



Flight No	Frankfurt (departure)	Lakehurst (arrival)	Distance
14	04:33 17 May 1936	11:03 20 May 1936	7238 km
Postmarks	On board cancel 17 May 1936, Haganan receiving cancel 21 May 1936 (reverse)		
Mail posted on 2 <sup>nd</sup> Hindenburg flight to North America.			



Flight No	Lakehurst (departure)	Frankfurt (arrival)	Distance
15	03:05 21 May 1936	03:13 23 May 1936	6560 km
Postmarks	On board cancel 21 May 1936, Paris 23 May and Manha 26 May 1936		
Cover posted on return of 2 <sup>nd</sup> Hindenburg flight from North America. Cover carried to South America by Air France flight via Paris.			



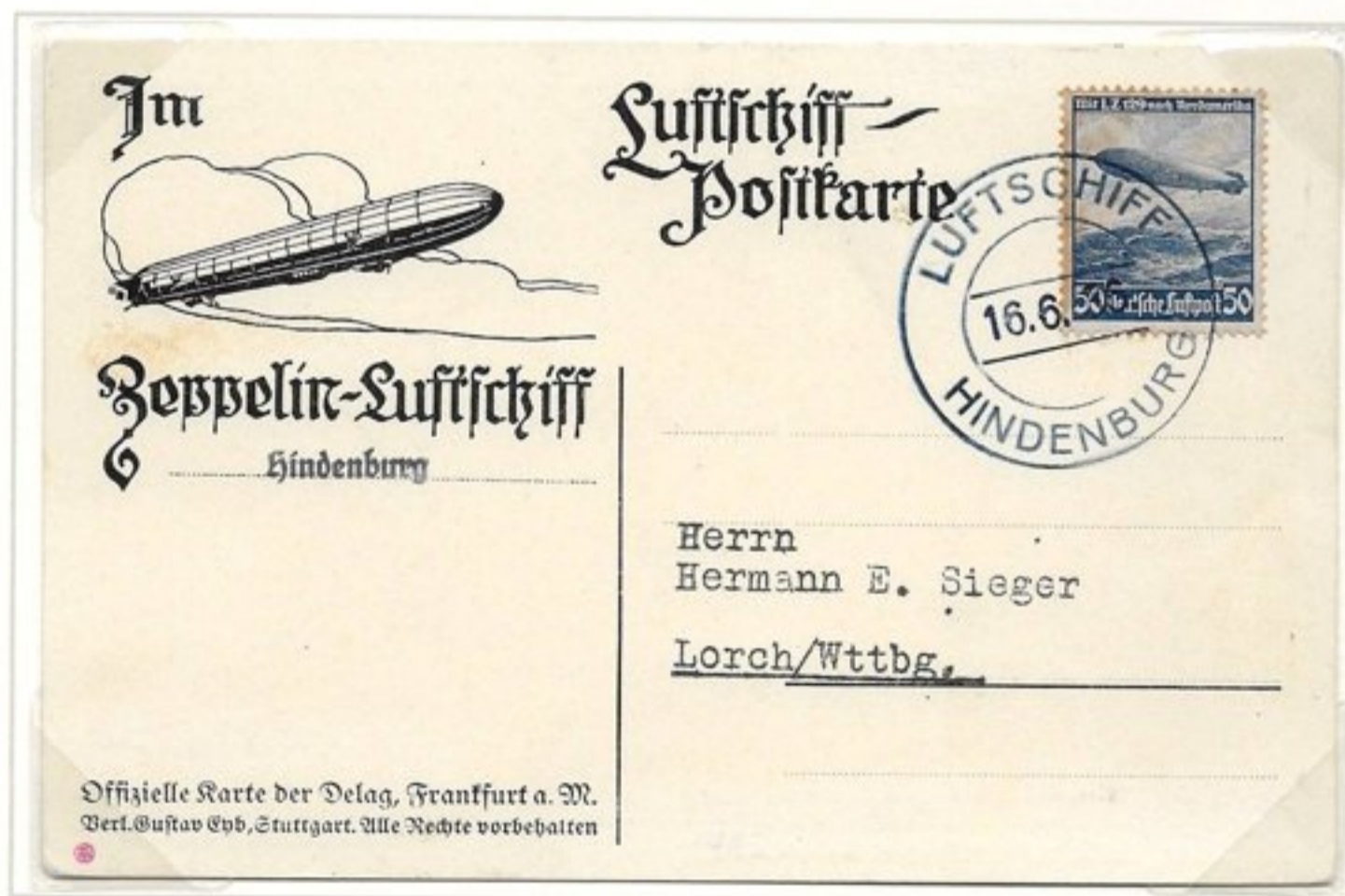
Flight No	Frankfurt (departure)	Rio de Janeiro (arrival)	Distance
16	19:40 25 May 1936	08:53 29 May 1936	10500 km
Postmarks	On board cancel 21 May 1936, Rio de Janeiro 29 May 1936 (reverse)		
<i>Cover posted on outward leg 2<sup>nd</sup> Hindenburg flight to South America. 29 passengers carried. Card and cover(below) correctly franked at 1.4 and 1.5 RM..</i>			



