



Third Reich Study Group Bulletin

July 2026, Volume LXI, Number 3, (#240)

The Best in German Philately:

- A Tribute to Dr. Jason Manchester
- The Hela Stamps
- The Luboml Stamps and their forgeries
- The World Leisure Congress of 1936
- Trivia: Hang on, it's a bumpy ride!
- And of course, AuctionWatch, Danzig, and even more!

Third Reich Study Group Bulletin

July 2026, Volume LXI, Number 3, (#240)

Look what's inside:

The Propaganda Cards of Dr. Jason

Manchester- We have lost one of the giants of German philately. In tribute to him and his contributions to our wonderful discipline, I am displaying in this issue and the next two, some of his rarest propaganda cards of WWII. Thank you, Jason! A job well done.

The Hela Stamps – As one of the most iconic stamps of the Third Reich, these “submarine” stamps have long befuddled collectors. With four variants, three printings, and scores of forgeries, this article will set the record straight.

The Luboml Stamps- While just a small town, these stamps from the Eastern Front have placed an outsized source of fascination for collectors. This article explains these stamps and their all-too-common forgeries. We will even speculate about how Luboml came to be a stamp haven.

And much more! We will talk about the World Leisure Congress of 1936, and feature *Trivia*, *AuctionWatch*, and *Danzig!*

Help! I strive to keep this website and journal free and accessible for everyone. I do not want to begin charging dues or putting up passwords and firewalls on this website. Philately should be for everyone! However, I could use a few dollars to cover expenses. You can support us by donating through PayPal on our website or by sending a check made out to Chris Kolker to 25 Parkwoods Drive, Norwich, CT 06360. Thank you for your continued support. You are what makes our study group great!

We invite submissions of all article types, including long and short pieces, as well as introductory material and expert contributions. We need them all! Please email your articles, scans, or ideas to kolkermd@att.net.

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But are they real?

Supposedly issued for the newly occupied Sudeten Lowlands in 1938, there is no official documentation that they were made by governing officials. Still, they show up a lot, even on covers that are now thought to be legitimate.

The Editor's Letter

To Our Esteemed Readers:

What a whirlwind it was! The World Stamp Expo has come and gone, and the Third Reich Study Group was well represented. We had over 20 membership inquiries, and since I am still doing this for free, we had over 20 happy customers. Both presentations on the topic were very well attended, and at the German Philatelic Society booth, I fielded countless questions about the website, journal, and Third Reich stamps in general.

But now it is time to take the next steps, and that means putting out a great July Bulletin. My focus is on the propaganda cards of Dr. Jason Manchester, an incredible collector and former leader of the German Philatelic Society. He was a giant in our field, and his presence will surely be missed. Please take a look at the sample of his collection we have published for you.

And please remember that while I don't charge for this, I do need a bit of financial assistance. Think about a small donation- just click on the "Donate Now" button at <http://www.trsg-usa.com> to get that done.

One more thing: my book, *Collecting Third Reich Material: A Systematic Review*, is out on Amazon and Barnes & Noble. Buy the book!!! I put my heart and soul into it, so just hit "Control" and click [here](#) to be taken to Amazon, where you can get a comprehensive overview of Third Reich Philately for just a few dollars.

Stay cool this summer, and the best way to do this is to stay inside and keep collecting!

Your Editor,

Chris

**Admission stamps for military mail with overprints Inselfpost or
Weihnachten 1944, on a stationary postcard of the Italian post in Rhodes -
Michel-No. 6, 8 II, 9, 10 B II, 12 III on GA P 51 -**

**The Michel-Nos. 6, 8 II, 9, and 10 B b II have genuine overprints. The postal
stationery Postcard and the military mail standard postmarks, which were
canceled for philatelic purposes and dated 25.12.44, as well as the "Rodi
* EGEO *" postmarks, are also genuine.**

**Regarding Michel No. 12, this is a private reprint made by using the
original overprint plate.**

**Michel-Nos 6 and 10 B show color abrasions. Michel-No 9 has a round
corner. The remaining condition is flawless.**

•••

Catalog: Michel 6, 8 II, 9, 10 B b II, 12 III

Catalog value: \$3,000

Condition: MH. current certificate Brunel

Stamps of the Third Reich

The Amtsblatt (announcement):

World Leisure Congress in Hamburg

Michel 622/623 and Scott 477-8

Amtsblatt No. 55, 19th June 1936

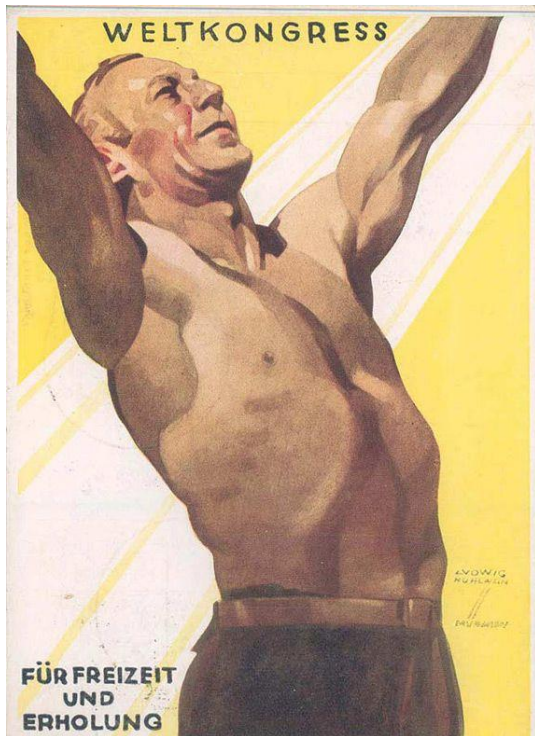
No. 170 /1936. New Postage Stamps.

The NS 'Strength through Joy' Association is sending out a general invitation to attend the World Congress for Leisure and Relaxation, to be held in Hamburg from the 23rd-30th July. To commemorate this event, the German Reichspost will issue a limited quantity of 6 Pfg and 15 Pfg stamps with an identical design, printed using the photogravure process and measuring 23 X 27.32 mm. The stamp colors are similar to definitive issues with the same face values. The graphic artist Sepp Semar of Berlin (Wilmerdorf) designed the stamps.

Illustrations of the stamps are shown below.



The stamps will be available at all Post Offices from the 30th June, and may be used on overseas correspondence. The Reichspost Directorates have special instructions regarding deliveries.



Background: During the mid-1930s, Hitler understood he had a working-class problem. Having suppressed all labor unions, he knew that he might face resistance among the working class, especially those who needed to work in the industrial areas critical for rearmament.

Furthermore, Hitler did not want to import luxury goods that such workers might want as rewards for their labor. Such imports would make workers more dependent on foreigners and could even lead to currency manipulation by outsiders, as was so critical in the 1920s.

Hitler had to find a way to appease the workers. Inside the Nazi party, the Strasserite faction grew, which combined the tenets of Nazism with a streak of populism that sounded more like Mussolini than Hitler. This was not acceptable to Hitler, who wanted any working-class ambitions sublimated to his greater good of ultimate world domination.

Thus, the Kraft durch Freude (KdF) was born. First started in 1933, Dr. Richard Ley, a chemist by trade, was appointed head of the KdF that same year. He was instructed to bring a Nazi “joy” to the workers to head off any opposition from the working class to total Nazi control.

What that meant was finding ways to channel the collective energy of the working class into pursuits like art, travel, entertainment, and culture, keeping them busy and satisfied. Of course, all these pursuits would promote the Nazi philosophy.



Dr. Richard Ley, head of the Kraft durch Freude (KdF)

Athletic pursuits were also emphasized, and in 1936, both the Winter and Summer Olympics were held in German-speaking areas of Central Europe. This further occupied the populace's energies, provided a source of national pride, and, of course, kept the population fit and skilled for future soldiering.

Ley was already head of the Arbeitsfront (Labor Front), which controlled the entire German labor force, and thus became the driving force for the average German's daily life. He controlled the work and the working hours as well as the approved leisure activities. It could be said he influenced the daily life of the 1936 German even more than Hitler himself.



The English poster for the World Congress for Leisure Time and Recreation. Since this was an international affair the rare poster in English was made and still survives

As mentioned in the previous *TRSG Bulletin*, one of the KdF's main services was organizing sea cruises for the working classes. Two ships were built for these services, including one named the Dr. Ley, and ten others were chartered for these cruises of the North and Mediterranean Seas. These cruises were cheap, popular, and indoctrinating, and became a focal point of Nazi propaganda. When war began, the service was quickly abandoned, and the ships became among the largest troop transports the Nazis used.

With the commencement of war, the KdF simply dissolved, as the Nazis focused on warfare. Ley focused on the Arbeitsfront, and he began and expanded a series of forced Labor camps throughout central Europe that became known for their cruelty and depravity.

Ultimately arrested after the war, Dr. Ley was transferred to Nuremberg in the summer after the war to stand trial for crimes against humanity because of the mass killings and deaths at these camps. On October 25, 1945, before

his trial could begin, Dr. Ley strangled himself in his cell, ending this sad chapter of human history.



A rare lapel pin from the 1936 World Congress for Leisure time and Recreation

The Propaganda Cards of Dr. Jason Manchester

A sampling

The Germany Philatelic Society and the Third Reich Study Group recently lost a true heavyweight. Dr. Jason Manchester, a Physical Chemist and alum of the Ohio State University, left a profound legacy in the discipline of German Philately. Author of countless articles for the *Specialist*, he covered both the breadth and depth of this challenging subject matter.

I was privileged to meet and work with him at several national conventions. He was warm, funny, and extremely knowledgeable. In other words, he is an ideal ambassador for German philately and a kind, warm human being. He left our organizations and the world better off for having been here.

Jason was kind enough to leave me with material that provided the basis of several articles. Here are some of his propaganda cards, and others will be shown in upcoming issues of the Bulletin.

Jason, thank you for your knowledge, your work, and your legacy. We truly stand on the shoulders of giants like you, and much of what I know is because of you.

Enjoy this tiny slice of his collection:

Propaganda Cards

During this era, many propaganda cards were issued to enhance and publicize the favorite themes of the Nazi party. Two groups of colonial propaganda cards are listed here. In the first group are cards having no date. The second contains those for which particular dated events are printed on the back, on the front or on the envelope in which they were issued. The cards with no dates are listed first. The RKB issued several cards and these are labeled as such. An RKB card must have some mention of the RKB on the back, on the front or on the envelope in which they were issued.

