



Third Reich Study Group Bulletin

October 2021, Volume LVI, Number 4, (#221)

Inside:

- Ben Beede in Memoriam
- A great new author: Jason Yang
- French Volunteer Legions by Michael Samuels
- Catapult Mail by Lawrence Mead
- Plus: Danzig, AuctionWatch, and so much more!

Third Reich Study Group Bulletin

October 2021, Volume LVI, Number 4 (#221)

A truly important issue:

Ben Beede in Memoriam- A pioneer in our field has passed. Here is some of the best he wrote for us over the years.

New research by Jason Yang- Our first-time author wows the Bulletin with a detailed look at the markings “gefallen” and “vermisst” on postal covers and through the Felpostamtsblätter (military post office announcements). Writing like a seasoned veteran, Jason gives us a unique view of the Feldpost, never discussed in our journal before. Thank you, Jason!

***Catapult Mail 1928-39* by Lawrence**

Mead – An intriguing piece by a great author on one of the most fascinating aspects of postal history anywhere in the world.

Labels and Feldpost of French Volunteer

Legions by Michael Samuels. A beautiful display with some great visual pieces of an important chapter of WWII history.

Plus: *AuctionWatch*, A great Danzig article from the archives, a challenging Trivia page, and we have a few items for sale. All in all, another great issue.

The Great American Stamp show is behind us, and what a success it has been! With 20 new members and our study guide selling out, the Third Reich Study Group is on the move. I personally want to welcome all of our new members, and urge them to join the Germany Philatelic Society USA at germanyphilatelicsocietyusa.org.

But we do need one thing: money. In order to keep mandatory dues away, I am asking for voluntary contributions to keep the website and Journal going.

Simply send any donation by check payable to “Chris Kolker” to 25 Parkwoods Drive, Norwich CT 06360.

And in the meantime, sit back and enjoy our latest issue.

Articles! Articles!

Articles! We need them.

Simply send any articles, scans, or ideas to ctkolker@mail.com

Keep calm and keep collecting!

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To Our Esteemed Readers:

I extend a wonderful welcome to this edition of the *Third Reich Study Group Bulletin*. While this issue certainly is informative and even beautiful, it truly is the most challenging issue I've had to produce. Benjamin Beede, who is a principal reason why the Third Reich Study Group still exists, passed away suddenly in July. Not only did he support me during the transition from the previous editor, Jim Lewis, to me, he also contributed many very learned articles to the *Bulletin*. We pay respect to him by printing some of his older articles in this issue. He was a giant in our field, and he will be missed.

Ben bequeathed his library to the Germany Philatelic Society, and I was fortunate enough to be able to travel to New Jersey and retrieve it. His library, mainly in German, is quite extensive, and I do hope it provides our group the opportunity to continue to flourish academically for years to come. Ben left us an incredible legacy.

The remainder of the issue has some incredible finds. We spend a little bit of time in the Rhineland looking at a fascinating cover presented by stampboards.com. Keeping in the same theme, our feature *Stamps of the Third Reich* showcases traditional folk costumes from different areas of Germany, including the Rhineland. The reader will discover why these seemingly innocuous stamps were quite controversial in its day and how the Rhineland was directly involved.

I do have one request from our readers. **We need articles!!** Short or long, or even just a simple scan of what you enjoy is helpful. Please email me anything you have to ctkolker@mail.com or mail it to 25 Parkwoods Dr., Norwich, CT 06360. If you need editing, scanning, or more information for your writing, just let me know. I will help in any way I can.

In the meantime, enjoy our latest issue. The *AuctionWatch* material is outstanding, and the *Trivia* is tough but fair. All in all, it makes for a great issue. Enjoy.

Chris

To Our Esteemed Readers:

I write to you today a second letter for a very special reason.

As you know, membership to our group is free. I take pride in that, because I think philately is a beautiful thing to be enjoyed by all. I want the Germany Philatelic Society to prosper, so I am always after everyone to join the GPS so that we can continue the benefits and joy of German philately now and in the future.

But today, the Third Reich Study Group needs money. It primarily is because we are a victim of our own success. During the last three months, I have been able to travel to a couple of different shows, especially the Great American Stamp Show of the American Philatelic Society to promote our group. It has been successful, as in the last three months we've had over 20 new members. In the last five years our membership has increased five-fold!

But in order to do that, we have incurred some costs. I am printing out more of the *Bulletins* for promotion, and I have printed new brochures as well. Printing expenses are ever escalating. Putting that together with the cost of maintaining websites and domains, one can see that funds can evaporate fairly quickly.

This is where you come in. I am humbly requesting donations for the group. Any small amount will be appreciated. 100% of the funds go to maintaining the Group, as I do not have any kind of salary or fee involved. If we do this, I do not have to begin charging annual fees or dues, and my attention will continue to be focused on producing a high-quality *Bulletin*, and not on finances

Donations can be sent to Chris Kolker, 25 Parkwoods Dr., Norwich, CT space 06360. Checks need to be made out to "Chris Kolker".

Even a very small amount can help ensure the future of our group.

Thank you for your time and consideration in this matter and for being such a wonderful group. It has been my honor to edit the *Bulletin* for you.

Sincerely,

Chris

Benjamin Beede

In Memoriam

In life, one will find only a few individuals that combine intelligence, empathy, and even brilliance with compassion. Even fewer combine all of those with patience, which brings the willingness to teach those who know less. Ben Beede was one of those very few individuals.

Just a few years ago, the Third Reich Study Group faced a crisis. Jim Lewis, their longtime editor, had recently passed away. No one had stepped forward to take over. It appeared the issue was combining someone with expertise in the field and the necessary computer and publishing skills needed for the changing times.

After an extensive search, I became the only candidate. I had just signed up for the Group and had never even seen one of the publications yet. However, I did possess some computer skills, and the hope was that would be enough to continue the Group's *Bulletin*.

Ben clearly saved the day. I told him that I knew I did not have expertise in the field. Patiently, day after day, Ben worked with me to teach me what I needed to know about the era's philatelic history. Ben showed me articles, journals, and study guides to provide a base and then moved me to more detailed scholarship in the field.

Ben did this in a way that I have seldom ever seen since. He was patient and kind, even when I would repeatedly make the same mistake. And Ben never became condescending, despite his incredible knowledge in the field. His brilliance was often understated. His kindness always was.

Ben indeed left his mark in philately. He saved the Third Reich Study Group, now a major driving force in the Germany Philatelic Society. In a true act of generosity, Ben willed his impressive personal library to the GPS. To the end, he thought of others; he wanted to make philately stronger for the next generation.

Ben, you will be missed. To put it simply, you have helped make philately the incredible recreation it is. Thank you.

(Editor's note: What follows is just a sample of his articles through the years)

CASH PAID MARKINGS IN THE OCCUPIED TERRITORIES
IN WORLD WAR II: AN INTRODUCTION

by Benjamin R. Beede

This article can be no more than an introduction, because this is a topic about which I know relatively little. It seems that despite the many dislocations caused in Europe by air attacks and military movement, only rarely was it necessary to resort to having postal fees paid in cash at postoffices of the German occupied territories of World War II. Two areas where this procedure occurred were in the Ukraine and in Laibach.

1. The Ukraine

The first cover (Fig. 1) was sent registered mail at Nikolaev in the Ukraine, March 9, 1942, to a local addressee through the Deutsche Dienstpost Ukraine. The sender was a soldier who had to pay full postage for a registered letter. In fact, he seems to have been charged too much, because the local rate should have been 38 Rpf. rather than 42 Rpf. The stamped marking below the postmark reads: "Charged in evidence of special postal fees." This was the proper marking for cases when postal fees were paid in cash on a domestic letter. The cover may have come about because of a lack of postage stamps at Nikolaev in March 1942, although there is another possible explanation that will be explored in the discussion of the second cover. Further information on the postal situation at Nikolaev would be welcome.

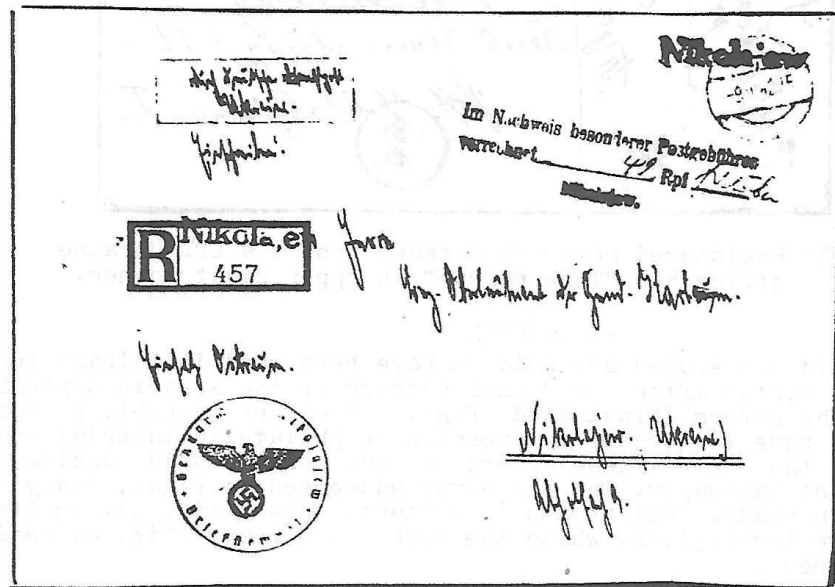


Fig. 1) Registered cover sent via DDP Ukraine with handstamp noting payment of 42 Rpf postage.

A second cover from the Ukraine (Fig. 2) was sent from Korssun on August 7, 1942 to Germany. In this case, quite properly for a foreign letter (addressed to Germany), the cover is inscribed with the rate 42 Rpf., a postal official's initials, and the words: "Taxe percue".

In this instance (and possibly for the first cover as well), it was probably confusion over censorship and postal regulations, rather than a lack of postage stamps, that caused this cover to be sent with a cash paid marking. In 1942, confusion developed about mail sent to and from the Ukraine. Some postal clerks confused this mail with items sent to German civil internees and prisoners of war abroad, and thought that mail for the Ukraine had to be paid in cash. 1

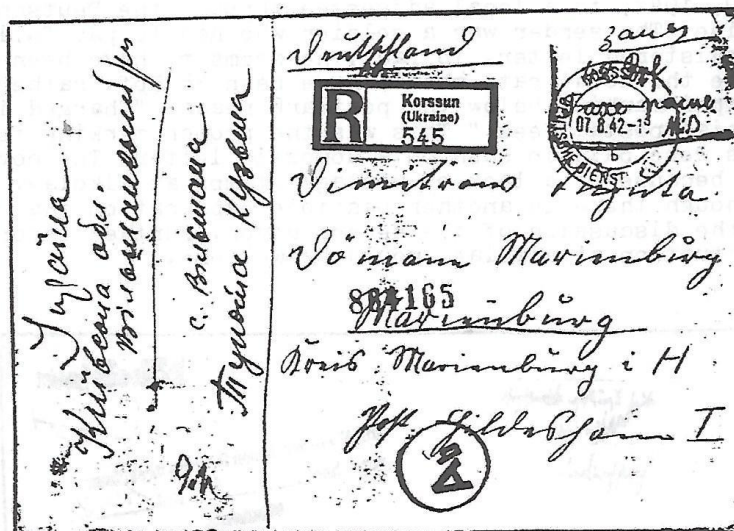


Fig. 2). Registered cover to Germany sent via DDP Ukraine office has "Taxe percue" in upper right corner.

2. Laibach

Cash paid procedures are said to have been used in Laibach for several months after the German seizure of the area in September 1943. The covers illustrated (Figs. 3 & 4) are probably philatelic, but for once I overcame my aversion to philatelic material and acquired the items. These covers include postage paid markings in different languages. For the cover addressed to Milan, Italy, the notation reads: "Affrancato in contanti Lire" (Fig. 3), an Italian language inscription, while the cover to Germany (Fig. 4) reads: "Barfranco".

The rates are also different. The cover to Italy cost half a Lire, and the cover to Germany cost a full Lire. These rates raise some questions. The rate to Italy seems to have been all right. It seems to make sense that mail to Italy would be charged at the domestic rate, because Laibach had been under Italian control from 1941 to 1943. The cover to Germany, on the other hand, seems to have been underfranked.

One and a quarter Lire was the foreign letter rate for Laibach according to the Michel Deutschland-Spezial Katalog. It is just conceivable that the cover required double the domestic postage because of the weight. This would indicate that mail to Germany was also considered domestic mail.

I would be glad to have comments on this article and/or other examples of cash paid markings sent to the TRSG Bulletin editor.

NOTES: 1. "Taxe percue" auf Auslandpost Drittes Reich", Rhein-Donau Gildbrief Nr. 152 (Feb. 1986): 39-41.

Fig. 3) Postage paid marking on cover sent to Milan in January 1944 include manuscript "Poste restante" in lower left corner.