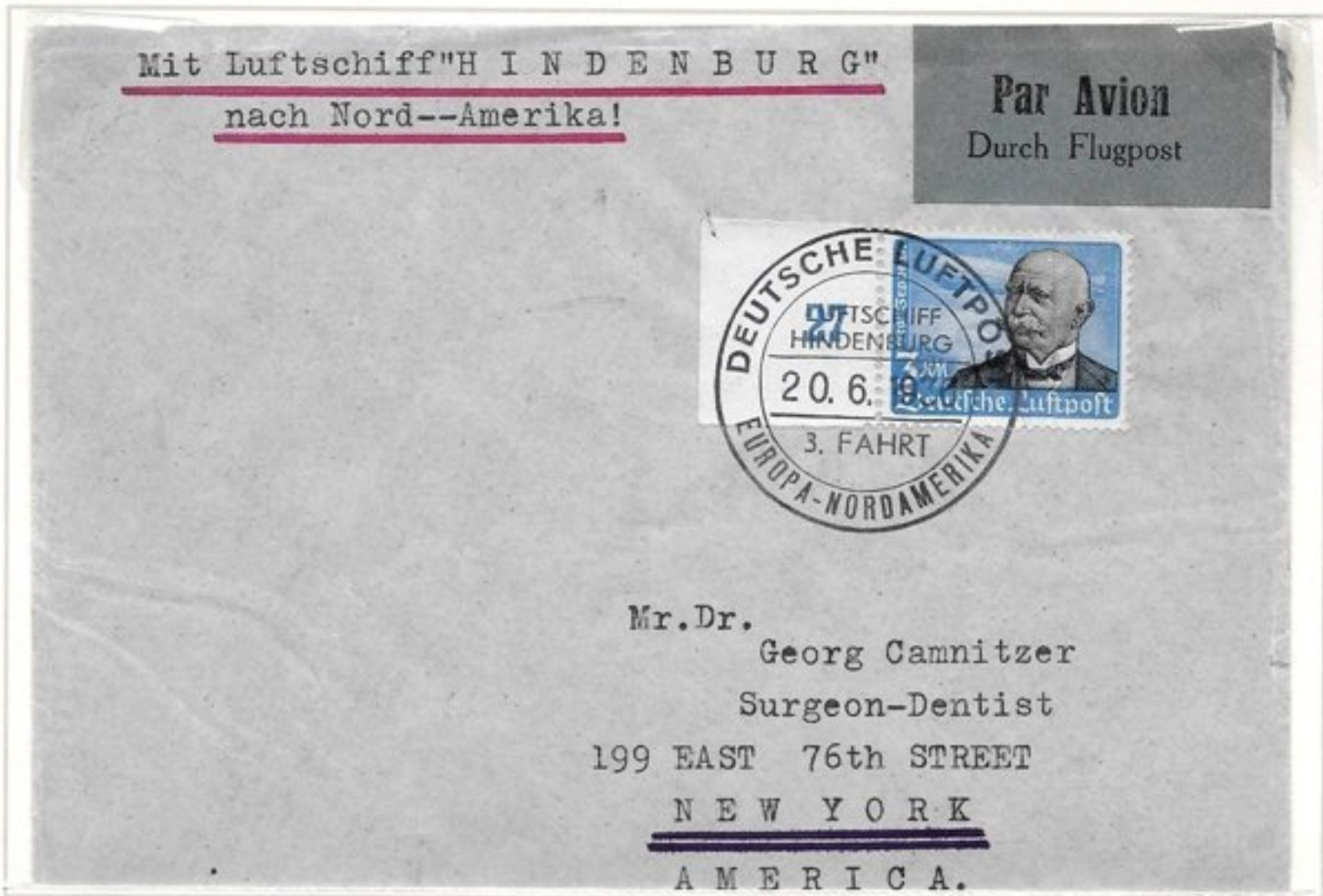
Flight No	Rio de Janeiro (departure)	Frankfurt (arrival)	Distance
17	09:43 30 May 1936	07:00 3 June 1936	10,301 km
Postmarks	On board cancel 31 May 1936,		
<i>Cover posted on return leg of 2<sup>nd</sup> Hindenburg flight from South America, correctly franked at 1.5 RM.</i>			



