEPPELIN, and which are to receive German or Brazilian stamps, may send these covers and postal cards to this office. Such covers and postal cards must reach this office by noon on September 29th, if they are to be dispatched from Rio de Janeiro, Brazil. For dispatch from Friedrichshafen with German stamps, they must reach this office not later than noon, October 4th. Covers and cards so received will be listed and forwarded to the offices of Luftschiffbau Zeppelin in Germany or Rio de Janeiro, Brazil where the proper foreign postage stamps will be affixed, and the mail delivered for dispatch via airship. Mail sent in this manner will reach the addressee in the United States or abroad by regular postal delivery. Covers and/or postal cards prepared for dispatch from Pernambuco cannot be accepted, as there is no suitable steamer connection to connect with the GRAF ZEPPELIN'S sailing from that port.

### LATE ORDERS

Orders to accommodate latecomers and those who do not wish to pre-

Graf Zeppelin stamps. It is to be specially noted that letters and post cards to be dispatched by the return flight should be sent only to Chicago or Akron. Letters and post cards for dispatch by the Graf Zeppelin must show, in

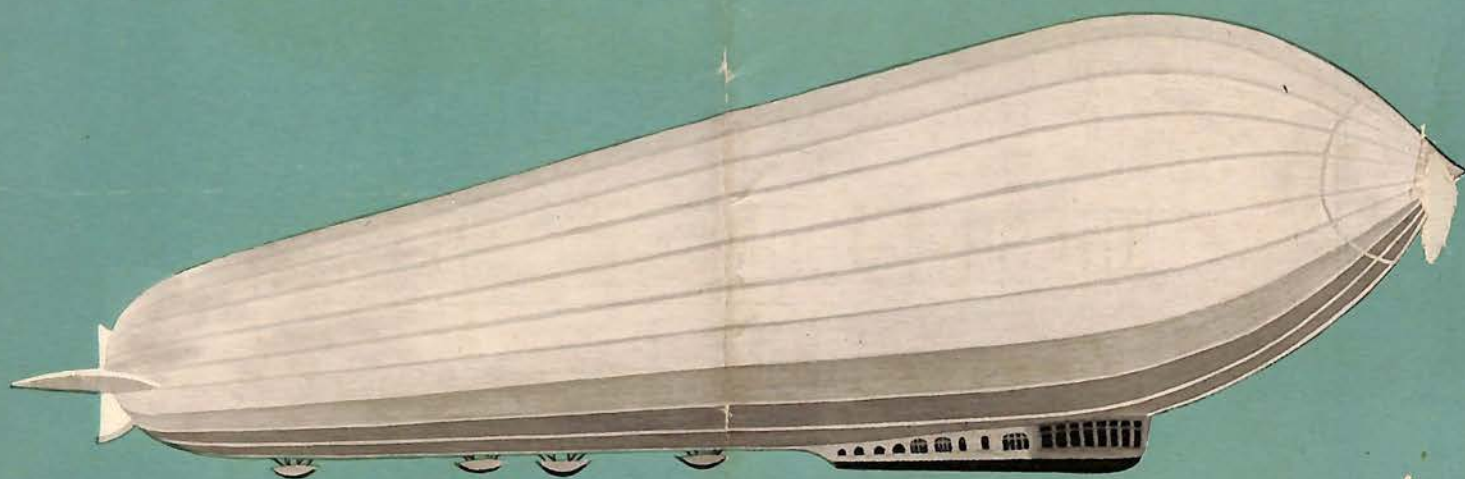


# **ZEPPELIN**

## **PASSENGER TRIPS**

# **ZEPPELIN**

## **PASSENGER TRIPS**



HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE





**S**EEING THE WORLD FROM ABOVE, from an airship gliding calmly through the circumambient ether is an event with which nought else is fully comparable. When the majestic airship leaves her moorings and soars gracefully aloft to the rhythmical music of her motors, the narrowed horizons and constant unrest of the daily life below is left behind and forgotten for a time. Nowhere is there such a sensation of freedom and high spirits as when passing over the lands below in the mighty air-cruiser, and, whether north or south, east or west, the view sweeps from horizon to horizon and notes the country dotted with cities, villages, or cultivated fields or terminating awhile in a range of highlands or a chain of mountain tops. Streamlets, rivers, come from afar and course like silver threads through the landscape and into the distance. The villages dotted here and there look like toys in their gay colourings, whilst the towns and cities spread out in greater radius but in more sombre hues. What we have regarded on earth as playing a part for itself, this city, that river, yonder mountain, all are revealed to us as we glance at them from above in all their associations of ideas. And with a trip above the sea it is similar; the coast line gradually disappears behind and in place of land an immensity in blue-green appears as far as the eye can reach, divided only by the white crests of the waves following one another in ceaseless movement. Up aloft in the airship the idea comprised in the term "sea" becomes manifest to the traveller in all its majestic fulness of meaning; it is