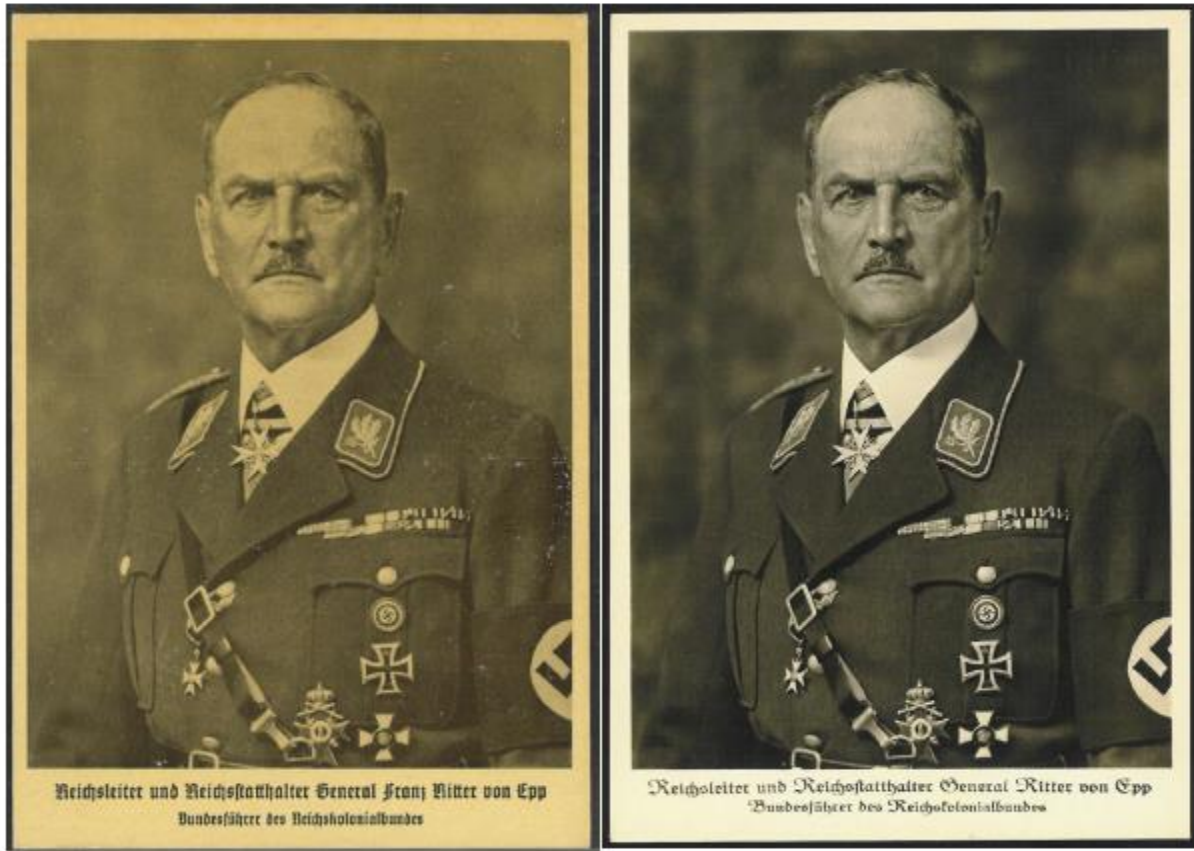


Fig. 39 Linz and Berlin Cards showing von Epp, the leader of the RKB .The card first is on buff stock and his name is printed: "General Franz Ritter von Epp". This card was issued by the Linz office of the RKB. The Berlin office of the RKB issued the same photograph on white card stock but here the name is: "General Ritter von Epp". Also the type fonts on the cards differ. Both cards are printed in black. -RKB



Fig. 40 Globe showing former African colonies and emblem of the RKB. "The Colonial Federation Calls for You also!" - RKB (red, black and blue)

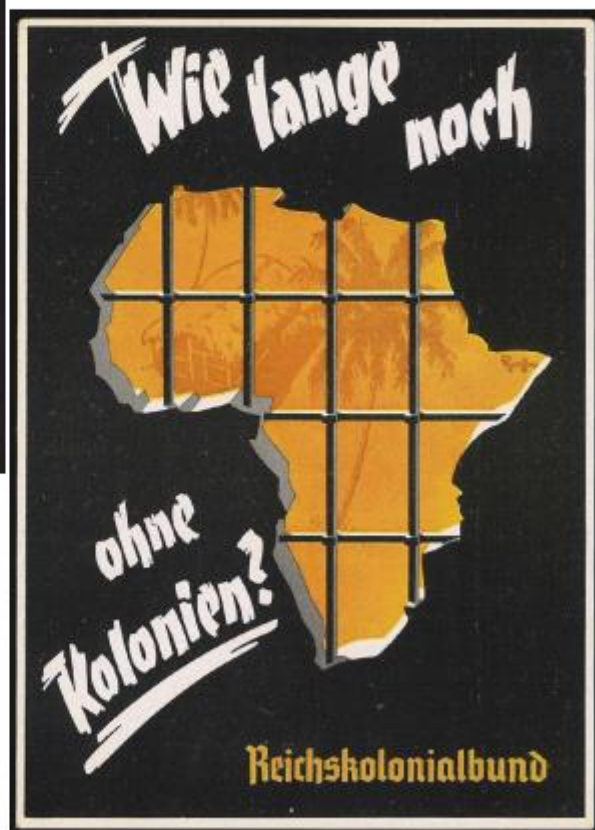


Fig. 41 "How much longer without Colonies?" Colonial Federation -RKB (black and gold also black and yellow)

Fig. 42 "Germany, Your Colonies! Become a member of the Colonial Federation!" -RKB (red, black, blue, and green)

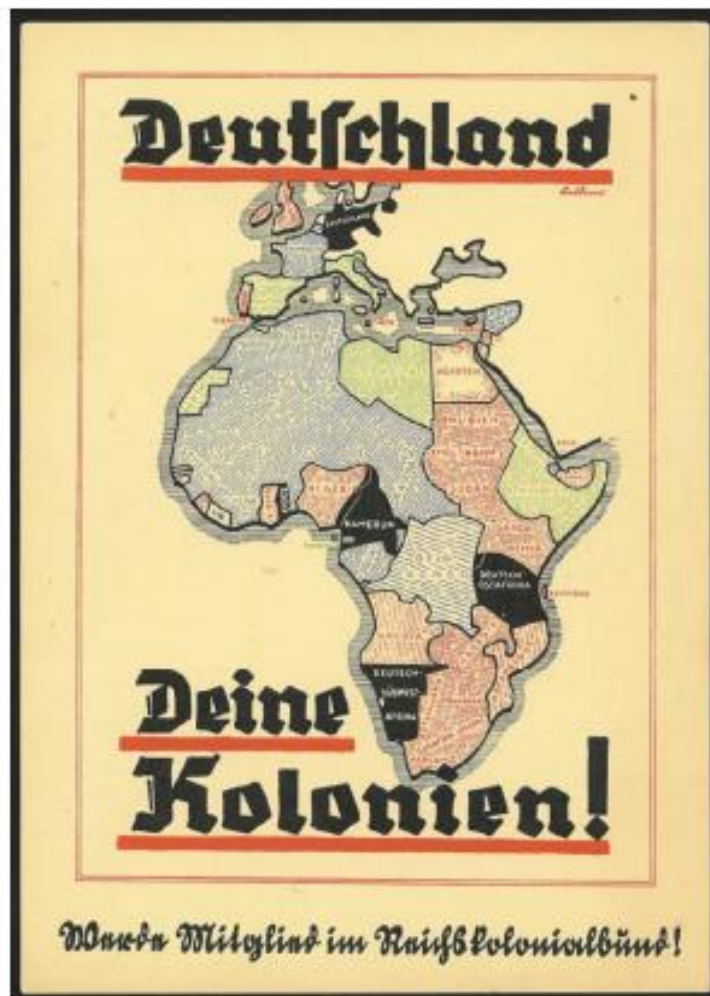




Fig. 43 "Also Here lays Our Lebensraum" plus a quote from Adolph Hitler. Note both the Imperial and the Nazi flags (red, black, and blue)



Fig. 44 Similar to the previous card but without the Imperial flag and quote. (red, black, and grey)

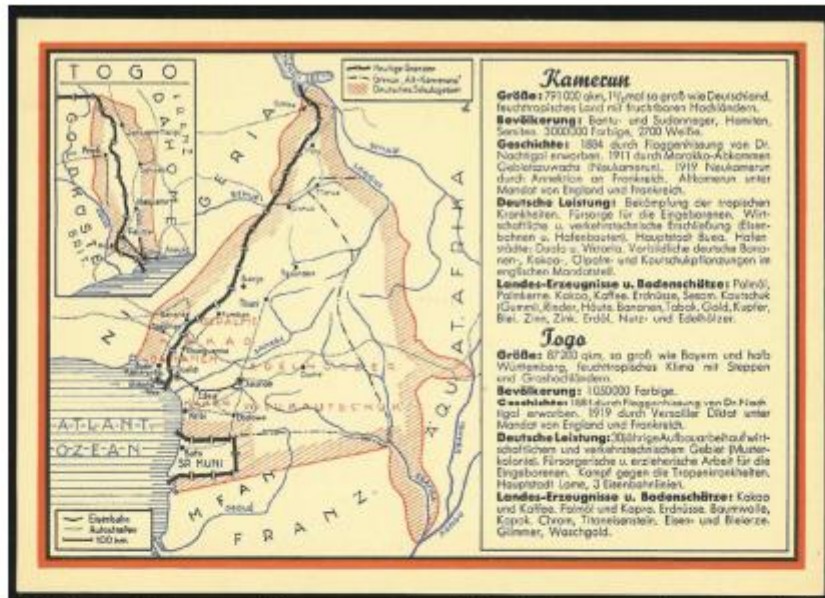


Fig. 45 Maps of Togo and Cameroon plus historical, economic and agricultural data for both. Similar cards, below feature German East Africa, German South West Africa and the Colonies in the Pacific Colonies-RKB (red, black, and blue)

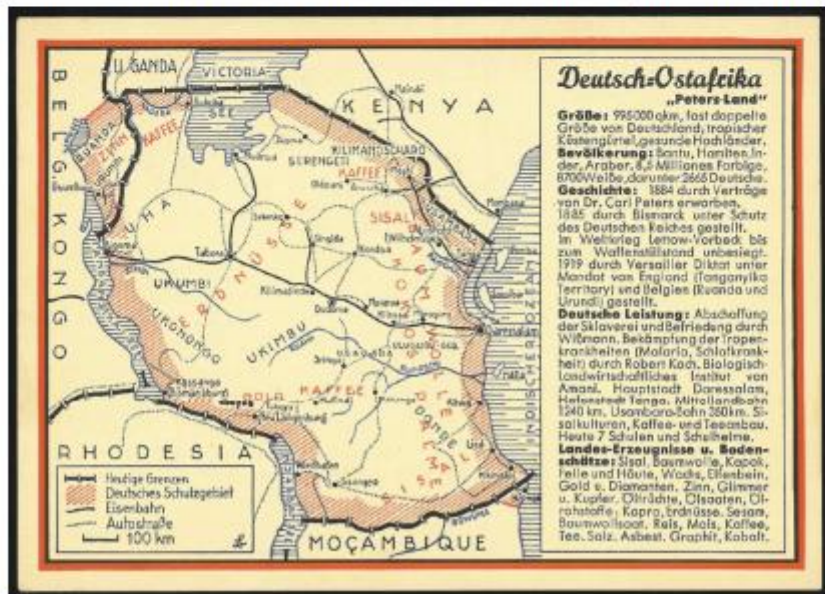


Fig. 46 Map of German East Africa

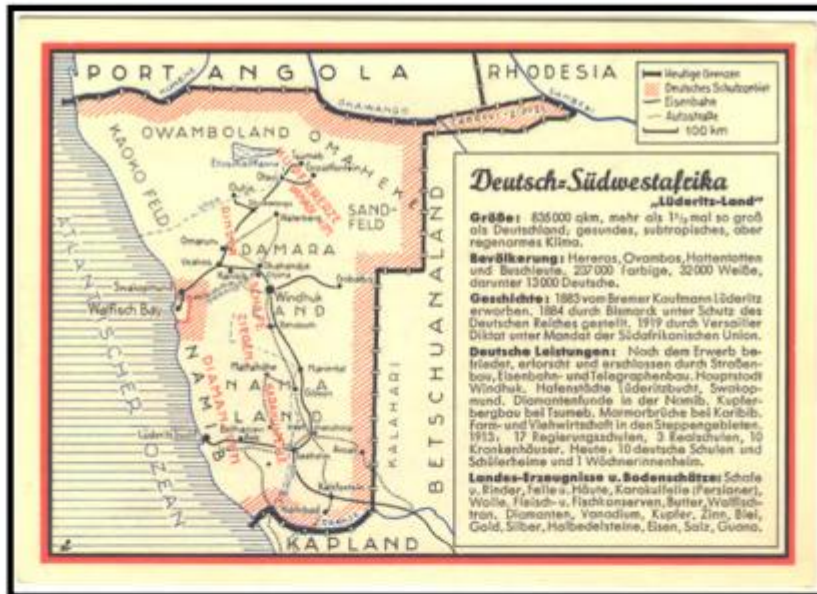


Fig 47 Map of German South West Africa

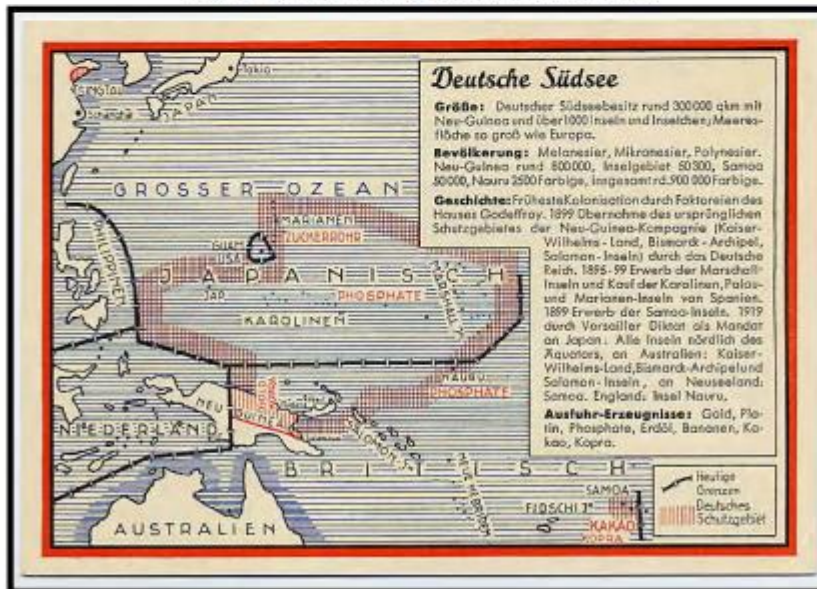


Fig. 48 Map of the German South Sea. It is interesting that the former colony of Kiautschou is shaded red to indicate it was a German colony. The text however has no mention of this.