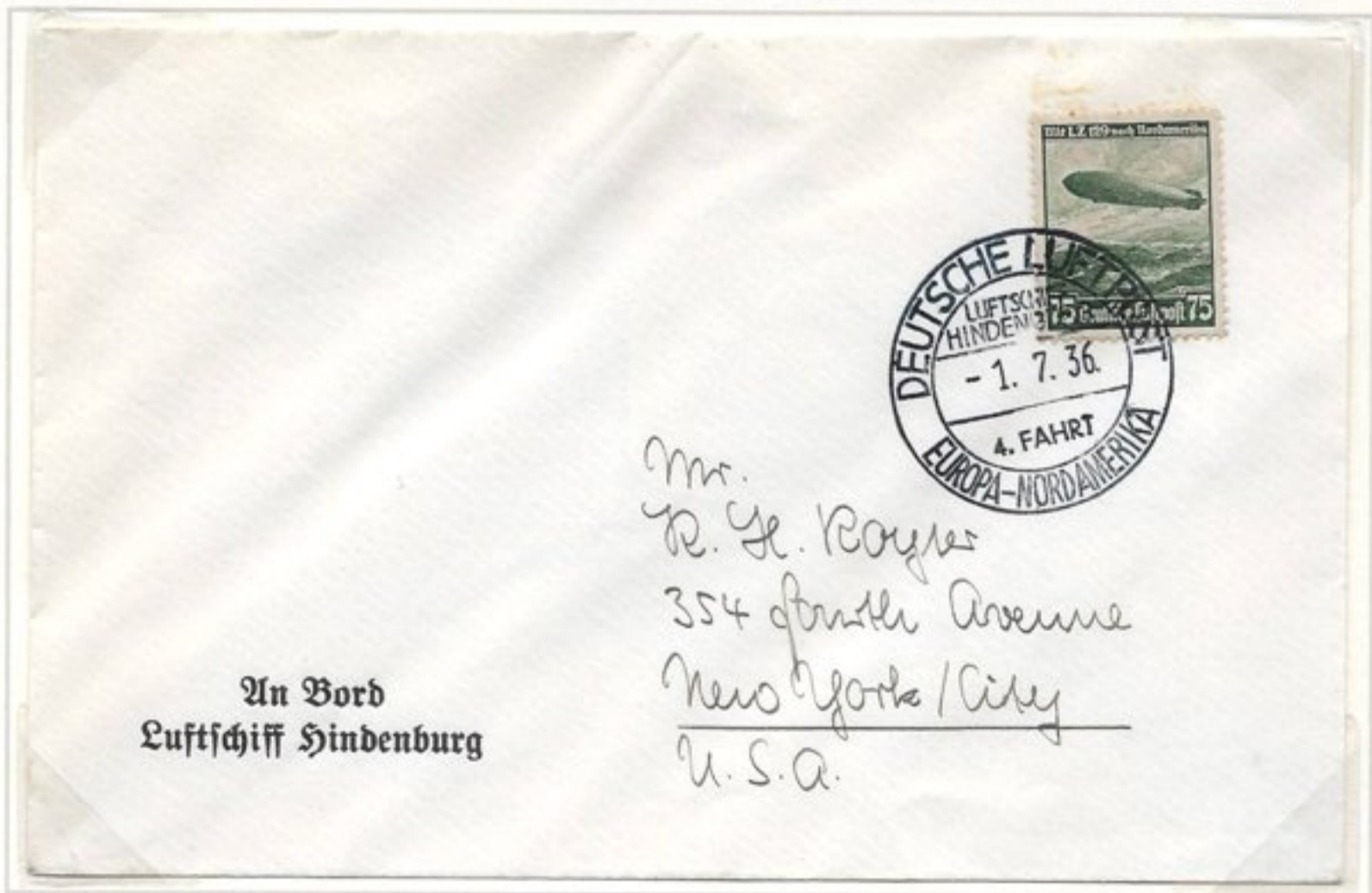
Flight No	Frankfurt (departure)	Löwental (arrival)	Distance
18	08:29 5 June 1936	15:40 5 June 1936	661 km
Postmarks	On board cancel 5 June 1936.		
<i>Card posted on flight from Frankfurt to Löwental, which became the base for the next transatlantic flight. Correctly franked 50Pf for domestic flight.</i>			