not merely a circle surrounding a ship ploughing its way through the waves, but to the aeronaut it is an undivided surface, stretching from horizon to horizon and ever in motion. Whether the Zeppelin trip is over land or sea, the full intensity and the whole enchanting beauty of this new experience take possession of the traveller and he at last realizes what many generations before him had longed for, but longed for in vain; for him, the fortunate mortal of the present day, this wonderful experience is available in all exuberance.

The sure and certain travel of the well-tested and approved airship, the comfortable passenger accommodation, the beautiful cabins, social rooms and dining saloon, and last but not least the airship galley, which provides the Zeppelin passenger with excellently prepared foods, all serve to guarantee that this experience shall not be impaired in any way or disturbed by any inconvenience. It is the purpose of the following lines to draw attention in detail to these very important arrangements for passengers, especially for the long Zeppelin trips.





IM ZEPPELIN ÜBER DEN SÜDATLANTIK



DEUTSCHE ZEPPELIN-REEDEREI

NAME	
ZIEL	
ABFAHRT	BETT NR.

HAMBURG-AMERIKA LINIE · SYNDICATO CONDOR LTDA

Copyright







*Bird's-eye View of Lisbon*

If you wish to realize the speed, comfort, safety, reliability and economy of modern air transportation, there is no better way than to travel by Zeppelin.

\*

Information and bookings by

**HAMBURG-AMERICAN LINE  
NORTH GERMAN LLOYD**

their Agents and

**In 2 Days across the Atlantic**



**Deutsche Zeppelin-Reederei**



## WHY NOT TRAVEL BY ZEPPELIN?

*A Zeppelin trip is fast, interesting, comfortable, safe, yet inexpensive!*

The Zeppelin carries you from continent to continent in the shortest possible time. It takes three days to cross the South and only two days to cross the North Atlantic.

The airship adheres to her schedule with clocklike punctuality even under unfavorable weather conditions, and frequently even beats her own schedule.

By using the Zeppelin you will be able to carry out many a trip which you always thought you could not make for lack of time. You might even visit your overseas friends in person instead of arranging your business transactions by letter or cable, because of the advantage of personal contact.

You can complete the journey within ten days or within twenty days at most. A trip that used to take a few weeks can now be accomplished in several days.

If you desire to combine your Zeppelin trip with a few days of recreation and relaxation in the healthgiving sea air, you may make the outward or homeward trip on a German ship, availing yourself of special round trip tickets issued for the combined air and sea voyages.

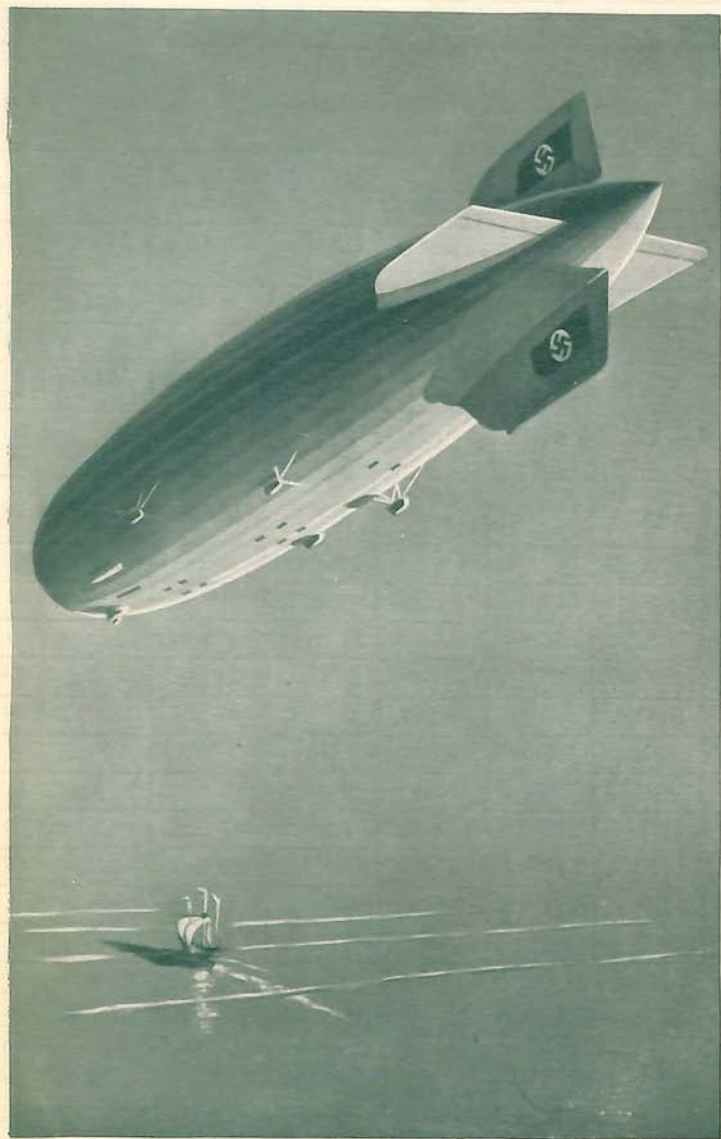
Use the German Zeppelin service for the carrying of mail and express shipments. You will save up to 75% of the time usually required — a circumstance that may often stand between success and failure.