Fig. 49 "Africa is calling" (grey on buff). This design was used as a cachet on the address side and as a full sized picture on the back.



Fig. 50 "Do Not Forget Our Colonies!" RKB (brown on buff)



Fig. 51 "Germany, Your Colonies" without postage stamp imprint and with additional slogan "Become a member of the Colonial Federation". This card also has a nonpostal handstamp for the RKB meeting held in Vienna 16-18 May 1939. The cachet "Germany, Your Colonies" also occurs with stamp imprints as described in the section *Postal Emissions*. Postal cards with type II and type III cachets (Fig. 3) also exist without stamp imprints. Another post card having this cachet has a label on the lower left with printing publicizing the colonial exhibition held in Dresden during the summer of 1939. The same card with stamp imprint is mentioned in the section on postal emissions. The RKB is mentioned only on the card pictured above. The other cards as well as the postal stationery cards may well have been issued for the RKB but the RKB is not mentioned on them. A black and white version of this cachet is shown in Fig. 52 on the following page.



Fig. 52 "Germany, Your Colonies" in black and white on buff cardstock..



Fig. 53 Photograph of the Colonial Monument in Bremen -RKB

The Hela Stamps

Christopher Kolker MD



Michel 13 a – left, light blue, the early printing

Michel 13 b, middle, dark blue, the middle printing

Michel 13 c, right, gray-blue, the late printing (the rarest of them all!

This story begins in March 1945, and on the Eastern Front, things are going disastrously for the Germans. Russians will have poured all the way into Berlin, ending the war in late April. By March, the 31st Division was trapped on the Hill Peninsula near Danzig. The Russians had bypassed them, considering that division to no longer be a threat. Mop-up operations could take care of them later if that was what was needed.

Obviously, the troops there were in a state of panic. Substantively, communication with their loved ones as chaos unfolded over Eastern and Central Europe became highly prized. Fine the mapping unit of the 31st division created stamps that were designed to regulate mail that might be generated by the troops. There were to be strict limits on how many letters could be written, and these stamps were made in anticipation that any male would have to be delivered by your boat. And thus the U-boat Hela stamps were born.

However, the naval blockade of the Baltic was far from complete during these turbulent times, and ships were able to get through. Therefore, these stamps really weren't used.

That matters for a couple of different reasons. These stamps on covers are presumed fraudulent unless proven otherwise. And that just made these stamps even easier to fraudulently produce.

They already were easy to copy. Due to very limited resources, regular paper without a watermark was used. They were unperforated. No gum could be found, so the back had no gum attached to any of these stamps. It was simply a matter of reproducing the image on a standard piece of paper, a dream scenario for any would-be forger.

4 different printing errors are acknowledged to be legitimate. In total they comprise about 6000 of the 150,000 that supposedly were made:



Type I - The water bomb. It was positioned 101 on a 10 by 15 sheet

Type II - The launching torpedo that is the heavily pigmented eyesore in the middle of the stamp. It was thought to occur on position 31.

Type III - The white splotch. Underneath the "T" In Deutsch, one can see a white splotch which makes the blue border of the image broken. That was thought to occur at positions 30, 80, and 130, making this the most common anomaly.

Type IV - The filled rectangle. The failed rectangle. On this one, just above the "T", there is a blue spot. It appears to be a rectangle that's filled in. This one was found on position 120 of that 10-by-15 sheet.



The red arrow demonstrates the rectangle. This is probably the most subtle of all the anomalies and is often missed.

A bit of a personal note from the author: I have observed scores of German philatelic auctions over the past decade. I must say that these stamps hold their value in the hundreds of dollars better than almost any other German stamp I see. Whether it's good or bad economic times, this one seems to do well.

However, covers are assumed to be fake. As conventional history tells us, these were never used because enough ships could get through to these troops trapped on the Hela Peninsula.

The Luboml Fakes

Christopher Kolker MD

Soon to be in *The Specialist*:

One of the most fascinating and challenging aspects of stamp collecting during the World War II era was the prevalence of counterfeit stamps and overprints. Since the continent was decimated by war, it was only natural that some folks with expertise in printing might resort to producing fake stamps to pay the bills.

Our challenge today is to determine which ones are fake. While volumes have been written on the subject, we occasionally find handy, quick rules that make WWI-era stamp collecting a little easier. Here is one:

Overprinted stamps from Luboml, Ukraine, are fake. We know this mainly because of its tragic history. In the 1930s, Luboml was a small city in Ukraine, just across the border from Poland. During Germany's Operation Barbarossa in 1941, the city was overrun. Since the city was approximately 94% Jewish at that time, Luboml was quickly depopulated, as 4500 Jews were shot in 1942, with only 51 known survivors.



No known examples of legitimate overprints exist, so one can say that any Luboml overprints are fraudulent. The stamp may be real, but the overprint is not.

Luboml did have some legitimate stamps:



Michel 8-11 German semi-postals of Luboml, 1944

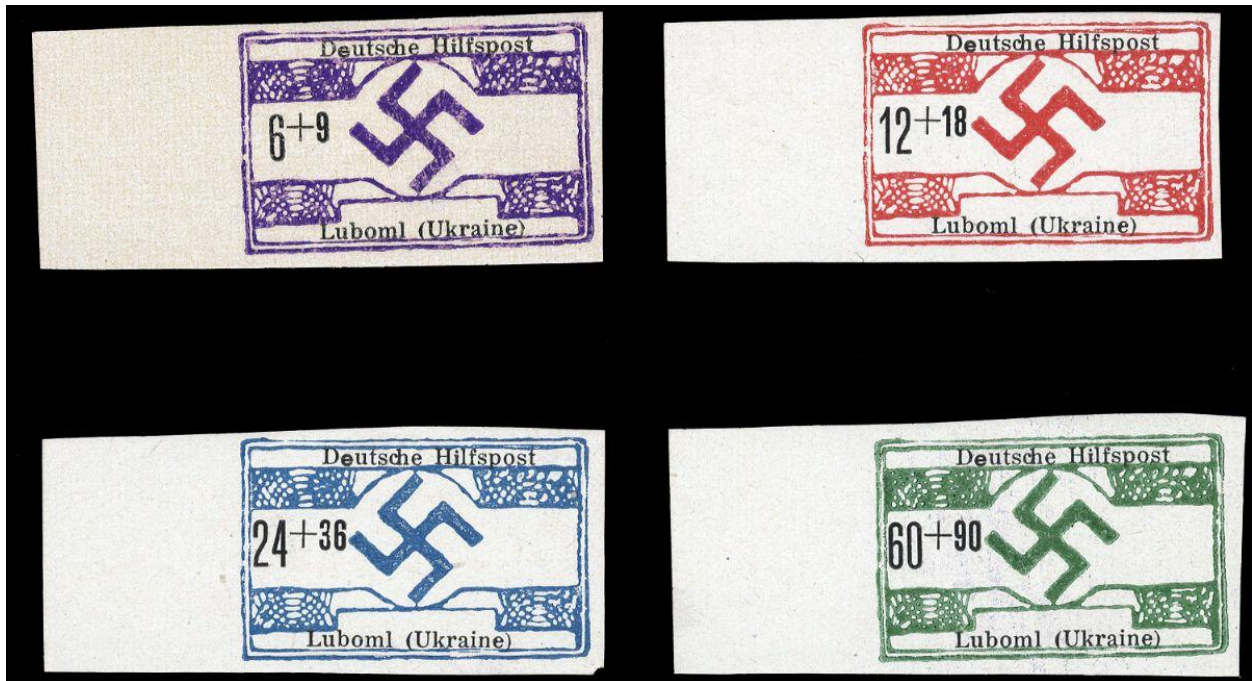
Why Luboml? Since I am not the forger of these stamps, I can never know for sure, but I suspect it is that Luboml has a philatelic history. In 1918, as a Polish town, they produced a series of local stamps in which, on one stamp in a sheet of 100, the numerical values were inverted. These became coveted by collectors the world over.



Luboml, local Stamps of 1918. They are inscribed in German, Ukrainian, Polish, and Yiddish. In each of the sheets produced, one stamp had the numbers inverted, as shown above.



This is what the rest of the stamps and the average cancellation should look like in 1918. Due to the large Jewish population in Luboml, these are considered stamps of Jewish heritage.



One other note: I had been told, but I cannot find the source, that these stamps were printed on yellowish paper, as described in Michel. That would mean that all of these in white, such as the ones above that are being sold for hundreds of dollars, are fake copies, according to my source.

Is that true? If you have inside information or a reasoned, knowledgeable opinion, please email me at kolkermd@att.net

Sure Things- WWII Philately That Is Just Too Good to be True

Christopher Kolker MD

When one reads periodicals like this, one usually does so to learn something that has piqued our curiosity. In this case, instead of learning about individual stamps that we may never see again, we hope to see patterns that we can apply to our collections that will serve us in many common situations.

The Third Reich Study Group Bulletin is here to serve. Taken from my lecture at the World Stamp Expo in Boston just a couple of weeks ago, we have a few “megarules” – forgeries that are always such, facts that you can hang your hat on.

So, without further ado, I will show you a few of these “always wrong” forgeries that you will forever know are simply not legitimate – no questions asked.

1. Dutch stamps overprinted with Nazi overprints during the war can be safely assumed to be fraudulent:



These overprints are simply fraudulent, even if these very common stamps are legitimate.

On a related note, legitimate covers during the WWI German occupation of the Netherlands do not have mixed franking- meaning no legitimate covers will

have one German stamp and one Dutch stamp. Those are considered fake as well.

2. Luboml, Ukraine overprinted stamps are fake as well. We know this mainly because of its tragic history. In the 1930s, Luboml was a small city in Ukraine, just across the border from Poland. During Germany's Operation Barbarossa in 1941, the city was overrun. Since the city was approximately 94% Jewish at that time, Luboml was quickly depopulated, as 4500 Jews were shot in 1942, with only 51 known survivors.



All of these are forged overprints on legitimate stamps.

3. Viktoria Stamps are bogus



These well-made stamps, probably professionally produced, are still not real.

4. Lember, Ukraine, “Judenrat” (Ukrainian for Jewish Community) cancellations are fake.



- Lemberg, now Lviv, Ukraine, had a Jewish Ghetto. Most cancellations were made by the official equipment but were never truly used. These were dated Dec. 30, 1942.