Flight No	Löwental (departure)	Löwental (arrival)	Distance
19	07:54 16 June 1936	17:02 16 June 1936	976 km
Postmarks	On board cancel 16 June 1936		
<i>Card posted on round trip from Löwental. This was a chartered flight by the weapons manufacturer Krupp. Correctly franked 50Pf for domestic flight.</i>			



Flight No	Frankfurt (departure)	Lakehurst (arrival)	Distance
22	20:52 19 June 1936	10:22 22 June 1936	6837 km
Postmarks	On board cancel 20 June 1936.		
<i>Cover posted on 3<sup>rd</sup> Hindenburg flight to North America. Franked at 10g rate.</i>			



Flight No	Frankfurt (departure)	Lakehurst (arrival)	Distance
24	04:29 30 June 1936	09:18 2 July 1936	6877 km
Postmarks	On board cancel 1 July 1936.		
<i>Cover posted on return of 4<sup>th</sup> Hindenburg flight to North America.</i>			



Flight No	Frankfurt (departure)	Rio de Janeiro (arrival)	Distance
30	20:07 20 July 1936	09:45 24 July 1936	10,324 km
Postmarks	On board cancel 21 July 1936, Rio de Janeiro receiving cancel 24 July 1936.		
Card posted on outward leg of 3 <sup>rd</sup> Hindenburg to South America.			



Flight No	Rio de Janeiro (departure)	Frankfurt (arrival)	Distance
31	09:44 25 July 1936	10:19 29 July 1936	10,246 km
Postmarks	On board cancel 27 May 1936,		
Cover posted on 3 <sup>rd</sup> Hindenburg return flight from South America, correctly franked at 1.4 RM.			

FIRST OF SERIES OF RED FLIGHT CACHETS FOR NORTH AMERICA FLIGHTS



Flight No	Lakehurst (departure)	Frankfurt (arrival)	Distance
36	06:32 20 Aug. 1936	02:21 22 Aug. 1936	6545 km
Postmarks	On board cancel 21 Aug. 1936, Frankfurt (Main) CDS 22 Aug. 1936.		
<i>Card posted on 7<sup>th</sup> Hindenburg return flight from North America. Card sent by George Craven, personal message on reverse. Correctly franked at 65Pf.</i>			



Flight No	Frankfurt (departure)	Rio de Janeiro (arrival)	Distance
37	04:54 27 Aug. 1936	20:53 30 Aug. 1936	10636 km
Postmarks	On board cancel 27 Sept. 1936, Rio de Janeiro 30 Aug. 1936.		
<i>Cover posted on 4<sup>th</sup> Hindenburg flight to South America. 45 passengers carried.</i>			



Flight No	Rio de Janeiro (departure)	Friedrichshafen (arrival)	Distance
38	02:50 4 Sept. 1936	16:43 8 Sept. 1936	6799 km
Postmarks	On board cancel 5 Sept. 1936.		
<i>Card posted on return of 4<sup>th</sup> Hindenburg flight from South America. 42 passengers carried.</i>			



Flight No	Frankfurt (departure)	Lakehurst (arrival)	Distance
43	19:42 26 Sept. 1936	06:56 29 Sept. 1936	6899 km
Postmarks	On board cancel 29 Sept. 1936.		
<i>Card posted on 9<sup>th</sup> Hindenburg return flight to North America, correctly franked at 65Pf.</i>			