A trip by Zeppelin will be an adventure that will linger long in your memory. The impressions you will receive en route are incomparably deep and novel. The scenery





DEUTSCHE ZEPPELIN-REEDEREI



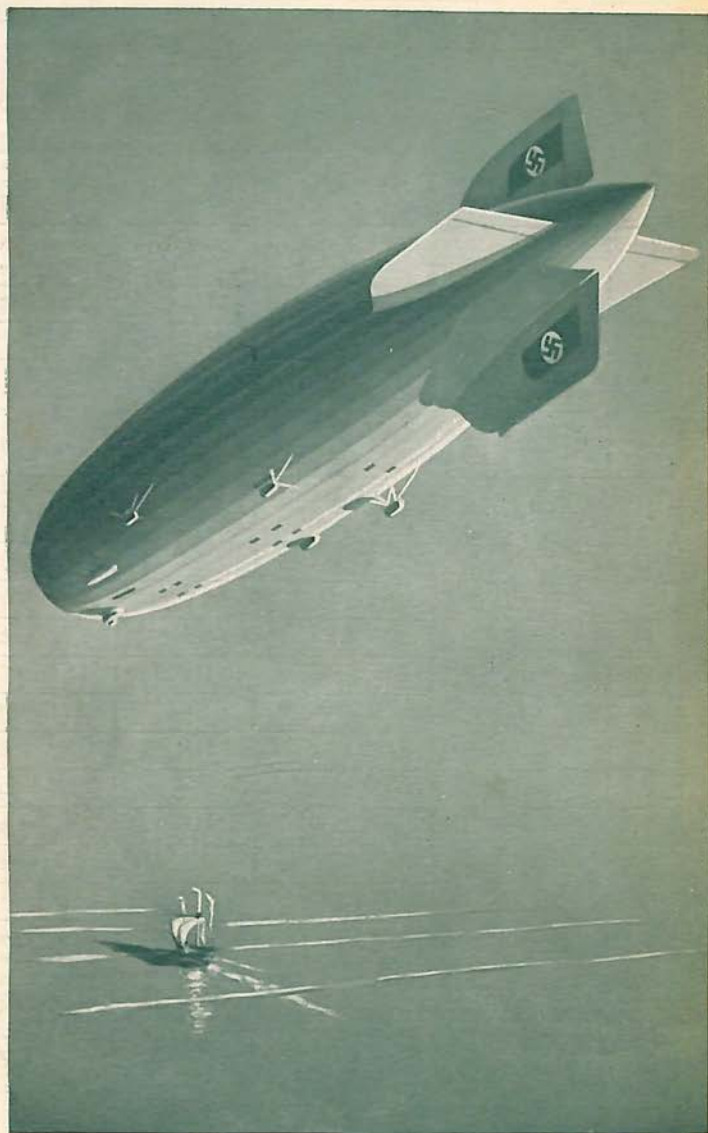
**SAILINGS**  
and Fares

of the TRANSATLANTIC SERVICE of the  
**DEUTSCHE ZEPPELIN-REEDEREI**

Issued June 1936

Subject to change without notice

DEUTSCHE ZEPPELIN-REEDEREI



**SAILINGS**  
and Fares

of the TRANSATLANTIC SERVICE of the  
**DEUTSCHE ZEPPELIN-REEDEREI**

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# South America Sailing Schedule