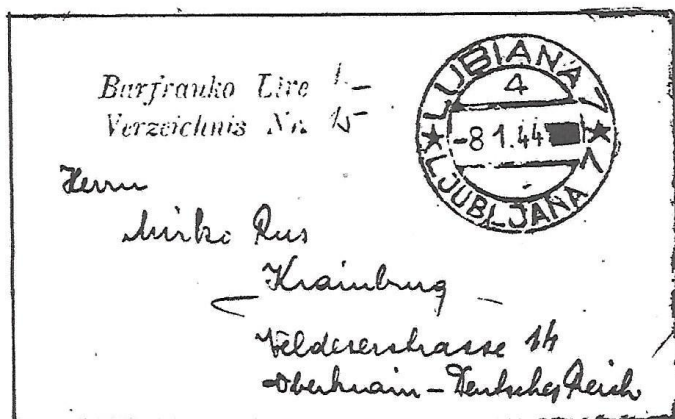
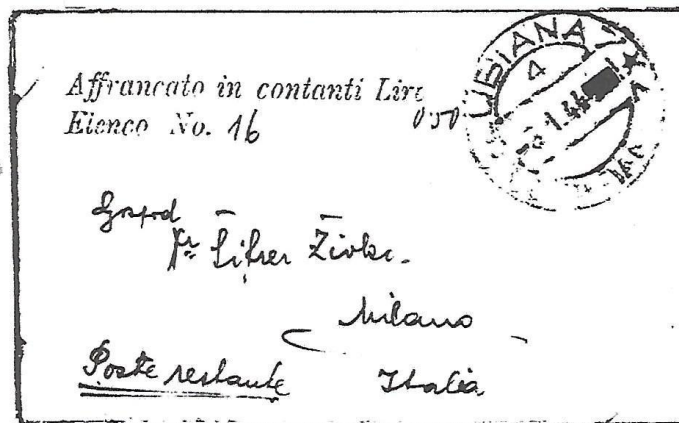


Fig. 4) Postage paid cover sent to Krainburg, Germany has handstamped "Barfranko Lire" and "Verzeichnis Nr." The Lubiana 7 postmark is also dated Jan. 8, 1944.

FELDPOST FROM ODESSA, 1943

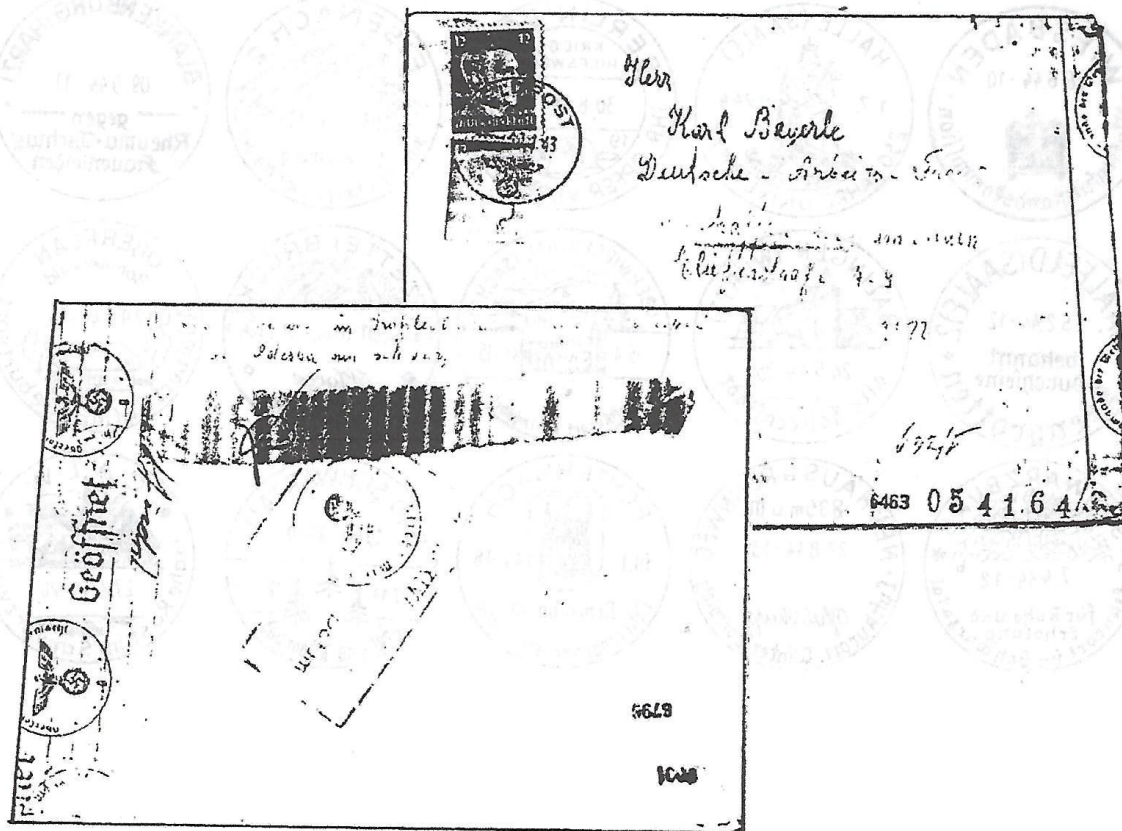
by Benjamin R. Beede

Judging by offers in auction catalogs, one of the more elusive categories of German World War II Feldpost mail seems to be items sent through the Feldpost by German firms and their employees and German governmental agencies and their staffs in the occupied and allied territories. The cover illustrated and discussed in this article seems to have been mailed by an employee of a governmental office.

The cover, paid as a double weight, out-of-town letter with two 12 Ppf. Hitler head stamps, was sent via a German Feldpost office in or near Odessa, the Soviet Union. The return address mentions a town and district, which is further identified as "near Odessa on the Black Sea." No street is indicated.

With this cover, the reverse is nearly as important as the front. There is a large rectangular stamped marking from the "Volksdeutsche Mittelstelle", a arm of Himmler's vast bureaucratic, security and military empire, which screened, cared for, and sometimes transferred members of German minorities outside the Reich.(1). Odessa, in 1943, was located in the area of the Soviet Union occupied by the Rumanians, although there was an SS headquarters at Odessa. (2)

The Volksdeutsche Mittelstelle marking was presumably applied in Odessa, possibly at the SS headquarters, to take the place of the



unit seal usually required on Feldpost mail.

The Volksdeutsche Mittelstelle is not mentioned in the section on "Briefstempel" on pages 104-105 of the Michel Handbuch-Katalog Deutsche Feldpost 1937-1945 (1986).

This cover was treated as a foreign letter when it entered Germany. It was censored at the Auslandsbriefprüfstelle Wien, which suggests that it was routed through Rumania, because the Vienna censorship office handled Rumanian mail. (3)

References:

1. Robert E. Koehl, RKFDV: German Resettlement and Population Policy: A History of the Reich Commission for the Strengthening of Germanism. (Cambridge; Harvard University Press, 1957).
2. Martin Gilbert, Russian History Atlas (New York: Macmillan Company, 1972), p. 123
3. Karl-Heinz Riemer, Die Überwachung des Auslandsbriefverkehrs Während des II. Weltkriegs Durch Deutsche Dienststellen (Düsseldorf: Poststempelgilde "Rhein-Donau" e.V. 1979), p. 127.

As we have a bit of space, here are a number of special cancels from various towns used during 1944:



S.O.E. FORGERY OF MI. 519 HINDENBURG DEFINITIVE

by Benjamin R. Beede

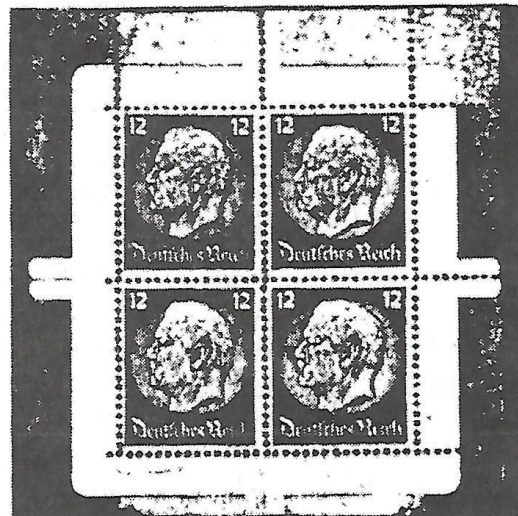
Charles Cruickshank's S.O.E. in Scandinavia (New York: Oxford University Press, 1986), pp. 47-48, discusses propaganda operations of Section D of the Secret Intelligence Service (S.I.S.), a British governmental agency, in Sweden during 1939 and 1940. Propaganda leaflets were actually printed in Sweden and then smuggled into Germany. They were taken to Denmark before the invasion of that country in April, 1940 and brought into Germany by a cooperative ship captain. It is said that he "took 10,000 letters a week with fake German stamps, so they would seem to be posted within the Reich." (page 48). The effort to make German recipients believe that the leaflets were produced in Germany by the underground failed because the Gestapo did acquire some copies and realized that a secret publishing house would be unlikely to produce such well printed items.

The "fake German stamps" were almost certainly the 12 Rpf. Hindenburgs listed by Michel. Certainly, they could not have been Hitler heads because the operation referred to was undertaken well before the issuance of Hitler stamps in August, 1941. It is also evident that the stamps were used for propaganda purposes, but that the stamps themselves were not intended to convey a propaganda message. On the contrary, they were to look like ordinary stamps. This appears to be highly important information. S.O.E. in Scandinavia is part of an official history of S.O.E. (Special Operations Executive, the British agency upon which the American O.S.S. was patterned); therefore, it is a highly authentic source.

There is one puzzling comment. Something is said about "they would seem to be posted within the Reich." Evidently, the letters must have been mailed in Germany; otherwise, how would they have reached their destinations? There is a good deal of additional information in the book which merits the attention of postal historians. Pages 12 and 13 state that the postal service was used "extensively" by resistance forces in Denmark, but not in Norway for reasons that are given. Cruickshank mentions internal censorship in Norway by the State Police. His reference suggests that some sort of censorship markings were used. This is new to me. Does anyone have examples of such censorship? The State Police mentioned was clearly Norwegian, not the German Sicherheitspolizei.

Shown at right is the Hindenburg forgery which was printed in panes of four. These panes have a band of color in the margin which varies from 3 to 12 millimeters in width. The color and perforation (14) is identical to the genuine stamps. However, the forgeries are on un-watermarked paper, whereas the genuine are watermarked either with Mesh or Swastikas.

L.N. & M. Williams' Forged Stamps of Two World Wars (New York: H. Lindquist Publications, 1954) details small discrepancies in the design, notably the shading on the first lock of hair on the forehead and on the throat.



THIRD REICH METERED MAIL by Ben Beede

One topic that has rarely been mentioned in the many issues of the Third Reich Study Group Bulletin is metered mail. There are many possibilities for including meters in a Third Reich collection, whether one is collecting postal history from the period or is putting together a collection that more directly depicts propaganda aspects of Nazi Germany.

A collector can take a very straightforward approach and try to collect all the major meter types used during the Third Reich. It should be noted that a good many types that originated in the Weimar Republic continued to be used in the 1933-45 period. To collect types one needs a copy of Heiner Duerst's 'Die deutschen Post- und Absender-Freistempel: Handbuch und Katalog' published by the Poststempelgilde "Rhein-Donau". This catalog, issued in 1982, does not contain a specific Third Reich section, but it is easy to identify the meter types in use between 1933 and 1945. One can quite legitimately include postwar meters which show the affects of Allied regulations against the use of Nazi or militaristic symbols; meters had to be altered severely in 1945 and 1946 to be acceptable.

Another possibility is the development of a collection of covers showing Third Reich postal rates and services when franked with meters. Even in the 1930s and 1940s when meters were less often used than in today's Germany, certain types of rate covers generally or perhaps always bore meters. Mixed frankings between stamps and meter franks also occur. Sometimes these are philatelic, but often are nonphilatelic business correspondence. An essential reference for a rate collection is Rainer E. Lütgens' very well researched 'Deutsches Reich Postgebührenkatalog 1923 bis 1945'.

Various other approaches exist. For example, one could study propaganda uses of meter markings. This would probably be a broad area. Nazi Party newspapers seem to have used meters exclusively, and these sometimes contain extreme Nazi propaganda. This is not an area which I collect, but judging from auction catalogs there is a fair amount of Nazi Party metered mail available. In addition to party newspapers the National Labor Front and other branches of the NSDAP purchased and used meters. Someone should prepare a catalog covering meter markings of the Third Reich with Nazi propaganda.

Several special catalogs with heavy coverage of Third Reich meters are: J. Grulich, 'Postfreistempel mit Werbeeinsatz'
R. Fröhlich, 'Absenderfreistempel Deutsches Reich Stadt-Gemeinde-Kreisverwaltung.'

E. & H. Bayartz, 'Komusina-Absenderfreistempel Handbuch & Katalog'

All meter publications mentioned above, except the Rhein-Donau catalog, were issued recently by Forschungsgemeinschaft Deutsche Post-und Absenderfreistempel e.V., a small but very active study group now affiliated with the Bund Deutscher Philatelisten e.V.

Metered mail is receiving more respect in Germany these days, perhaps in part as a result of the study group's work. Some auction catalogs have special sections of metered mail, for example.

Despite the favorable tone of my article I have not become a total convert to metered mail, but nevertheless I think anyone who ignores meters ignores an important element of modern German postal history.

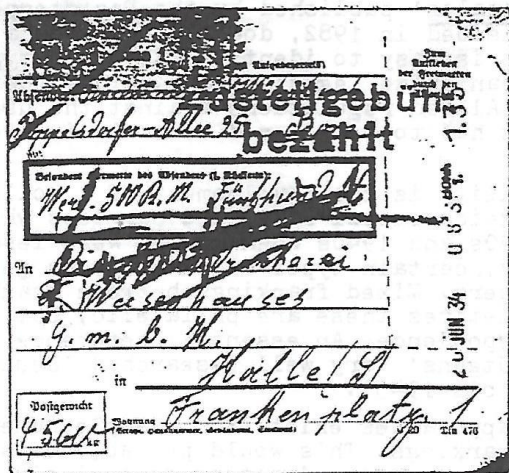
MIXED FRANKING: HITLER STAMPS & "CASH REGISTER" METER

by Benjamin R. Beede

Beginning in the early 1920s some German post offices began to be equipped with special meter machines (Registrierkassen) for franking package cards. These markings were somewhat similar to the jet-sprayed cancels now being introduced by the United States Postal Service, although they were meters rather than simply cancellations.

Figure 1 shows a "normal" package card from 1934 with a "cash register" meter in combination with a stamped postage paid marking reading: "Delivery Fee/Paid" (Zustellgebühr bezahlt). There are no postage stamps on the card. Note that the meter is unusual in that it lacks a star just in front of the denomination.