Flight No	Frankfurt (departure)	Lakehurst (arrival)	Distance
45	18:35 5 Oct. 1936	21:10 7 Oct. 1936	6799 km
Postmarks	On board cancel 5 Oct. 1936, Frankfurt 7 Oct. 1936.		
Card posted on return of 10 <sup>th</sup> Hindenburg flight from North America. Correctly franked at 75Pf. (2Pf reverse)			

**Verlag Jos. F. Rimpler**  
**„Glas und Keram“**  
 (Anz.-Abt.)

**HAIDA (Böhmen)**  
**Tschechoslowakei.**

Flight No	Recife (departure)	Frankfurt (arrival)	Distance
50	07:04 30 Oct. 1936	23:24 2 Nov. 1936	8322 km
Postmarks	On board cancel 1 Nov. 1936.		
Card posted on 5 <sup>th</sup> Hindenburg return flight from South America, correctly franked at 1.5 RM. 54 passengers.			



Flight No	Frankfurt (departure)	Rio de Janeiro (arrival)	Distance
51	17:25 5 Nov. 1936	17:15 9 Nov. 1936	10,473 km
Postmarks	On board cancel 7 Nov. 1936, Rio de Janeiro CDS 9 Nov. 1936.		
<i>Card posted on outward leg of 6<sup>th</sup> Hindenburg flight to South America. 37 passengers carried on this flight. Correctly franked at 1.4 RM for card.</i>			



Flight No	Frankfurt (departure)	Rio de Janeiro (arrival)	Distance
53	07:29 25 Nov. 1936	06:38 28 Nov. 1936	11,188 km
Postmarks	On board cancel 25 Nov. 1936, Rio de Janeiro CDS 28 Nov. 1936		
<i>Cover posted on 7<sup>th</sup> Hindenburg flight to South America, 54 passengers carried on this flight. Correctly franked at 1.5 RM for cover.</i>			

# Hindenburg LZ-129

# END OF AN ERA 1937

# (FLIGHTS 59 & 60)

The Hindenburg airship made one final trip to South America in 1937 just prior to the first 1937 flight to Lakehurst, New Jersey, where the airship caught fire as it attempted to land, resulting in 37 fatalities. The airship had 36 passengers and 61 crew of which 13 passengers and 22 crew perished, along with one on ground.



Flight No	Frankfurt (departure)	Rio de Janeiro (arrival)	Distance
59	19:28 16 Mar. 1937	12:17 20 Mar. 1937	10,125 km
Postmarks	On board cancel 16 Mar. 1937		
<i>Card posted on outward leg of the only 1937 Hindenburg flight to South America. 32 passengers.</i>			



Flight No	Rio de Janeiro (departure)	Frankfurt (arrival)	Distance
60	08:18 23 Mar. 1937	02:32 26 Mar. 1937	10,455 km
Postmarks	On board cancel 25 Mar. 1937		
<i>Cover posted on return leg of final Hindenburg flight to South America. 48 passengers carried.</i>			

# Hindenburg LZ-129

# END OF AN ERA 1937

# FLIGHT 63

A flight around Germany was planned for 1<sup>st</sup> May 1937 but this was abandoned because of adverse weather conditions. It was agreed carry any mail which had already been posted for this abandoned flight on the following flight bound for North America. This was to be dropped at Koln. The drop also included any domestic on board mail already posted on this flight. All mail, both posted prior to flight and posted on board, had the red flight cachet prepared for the abandoned flight plus a new red hand stamp detailing the cancellation due to weather conditions.



Flight No	Frankfurt (departure)	Lakehurst (arrival)	Distance
63	19:16 3 May 1937	00:24 7 May 1937	7150 km
Postmarks	On board cancel 1 May 1937, Koln receiving cancel 3 May 1937.		
<i>Cards posted and dropped at Koln during the final Hindenburg flight. 36 passengers carried/</i>			

## Mail Posted Onboard the Hindenburg Airship

The Hindenburg (LZ-129) was the largest airship built by the zeppelin company (Luftschiffbau Zeppelin GmbH) and operated by the Zeppelin airline (Deutsche Zeppelin-Reederei). It made its first flight on 4 March 1936 but flew for only 14 months before being destroyed by fire while landing at Lakehurst, USA on 6 May 1937. The airship made only 62 flights, including test flights, 10 trips to the US and 7 trips to South America. This airship carried up to 50 passengers and on board mail was that mail which was actually posted on board by passengers or crew.