## EUROPE—SOUTH

ORIGINAL ZEPPELIN BROCHURE  
1936  
BG/EO 170-77  
JADY

Sailing	Carried: LC = first class mail, printed matter and parcels post AOP = only printed matter and parcels post	Service of the Deutsche Zeppelin-Reederei		
		Frankfort	Recife (Pernambuco)	Rio de Janeiro
		Wednesday/Thursday Leave	Saturday Arrive Leave	Sunday Arrive
7	LC	24/25 June	27 June	28 June
8	LC	8/9 July	11 July	12 July
9	AOP Olympic Sailing	20/21 July (by except. Monday/Tuesd.)	—	24 July (by exception Friday)
10	LC	29/30 July	1 August	2 August
11	LC	12/13 August (by exception from Friedrichshafen)	15 August	16 August
12	LC	26/27 August	—	30 August
13	LC	9/10 Sept.	12 Sept.	13 September
14	LC	23/24 Sept.	26 Sept.	27 September
15	LC	7/8 October	10 October	11 October
16	LC	21/22 October	—	25 October
17	LC	28/29 October	31 October	1 November
18	LC	4/5 November	—	8 November
19	LC	11/12 Nov.	14 Nov.	15 November
20	LC	18/19 Nov.	—	22 November
21	LC	25/26 Nov.	28 Nov.	29 November
22	LC	2/3 December	—	6 December

Subject to change without notice.

**Airship Service:** The South America service is principally maintained by the LZ 129 "Hindenburg" will probably make trips No. 9, 12, 16, 18, 20, 22. In offices of the Deutsche Zeppelin-Reederei and at all travel bureaus.

The airships depart from the Airplane and Zeppelin Airport Rhine-Main of trip No. 9 by exception during the night from Monday to Tuesday, and No. 10—22 during the night from Wednesday to Thursday. On the assemble at the Hotel Frankfurter Hof in Frankfort after 5 P. M., in the case Hotel at Friedrichshafen a. B.

Intermediate landings at Seville will only be made when necessary, i. e. if booked for Seville.

### Fares

for the Zeppelin Service (including meals)  
Frankfort Recife (Pernambuco) RM 1400.—, Frankfort — Rio

Airplane Connections maintained by Syndicato Condor Ltda.

Rio de Janeiro—Montevideo . . . . . RM 330.—

Rio de Janeiro—Buenos Aires . . . . . RM 350.—

Passengers using this connecting service stop overnight at Porto Alegre. Hotel expenses and transportation between airport and hotel are included in passenger fares.

Subject to change without notice.

Airplane Connections

Rio de Janeiro—S

(at prevailing rate

expenses in Porto

From Buenos Aires

starting from Buena

from Santiago to B

## Special Zeppelin Sailings to the United States 1936 by the Airship "Hindenburg"

From June to October a number of special Zeppelin voyages will be made from Frankfort to Lakehurst (near New York). The duration of the trip from Frankfort to Lakehurst is 2—3 days, while the return trip, after a stay at Lakehurst of 1—2 days, requires about 2—2½ days. The fare from Frankfort to Lakehurst or vice versa is RM 1,000.

Sailing No.	Frankfort Leave	Lakehurst Arrive	Lakehurst Leave	Frankfort Arrive
3	19/20 June	22/23 June	23/24 June	26/27 June
4	29/30 June	2/3 July	3/4 July	6/7 July
5	10/11 July	13/14 July	14/15 July	17/18 July
6	5/6 Aug.	8/9 Aug.	9/10 Aug.	12/13 Aug.
7	15/16 Aug.	18/19 Aug.	19/20 Aug.	22/23 Aug.
8	17/18 Sept.	20/21 Sept.	21/22 Sept.	24/25 Sept.
9	26/27 Sept.	29/30 Sept.	30/1 Oct.	3/4 Oct.
10	5/6 Oct.	8/9 Oct.	9/10 Oct.	12/13 Oct.

Subject to change without notice

Ask for our special illustrated folder

For information and reservations apply at the offices of the

Deutsche Zeppelin-Reederei

10, Hindenburgplatz, Frankfort o. M.