Fig. 1)

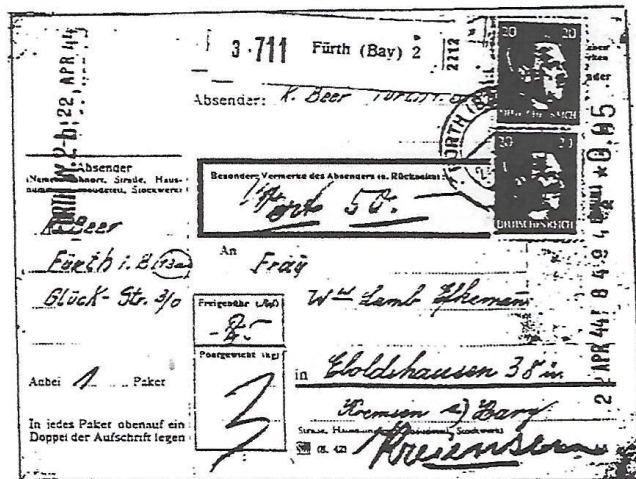


Even more unusual is a package card from 1944 with a mixed franking between two 20 Rpf. Hitler head stamps and a 5 Rpf. "cash register" meter. An illustration of the item in an auction catalog initially caught my eye because I was stationed at Fürth (Bavaria) between 1964 and 1967. It is surprising that such a mixed franking occurred. The auction catalog suggested that the post office lacked 5 Rpf. postage stamps at that time. This may have been the case because such "cash register" meters were generally used by post offices rather than by private mailers. The thought occurred to me that an air raid might have caused a disruption in the delivery of postage stamps at that time. There was a major British air raid on Nuremberg in March 1944, but apparently there were no significant air attacks around the third week in April 1944 when this package was mailed.

The standard German meter catalog describes "cash register" meters and lists three types of marking, but it does not mention mixed frankings between them and postage stamps. A recent handbook and catalog of German package cards 1945-1949 does discuss such mixed frankings and implies at least that some large mailers did use "cash register" meters. If so, that suggests that for my 1944 card the sending firm lacked stamps, not the receiving post office.

A serious objection to that theory is that the numeral label at the top of the card should have borne a firm name or some other indication that the sender was allowed to prepare package cards before submitting them to the post office. It may be that because of wartime shortages the firm lacked the proper printed labels and was allowed to use generic labels supplied by the local post office.

Fig. 2)



Either way, this package card (Fig. 2) is an interesting mixed frank. The card is rather yellowed, but has a somewhat striking appearance. The stamps are, of course, bright blue. The meter marking is red, and the town name and cancellation date on the left side are purple. Anyone with more information or thoughts about this package card should write to the Bulletin editor.

References

Heiner Duerst and Gerd Eich. Die deutschen Post- und Absender-Freistempel: Handbook und Katalog (Düsseldorf: Postempelgilde "Rhein-Donau", 1980).

W.-R Hartwig and others. Paketkarten im Nachkriegsdeutschland 1945 bis 1949 (Karlsruhe: ARGE Loknot, 1988).

The Use of “gefallen” and “vermisst” Markings per the Feldpostamtsblätter

Jason Yang

WWII has caused immense casualties on both sides of the conflict, with the Germans suffered a loss of more than 5,300,000 soldiers. Part of this could be reflected through the aspects of feldpost system, as the dead, wounded and missing were notified to their family and local authorities through “gefallen/verwundeten/vermissten-mitteilung” (death/wounded/missing notice), and their belongings sent back through duty-free parcels. Mail sent to those soldiers were returned with appropriate markings, e.g., “Gefallen für Grossdeutschland (Fallen for Great Germany)”, “Vermisst (Missing)”, etc.

When I stumbled across some of the returned covers, I was wondering if the Feldpost administration had provided official instructions that resulted in the specific use of those markings. A search through the official feldpost bulletins (Feldpostamtsblätter) did answer my question, with other interesting results. The treatment of undeliverable letters because of death/missing/wounded started after the Polish Campaign in late Oct 1939, but went through a change in 1941, later causing confusions as casualties mounted in Operation Barbarossa. A detailed official stipulation was not in place until July 1942.

I suspect there has already been research conducted on this matter by ArGe Feldpost, but I have yet to dig out anything similar in TRSG newsletters. Similar information isn't present on the Michel Feldpost Catalogue either. Thus, this could be of some use as a reference for further study. Comments, feedback or corrections are greatly appreciated.

Note the official bulletin's contents are translated with Google Translate with minor edits, not everything is translated precisely but the general messages should be the same.

1. Early period (1939-10-31 to 1941-03-03)

The earliest regulation I have found on this matter is in Directive #31/1939, on Oct. 31, 1939:

“If the feldpost shipment is returned by the troops as undeliverable, the procedure is as follows:

1. The addressee was with the unit, but has been transferred, wounded, fallen or for other reasons no longer with this troop unit. In these cases, the troop unit must make a corresponding note on the shipment, on the basis of which it will either be forwarded with the new address specified by the unit or returned to the sender...”

The directive just mentions the procedure with handling such undeliverable mail, without any specifications on the markings to be applied on the letters. This in some sense gave the

individual units (companies, battalions, etc.) the freedom to apply the markings on their own, which in part resulted in a large variety of the cancels/markings applied onto the undeliverable mail covers. Another reason for the variety is that the cancels are not centrally procured (Fuchs, 1972).

Interestingly, the Wehrmacht was somehow unprepared for the casualties when the Polish Campaign started in September 1939. There was organization or schedule for managing the fallen soldiers within the troop units, and a procedure for burying the fallen was established less than a month later (Janz, 2015). It appears that the feldpost system was a little late in establishing a protocol for undeliverable mail for soldiers killed/missing in action.

An example of this period is on Figure 1, a cover sent on 1940-06-04 from St. Tonis to Unteroffizier Friz Grob, feldpost number (FPN) 14548 (14th Company, 6th Infantry Regiment, under 30th Infantry Division). Location: Ypres, Belgium. The cover was returned with dark blue “Return” markings and a pencil note “Fallen for Great Germany” with a date “12/6”, suggesting it was returned on 1940-06-12.

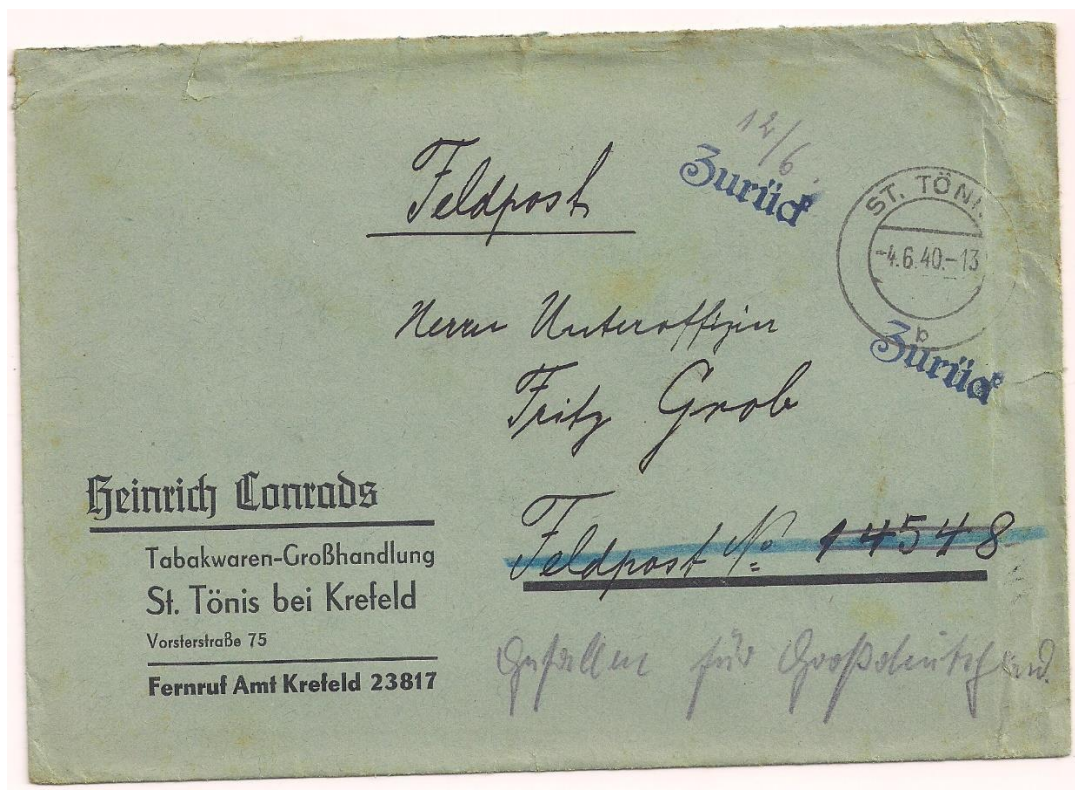


Figure 1. 1940-06-04 returned feldpost cover. Item from my collection.

Although the origins of the use of “Fallen for great Germany” is unknown, the format is likely carried from similar usage in previous conflicts, i.e., WW1 and earlier. Figure 2 is a 1916 feldpost postcard from a soldier to another soldier, but returned with a written note “Am

15.3.16 Fürs Vaterland Gefallen (Fallen for the Fatherland on 1916-03-15)" in red pen. The markings in Figures 1 & 2 do show a similar format.



Figure 2. 1916-03-25 returned feldpost postcard. Item from my collection.

The word “Grossdeutschland” refers to greater German-speaking area, including Austria. As Austria is annexed into Germany in March 1938 (aka Anschluss), the enlarged German state is colloquially referred as Grossdeutschland. An example is shown in Figure 3, where the term is used in a commemorative postmark “Tag des Grossdeutschen-Reichs (Day of Great Germany)” applied on an Anschluss mixed franking cover in 1938.



Figure 3. 1938-04-09 Anschluss mixed franking cover. Item from my collection.

2. Confusion period (1941-03-03 to 1942-07-28)

A new, more specific regulation was stipulated in Directive #17/1941, on March 3, 1941:

“b) The shipments to the fallen and missing service members of the Wehrmacht are to be marked

‘nicht zustellbar, zurück an absender’ (undeliverable, return to sender)

then returned to the feldpostamt or collection office after crossing off the feldpost number. The responsible personnel for the unit (mail collector, etc.) must add his name and rank to the note, e.g.

‘nicht zustellbar, zurück an absender

Mueller, Gefr.’”

In theory, all such undeliverable mail is to be marked in this way, thus the use of “gefallen” and “vermisst” markings is technically against regulations. But from some covers in my collection, this does not seem to be the case.

Figure 4 is an example of the “standard” marking on a feldpost cover. Sent on 1941-09-19 to Gefreiter Alois Troger FPN 13604B (9th Company, 283rd Infantry Regiment, under 96th Infantry Division). Location: south of Krasnogvardsk (now Gatchina, south of Leningrad/St. Petersburg, Russia). It was returned with a stamped two-line marking “Return to Sender/Wait for New

Address". The name, FPN and last line of the marking were crossed out, with a written note "Nicht mehr zustellbar (No longer deliverable)".

This cover would just be inconspicuous as is, but a search on the German War Graves Commission (Volksbund) database reveals that the addressee was either killed or went missing on 1941-09-28 at Possjolak (Village) #7. This confirms the adherence to the usage stipulated in the bulletin, but the mail handler didn't sign it. As the units carry out the handling with substantial freedom, minor variations from the official format are quite common.

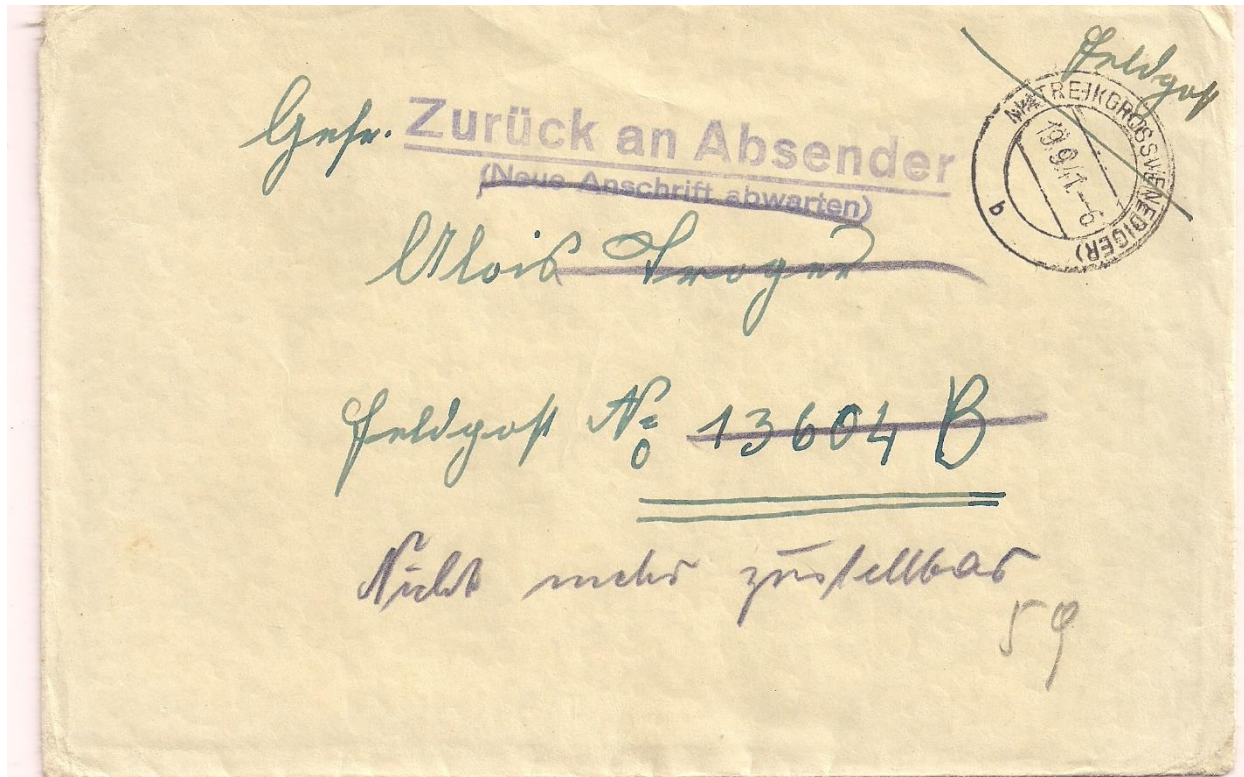


Figure 4. 1941-09-19 feldpost cover with the marking "nicht zustellbar". Item from my collection.