The Ghetto closed October 26, 1943, when the last Jews were shipped out, so the two on the right, both dated February 24, 1944, are very much faked.

5. Krim overprints are frauds.



- In general, it can be said that the “Krim” (Crimea) overprints are frauds. The one on the far right is on a WWI-era stamp, and the one on the left is on a stamp printed in 1944, making the overprint dubious.

6. Kowel overprints are Fraudulent. Kowel, now Kovel, in northwest Ukraine, is another Ukrainian town with a tragic history during WWII. During the early stages of Operation Barbarossa, many Jews came from Poland to Kowel seeking refuge. After the Nazis overran Ukraine, they subsequently massacred 18,000 Jews in Kowel and put three POW camps in the town. The Nazis were not interested in overprinting stamps of this town.



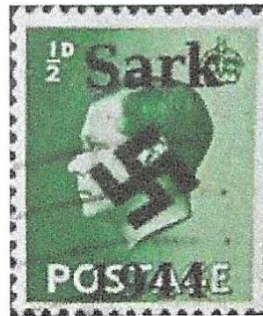
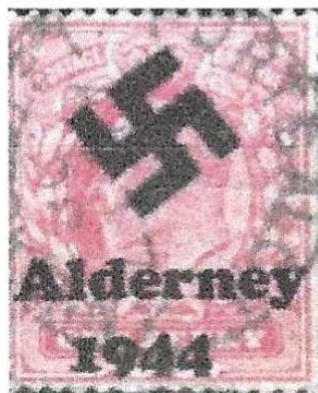
While the Nazis occupied Kowel (now Kovel) in 1943, these overprints are on WWI-era stamps that simply would not have been generally available to Ukrainians in 1943.

7. Any Channel Island overprints during WWII are frauds.



The problem is that the Channel Islands did not have overprinted stamps **at all**. Also, this is an English stamp from the 1920s!

Alderney was a Channel Island evacuated before the Germans arrived.



Sark is a speck of an island with only 500 or so inhabitants at the time.

Propaganda Stamps of 1930: A Question

Looking through the auction houses, I found this on the current Old Louis auction page. The caption is their description word-for-word:



1920-1945 'NSDAP Labels Strip of Se-Tenant Labels was Sold to Raise Funds for the NSDAP Election Campaign of 1930. The First 3 Values Were Designed by Hans Schweitzer (Mjolnir); Nazi Germany Third Reich Propaganda Label Stamps, Margin

Here is the proof and its description:



'NSDAP Labels Strip of Se-Tenant Labels was Sold to Raise Funds for the NSDAP Election Campaign of 1930. The First 3 Values Were Designed by Hans Schweitzer (Mjolnir); Nazi Germany Third Reich Propaganda Label Stamps, Block, Proof, Rare

My question is simple: Does anyone have any additional information about their origin, who made them, where they were made, how many were produced, and whether there are any covers for them?

I did some research and came up with nothing. If you know more about these propaganda labels, please let me know by emailing me at kolkermnd@att.net. I would love to hear from you!



1938 'Germany, Your Colonies! Become a Member of the Reich Colonial League!' Nazi Propaganda Postcard

The Book:

Collecting Third Reich Philatelic Material- A Systematic Review

By Christopher Kolker MD

While I don't want to toot my own horn, I do want to bring to your attention the fact that I have written a book about Third Reich philatelic material. In this book, I explore its major categories, using the Michel catalog as a general guide to showcase interesting pieces from the Third Reich. I purposely made this book very bright and colorful, filled with pictures and descriptions. I make a great effort to explain the pictures, so that the reader understands what collectors look for. Philately is a visual hobby, and therefore, highlighting and emphasizing what we see in Third Reich philatelic material is crucial.

I wrote this book to engage as many readers and collectors as possible. I hope that beginners can understand what I've written and use it as a base to jumpstart their collection. The intermediate collector should find both the structure and the details educational, further enhancing their enjoyment of World War II philatelic material. Even experts will find a wealth of new information, as I sought to uncover the unusual and rare to keep even the most advanced readers engaged.

I do this because I believe we are at a crossroads in philately. At times, we struggle to find new collectors and younger philatelists. By engaging these stamp collectors, who are accustomed to the visual stimulation that technology provides, I felt that writing a highly detailed, technical book focused on near-trivial details would serve no purpose. Instead, this book aims to be bright, informative, and concise, much like the material we see on our cell phones today.

Still, I hope it provides you with both a great deal of education and pleasure.

It's available on Amazon, searchable by both title and author. I humbly ask that you purchase a copy to show your support for the work I have poured into this and to support fellow philatelists in their endeavors.

The following three pages are just some sample pages of what you can find in the book.
Enjoy!



Taken from Germanstamps.net, the forgeries on bottom are easy to spot due to the different paper and color (and size). Dropped over Germany and Austria during Operation Cornflakes by the Allies in 1944, these stamps and their letters contained subversive material designed to destabilize the Nazi regime.

Operation Cornflakes went a step further to let people know that the Nazi postal system had been infiltrated. This grotesque Hitler caricature portrayed Hitler synonymous with death.





WER EIN VOLK RETTEN WILL
KANN NUR HEROISCH DENKEN

Germany printed the above commemorative sheet in 1937 for Hitler's 48th birthday. The below, printed by the American OSS (precursor to today's CIA), characterizes Hitler as death.



WER EIN VOLK RETTEN WILL
KANN NUR HEROISCH DENKEN

The caption listed below translate loosely as "Whoever wants to save a people can only think heroically"



The complete set of 8 special cancellations made for Hitler's 50th birthday is considered the finest of its era.

The Berlin cancellation on Hitler's birthday stamp



Danzig

This article is from one of Danzig's last articles, featuring the buildup of the German air force prior to World War II. While some of the material is a bit before our focus, it serves to remind us of the conditions that sowed the seeds of World War II.

Danzig[®]

Report No. 150

JANUARY - FEBRUARY - MARCH 2011

Editors — John and Betty Bloecher - 1743 Little Creek Drive - Baltimore MD 21207-5320 USA



**Development of
Germany's and
Danzig's
airmail systems
(Part One of Two)**



JANUARY - FEBRUARY - MARCH 2011
Quarterly Publication of the Germany Philatelic Society
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from the President and City Council of Gdansk

Subscription— \$14.00 per year
Three-year Sub. - \$30, U.S. & Canada
Three-Year Sub. - \$35, Europe

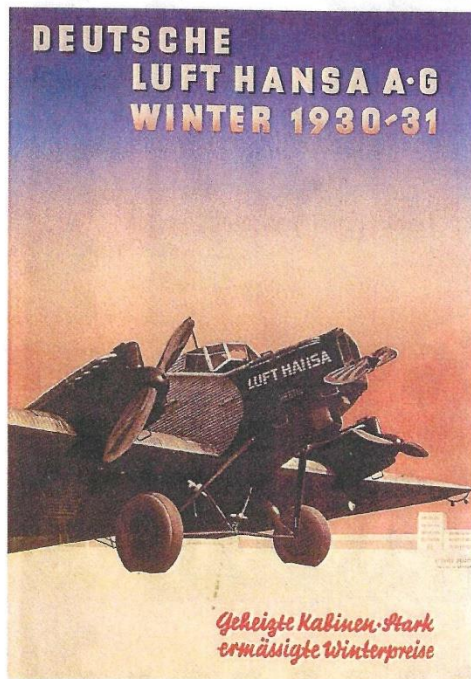
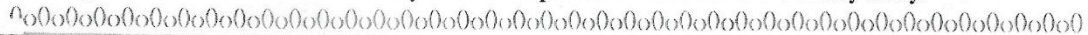
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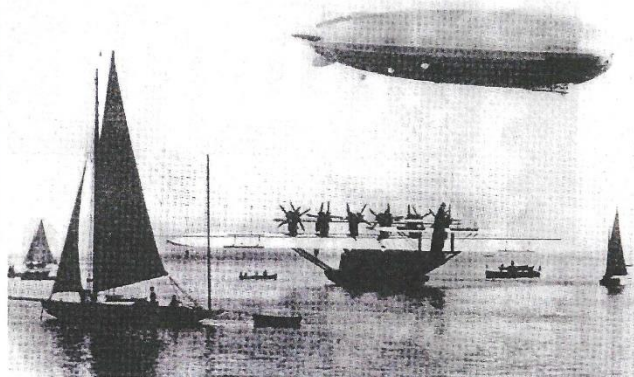
CONSULTANTS Prof. Andrzej Januszajtis, Gdansk
Stanley Sterczewski, Gdansk
Museum Dir. Zdzislaw Balewski, Gdansk

Our plan for this Study of **EARLY AIRMAIL CONDITIONS** in Germany and Danzig—in the early 1920s was to gather information from as many sources as possible. Then came the Treaty Story.——



At the right, three modes of delivering the mail are represented allegorically by the LZ-127 GRAF ZEPPELIN, the Do-X Flying Boat, and the Bodensee, representing transportation by sea.

As we got into the depth of Neil Smart's book, **FROM LILIENTHAL TO LUFTHANSA**, it was quite a revelation to see that nearly everyone in Germany was affected by the Versailles Treaty. The airline industry was one of the hardest hit; heavily pinched by the Treaty were most aircraft construction companies. Restrictions added stress to their plans to develop a new commerce for Germany's flagging economy, and for multi-engined aircraft in the planning stage, such as the *Bauverbot* and the *Dornier Do-X*. Their plan for a better future for Germany was soon to clash with a group in Munich who mistakenly advocated an empire that will last 1,000 years.



Tracking Danzig's progress in flights scheduled from the early years of the Free City era has never been a simple process, but it is possible to trace parts of the first airline establishments. Neil Smart has produced a book, "From Lilienthal to Lufthansa", from which we have been able to make progress, as in this study of Danzig's pioneer airmail. Smart echoes our feeling of frustration by acknowledging his own inability to find sufficient English references to the subject.

If you wish to find the "Golden Age of German Aviation", look for the exploits of aviators in the competitive meets of 1911, when every group attempted to extend the long-distance records of the moment. Amazingly, the dogfights of World War I were less than a decade away. These brave men contributed to the design of airframes as well as improved engine design. Soon Europeans were beginning to dream about practical use for this new science, and "Air mail" seemed to be the next logical step.

WORLD WAR ONE ACCELERATES AIRCRAFT DESIGN

Competition again entered the developmental stage of aviation for federal funds as the airplane and the Zeppelin industries squared off. Perhaps the issue was still in doubt until the Hindenburg crash of 1937, which cooled off the interest in building the hydrogen-lifted airships. By default, the fixed-wing airplane won the contest for funds and the development of the conventional airplane continued at top speed.

THE NEXT STEP — THE ADVENT OF AIRMAIL

Since dogfights had become a common occurrence over the battlefields of France, it was necessary to improve the operation of the engines, which were necessary to withstand extreme forces during maneuvers requiring flying at any angle. It was Germany who developed a stronger wing-mounting system, which evolved into the Fokker D-7 being the most effective aircraft of the war. Germans in the trenches could now smell victory.

Some, in the summer of 1917, were already thinking ahead; Commercial institutions encouraged their key workers to now begin to consider post-war commercial aviation. A pioneer of military aviation, an officer on the Western Front, Walther Mackenthun was recalled home and given the task to develop an overall plan to determine the probable direction that commercial aviation would take in Germany. On the basis of his report, a consortium was formed, headed by the electrical giant, AEG, who also had an interest in aviation, HAPAG (Hamburg-America, Shipping), the Zeppelin Co., and a number of smaller companies underwritten by Deutsche Bank, in December of 1917, formed the first German air transport firm—the Deutsche Luft Reederei (DLR) — ready to begin operations immediately after the end of the war. With the war's tide turning, in mid-1918, Professor Junkers was one leader who perceived the future, and started working on a design for a small, all-metal cabin monoplane, the F13, a 4-seater. Before year's end, the plane went into production at Dessau, and became the most successful civil aircraft — ever. On the 10th anniversary of Lufthansa in 1936, the F13 was commemorated on a Bundespost Airmail stamp, Michel #603.