Tel.: 32288; nights and Sundays: 60221

16, Unter den Linden, Berlin W 8

Telephone: A 1 Jäger 1935—36

Friedrichshafen a. B., Telephone: 851

Telegrams: Zeppelinreeder

and

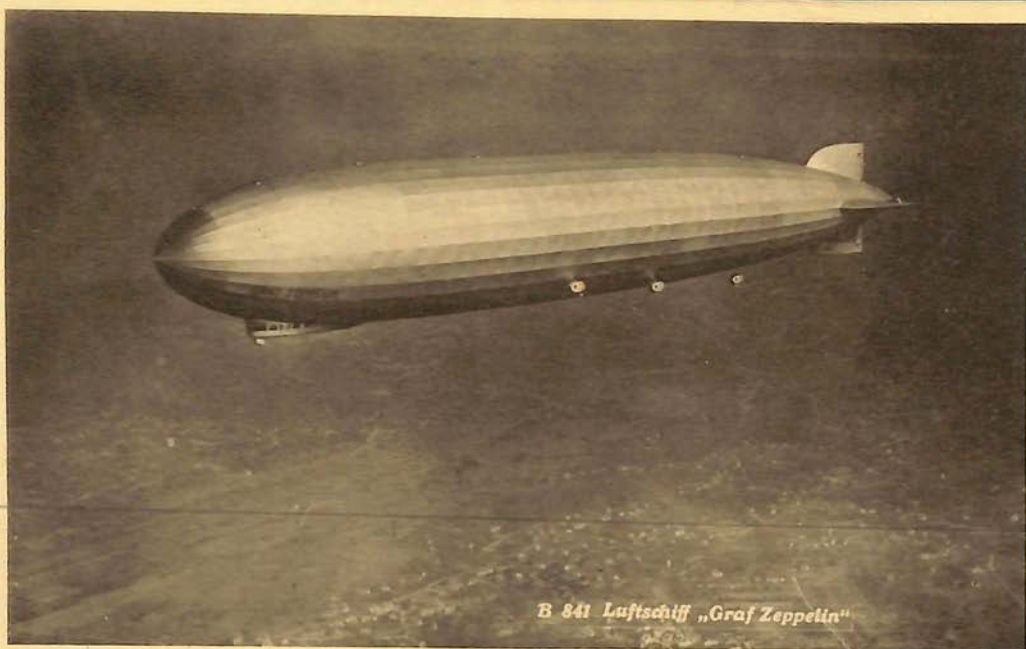
Hamburg-American Line  
Hamburg



GENERAL AGENTS

HAMBURG-AMERICAN LINE

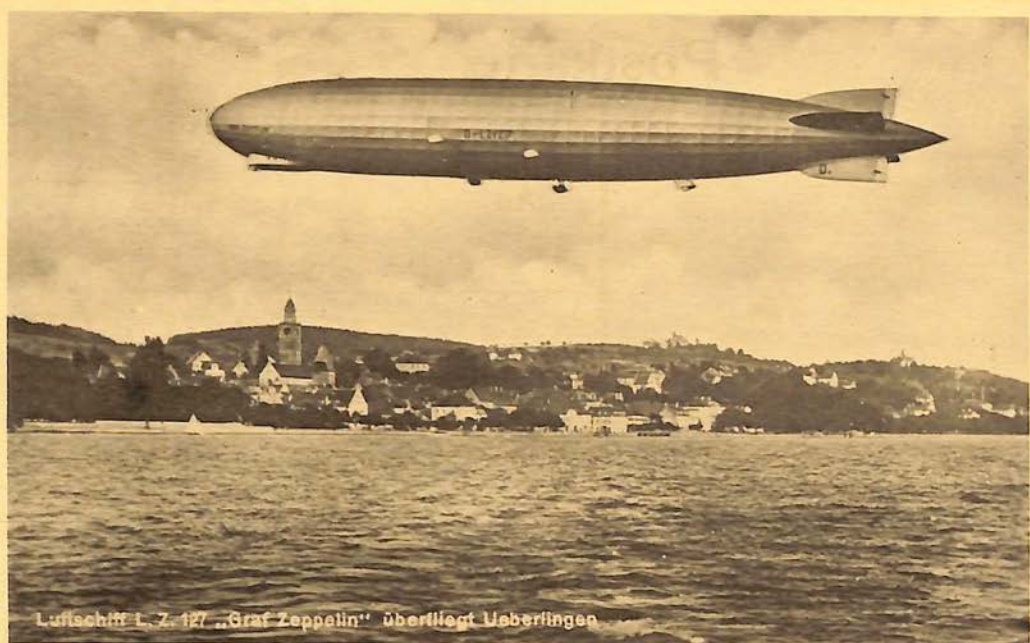
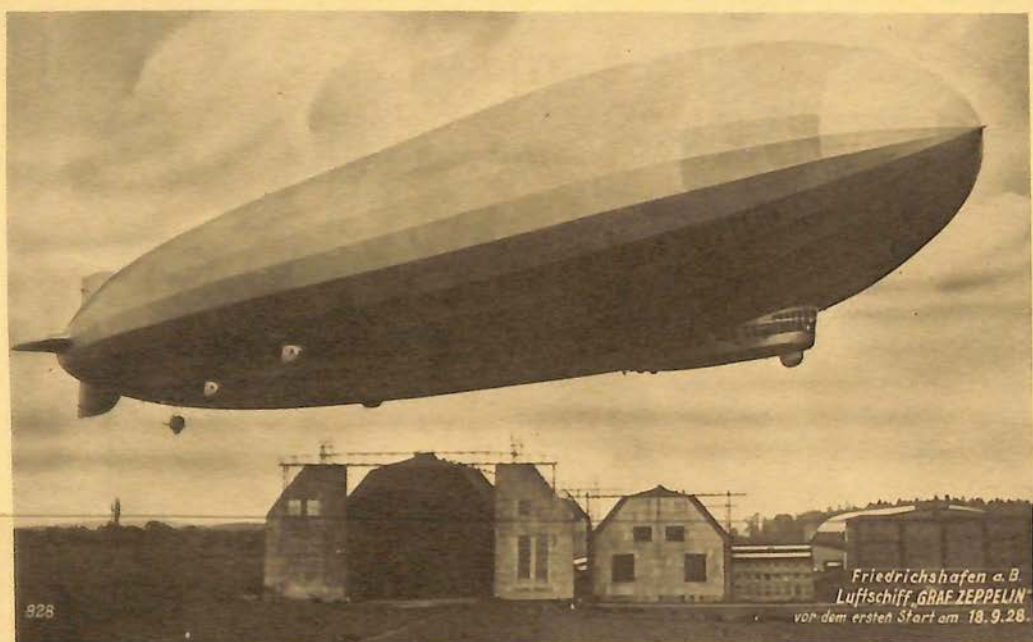




B 841 Luftschiff „Graf Zeppelin“













# SPECIAL MAIL

FOR THE FIRST ARCTIC AND NORTH POLE VOYAGE  
OF THE AIRSHIP

## "GRAF ZEPPELIN"

Also Drop Mail to the Submarine "NAUTILUS" on or about July 15th, 1931

### ITINERARY OF VOYAGE

The German Airship "Graf Zeppelin" will start from Friedrichshafen, Germany, on her first voyage to the Arctic Ocean and the North Polar region on or about July 15th, 1931. The first stop on this voyage will be at Berlin for the purpose of replenishing the fuel supply. The second stop will be at Leningrad for the same reason. The airship will then proceed North to the Coast of Northern Siberia, then on over the Arctic Ocean to Franz Josephs Land and Nicholas II Land. From Franz Josephs Land the ship will cruise over the Arctic Ocean toward the Polar Region, possibly as far as the North Pole. It is planned during this cruise for the ship to get in contact with and to meet the Wilkins-Ellsworth Expedition aboard the submarine "Nautilus". The "Nautilus" is scheduled to sail from Spitzbergen on or about July 12th.

It is furthermore planned to meet a Russian Expedition of scientists aboard an icebreaker of the Russian Government, which will be operating in the Arctic Ocean during the months of July and August.

By arrangement with the German Post Office Department, the airship "Graf Zeppelin" will carry mail on this trip. It is planned, if contact with the "Nautilus" and the Russian icebreaker is established, to transfer mail from the airship to the submarine and the icebreaker, which mail will then be carried back by the submarine and the icebreaker.

The Russian Government established last year on Franz Josephs Land a meteorological observation camp, which is also an authorized post office. This is the northernmost post office in the world, only about 500 miles from the North Pole. The "Graf Zeppelin" will carry on board amongst others, a Russian scientist, who will be let off the "Graf Zeppelin" at Franz Josephs Land to join the meteorological station there. Another member of that station will be taken aboard the "Graf Zeppelin" in exchange at that point. At the same time mail will be delivered. This mail will receive a Russian cachet in the Franz Josephs Land post office and will be returned by means of dog sleds and icebreaker some time later during the summer.