Each flight had a post officer, who had the responsibility for managing the on board airship post office. The on board post office sold stamps and accepted mail. Passengers could either hand their mail directly to one of the stewards or drop in a post box in the main cabin of the airship. Mail was then either dropped at the appropriate scheduled point or retained until the airship landed at its destination. The "writing room" also had two type writers for passenger use.

### Scope of Exhibit

The scope of this exhibit is mail **posted on board** the Hindenburg airship (March 1936 to May 1937). The first flight to operate an on board post office was Flight 6 to Lowental.

### Importance of Exhibit

The Hindenburg airship had only 25 double berth bedrooms which could accommodate at most 50 passengers. This exhibit is composed of mail posted by these passengers or by crew members, which was a small portion of the overall mail carried by this airship. The airships rarely had full passenger capacity and on board mail is consequently among the more difficult usages to find.

### Exhibit Plan

The airship was designed for long distance flights to North and South America. Exhibit contains flights from at least one leg of all North America and South America flights, arranged chronologically up to the final flight. The remaining flights were test flights, propaganda flights or commercial contract flights within Germany.



Significant items  
in red box/red

Postcard of Hindenburg airship over Lake Constanz, published by Bildverlag J. Gass, Kunst and Ansichtskarten, Neuershausen. Card was produced in 1936 based on a real photograph

# Hindenburg LZ-129 FIRST NORTH AMERICA FLIGHT (FLIGHTS 12 & 13)

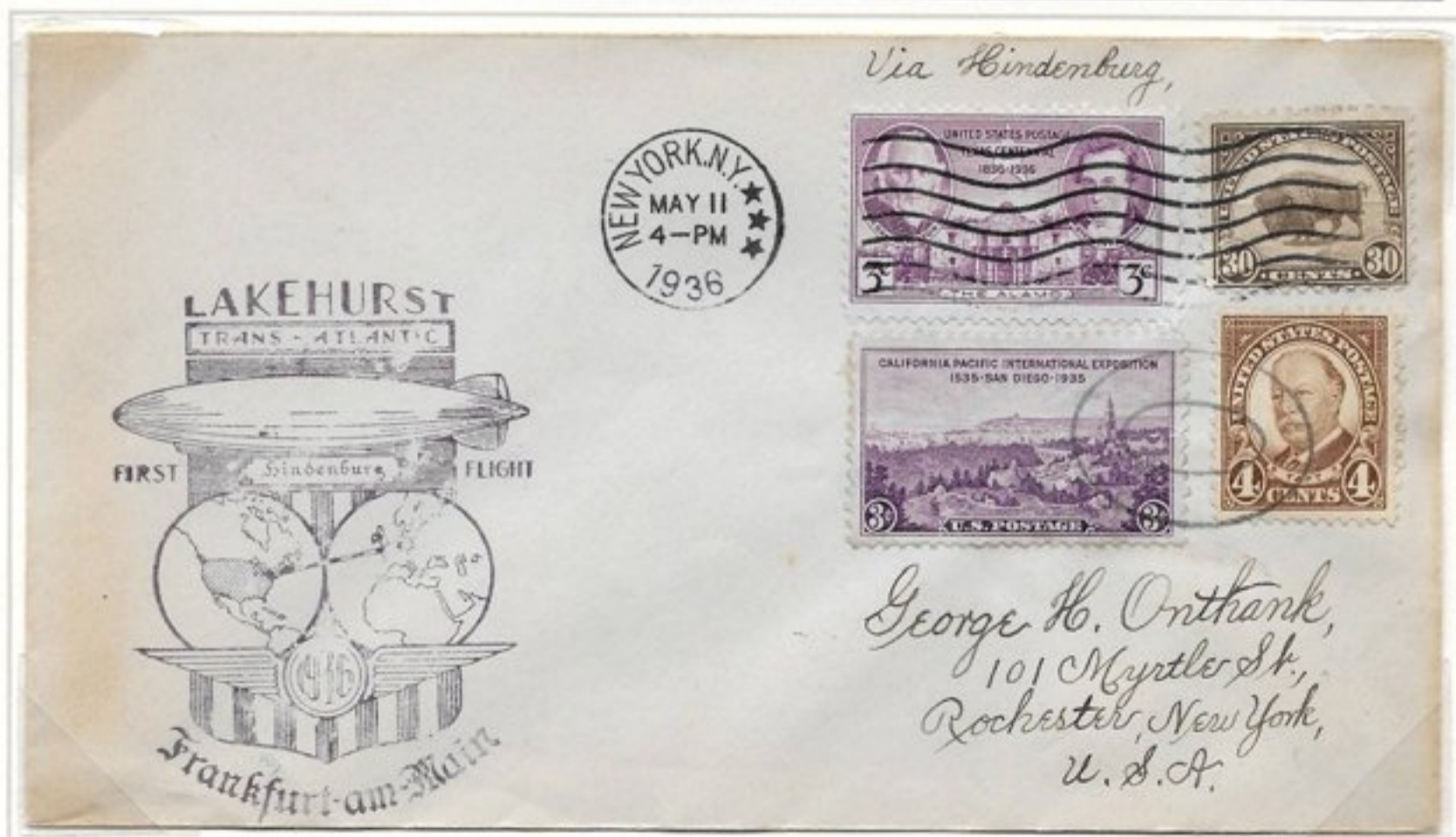
## Mail posted prior to flight – Non On Board Markings