A squadron of German Albatross planes with their WWI construction of wood and fabric



**Official Postcard for Danzig Air Week
11 to 19 June, 1910**

Things were bad, but worse yet, communism was strengthened after its solidifying in Russia and three of the formerly supportive conservative groups in German society were losing their control — the upper & middle classes, wealthy business leaders and the Officer Corps were being placed under attack. These groups were traditionally the most conservative of all, but they couldn't stand up to the attacks of the left wing extremeists who were determined to overthrow the new Republic.

From the 16th to the 21st of December, 1918, the Germans had a taste of the First Soviet Congress which held its meeting in Berlin, attended by delegates from Soldier & Worker Councils that had been set up by left wing groups in many parts of the country. Revolution was its objective, which was totally rejected by the Officer Corps. The Treaty of Versailles brought three million troops from the Eastern front, which then left General Gröner to come to the rescue of the Republic by offering Ebert, who was hoping to restore the Hohenzollern dynasty, a pact. The Army would support the Republic in return for an undertaking from the government to help in stamping out Bolshevism. The government would also agree to maintain the Army in its traditional role and would retain Hindenburg as its Commander in Chief. Ebert agreed. Military strength of the rebels grew due to the return of the disaffected troops returned from the Eastern Front. Just before Christmas, the Peoples' Marine Division, led by the Spartacists attacked and occupied the Chancellery and the Imperial Palace, When loyal militia from the Potsdamer Barracks failed to eject them, Gen. Gröner called upon the government to honor its pledge.

Ebert appointed Gustav Noske as Minister of Defense.. A hard liner, Noske terminated the naval mutiny at Kiel in 1918. Using "Free Corps" units made up mainly of retired officers supported by regular troops, Noske crushed the rebel forces and Spartacists in a battle from 11th to 17th January. Spartacists Rosa Luxemburg & Karl Liebknecht were captured but murdered on the way to Moabit Prison. See Michel for their commemorative stamps, 1971 DDR #s 1650 & 1651.

With the defeat of the Communists, Neil Smart describes elections for the National Assembly, held on 19 January 1919. Fighting in Berlin still resulted in a thousand casualties. Situation there was so confused that the elected officials didn't meet until February 6, in Weimar, 150 miles SW of Berlin, halfway to Frankfurt *am Main*. Ebert was elected President by the assembly and Scheidemann the Chancellor, then they debated a Constitution, agreed, and ratified by the Pres. on August 9, 1919. Although the Constitution provided Germany with a democratic system, proportional representation, in practice, didn't work; splinter parties proliferated and parliamentary instability in the Reichstag caused frequent changes of government. Worse, the insertion (even before the advent of Hitler) of Article 48, authorizing the President "*in time of national emergency*" to assume dictatorial powers. Abuse of this provision was mainly responsible for the collapse after only a few years of democratic parliamentary government in Germany.

Following their successful action against the Spartacists, security for the National Assembly was turned over to the "Free Corps" units under Noske's command. Unrest still prevailed, communications still uncertain, and subject to de -

lays, and railway travel that once took hours, now took days, sometimes weeks. Strikes occurred without warning, seriously delaying both travelers and freight. Although the seat of government was moved to Weimar, Berlin was still the defacto capital, and regular safe and speedy postal service between Berlin and Weimar was essential. Amid the widespread unrest, communications were still uncertain and often delayed..

Noske set up a *Kurierdienst* service between Weimar and Dresden, using military planes and pilots to move official mail rapidly between the two centers. The service operated efficiently, but it was soon apparent that the high volume of mail when the full assembly was in session could not be accommodated. As soon as the Armistice was signed, DLR requested an air transport operator's licence from the new Air Minister, August Euler. Granted on January 10th, initially for three weeks. Also, the Reichspost set up a regular airpost between Berlin and Weimar, operated by DLR. Operation was to start on opening day of the National Assembly. The first day of the flights found the initial light to Weimar on time, but the second made a forced landing at Bitterfeld and reached Weimar the next day.

The humble train had to rescue the flight in the reverse direction from Weimar, meeting dense fog, making flying conditions difficult. Headwinds caused one flight to barely reach Landsburg, after which mail and papers were transferred to a fast mail train, while the pilot changed the damaged prop.

Other flights were over-loaded and suffered an ever-present forced landing on this run. More tales are told of forced landings that were mostly due to the weather.

One flight stopped for a passenger in Leipzig who was going to Berlin. Several other demands for the stop at Leipzig finally caused the addition of Leipzig to be added as a permanent stop on the Weimar-Berlin service.

The Reichspost laid out in detail their plans for limiting only ordinary letters weighing less than 250 grams and newspapers could be accepted from Berlin for airmail service. DLR's first official airmail flights were under contract to the Reichspost, from Berlin to Weimar on February 6, 1919. Pre-franked letters only were accepted at the following rates:

For letters not exceeding 20 grams.....1.00 Mark

For letters over 20 grams, but less than 250 grams.....1.50 Marks, the fee.

These figures assumed that all mail was considered express mail and was included in the rate.



Only 242 letters were carried on the first flight from Weimar to Berlin, February 6, 1919.

to be built at the Staaken Zeppelin Works in 1919, to carry 18 passengers, was far ahead of its time. Its problem lay with its four Maybach engines, totaling 1,000 hp, since it ran afoul of the Treaty, which disallowed any plane that exceeded its restriction. The plane completed all of its test flights while Allied experts were present to declare that the combined horsepower of 1,000 cannot be tolerated in any German plane and that the designers were told to *break it up!*

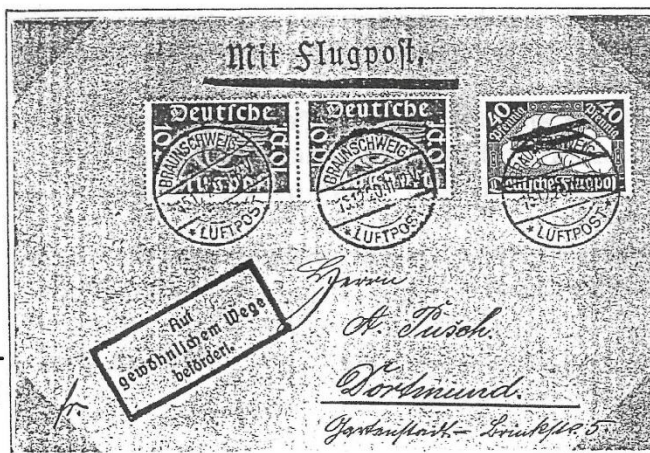
This idiocy had a negative effect on all Germany's struggling air transport companies and no doubt had compelled them to compete in the military market prior to World War 2, with the Nazi party happy to find so many engineers in the field.

The Weimar government saw the dangerous state of the entire aviation industry—both manufacturing and operating companies. In the 1919 budget, 2 million marks was made available and also made a supplementary payment of 00,000mk. By the time that the 1920 budget was approved, 12,000,000mk were allotted to the industry to keep it from collapsing.

"Bauverbot's" second period ended in Jan., 1921, and this event should have satisfied the requirements of the Treaty by a mile, but the Allies kept insisting that Germany was still concealing military equipment. An exchange of notes culminated on May 5, 1921. Backed already by the threat of force that Germany had no hope of resisting, the government was forced to accede to terms much harsher than those of the original Treaty. They included a 100% ban on construction or importation of any aircraft until 3 months after the issue by the Allied Control Commission of their certificate confirming that all aviation equipment as defined in Article 202 had been surrendered. A further 9 months passed before the Commission agreed to issue the certificate; therefore it was not until February, 1922, that the Council of Ambassadors met in BBoulogne and agreed to begin the three month waiting period. This allowed the "Bauverbot" to be lifted and General Masterman's Aviation Control Commission to be disbanded. Liberated from some of the Treaty's restrictions, Germany had to still face the Council of Ambassadors. For instance, they ordered the impounding of all planes built since the Armistice, including all of the replacement aircraft built to fill in for the ones sold to Germany by the Allies.

The effect on air services was catastrophic, but it was saved by the Budget fund of the Weimar government.

This boxed three-line failure cachet was introduced at Braunachweig from December 1920.





From the 1st of October, 1919, the registration fee was increased from 20pf to 30pf. The Reichspost issued its first air stamps on the same day to facilitate recognition of airmail items by the postal workers.

The above cover has a Postal rate..... 15pf
 Airmail supplement charge..... 10pf
 Registration fee..... 30pf

A special service from Berlin for visitors to the Leipzig Fair was operated by DLR from 28th February to 7th March, 1920.

The card cartoons the transport strikes which were a regular feature of Berlin life at this time.

In the Occupation Zone, a curfew was enforced, whether it was necessary or not. Direct service by DLR from Berlin to Gelsenkirchen with its access to the Ruhr and the fast Rhineland rail link was cut off when on 7 December, 1920, the Allies closed the airport, saying that was due to going against their regulation prohibiting any plane's flying over a neutral zone forcing DLR to route its Berlin - Braunschweig - Gelsenkirchen service to terminate instead in Dortmund. A further order of 7 April, 1921, prohibited all German planes, or any with a German crew, from flying over the Rhineland or landing at any Rhineland airfield, and this embargo, despite strong protests from the German government, was enforced from the 3rd of August.

It became more and more difficult to operate a commercial airline business in Germany.

Continued in Danzig Report No. 151

Success of DLR and other carriers of the mail make this form of aviation preferred to that of the construction and repair business. The first to be awarded a license to operate since DLR was Sablatnig Flugzeugbau, which received approval to carry mail between Berlin and Swinemünde, opening operations on 5 July, 1919. This initial service consisted of one daily flight in each direction and additional flights on Saturday to cover the seaside holiday traffic. DLR extended its routes, until fuel shortages gradually grounded all flights.

Some passenger and airmail flights managed to fly the main routes after the shutdown. The first emergency airmail service was set up by the Reichspost in November to keep postal traffic moving during a rail strike. A line called Albatross flew between Berlin and Königsberg, via Schneidemühl and DANZIG. As much mail as possible was packed on each flight during this period. No identifying cachets were applied so, for the most part, identification is by the dates of the accepting and receiving office cancels. In 1920, with the financial assistance of NDL, Dr. Sablatnig reformed his company under the new name of Lloyd Luft (verkehr) Sablatnig. NDL also joined with Albatross and Junkers to form Lloyd Ostflug, with the goal of connecting traffic on the eastern routes. With Rumpler in the south to form Deutsche Luft Lloyd, DLR has the first step to the formation of a European international air network. They accepted an invitation to join IATA (International Air Transport Assoc.)

Bad weather forced a halt to all services on 31 October, 1920, shortly after the Allies had decreed that no ex-military German aircraft might fly outside Germany. With no other aircraft in its fleet, this effectively stopped all German international traffic.