Figure 5 is an example of the "gefallen" marking in use during this period. Sent on 1941-08-09 from Berlin to Leutnant Günter Wolff, FPN 04132 (Reconnaissance Staff 4(H) 21, a Luftwaffe unit subordinated under 26th Army Corps). Location: north of Tartu, Estonia. The cover was marked "Return to sender, fallen for Great Germany on 1941-08-06", signed by an Unteroffizier on 1941-08-28, and stamped with the unit's official seal (note the L in its FPN as Luftwaffe).

Per Volksbund's database, the addressee was killed on 1941-08-06, at 3km southeast of Orgmetsa in Northern Estonia.

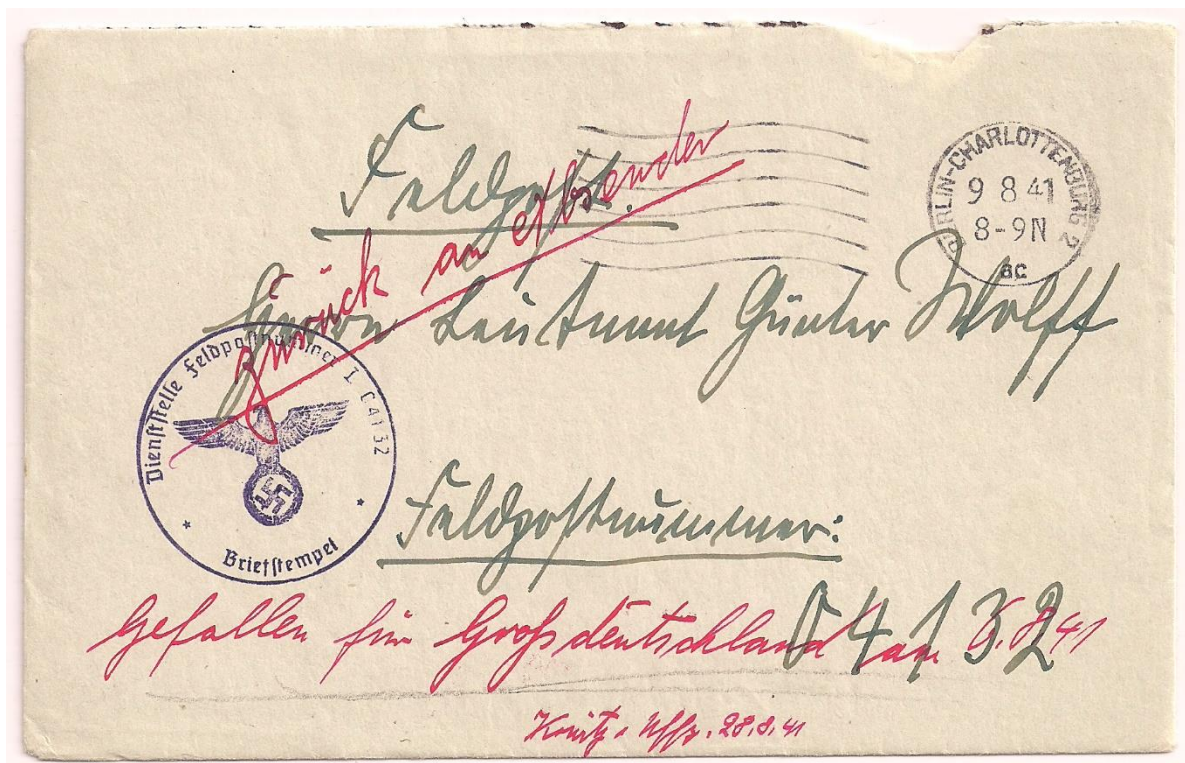


Figure 5. 1941-08-09 feldpost cover with “gefallen” marking. Item from my collection.

This “one-type-for-all” marking is potentially misleading for the senders who have received the returned letters, as exact fate of the soldier is unknown until an official death/missing notice arrives at the door (hence the confusion). As the Germans started the Russian Campaign, deaths and missing in the army alone increased from a few thousand per month to tens of thousands per official German statistics. This large increase in the order of magnitude might have worsened the confusion issue.

3. Official stipulation (after 1942-07-28)

The practice was officially stipulated in detail in Section B of Directive #76/1942, on July 28, 1942:

“B. Treatment of feldpost shipments

1. The existing feldpost letters for fallen, deceased, missing or seriously wounded members of the Wehrmacht are to be held back for at least 10 days after the relatives have been notified by the unit or dienststelle leader. This period may only be shortened if there is a risk of losing the mail. After the deadline has expired, they are to be returned to the sender.

2. The incoming feldpost letters for slightly wounded, sick or displaced members of the armed forces are to be forwarded after the address has been changed if the unit or service center has received the message about the new address. (See section 9 of the feldpost information sheet)

If the new address is not informed within 4 weeks, then it must be returned to the sender in accordance with number 1.

3. Packets. those for slightly wounded, sick or displaced members of the Wehrmacht, who have not been notified within 4 weeks, as well as for fallen, deceased and missing persons in the operation area are to be returned. If you have the explicit note "if undeliverable, return it to the sender", otherwise you must present it to the unit leader or the service point manager. That person opens the packets, distributes the perishable content as far as it can be used within the unit, and has any attached messages as well as purely personal items sent back to the sender with a note about the distributed content.

Otherwise, packages are to be treated like letters (see previous).

4. Shipments with newspapers and magazines are not to be returned, but distributed within the unit.

5. All returned items are to be marked with a note signed by the post office guard of the unit, which contains the word " Zurück (return)" with a short addition that clearly indicates the reason for the return.

Examples:

Scenario / the note is:

a) The addressee has fallen or died, with the 10-day period expired.

'Zurück, empfangen gefallen für Gross-Deutschland (Return, addressee fallen for Greater Germany)'

(For foreigners: 'für die heimat (for the homeland)')

b) The addressee is missing, with the 10-day period expired.

'Zurück, empfangen vermisst! (Return, addressee missing)'

c) The addressee is wounded, ill or transferred, the waiting period has expired, the new address has not been received.

'Zurück, neue anschrift abwarten! (Return, wait for a new address!)

d) the addressee is unknown to the unit.

" Zurück, empfangen unbekannt! (Return, addressee unknown!)"

Misleading notes are not permitted, e.g. In the case of those who have been transferred, wounded or ill, to use the note "unzustellbar (undeliverable)", since the sender then assumes that the recipient has fallen, died or missing."

Though the formats are officially stipulated from this point, they are mostly a continuation of existing practice in marking the undeliverable letters with greater clarity, especially with stopping the use of "undeliverable" markings for fallen and missing cases.

Beispiele:

Sachverhalt:	Der Vermerk lautet:
a) Der Empfänger ist gefallen oder gestorben, die 10tägige Frist ist abgelaufen.	»Zurück, Empfänger gefallen für Groß - Deutschland« (bei Ausländern: »für die Heimat«).
b) Der Empfänger ist vermißt, die 10tägige Frist ist abgelaufen.	»Zurück, Empfänger vermißt!«
c) Der Empfänger ist verwundet, erkrankt oder versetzt, die Wartefrist ist abgelaufen, die neue Anschrift ist nicht eingegangen.	»Zurück, neue Anschrift abwarten!«
d) Der Empfänger ist bei der Einheit unbekannt.	»Zurück, Empfänger unbekannt!«

Figure 6. The aforementioned marking examples from the Feldpostamtsblatt.

Fuchs' handbook also points out that the feldpostamts were also responsible in applying marking on KIA/MIA mail, I have yet to investigate further.

Figure 7 below is an example of such usage. Sent on 1944-06-14 to Obergefreiter Hannes Brandlhofer, FPN02774 (HQ 2nd Battalion, 2nd Panzergrenadier Regiment, under 2nd Panzer Division). Location: Viller-Bocage in Normandy, France. The cover was returned and stamped with a violet 2-line marking "Return! / Addressee fallen for Great Germany" and a red boxed rectangular "Return" marking with the sender's postal code 12b written in pencil. The unit's seal was also stamped, the FPN crossed out, and a Stabsgefreiter signed the marking.

The addressee is listed on the Volksbund database as Hans Brandlhofer, Obergefreiter, killed on 1944-06-12 at Mehendin in the Orne area (Normandy).



Figure 7. 1944-06-14 feldpost returned cover. Item from my collection.

An example of the “fallen for the homeland” variant is shown in Figure X, a cover sent on 1944-04-11 from Tartu, Estonia to SS-Friwilliger-Sturmann Jakob Luuka, FPN 58312 (Engineer Company, 46th Volunteer Grenadier Regiment of the 20th SS Division, 1st Estonian). Location: Narva, Estonia. The cover was also censored by SS-Feldpost censorship with a red circular cachet on the front and a tape on the back. The cover was returned with the marking “Return to sender/Addressee fallen for the homeland”. An extra “return” marking in violet is also on the front side.

The addressee, Jakob Luuka, an Estonian volunteer, is listed on the database as killed on 1944-04-03 at Narva.



Figure 8. 1944-04-11 Estonian volunteer feldpost cover, front and back. Item from my collection.

An example of the “vermisst” marking is shown in Figure 9. A luftfeldpost cover franked with two Mi.1B stamps (rouletted version), sent on 1944-07-21 to Obergefreiter Pielmann, FPN 40200 (HQ 20th Panzer Division). Location: Bobruisk, Belarus. It was returned with a written marking “Return to the sender./Addressee missing”. The timing coincides with Operation Bagration, the Red Army’s summer offensive in Belarus that started in late June 1944.



Figure 9. Luftfeldpost returned cover 1944-07-21.

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Catapult Mail: 1928-39

by Lawrence R. Mead

Early in the 20th century there was a need to enhance the speed of delivery of overseas mail. The French had the idea to launch a sea plane from a large mail-carrying steamship. The plane would carry the mail pouch, often with registered mail, to shore a day or even two days before the ship was due to dock. This idea required that the sea plane be catapulted off of the short deck to launch it. On August 13, 1928, the first try was made of a seaplane launch of mail from the deck of the *Il de France*. While this difficult feat (both aeronautically and engineering) was somewhat successful, the French authorities found it to be too expensive to continue after just four flights.



First catapult flight: July 22, 1929

The Germans, however, successfully began this type of mail enhancement in 1929 just a year later. Initially, mail was carried off of a steamship using a Henkel He 12 seaplane which had a range of around 400 miles. The first German catapult mailing was done by the North German Lloyd steamship line of July 13, 1929; we see a first flight cover carrying that date above.

This cover was sent from Hamburg to New York aboard the North German Lloyd steamer *SS Bremen* by catapult mail (“Mit Katapultflug” at top left). The cover is franked 75 Pfennige with three airmail stamps: Mi 378 (5 Pfg. green), Mi 380 (20 Pfg. blue) and Mi 381 (50 Pfg. orange). 25 Pfennig covered the single-weight postage. The remaining 50 Pfg. covered the cost of the seaplane launched from the steamer on July 22, 1929 (oval receiving mark: 22.7.29) by catapult to deliver its load of mail well before the steamer docked in New York. The actual flying distance is not completely sure, but was in the 300-mile range (500 km = 310 miles). At first, such covers were registered with a four-digit number, here 1396 (later replaced with a special machine marking).

Such catapult mailings were continued well into the 3rd Reich era until about 1939 when airplanes had enough range to fly across the Atlantic Ocean on their own. On the following page, we see such a mailing to New York from Bremen dated June 6, 1934; the cover appeared in the Lenz auction 106/5531.



At upper right we see “mit Vorausflug vom Dampfer *Europa* nach Southampton”, or “with launch flight from the steamer *Europa* via Southampton [England].” The letter is franked 75 Pfennige with Mi 380 (50 Pfg. orange), Mi 482 (3 Pfg. light brown), Mi 486 (10 Pfg. dark brown) and Mi 487 (12 Pfg. red). Again, 25 Pfg. covered the single-weight postage and 50 Pfg. was the catapult charge. The North German Lloyd steamer *Europa* was added shortly after the successes of the earlier catapult flights from the deck of the *SS Bremen*. We lastly note that catapult mailings from the 1933-39 period are quite abundant and relatively inexpensive (Euro 50-150) and thus catapult mail is an attractive niche in modern philately.

Labels and Feldpost of French Volunteer Legions

by Michael Samuels

Airmail Labels of the French Volunteer Legion (1941/42)

Issued in December of 1941, these French Volunteer Legion airmail labels were released by subscription and open sale in two versions:

One design depicts a Junkers Ju88 bomber flying towards Moscow, and has a one Franc surcharge. This label is marked "COURRIER OFFICIEL PAR AVION". This label was designed by J.E. Bonhotal and engraved by Pierre Gandon.

The second design depicts a German fight plane returning from the Eastern Front. It is surcharged ten Francs and bears the inscription, in blue, "COURRIER SPECIAL PAR AVION". These labels were designed by Vinay and engraved by Degorce.

In total, there were 450,000 pairs printed, but only 141,000 sold. On 15 January 1942, the remaining 309,000 pairs were overprinted with the bilingual inscription, "FRONT L'EST OSTFRONT". Of these 137,500 were sold. Unsold labels were all destroyed.