In order to enable American philatelists to take advantage of this special service and to dispatch letters and postcards by the "Graf Zeppelin" on this trip, this office will collect such mail under the conditions set forth below and attend to its proper dispatch by the "Graf Zeppelin". A guarantee for the proper return to the sender and/or addressee of the mail so received by us and dispatched by the Airship is expressly excluded. Covers and postcards received at this office, properly addressed and marked, will be sent to our agents or offices in Friedrichshafen and/or Berlin, Germany, by registered mail, there to receive proper German air mail postage stamps. The mail will then be placed into the hands of the German postal authorities and, after making the trip, be returned to the addressee by ordinary mail.

The rates per letter at which mail will be carried are as set forth below. A surcharge of 10c for each letter and 5c for each postal card will be assessed on the rates as set forth, to cover the cost of handling, assorting and numbering the mail, forwarding it by registered mail to Germany, affixing the stamps in Germany and delivering it to the German Postal Authorities:

	German Postage in Reichsmark:	Equivalent in (U. S.) (Currency)	Surcharge for handling:	Total Cost:
Friedrichshafen via Arctic to Friedrichshafen, Roundtrip .....	4.—	\$1.—	10c	\$1.10
Berlin via Arctic to Berlin, Roundtrip .....	4.—	1.—	10c	1.10
Berlin via Arctic to Friedrichshafen, Roundtrip .....	4.—	1.—	10c	1.10
Friedrichshafen, drop mail to submarine "Nautilus" .....	8.—	2.—	10c	2.10
Berlin drop mail to submarine "Nautilus" .....	8.—	2.—	10c	2.10
Berlin drop mail to Franz Josephs Land .....	4.—	1.—	10c	1.10
Friedrichshafen drop mail to Franz Josephs Land .....	4.—	1.—	10c	1.10
Friedrichshafen drop mail to Russian icebreaker .....	4.—	1.—	10c	1.10
Berlin drop mail to Russian icebreaker .....	4.—	1.—	10c	1.10

### ALL POSTAL CARDS AT HALF RATE

Special cachets for this first Arctic voyage will be used on the mail carried.

This office has made arrangements with the consent of the U. S. Postal Authorities to collect, list and number letters and postal cards which are addressed to be dispatched via "Graf Zeppelin" from ports of call in Germany to forward them to Germany and to affix German stamps prior to dispatch via Airship. The flight will start on or after July 15th. All letters and postal cards that are to be dispatched via "Graf Zeppelin" from either Friedrichshafen or Berlin and to bear German postal stamps, must be marked: via "Graf Zeppelin" from (place of departure) to (place of destination or ship to which mail is to be dropped). They should carry a proper mailing address in the U. S. or elsewhere.

All letters and postcards for mailing at Friedrichshafen or Berlin should be sent to the undersigned office under cover, enclosing certified check or money order to the amount of the applicable rates. This office will then assort, list and number letters and cards, and dispatch them to their agents or offices at Friedrichshafen or Berlin. The respective agents or offices will affix the proper stamps and deliver the mail to the German postal authorities in charge.

These arrangements have been made as a matter of convenience to collectors, and the dispatch by the Airship "Graf Zeppelin" is not guaranteed. Mail to be dispatched via "Graf Zeppelin" with German stamps at Friedrichshafen or Berlin should be mailed to reach this office not later than Friday, July 10th, at 12.00 Noon.

Should the "Graf Zeppelin" fail to establish contact with the submarine "Nautilus" or with the icebreaker or with the meteorological station at Franz Josephs Land, or if the Airship establishes contact, but for any reason whatsoever is unable to drop the mail addressed to said station or ship, such mail will remain aboard the "Graf Zeppelin" and be returned from the first port of call in Germany to the addressee. No guarantee will be assumed that the mail will be dropped as per schedule. It is expressly understood that the senders of mail will have no claim originating from or based on the use of this service.

MAIL EARLY; DON'T MISS LAST MAILING DATE!

## LUFTSCHIFFBAU ZEPPELIN G. m. b. H.

F. W. von MEISTER, Special U. S. Representative

578 MADISON AVENUE, NEW YORK, N. Y.

Telephone PLaza 3-5160