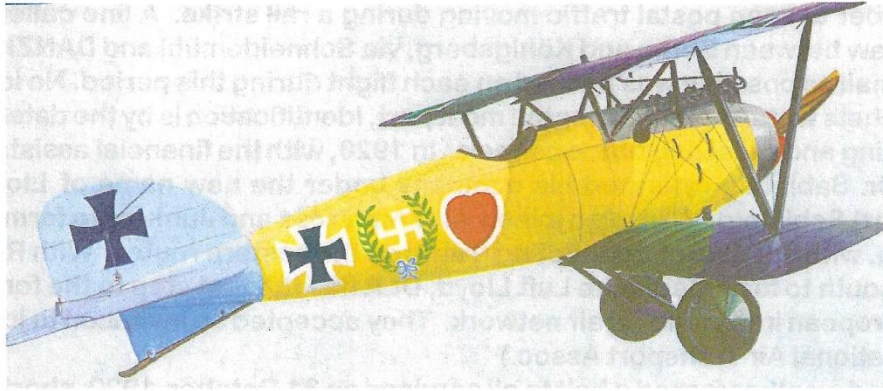
Success of the emergency airmail service led Danzig's Postal Administration to ask the Reichspost for approval to introduce an airmail service from Danzig, using the Reichspost's airmail service. Direct access to Germany's internal network was not possible, but the Reichspost forwarded by the appropriate service to any country with which it had postal agreements. Experimental flights from DANZIG to Königsberg, and to Berlin via Stettin were made on 15 January, 1920. Covers from these flights do exist, but are extremely rare. Since no airmail stamps had been issued, ordinary franking was used. The official opening of the service was on 1 October. Mail was first sent to Berlin by express train for sorting and re-dispatching. Danzig's first issue of airmail stamps (the "DANZIG" overprinted 40pf value of the Germania issue) with value varied by Julius Sauer to produce a set of three airpost stamps of 40pf, 60pf, & 1Mk, in time for the opening of the service. Not until October 20th was mail flown directly from Danzig to Berlin, after which service was interrupted after 10 days on 30th of October, due to the onset of winter weather.

Genuinely flown covers from Danzig are therefore rare. When looking for them it is good to know that some of the first flight covers were cancelled with the date 29 September, the date of issue of the first airmail stamp.

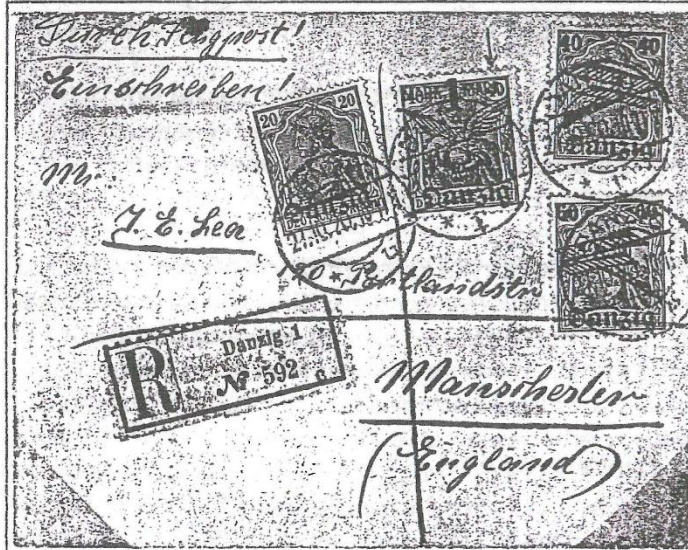
The years 1920-1921, for the first time, a few services continuing to operate

thru the winter, regardless of the weather conditions. This factor, alone, should have raised the optimism of the Danzig postal authorities; however, the bones of the London Ultimatum, but in spite of this handicap, the number of companies applying to the Reichspost for mail contracts actually increased in 1921 from six to ten, including Danzige Luftreederei. Its appearance on 20 February, 1921, with an operating base in the Free City itself was the key which unlocked the routes to the north-east, and DLR was quick to take advantage of this. Operating jointly with *Danzige Luftreederei* (DaLR, DLR on 1 April, 1921, opened a service between Danzig, Königsberg, and Memel, which, in July, was extended to Riga, and in September to Reval.

With the exception of DLR service from Berlin - Königsberg, all flying had been discontinued for the winter, to reopen on April 1st. Prior to the reopening, the Reichspost had the former German territories of Danzig & Memel integrated into the German domestic system.



From war plane to mail plane, This Albatross and every other airplane in German inventory was condemned by the London Alliance, to be dismantled, making the Allies sole suppliers of aircraft for domestic use.



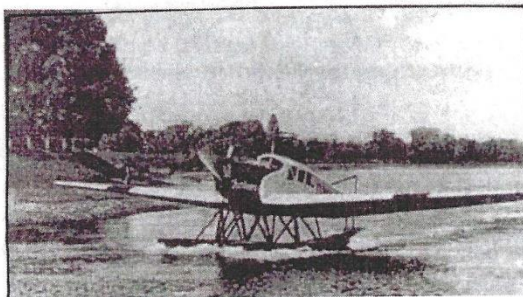
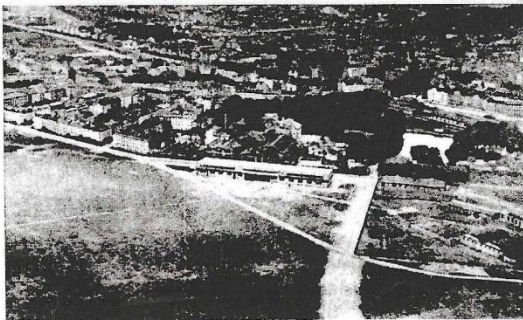
Cover is back-stamped Berlin C & London EC, and contains: Letter rate, valid March 31, 1920 to May 6, 1920 Foreign letter rate, per 20gm.....80pf Additional for 20-gram excess.....20pf Airmail sup'ment(foreign rate) 6.5.20 to 28.2.23...40pf

The Reichspost agreed to carry Danzig airmail for England, the Netherlands, Sweden and Denmark over the Reichspost network, but not mail for transmission internally in Germany. This cover to England was sent from Danzig Regular service on October 1st, when the mail went by rail to Berlin and there was resorted, for 10 days only, from 21.10.'20 and mail was flown by Lloyd Ostflug [LO] from Danzig to Berlin. Danzig's 1st set of air stamps (Michel 50, 51 & 52) was issued on Sept. 29, 1920 for use with the new service.

[Next Danzig airmail & Mi.#51 updates in DR-152]



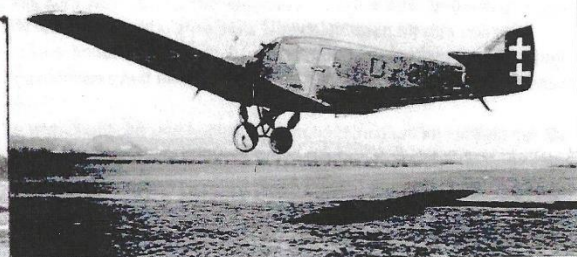
A pilot on the BERLIN - STETTIN - DANZIG route awaits his F-13's readiness for the return leg of his Danziger Luftpost flight in 1923.



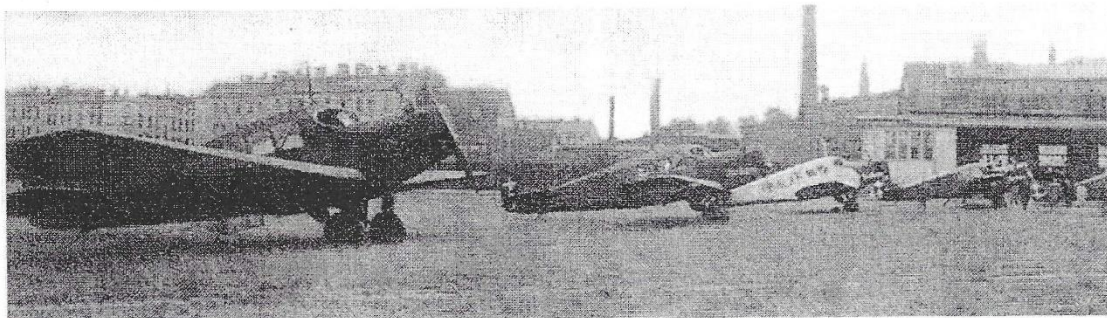
Langfuhr's primitive airport from 200 meters, & the seaplane 'base' at Putzig, ready for its mail pickup in a Junkers F-13 on pontoons.

A quartet of stamps from 1914 which are typical of private-printing by sponsors of flight competition by clubs and others, who arranged for pioneer flights by daredevil aviators of early years of the Twentieth Century. :

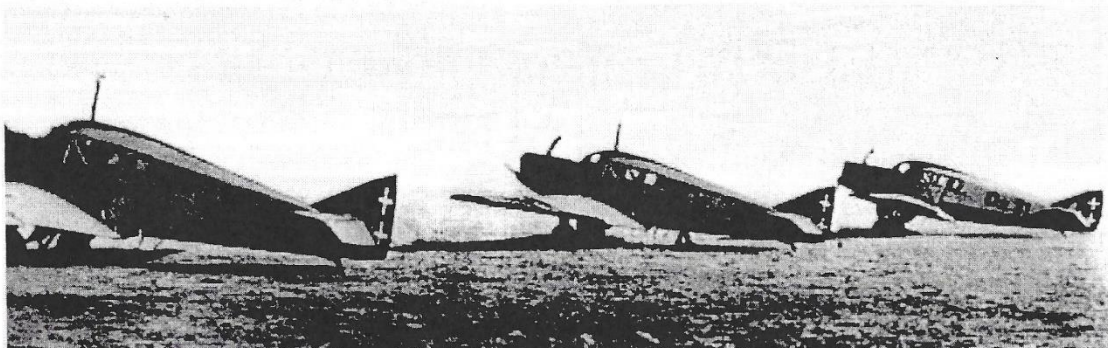
DANZIG OSTMARKENFLUG - 1914



A Junkers F-13 mail plane makes a safe landing at Langfuhr airport. An old, pilot, long ago, once said that "Any landing that you walk away from is a good landing". Which may apply to this landing.



Junkers F-13 monoplanes on the line at Danzig-Langfuhr Airport



Another view of the Danzig-insignied F-13 mail planes, all photos from HaJo's epic three-volume set, "LUFTPOST DANZIG". These are all from Volume One, as are all our photos, except for the Do-X series on Pages 14-16. The F-13s were the staple of the fledgling commercial fleets, as were frequent crash landings. Airmail became the norm for inter-city correspondence, and the 1921 issues of stamps reflected new rates that took inflation into account. From top to bottom, the year of this crash was 1923, and the other two were from 1921. [A reminder — space has limited our use of further studies of specific 1920-'21 flights from Danzig, but John Plouffe is hot on the trail of Michel #51's Story.]



The LZ-127 GRAF ZEPPELIN over Danzig on August 13, 1929. Rathaus spire is on left.

DORNIER and His Do-X FLYING BOAT



Dr. Dornier and his transatlantic dreamliner drops into the post-World War One time frame as a late entry, making its first flight in May, 1929. Claudius Dornier was born in Kompton, Germany on May 14, 1884, and his life turned out to be a fascinating drama in the early days of aviation. He exhibited all of the qualities of entrepreneur, but with the touch of a politician, which he used during the time of extreme difficulty with the Allied Commission's control over the German construction of aircraft. Take a look at the Do-X above and ask how he expected to get approval for a plane with 12 engines, when the highest allowed horsepower was 1,000, according to the limits of the Versailles Treaty. Dornier thought that he had ways of avoiding that obstruction to progress.

After graduating from the Technical High School in Munich in 1910, Dornier was immediately grabbed by Count von Zeppelin and placed in charge of a new facility on the Bodensee, to make use of his expertise with metal structures. His first project was a tri-motored flying boat, the Zeppelin-Landau Rs 1-a metal ship with a 142-foot wingspan. It never left the ground due to an unfortunate accident, but he built three more before the end of the war. Although not designed for war, the designs inched toward his goal of a two-step hull, Dornier-Stummelspanson stabilizers, huge mono-plane wing, and tandem engines mounted on a pylon. Glen L. Martin, working in his plant at Middle River, Maryland, would have truly enjoyed Dornier's companionship! Instead, Alfred Rohrbach, who later designed the revolutionary four-engine, all-metal Staaken E4/20 transport & mail plane, joined forces with Dornier.

Since the Versailles Treaty banned Germany from building large aircraft, Dornier transferred his plant to Manzell, Switzerland. From there he designed the famous Do J Wal (Whale) flying for the first time November 12, 1922. Treaty restrictions forced Dornier to establish a new company, the *Societe di Costruzionia Meccaniche di Pisa*, in Italy, where construction on the Wal began.