Airmail Labels of the Legion of French Volunteers Against Bolshevism — Infantry Regiment 638



On 20 April 1942, Adolf Hitler's birthday, a set of five labels each with a surtax of one Franc, were issued to commemorate the 130th Anniversary of the Napoleonic Battle of Borodino in Russia. The Legion of French Volunteers Against Bolshevism (*Légion des volontaires français contre le bolchévisme*, or simply *Légion des volontaires français*) itself was busy fighting against the Soviet Union on the Eastern Front. The labels were printed by photogravure in sheets of 25 with adjoining labels picturing the LVF's unit emblem. One million sets were printed and sold in Paris, Lyon and Marseilles.

The LVF was founded on 8 July 1941, and it volunteered to fight against the Soviet Union on the Eastern Front. There were 13,400 applicants, but ultimately only 5,800 were accepted into the unit. The LVF was officially known by its German designation, the 638th Infantry Regiment (*Infanterieregiment 638*).

The Legion of French Volunteers was mainly made up of right-wing Frenchmen and French prisoners-of-war; the latter who preferred fighting to forced labor in Nazi Germany. Many Russians who fled the Bolshevik Revolution (1917–1922) and who were enrolled in the French Foreign Legion joined the LVF. On 1 September 1944, the Legion of French Volunteers was officially disbanded.

After the war in Europe ended in April 1945, the French civil authority imposed many death sentences and prison terms on collaborators, including LVF members. However, some Frenchmen who had fought for the Germans were given the option to redeem themselves by serving in the French Foreign Legion in French Indochina fighting communist Vietnamese forces.



Feldpost for the SS-Volunteer Legion Flandern

Six miniature sheets of feldpost postage, featuring figures from the Teutonic Holy Roman Empire and the Hapsburg Dynasty, were issued on 9 August 1943, as supplemental postage for packages over 250 grams for the SS-Volunteer Legion Flandern. This was the second set issued. Since this additional postage cost only three francs, the additional surcharge was used for the benefit of the legionnaires and their families. 30,000 sets were issued.



5-francs — Otto the Great



10-francs — Joseph II of Austria

Feldpost for the SS-Volunteer Legion Flandern

The formation started as the 6th SS-Volunteer Sturmbrigade Langemarck in 1940, comprised primarily of Flemish Volunteers. It was redesignated as the SS-Volunteer Flandern in September of 1941. By the time this set of feldpost stamps was issued, the formation was dissolved and re-formed again with the Langemarck title.



15-francs — Maria Theresa of Austria



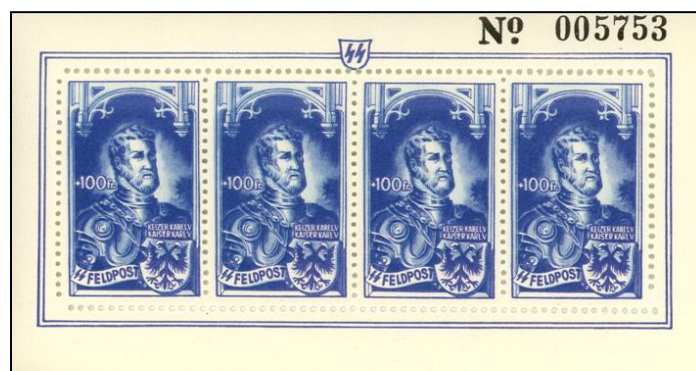
20-francs — Maximilian of Austria

Feldpost for the SS-Volunteer Legion Flandern

The legion was raised to the status of a Division in September of 1944, but it never achieved the strength of anything more than a brigade. The legion saw significant action on the Eastern Front — the Leningrad perimeter; Ukraine; the Kurland Pocket; and the Oder Front in Pomerania.



50-francs — Charlemange



100-francs — Charles V

Stamps of the Third Reich

By Christopher Kolker

The issues featured are the costumes and cultures semi-postal stamps of Germany issued October 4, 1935, Scott numbers B69 - B78 and Michel numbers 588-97. These stamps had a swastika as a watermark, and are perforated at 14 x 13.5. Below is the announcement, or *Amtsblatt*, issued and translated for the stamps, and then some philatelic and cultural perspective.



The Amtsblatt- No 86

27 September 1935

Number 314\1935

Welfare Postage Stamps

Charity Issue – Regional Costumes, Harvest Festival and Nothilfe Postcards

In support of the German Nothilfe, new 3+2, 4+3, 5+3, 6+4, 8+4, 12+6, 15+10, 25+15, 30+20 and 40+35 pfennig charity stamps, a 6+4 pfennig charity postcard and a special, privately printed 6+4 pfennig postcard are being issued. The stamps may be used for both German internal postage and for overseas correspondence. All post offices will begin sales on 4th October. The special private postcard commemorating the Bückeburg Harvest Thanksgiving Festival and the opening of the German Folklore Museum in Bellevue Palace, Berlin, is being sold in Berlin on the 1st October: on the left side of the card front is an inscription announcing the festival celebrations. The Welfare stamps will remain on sale until the end of February 1936.

Furthermore, Welfare stamp booklets, at a price of 2RM and containing four of the 3+2 pfennig stamps and five each of the 5+3, 6+4 and 12+6 pfennig stamps are available. The surcharges of 2, 3, 4, 6, 10, 15, 20 and 35 pfennigs will go towards the German Nothilfe Charity Funds. Only the face value of the stamps will be valued for postage. Items that have insufficient postage will be surcharged with general regulations.

Philatelic agencies will receive the stamps for their zone of delivery. Examples of the postage stamps are shown with an appropriate 25% magnification. The German Nothilfe organization will also sell some Welfare stamps during the period specified above. The Welfare stamps will remain valid for postage until 30th June 1936.

The steel engraved stamps, which are 24.5×29.15 mm in size, will be printed in sheets of 100 on white, swastika – watermarked paper and depict women dressed in provincial costumes:

3 pfennig – East Prussia

4 pfennig – Silesia

5 pfennig – Rhineland

6 pfennig – Lower Saxony

8 pfennig – Kurmark

12 pfennig – Black Forest

15 pfennig – Hesse

25 pfennig – Upper Bavaria

30 pfennig – Friesland, and

40 pfennig – Franconia.

Located between the stamp value tablets in the upper corners are the inscription quote “Deutsche Nothilfe” and the welfare surcharge, both of which are printed in relatively small letters and numerals. Beneath each illustration is the inscription “Deutsches Reich”, together with the name of the region depicted by the costumes (again printed in smaller letters). The background of each stamp shows

a characteristic landscape of the region.

The stamp colors are similar to those of current definitive stamps of the same face value. The stamps were designed by the artist Karl Diebitsch of Munich, based on original photographs of traditional costumes taken by the fashion photographer Hans Retzlaff of Charlottenburg, Berlin.

The 6-pfennig imprinted stamp on the charity postcard portrays a BDM girl and Hitler Youth Flags, to illustrate that German women, whatever their background,



Special postmark used for only two days (Oct. 5-6, 1935) in Buckeberg

are united in the BDM, and grow into the customs, traditions and roles demanded of them by the Fuhrer.

The festival postcard has an imprinted stamp with the same design as the 6-pfennig adhesive Welfare Charity stamps. When

sending these postcards to overseas destinations, appropriate additional postage stamps will be required.



The stamp booklets have a dark red cover, with details of the contents, the period of validity and the price of printed in black. Sheets of stamps specially printed for the Deutsche Nothilfe booklets may be obtained by sending a written order to the stamp collector's Philatelic Agency in Berlin W30. One of the sheets contain 10 booklet panes, each with 5 of the 5+3 pfennig and 6+4 pfennig stamps; the other sheet contains 10 booklet panes, each with five of the 12+6 pfennig and 4 of the 3+2 pfennig stamps. Both sheets include tete-beche stamps. The price for the sheets is 9 and 11 RM respectively, or 20 RM for the pair. The surcharge will be collected by the Philatelic Agency.

A more detailed description:



Stamp

Color

Theme

3+2 pfennig	dark brown	Costume of the urban land region of East Prussia, with the Marienberg in background.	
4+3 pfennig	Blue gray	Costume of Rossenberg in Upper Silesia	
5 +3 pfennig	Green	A vineyard worker of the Rhineland	
6+ 4 pfennig	Dark green	Costume of Lindhorst in Schaumburg-Lippe, Lower Saxony, with typical Lower Saxony farmhouse in the background	

8+4 pfennig 12+6 pfennig	Orange brown	A woman of the village of Heinersbruck near Cottbus in the Lower Lausitz. This costume also typical of neighboring Spreewald.	
12+6pfennig	Scarlet	Girl from Gutachtal in the Black Forest. The name of the girl is Anna Zwick	
15+10 pfennig	Purple brown	Woman of the Schwaln district of Hesse wearing a typical Marburg style of dress. It has a quaint black ballet-like skirt.	
25+15 pfennig	Ultramarine	The Miesbach style of costume worn in Upper Bavaria	
30+20pfennig	Olive brown	Girl of the Isle of Fohr in Friesland, with the “shallow sea” which becomes land at low tide in background. The ornamentation on the girl’s costume is composed of gold chain.	
40+35 pfennig	Purple A lilac variety also exists	The processional bridesmaid costume of Effeltrich in Upper Franconia. Her headdress is a gold crown decorated with flowers.	



Postcard of the 6+ 4 pfennig stamp mentioned in the Amtsblatt

AuctionWatch



1934 Nothilfe complete (Scott B59-B67), a pristine mint set, o.g., never hinged, Very Fine.

Michel 556-564; €680 (\$760). Scott \$450.

Estimate \$200 – 300



1933, Ten Years of Nothilfe souvenir sheet (Scott B58), a full-size sheet that was postally used from Berlin to Chicago, Jan 18-29, 1934; small faults as would totally be expected. *Exceedingly rare.*

Michel Block 2; €14,000 for favor cancel (\$15,690). Scott \$7,500.

Estimate \$1,000 - 1,500



(See the description on the next page)



1935 OSTROPA souvenir sheet (Scott B68), on an unusually small Registered cover to Vienna with two neat Jun 30 OSTROPA **Ship post** cancels; *OSTROPA registration label* and address on the back (no Vienna receiver), Very Fine.
Michel Block 3; €1,100+ (\$1,230). Scott \$825+.
Estimate \$400 – 600



**1935-38, Five
different Semi-
Postal booklets
(Scott
B69a//B109a).**

Michel MH 41, 42.1,
43-45; €780 (\$870).

**Estimate \$200 -
250**



Airmail, 1934, 5pf-3m complete (Scott C46-C56), three mint sets, vertical strips of 3 except the 20pf an L-shaped "block" of 3, o.g., never hinged, Very Fine.

Michel 529x-539x; €2,400 (\$2,690). Scott \$1,800.

Estimate \$500 – 750

(All from Daniel Kelleher Auctions)



Rhodes Inselpost, 1944, Three different (Michel 6, 8B II, 9, 10B I, 12 IV), plus Agram & Vukovar overprints, all tied by Feldpost "e" c.d.s.s, Christmas day, Dec 25, 1944, on a 30c Rhodes postal card sending Christmas greetings to a soldier at Feldpost Station 31986; bit of paper clip rust at the bottom not affecting the stamps, otherwise Very Fine. *Exceedingly rare despite its apparently philatelic origin — the Vukovar overprint postally used on a cover catalog €35,000, the Rhodes Christmas overprint €8,000!* signed U.F.N. Roma. Michel €4,480 as used stamps (\$5,020).

Estimate \$3,000 - 4,000

Danzig

Danzig Report No.106

Page 22

DLH Trans-Atlantic Airmail from Danzig

Jim Graue

Introduction

The Deutsche Lufthansa was the primary international airmail carrier of trans-Atlantic airmail for most of the 1930's.

▪ North Atlantic

Catapult airmail flights were made from the North German Lloyd liners *Bremen* and *Europa* beginning in July 1929. This was a May – October seasonal service due to North Atlantic weather conditions. The service was discontinued at the end of the 1935 flight season, effectively replaced by the new Zeppelin airship LZ-129 *Hindenburg*.

The DLH did conduct successful trial flights in 1936 through 1938 for North Atlantic operations using flying boats and floatplanes supported by catapult ships. It was not successful in securing landing rights in the United States for a scheduled service.

▪ South Atlantic

In February 1934, DLH inaugurated trans-South Atlantic airmail flights using flying boats supported by a catapult ship. Initial biweekly flights alternated with the LZ-127 *Graf Zeppelin* to provide weekly airmail service, and at the end of the Zeppelin flight season in November the DLH began weekly airplane flights, which, beginning in September, were supported by two catapult ships.

By mid-1935 the DLH system had proven to be markedly faster than the airship, and DLH took over the rights to the letter airmail service. Its flights were coordinated with those of Air France to yield twice-weekly airmail service with South America. This service was continued until the advent of war at the end of August 1939.

Danzig Participation: North Atlantic Catapult Flights

German North Atlantic Catapult Airmail
Typical Westbound Schedule
1931 - 1935

Day	Ship Location / Flight		Time
1	Bremen	Depart	6:00 PM
2	Southampton	Depart	11:00 AM
2	Supplementary Flight*		10:00 AM – 2:30
2	Cherbourg	Depart	5:00 PM
3 - 4	At Sea		
5	Catapult Flight	Depart	Early AM
5	Catapult Flight	Arrive	Mid-AM – Early
6	New York	Arrive	Mid-AM

* Supplementary flights from Köln to Cherbourg on Day 2 with later airmail to connect with westbound ship.

Weather and sea conditions effected actual time of catapult flight and ship arrivals at New York.

Danzig had "treaty state" status for the acceptance of its airmail by the DLH services. The first treaty acceptance for North Atlantic catapult airmail services was for the flight of 9 September 1929 (14 pieces). However, reports show five pieces from Danzig flown on the first catapult flight, 22 July 1929 (another report says only two pieces), and nine pieces on the second flight, 20 August 1929. These early acceptances were "courtesy" acceptances.