A flight was defined as the distance between two landings, so every North America flight had two legs as it landed while in the US. The covers below are the outward and return legs of the First North America flight (May 1936). These are included to demonstrate the typical postmarks and cachets for **non on board mail**.



"d" in red cachet indicates mail was loaded on airship at Frankfurt.

Outward Leg			
Flight No	Frankfurt (departure)	Lakehurst (arrival)	Distance
12	20:30 6 May 1936	06:10 9 May 1936	7050 km
Postmarks	5 May 1936 Triesenberg Liechtenstein, Arrival CDS 9 May 1936 New York.		
<i>Mail carried on first Hindenburg flight to North America but posted prior to flight.</i>			



Return Leg			
Flight No	Lakehurst (Departure)	Frankfurt (Arrival)	Distance
13	03:28 12 May 1936	04:41 14 May 1936	6670 km
Postmarks	On board cancel 12 May 1936, Frankfurt receiving cancel 14 May 1936 (reverse)		
<i>Mail posted in US for return leg of first Hindenburg flight to North America.</i>			

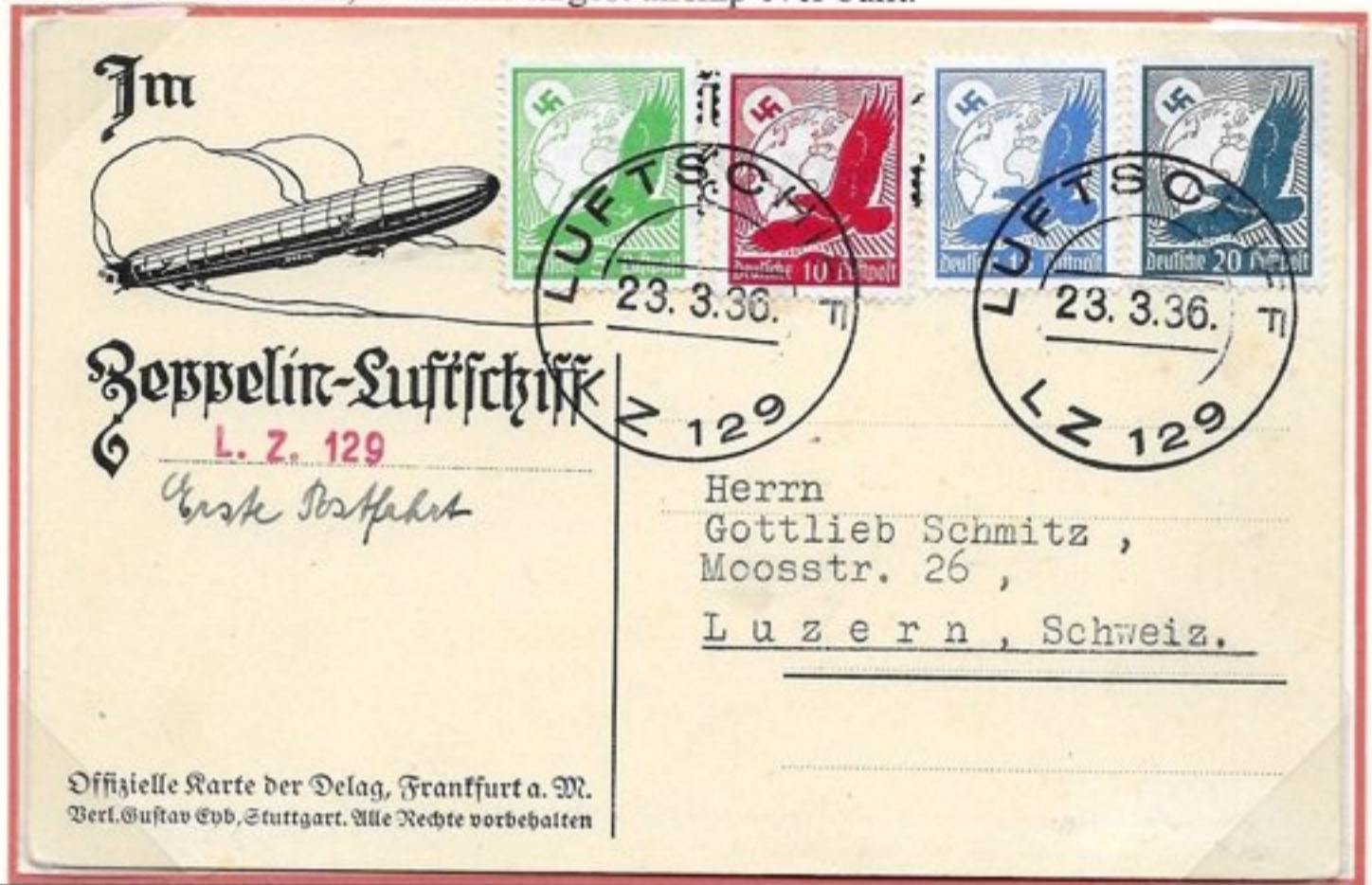
**Hindenburg LZ-129**

**GERMANY 1936**

**TEST FLIGHTS 6 & 8**

The Hindenburg measured 245m in length, had a maximum diameter of 41.2 m and had a hydrogen gas capacity of 200,000 cubic metres. When built, it was the largest airship ever built.

FIRST  
HINDENBURG  
ON BOARD  
HANDSTAMP



TEST FLIGHT			
Flight No	Friedrichshafen (departure)	Löwental (Arrival)	Distance