So succesful was the Whale that he also built the plane in Japan, the Netherlands, Spain, and Switzerland, prior to its construction beginning in Friedrichshafen in 1933.

Somewhere in the process, Dr. Dornier lost control of the project in terms of weight and drag. Although schooled in Zeppelin's art of light structures, and using his famous combination of steel and duralumin, Dornier seemed smitten by a nautical Art Deco complex. He saw the Do-X not so much as a flying boat, but as a *Flugshiffe*—a flying ship. It became structurally complex as well as excessively ornate. Unhappily, as weight & drag grew, the anticipated engine power diminished. . . . As completed, the Do-X had three levels: The uppermost was divided into five compartments for the crew (pilots, commander, navigators, radioman and engineers. The second deck was lavishly fitted for passengers & their luggage, and space for, hopefully, future freight. Similar to advertising for the current Airbus A-380, the Do-X featured sleeping quarters, a smoking room, a bar, writing rooms, bath rooms, a kitchen and a long, elegant dining room-salon..

With a wingspan of 157 feet & wing area of nearly 5,000 square feet, Dornier had built the biggest airplane in the world. But, at 72,000 pounds empty, it was also the heaviest. He had hoped to install twelve 640 horsepower Curtiss Conqueror liquid-cooled engines, which had become initially unavailable, so Dornier had to settle with twelve 525 horsepower Siemens-Halske radial engines, still inadequate for the job.

Richard Wagner was the pilot for the first flight, leaving Lake Constance on July 12, 1929. The altitude of 13,000 feet of the lake sapped the power of the Do-X's engines of 240hp, and other minor problems. An exhibition flight on September 4, 1929, with 60 passengers, including three U.S. Naval officers, who acclaimed the flight as very impressive.

The engine installation was complex, requiring the engineers to have access to the engines, even in flight. The height of the upper wing surface allowed the men to walk within the wing. Finally, the U.S. policy allowed Dornier to acquire the Curtiss Conqueror engines, which were quickly installed. Tests showed only a marginal improvement in performance. This also was experienced in an October international flight — disappointing the engineers by flying at 105mph, instead of the planned 137mph top speed; and it had a service ceiling of about 1,650 instead of the planned 5,000 ft ceiling. [Can you imagine flying to Europe on a jet today that would take 5 or 6 hours longer?]

In spite of its short-comings, the Do-X was ready to start its sales trips, which began with a flight to America on November 5, 1930. Multiple mishaps on the American trip didn't completely discourage the Dornier sales force, and they delivered two Do-X planes to Fascist Italy in 1942. They were fitted with Fiat engines, but the Italians found the big plane unsuitable for military usage.

In an attempt to recoup some of Do-X testing money, the German government sent the ship on a 32-city tour through East Prussia, Danzig, northern Germany, and then along the Rhein. The tour ran from June 23 until November 14, 1932 resulting in another propaganda triumph. Another flight was planned for 1933, with the Do-X flying along the Danube to Istanbul, but the plane was in a landing accident, requiring repairs. A few more flights were made before it was taken out of service and put on display at the German Aviation Collection in Berlin, before being destroyed in an RAF raid November 23/24, 1943.

First Flight of G-38: 6.11.29



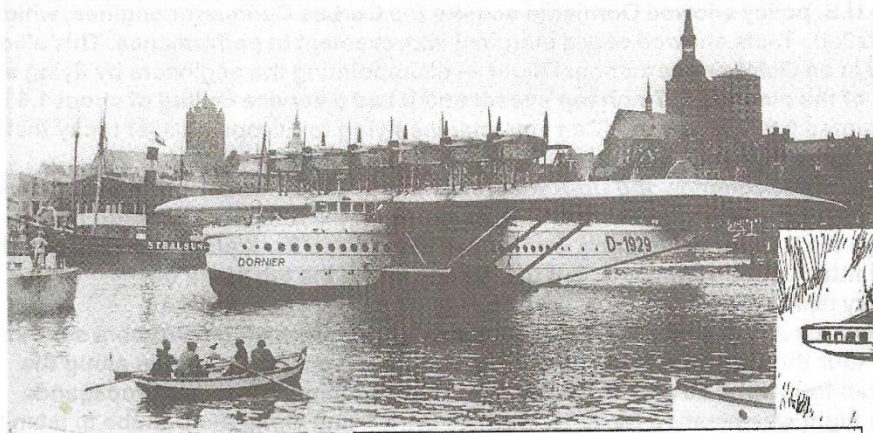
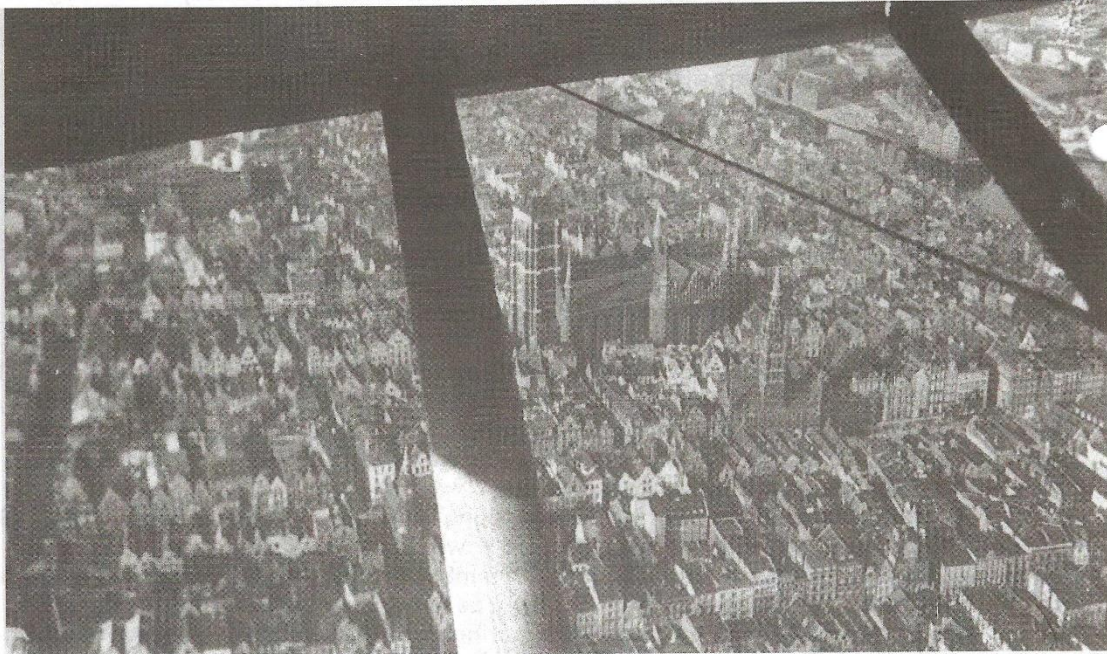
In the 1920s the German aircraft designers were in center stage of creating giant planes and lighter-than-air ships that required gigantic hangars. Along with Dornier's Do-X, take a look at Junker's largest, the G-38, a four-engine monster that created a sensation at LUPOSTA in 1929.

First Flight of Do-X: 12.7.29



Prof. Claude Dornier
1884-1969





Flug über Danzig
am 6. bis 13. Juli
1932.

An der inneren Kai-
anlage im Stralsun-
der Hafen.



(From the top)
View of the Marienkirche (Danzig) from
the Do-X during the week of July 6, 1932.
Photo of Do-X on water at the Stralsun
harbor during the 32-city tour.

Card to Tilsit with ink drawing on back.>

END—Danzig Report 150
Part 2 of early Danzig airmail
continues in Danzig Report #153



AuctionWatch!

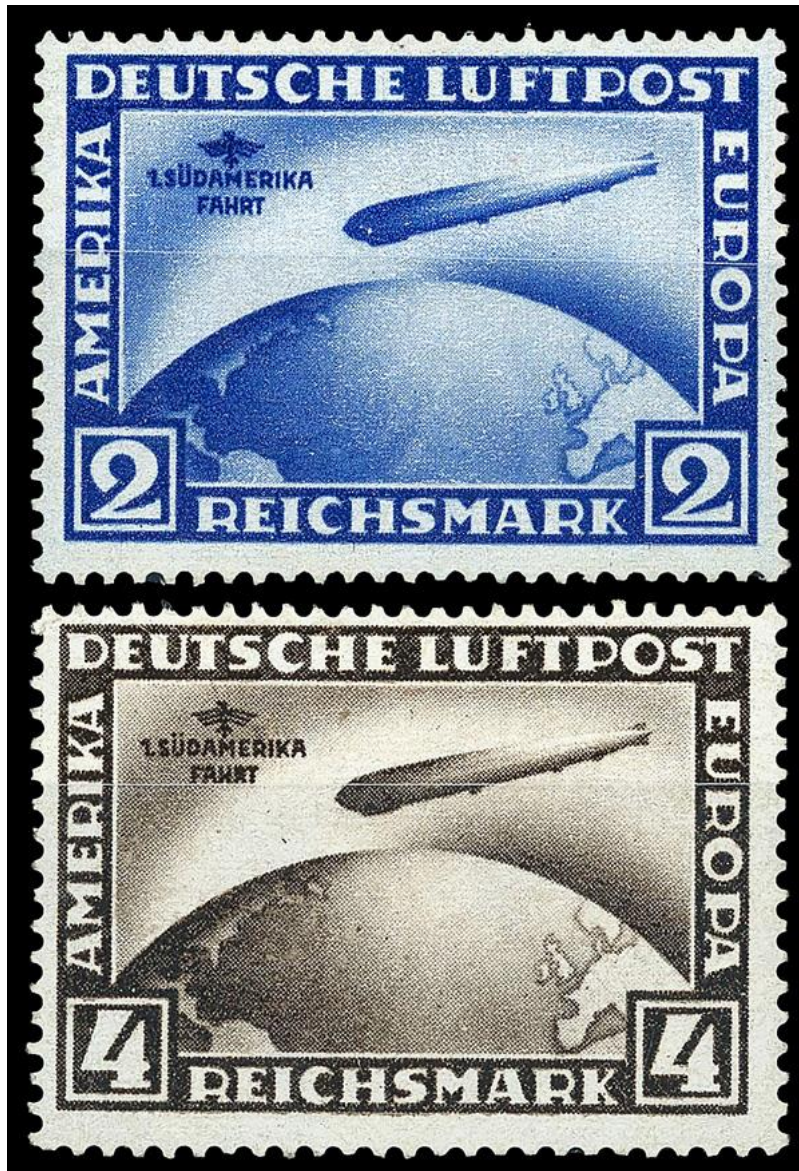
Prices are high everywhere, so that means less money for the things that matter most, like stamps! This makes it a buyer's market, so strike while the iron is hot. Most of what is recent is either at bargain prices or simply left unsold. Here are some of the best:

Daniel Kelleher



1933 Wagner complete
(Scott B49-B57), Very Fine.
Michel 499-507.
Scott \$381

Suggested bid \$100 - **UNSOLD**



Airmail, 1930, 2m-4m So. America Flight Zeppelins complete (Scott C38-C39), complete set of singles, o.g., hinge remnant, Very Fine.

Michel 438-439.

Scott \$500.

Suggested bid \$160 - **UNSOLD**

Ocean Park Stamp Auctions



GERMANY-B202 USED The 1942 Soldier's Head semi-postal issue with a May 19, 1942 Vienna CDS cancel and the Iron Cross "With Hitler to Victory" slogan cancel Estimated \$15, **Sold for \$4 Canadian**

Filatela



1944/45 - War Forgeries
"Futsches Reich", Hitler's effigy modified 12p., two excellent examples, one in orange-red and one in carmine

Lower Estimate: \$160 **UNSOLD**



1944/45 - "Futsches Reich", modified Hitler effigy 12p. , on an excellent sheet with the hinge very far from the stamp, probably a test of the stamps forged by the Allies.
Lower Estimate: \$100 **UNSOLD**



1945 - SA and SS , No. 825/6, in a splendid block of four with the underlying specimens perforated only on the lower part, an uncommon set.