The quantity of North Atlantic catapult airmail from Danzig varies greatly. None at all was sent on some flights, a number of flights only carried one to four pieces, and the highest amount recorded for any flight is 115 flown on the first flight from the *Europa*, 15 September 1930. Average acceptances were 26 pieces in 1930, substantially less in 1931 – 1933, and 29 pieces in 1935 (no records for 1934 have been found).

Special flights with late airmail were made from Köln to the ship at Cherbourg, its last port of call before departure for North America. These "supplementary" flights began in August 1929, and Danzig airmail is recorded for the first "treaty" acceptance (flight from Köln on 5 September 1929). Records show few Danzig pieces routed by supplementary flights.

The catapult flights from the ships were discontinued at the end of the 1935 flight season, replaced in 1936 by the airship service of the LZ-129 *Hindenburg*. The supplementary flights to the ships, however, were continued until the war in 1939.

A number of nations participated in the German North Atlantic catapult airmail service. The foreign acceptances - "treaty states" and "courtesy acceptances" - command premium prices, and among these Danzig is "in the middle", higher than the treaty states with greater participation (e.g., Netherlands and Switzerland) but less than those with very few pieces mailed (e.g., Hungary and Estonia).

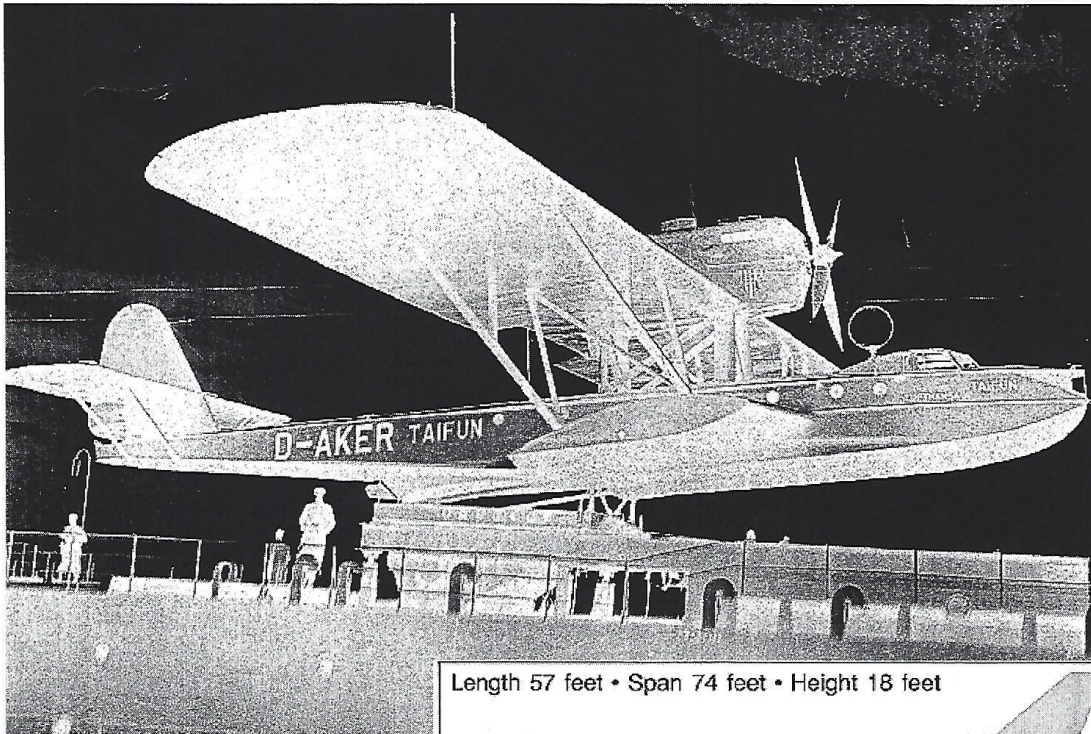
Danzig Participation: DLH South Atlantic Airmail Service

The DLH South Atlantic airmail service flew the route Stuttgart (later Frankfurt) – Marseille – Seville (later Lisbon) – Las Palmas – Bathurst – Natal. Air forwarding in South America was by Condor, a DLH subsidiary.

The DLH South Atlantic service evolved dramatically in its first two years, and the introduction of new airplanes continued to improve the service up to its end in 1939. The development history of the DLH system is quite complex, particularly the early period, which is widely misunderstood and incorrectly reported. It is beyond the scope of this article to provide a comprehensive history of the DLH South Atlantic service, the subject of a book. However, some particularly important aspects should be noted.

▪ **Role of the Support Ships and Mid-Ocean Landings**

Although the original plan called for the support ship to act as a stationary mid-ocean refueling and support point, this proved impossible and was never done. The ship was required for catapult-launch takeoff of the flying boats from Gambia. Initially, the ship took on the airmail at Bathurst (Gambia), steamed southwest for a day and a half, and then catapulted the flying boat for the flight to Natal. The ship continued to mid-ocean to receive the northbound flight, which made a mid-ocean landing and was picked up by the ship. The airmail was usually transferred to another flying boat for immediate launch. The mid-ocean landings proved to be dangerous and were discontinued when a second catapult ship was introduced in September 1934 (only 12 mid-ocean landings were made). With two ships, one was stationed at Bathurst and the other at Fernando de Noronha.



Dornier Do J Wal

10-ton Wal D-AKER Taifun on the catapult sled of the *Schwabenland*. Diagram shows comparison to 747.

Length 57 feet • Span 74 feet • Height 18 feet

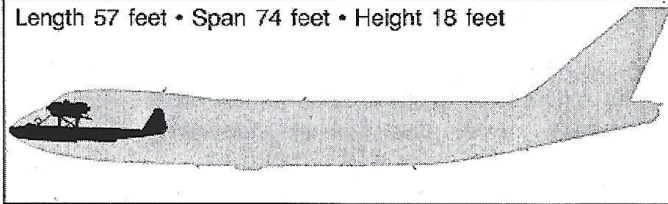


Figure 1 - Wal (whale) contained two Hispano-Suiza 300-hp engines; 12,570 lb. max. gross takeoff weight; range of 500 statute miles.

THE FIRST GREAT FLYING BOAT

No flying boat of the interwar period was produced in such large numbers or was deployed to so many places, from Brindisi to Buenos Aires, from Stockholm to Shanghai, as was this plane. It first flew on 6 Nov. 1922 and there were 300 built within 14 years, in about 20 different versions. Boldly defying the restrictions of the Versailles Treaty, the Wal was first produced in Italy, in Pisa and Piaggio, producing about half the Wals built. Deutscher Aero Lloyd had four and put them on the trans-Baltic Danzig-Stockholm route in 1925. Italian airlines had 26, and Japanese Kawasaki built them for NKKK, the line with a route to China. From 1928, Spain and the Netherlands produced them, and in 1932 it finally came back to Friedrichshafen, where a *Super Wal*, accommodating 19 instead of 10 passengers, had been produced in 1926. Most Super Wals had 4 engines. To fly experimental flights across the Atlantic in 1933, the *8-Ton Wal* was built, using a larger wing and BMW engines. Later, a *10-Ton Wal* added more range and an enclosed cockpit. Roald Amundsen used Wals in his attempt to fly to the North Pole.

THE DORNIER WALS

Type	First Flight Date	Dimensions		Pass. Seats	Engines		Max. Gross TCOW (lb)	Cruise Speed (mph)	Normal Range (st. miles)	Approx. No. Built
		Length	Span		No.	Type	Hp (each)			
Do J Wal	6 Nov. 1922	56'7"	73'10"	10	2	Hispano-Suiza ¹	300	12,570	91	500
Do J II Wal (8-Ton)	1932	59'8"	78'1"	—	2	B.M.W. VI	800	17,640	120	1000
Do J II Wal (10-Ton)	3 May 1933	59'8"	89'3"	—	2	B.M.W. VI	630	22,080	114	2000
Do R2 Super Wal	30 Sept. 1926	77'5"	93'6"	19	2	R-R Condor ²	650	27,780	100	800
Do R4 Super Wal	15 Sept. 1928	77'5"	93'6"	19	4	Bristol Jupiter ³	480	28,880	116	600

¹Other engines used included Rolls-Royce Eagle IX (380 hp), B.M.W. VI (800), Farman 12 We (500), FIAT A24R (750), Hispano-Suiza 12 Lb (800), Lorraine-Dietrich 12 Ed (450), Napier Lion (450), Siemens Sh 23 (580), Bristol Jupiter, and many others.²Other engines included Packard 3A-2520 (800 hp) and Napier Lion (450).³Also used Pratt & Whitney Hornet (575 hp).

■ Improved Airplanes

The first flying boats used were Dornier Wals. Only one of the 10-ton Wals was available in the beginning, and it made all of the major trans-ocean flights (including all of the mid-ocean landings). Additional 10-ton Wals were introduced by mid-1934, which, combined with the second support ship, allowed for longer flights. By April 1935 the use of the support ships was curtailed and full trans-ocean flights were made. In June 1935 night flights were made across the Atlantic, further speeding up the service. The DLH, its system proven reliable and notably faster than the Zeppelin airship . . .

DLH Stuttgart – Natal 53 hours

Graf Zeppelin Friedrichshafen – Recife 74 hours

was granted exclusive rights to fly the letter airmail beginning July 1, 1935.

Later introduction of improved airplanes - Dornier Do-18 (April 1937), Blohm & Voss Ha-139 (May 1938) and Dornier Do-26 (April 1939) - provided faster service (Frankfurt – Natal in 30 to 35 hours in 1939).

Danzig participated from the inception of the DLH South Atlantic service in February 1934. No record of the amount of Danzig airmail flown is known. The DLH South Atlantic service was a regular scheduled commercial airmail service. It attracted very little special attention from aerophilatelists (little philatelic mail, especially after the first flights).

Danzig airmail to South America is not common, but exemplary pieces are not rare. It is important to remember that Air France also flew airmail to South America (the DLH and Air France flights were coordinated from mid-1935, with DLH departing on Thursdays and Air France on Sundays). The DLH-flown airmail is marked with a distinctive circular red staging cachet "Deutscher Luftpost Europa – Südamerika".

It is more difficult to locate airmail from South America to Danzig, as it is generally indistinctive. Most, but not all, is directed "by Condor", and certainty of the carrier is only possible by reference to detailed listings of flight departure dates and times.

Danzig Postage Rates

The postal rates for Danzig have been previously published in "Zeppelin", the bulletin of the Zeppelin Study Group (Great Britain) edited by John Duggan, and reprinted in *Danzig Report No. 94*. They are provided here for easy reference.

Basic International Rates

	1.2.25	1.5.33	1.1.35	1.6.35
Printed Matter, per 50 grams	0.10	0.07	0.06	0.08
Postcard	0.20	0.20	0.20	0.25
Letter, first 20 grams	0.35	0.35	0.30	0.40
Additional per 20 grams	0.20	0.20	0.20	0.25
Registration	0.20*	0.20	0.20	0.25

* Effective 20.3.25

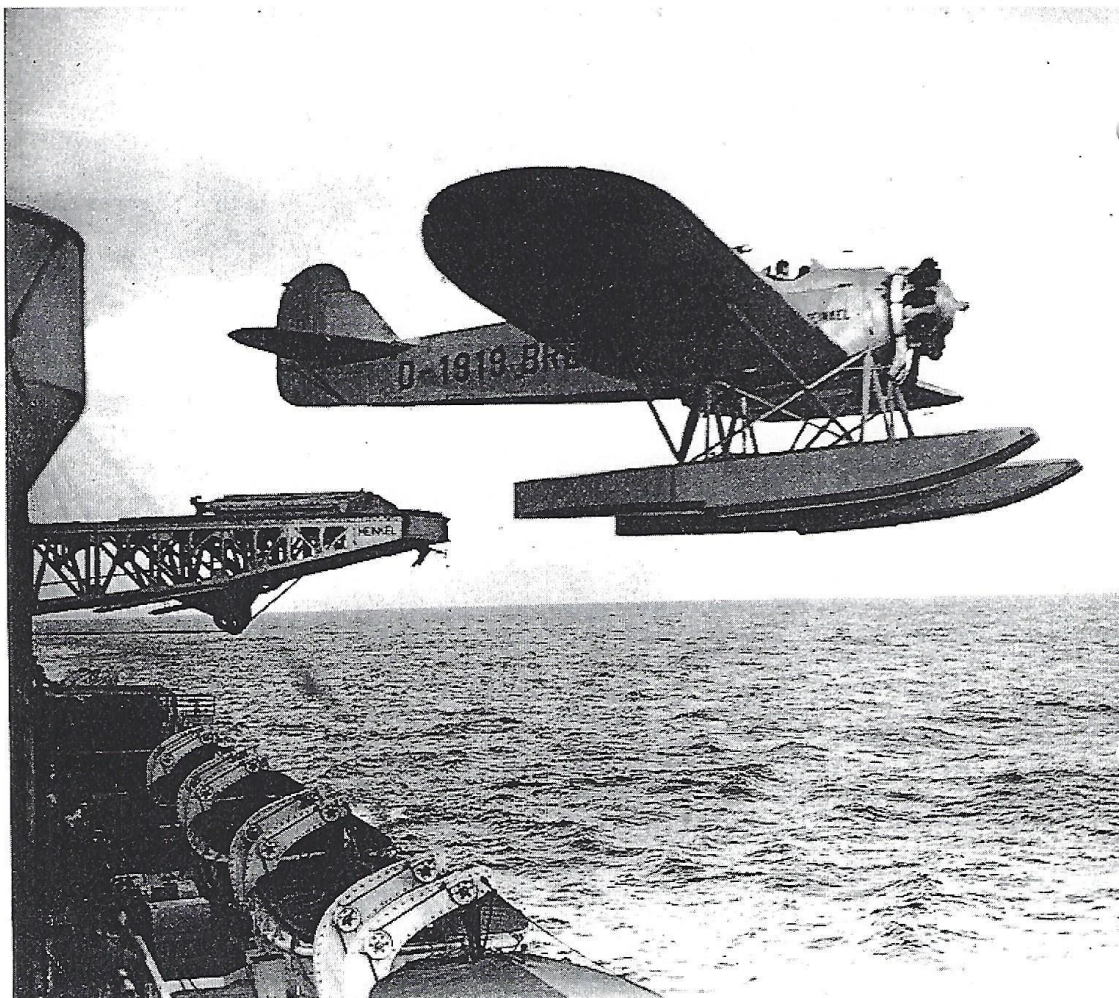
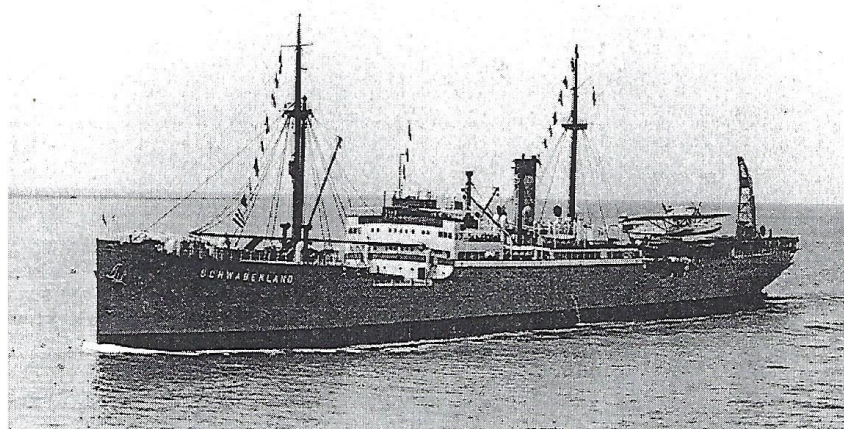


Figure 2 - Heinkel HE-58 floatplane D-1919 Bremen leaving the catapult of the Europa in 1930.