H 6	09:48 23 Mar. 1936	15:45 23 Mar. 1936	600 km
Postmarks	On board cancel 23 Mar. 1936		
<i>Card posted on 6<sup>th</sup> test flight of the Hindenburg and on the first flight to carry post and allow on board post. Card correctly franked at 50pf. Flight was over Lake Constance and card is addressed to Switzerland.</i>			



Flight No	Löwental (departure)	Löwental (arrival)	Distance
H 8	15:21 26 Mar. 1936	17:25 29 Mar. 1936	9880 km
Postmarks	On board cancel 29 Mar. 1936		
<i>Card posted on "Deutschlandfahrt", a propaganda flight across Germany demanded by the Nazi party. The airship was accompanied by the Graf Zeppelin LZ-127 on this flight.</i>			



SOUTH AMERICA ON BOARD HANDSTAMP

Flight No	Löwental (departure)	Rio de Janeiro (arrival)	Distance
9	05:32 31 Mar. 1936	09:12 4 Apr. 1936	10010 km
Postmarks	On board cancel 1 Mar. 1936., Rio de Janeiro receiving cancel 4 Apr. 1936.		

Card posted on 1<sup>st</sup> 1936 South America flight of the Hindenburg, correctly franked at 1.4 RM. This was also the first commercial passenger flight. 37 passengers carried.

NEW DOMESTIC ON BOARD HANDSTAMP



Flight No	Löwental	Frankfurt	Distance
11	15:20 4 May 1936	23:00 4 May 1936	848 km
Postmark	On board cancel 4 May 1936		

Cover posted on flight to Frankfurt which was the airport used for next flights to South America and to North America.