Lower Estimate \$400 **UNSOLD**



1934 - Frederick the Great and the Fiftieth Anniversary of the Colonies , No. 467/9 + No. 499/502, two excellent sets with intact gum

Estimate \$120-535 **UNSOLD**



1933 - Chicago Fahrt , excellent set with Diena certificate. The 2 m. with sheet edge at the top.

Estimate \$1000-4300 **UNSOLD**



1933 - Charity , excellent sheetlet, rare of this splendid quality

Estimate \$1500-6000 **UNSOLD**

OLD LOUIS AUCTIONS



1939-1945 France,
Anti-Germany
(Anti-Nazi)
Propaganda, 'A
Dream of Hitler
ah... to be Able to
Take over the Entire
Earth!', WWII
Caricature
Postcard
SOLD \$45



1943 Allied Anti-Germany Propaganda, 'Hitler Almighty Shows Mussolini How Powerful He is', WWII Caricature

SOLD \$25

1939-1945 France, Anti-Germany (Anti-Nazi) Propaganda, 'And After That!', WWII Caricature Postcard

SOLD \$50



1938 Germany,
Anti-Great Britain
Propaganda,
'England Owned
Less Arable Land at
the Outbreak of
War than in 1913'
Nazi Propaganda
Postcard

SOLD \$14



1939-1945
Germany, German
Embassy in
Lisbon, Anti-Allies
(Anti-United
States)
Propaganda,
'Americans Make
a Second Front',
WWII Caricature
Postcard

SOLD \$30



1939-1945
Germany, Anti-Great
Britain Propaganda,
Field Post Feldpost,
WWII Caricature
Postcard

SOLD \$70



'Sreier Verband Hermunduren',
Large Swastika, Third Reich Nazi
Germany Propaganda Label Stamp

(The Hermunduri Tribal
Confederation – Through Loyalty
and Purity – To Victory

SOLD \$70



1941 0.90RM NSKOV 1941,
 NSKOV National Socialist
 War Victim's Care, Third
 Reich Nazi Germany
 Revenue Stamp
SOLD \$8

30Rpf
 Reichsnahrftand
 (Reich Food Estate)
 Blood and Soil, Third
 Reich Nazi Germany
 Revenue Stamp





1933 'Richard Wagner Welfare Stamps 1933. Official Postage Stamps for Franking all Mail', Third Reich Nazi Germany Propaganda Label Stamp Lot sold: \$230



'The World Looks to Berlin, Great German Empire', Swastika, Third Reich Nazi Germany Propaganda Label Stamp Lot sold: \$50

Trivia

“Not for the faint of heart” might be the best way to describe this issue's ten trivia questions. While they generally deal with World War II, not just the Germans, each of them is designed to be explicitly torturous. In fact, if you get half of these questions right, you will earn my respect forever.

Give it a whirl if you must. Here are some of the best World War II trivia you will ever see:

1. Who was Morris Cohen?

- A. A general in the Chinese Army
- B. A spy for the Soviet Union
- C. Neither of these
- D. Both of these

2. What mistake did three German pilots make at Comiso Airfield in Sicily?

- A. They bombed from too low and blew themselves up
- B. They landed there
- C. They collided on approach, and the wreckage of one landed on a German general in his staff car
- D. In low visibility, they strafed their own field and destroyed several Me109s

3. What "first" did Ernest Childers, George H. Cannon, Desmond T. Doss, and Joseph T. O'Callaghan share?

- A. They were all killed by the same bullet.
- B. They were the first of each branch of the US military to receive battlefield commissions.
- C. They were the first of each branch of the US military forces to be tried for treason.
- D. They won the Medal of Honor

4. What was noteworthy about British Sergeant-Major Charles Coward?

- A. He was the first British paratrooper taken prisoner at Arnhem during Operation Market Garden
- B. When he jumped during the pre-dawn darkness on D-Day, he landed in his sister's yard in France
- C. He was the only British enlisted man to receive a battlefield commission directly to major
- D. He was awarded the Iron Cross by Germany.

5. Who was the first American general killed during the war?

- A. Lesley McNair
- B. Gerald D. Bryant
- C. Simon Bolivar Buckner, Jr.
- D. Herbert Arthur Dargue

6. What was the name of British Field Marshal Bernard Montgomery's dog?

- A. Telek
- B. Willie
- C. Rommel
- D. Blackie

7. This flag officer (admiral or general) graduated from a well-known American military school in 1909 and held, among other awards, the Imperial Order of the Meiji, the Order of the Sacred Treasure, and the Order of the Rising Sun. Who of the following is this?

- A. Isoroku Yamamoto
- B. Wilhelm Keitel
- C. Tomoyuki Yamashita
- D. Robert L. Eichelberger

8. Hitler's favorite books were novels about the American Old West. Who was his favorite author of these western novels?

- A. Zane Gray
- B. Ned Buntline
- C. Jack London
- D. Karl May

9. What role did Tadao Fuchikami play during the December 7, 1941 raid on Pearl Harbor?

- A. He was the first pilot to release a torpedo
- B. He was the messenger who delivered the belated "war warning" cable

- C. He was the first pilot to release a bomb
- D. He was the first pilot shot down

10. No civilian residents of mainland USA were ever killed by an enemy bomb. Is this statement true or false?

- A. True
- B. False

The Answers

1. Who was Morris Cohen?

The Correct Answer: Both of these

This is a trick question, as there were two noteworthy Morris Cohens during WWII. One was a spy who was married to Lona Cohen, who was a courier for Manhattan Project physicist - and Soviet spy - Theodore Hall.

The other Morris Cohen was an arms dealer from New York who had been made a colonel by Dr. Sun Yat Sen and promoted to general after Sun's death by the Chinese Legislative Yuan. He got the nickname of Two-Gun Cohen as he always carried two guns.

2. What mistake did three German pilots make at Comiso Airfield in Sicily?

The correct answer: They landed there

The US 45th Infantry Division had just taken the field when they came in to land. The first one, in a Ju88, was shot at by US flak guns during his landing. When he got out of his plane, he shook his fist at the flak batteries. The next two were Me109s. They were all taken prisoner.

3. What "first" did Ernest Childers, George H. Cannon, Desmond T. Doss, and Joseph T. O'Callaghan share?

The correct answer: They won the Medal of Honor

Childers was the first Native American to be awarded the Medal of Honor. A Creek Indian from Broken Arrow, Oklahoma, Childers, served in Italy in 1943. At Oliveto, he single-handedly took out two snipers, attacked two machine gun nests, and captured an artillery observer.

George Cannon was the first US Marine to receive the Medal of Honor during World War II. He received it posthumously for his courage and valor during the Battle of Midway, where he refused to leave his post despite being seriously wounded until all of his men were evacuated. He bled to death, ensuring the safety of others, and is buried at the National Memorial Cemetery of the Pacific in Honolulu.

Doss was the first conscientious objector (there were two others) to receive the Medal of Honor during World War II. He served as a combat medic and, during the battle for Okinawa, is estimated to have saved 75 soldiers through his heroic actions.

O'Callaghan was the first chaplain so honored. A Roman Catholic Jesuit, O'Callahan earned the Medal of Honor by heroically rescuing and tending to the wounded when his ship, the USS Franklin, was bombarded by the Japanese in March 1945. He also personally organized and led a party that went below deck and doused explosives with water to prevent further explosions, thus saving the *Franklin* from sinking.

4. What was noteworthy about British Sergeant-Major Charles Coward?

The correct answer: He was awarded the Iron Cross by Germany.

Coward was captured by the Germans shortly before the fall of France in 1940. In an escape attempt, he hid in a hospital with German wounded. He

was awarded the Iron Cross in error. He ended up in a prisoner of war camp near Auschwitz, where he set up an intelligence network and provided information to the Allies.

5. Who was the first American general killed during the war?

The correct answer: Herbert Arthur Dargue

Dargue was killed when his plane crashed in California on December 12, 1941, while he was headed to Hawaii to take up his post as new commander of the US Army at Pearl Harbor. There he was to investigate why the Americans were so unprepared for the Pearl Harbor attack. Posthumously, he was inducted into the Aviation Hall of Fame, as he spent most of his life building up the Army Air Corps.

McNair was killed on July 25, 1944, by Allied bombs during Operation COBRA, in which the American First Army pushed through German lines in northern France just after the D-Day invasion.

Buckner, whose father was a Confederate general during the American Civil War, was killed on Okinawa on June 18, 1945, by enemy artillery fire. He became the highest ranking military man lost to enemy fire during World War II.

Bryant is a random name!

6. What was the name of British Field Marshal Bernard Montgomery's dog?

The correct answer: Rommel

Willie was Patton's dog, Blackie was MacArthur's, and Telek belonged to Eisenhower.

7. This flag officer (admiral or general) graduated from a well-known American military school in 1909 and held, among other awards, the Imperial Order of the Meiji, the Order of the Sacred Treasure, and the Order of the Rising Sun. Who of the following is this?

The correct answer: Robert L. Eichelberger

Eichelberger graduated from West Point in 1909. He was a member of the small American force sent to protect American interests during the Siberian Intervention of 1918-1919. As a result of his actions there, he received these awards from the Japanese government.

Isoroku Yamamoto was the Commander of the Combined Japanese Fleet from 1939 until his death in 1943, when the Americans shot down his aircraft.

Keitel was the chief of the Oberkommando der Wehrmacht (OKW), the German High Command during World War II. Found guilty of war crimes during the Nuremberg trials, he was hanged by the Tribunal in 1946.

Tomoyuki Yamashita was a Japanese general who invaded Singapore and eventually became the governor of the Philippines. After the war, he was tried for crimes against humanity for atrocities in the Philippines, and he was convicted for turning a blind eye to those crimes committed under his command. The legal principle that said he could be convicted by failing to discover widespread atrocities and prevent them became known as the Yamashita standard. He was hanged in 1946.

8. Hitler's favorite books were novels about the American Old West. Who was his favorite author of these western novels?

The correct answer: Karl May

May (1842-1912) was one of the best-selling German authors of all time, and he is chiefly known for his books set in the American West. He also wrote about adventures in the Orient, Europe, and even at home in Germany.

It is doubtful that he ever visited the American West, and his only known trip to the US was well after he had written these books, and on that occasion, he never went west of Buffalo, New York.

His works were the subject of several popular films during the 1960s, and in 2022, a research center bearing his name was established.

9. What role did Tadao Fuchikami play during the December 7, 1941 raid on Pearl Harbor?

The correct answer: He was the messenger who delivered the belated "war warning" cable

Fuchikami was a Japanese boy who worked for RCA Communications delivering messages around Pearl Harbor. He delivered the now-famous telegram, warning of the impending Japanese attack, to the Fort Shafter message center on Dec. 7, 1941. It arrived after the attack started - through no fault of Fuchikami's - as it was not marked differently from the other cables he

was delivering that day. He didn't know what message he'd delivered that day until about ten years later, when he read about it.

10. No civilian residents of mainland USA were ever killed by an enemy bomb. Is this statement true or false?

The correct answer: False

Five children and a woman were killed on May 5, 1945, near Bly, Oregon, when a Japanese balloon bomb exploded as they were dragging it from the woods.

For Sale

We do have a few items for sale. They have recently been rebounded and redone. They look great and are definitely worth the price:

Mail Surveillance under the Third Reich by R.J. Houston. 35 pages. \$15.

German Feldpost Operations in the West 1940-1944 by John Painter. 2004. 60 total pages. \$20.

The War of the Springing Tiger by Jeffrey Markem is about Azad Hind stamps and the fight for India's Independence. \$10.

Composition Listing of Organic German Military Units, 1980. \$15.

Each of these is expertly written, filled with details that took scores of hours to research. All proceeds go only to the Third Reich Study Group. It is first-come, first-served, and if we get down to one copy, I will have more printed (though that could delay shipping by a week or so).



*Keep Calm and Keep
Collecting!*