Figure 3 - Support ship Schwabenland. Lifting crane is at stern of ship Dornier Wal flying boat is on sled of catapult..



Airmail Surcharge Rates: German North Atlantic Catapult Airmail

<i>Card / Letter per 20 grams</i>	<i>1929-1934</i>	<i>1935</i>	<i>1936-1939</i>
Catapult Airmail Flight to USA	0.90	0.90	
Supplementary Flight: Köln – Cherbourg	0.60	0.45	0.80

Additional postage was required for airmail service within the United States or to other nations from New York.

Airmail Surcharge Rates: DLH South Atlantic Airmail

	<i>1934</i>	<i>1935</i>	<i>1936-1939</i>
Airmail to Brazil: Card / Letter per 5 grams	1.80	1.75	2.90
Printed Matter per 50 g.	1.90	1.75	2.90
Airmail to Other Nations of South America			
Card / Letter per 5 grams	2.20	2.10	3.50
Printed Matter per 50 g.	2.30	2.10	3.50

The rates for the Zeppelin airship service to South America in this period were the same.

Availability of Detailed Information

Considerable detail on the individual flights of the DLH trans-Atlantic airmail services is available. This is particularly true of the South Atlantic service, where the original DLH flight data summaries have been resurrected. Such detailed information can add considerably to the descriptions of individual items in a collection, exhibit, or article.

Requests for available details on specific items should be accompanied by photocopies (front and back) and sent to: Jim Graue, Box 192, Valleyford WA 99036.

Role of the Flights in a Danzig Collection

The collection of either the North Atlantic catapult flights or the DLH South Atlantic service are specialty areas in themselves. Either provides the aerophilatelist with a rich and challenging collecting and research arena. It is not possible to form a comprehensive showing of either subject by using limited origins and destinations, let alone one (e.g., Danzig).

What is essential for the Danzig specialist who is interested in collecting or exhibiting these flights is solid and accurate representation. This is founded not so much in numbers as it is in knowledge. Danzig's participation in the German catapult airmail services can be representatively shown with a few pieces. What is important is the correct information for the items shown. Do not guess at it, or make a general statement about how the system worked and hope that it applies to the item(s) shown. Specific accurate details on the route, times, and flight details for the piece(s) shown will indicate a level of knowledge and research that will be both satisfying and rewarding. Combine it with information on the level of Danzig participation.

Aspects of Danzig that are best known to the Danzig specialist, e.g., rates and the specific means of dispatch and carriage, can provide interesting detail that most aerophilatelists have either not yet considered or can only wish for. These include mail closing times for connecting flights or trains, and the routes and means of connecting Danzig with the trans-Atlantic flight systems. This focus on Danzig and its specific relationship to the flights will greatly enrich a Danzig collection or exhibit using only a few representative pieces.

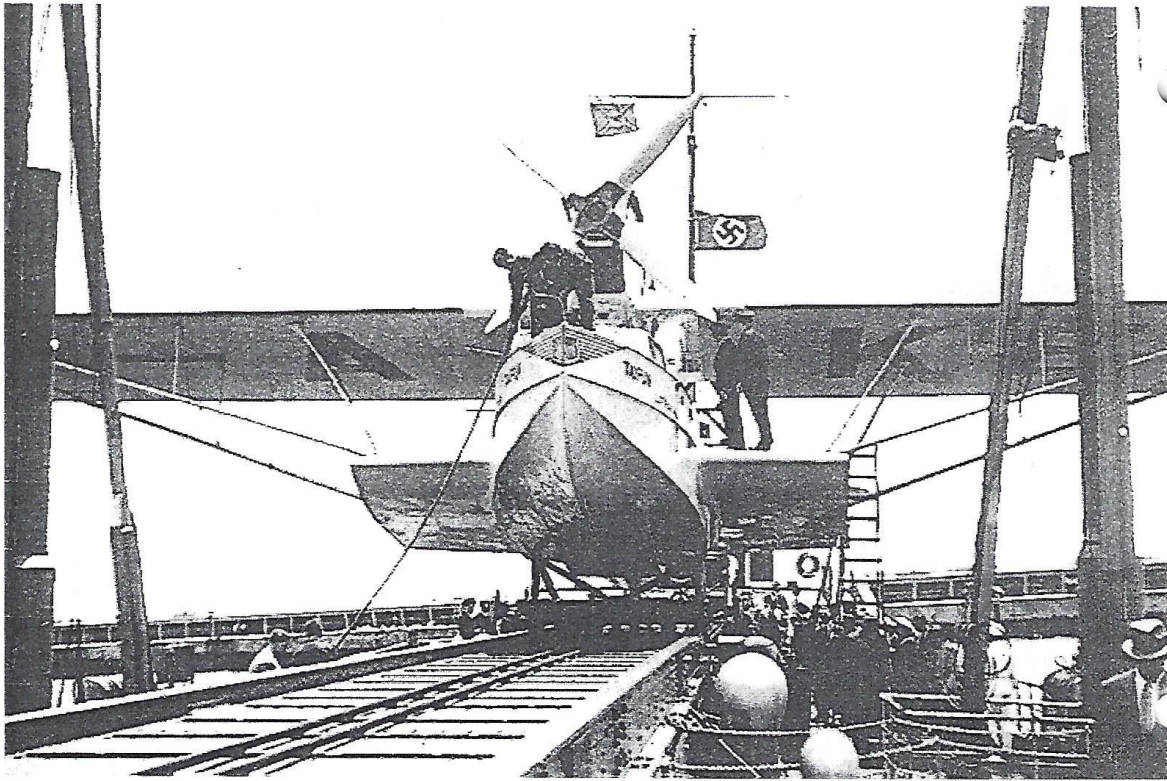


Figure 4 - Dornier 10-ton Wal D-AKER Taifun on the catapult sled of the Schwabenland support ship.

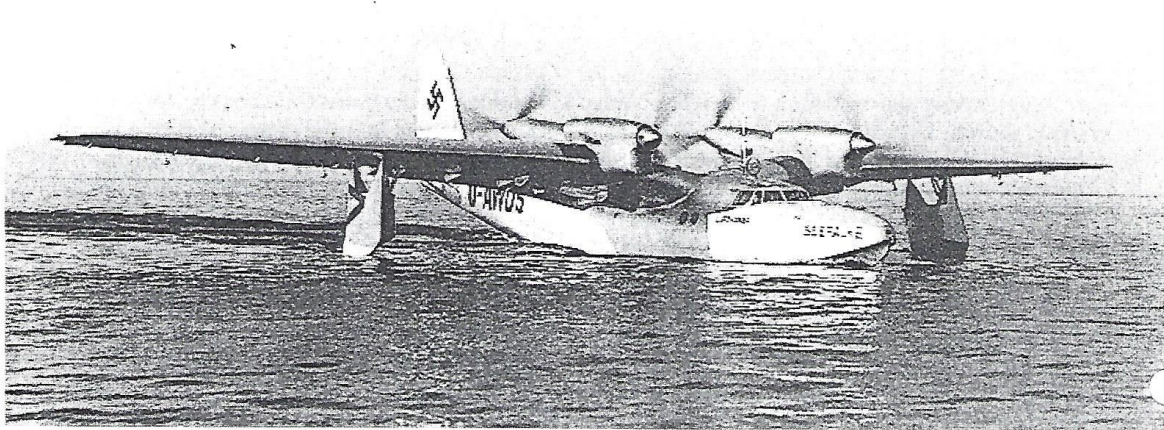


Figure 5 - Dornier Do-26 D-AWDS Seefalke, the improved flying boat introduced in 1939.

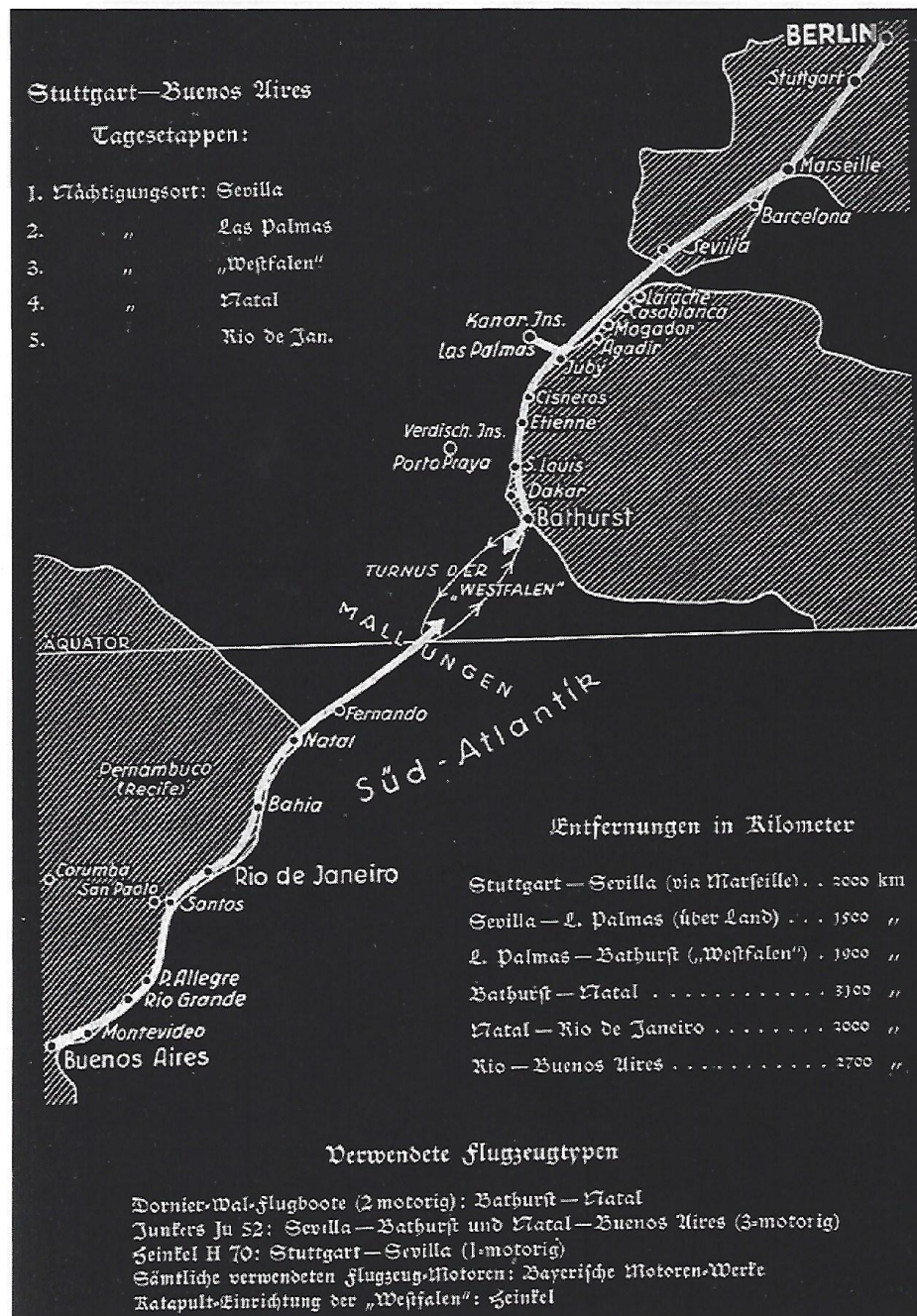
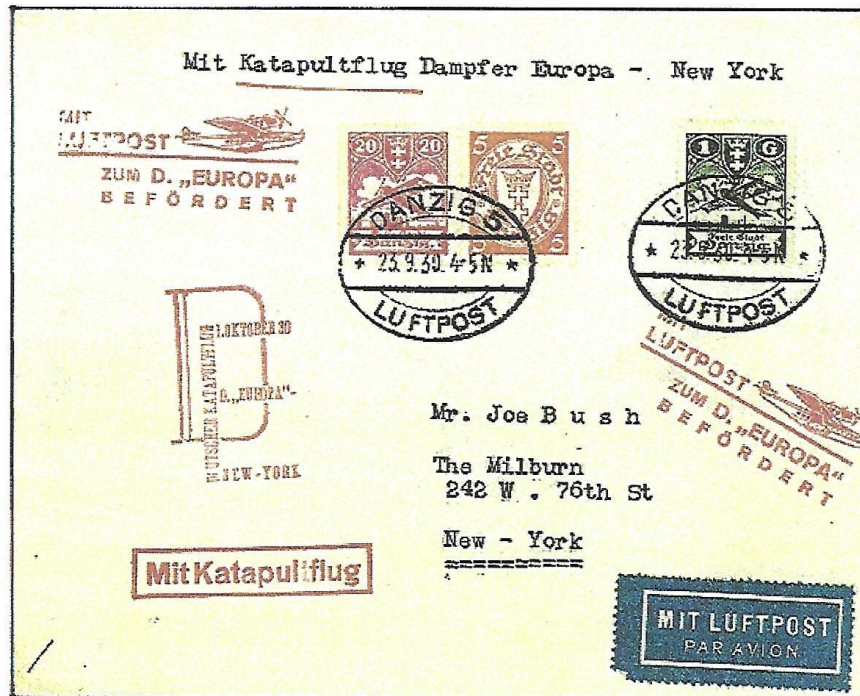


Figure 6 - Map of South American air mail routes, from the 1934 book by Fischer von Poturzyn.
 Entfernungen = Distances; Verwendete Flugzeugtypen = Type of plane for specific routes.



North Atlantic Catapult Flight: Europa to New York, 1 October 1930

Figure 7 - Airmail Danzig - Berlin - Köln. Supplementary flight Köln - Europa at Cherbourg on 26 September. Catapult flight launch at 0530; landed at 0640 (200 km flight). On flight: 22 Danzig pieces.



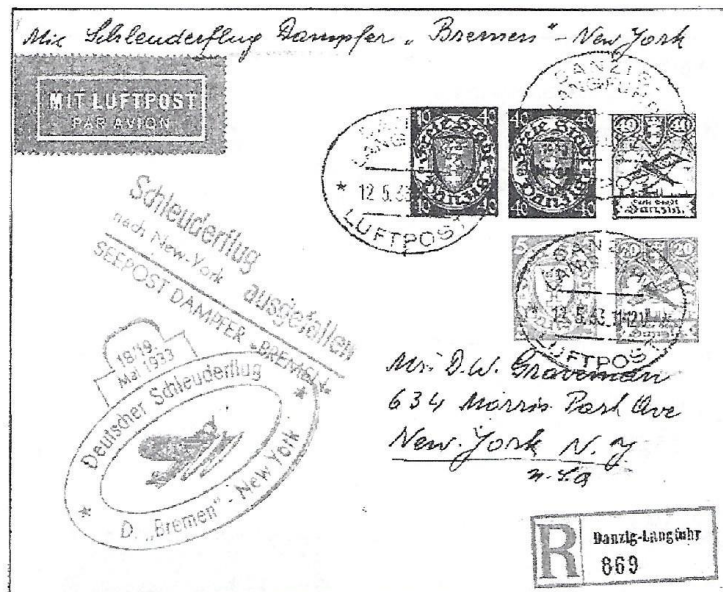
North Atlantic Catapult Flight: Europa to New York, 19 July 1933

Figure 8 - Airmail Danzig - Berlin, train to Bremerhaven. Ship departed 14 July at 1800. Catapult flight launch at 0800, landed at 1610 (1,295 km flight). Ship arrived New York on 20 July. 17 Danzig pcs on flight.



North Atlantic Catapult Flights: Bremen to New York, 28 Sept. 1932 and Bremen to Southampton, 5 October 1932. Twice-flown Reply card

Figure 10 - (1) Airmail Danzig - Berlin, train to Köln, supplementary flight on 24 Sept. to Bremen at Cherbourg. Catapult flight launch at 1000, landed at 1720 (1,040 km flight). Supplementary flight provided without charge. (2) Reposted at New York on 30 September. Ship departed 1 October. Catapult flight launch on 5 October at 1000, landed at Southampton at 1535 (980 km flight). Forwarded by DLH flight from Croydon at 2200, transit postmarked Berlin 6.10.32, 7-8. Airmail to Danzig, arrival postmarked 6.10.32, 5-6N.



ausgefallen = cancelled

18/19 May
1933**Cancelled North Atlantic Catapult Flight: Bremen to New York**

Fig. 11 - Airmail Danzig - Berlin, train to Bremerhaven. Ship departed 14 May. Catapult flight scheduled 18/19 May (dependent upon weather) canceled due to engine trouble. The catapult flight cachet had already been applied to a small part of the mail. "Flight Cancelled" cachet added. 10 Danzig pieces were accepted.

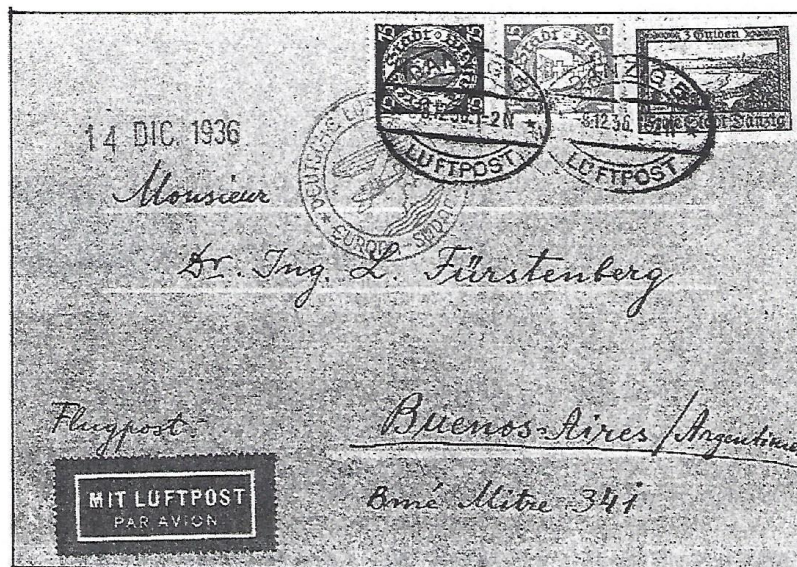
**DLH South Atlantic Service: Germany to Brazil, 10-12 Dec 1936**

Figure 12 - Airmail Danzig - Berlin - Frankfurt. Depart Frankfurt 10 December at 0445, to Marseille - Lisbon - Las Palmas - Bathurst. Dornier 10-ton Wal Mistral catapult launched from Bathurst on 11 December at 1721 (after 15-hour delay at Bathurst), arrived Natal 12 December at 0936. Total time: Frankfurt - Natal = 52:51. Airmail to Buenos Aires arrived 13 December, 1936, at 1919 hours.



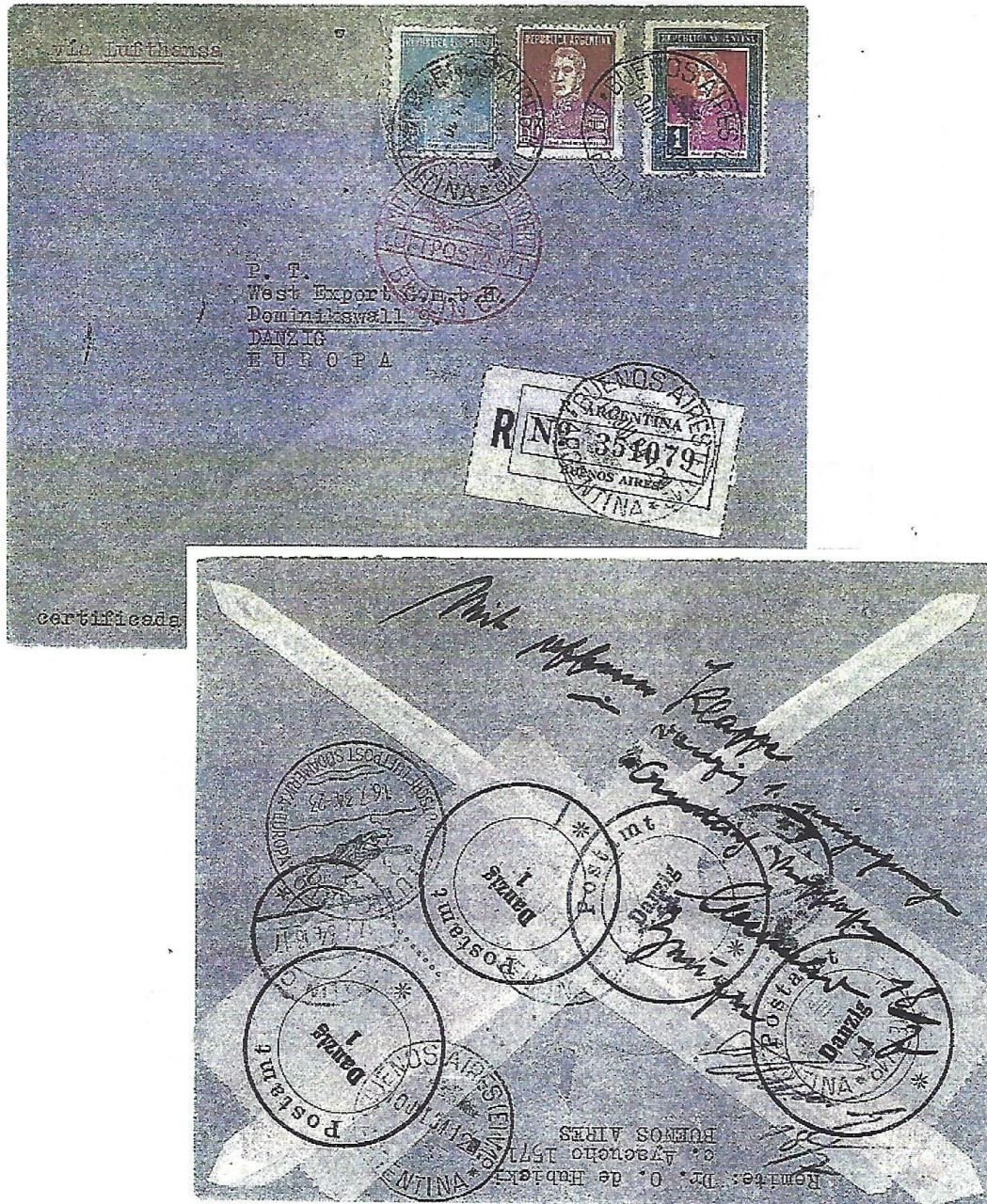
DLH South Atlantic Service: Germany to Brazil, 16-17 June 1938

Figure 13 - Airmail Danzig - Berlin - Frankfurt. Depart Frankfurt 15 June at 0439, to Marseille - Lisbon - Las Palmas - Bathurst. Dornier 18 Pampero catapult-launched from Bathurst on 17 June at 0240, arrived Natal at 1634. Total time, Frankfurt - Natal = 35:55. Airmail to Buenos Aires arrived 19 June at 2035.



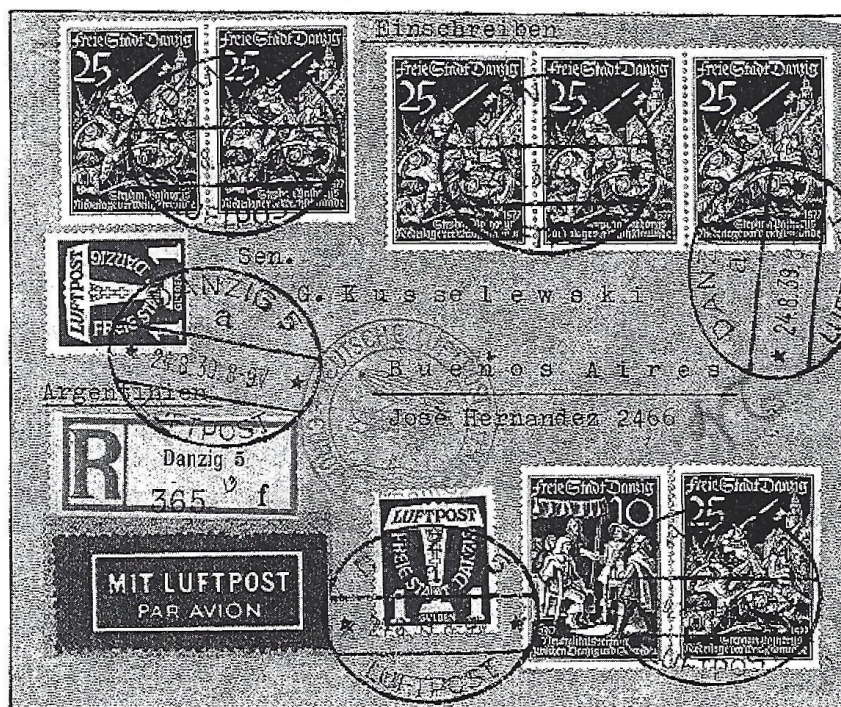
DLH South Atlantic Service: Germany to Brazil, 22-26 Sept. 1934

Figure 14 - Airmail Danzig - Berlin - Stuttgart (special connection flight). Depart Stuttgart on 22 Sept., to Seville - Las Palmas - Bathurst. Support ship Schwabenland from Bathurst on 24 Sept. (depart 1700). Dornier 10-ton Wal Taifun catapult-launched on 26 Sept. at 0507 from mid-ocean (position 8:57N - 21:24W) for flight to Natal, arrived 1752. Total time Stuttgart - Natal = 105:52. Airmail to Rio, arrived 27 Sept at 1927 hours.



**DLH South Atlantic Service: Brazil - Germany. Airmail (Condor)
Buenos Aires - Rio de Janeiro - Natal.**

Figure 15 - Dornier 10-ton Wal Taifun depart Natal 13 July (at 0825) to SS Westfalen in mid-ocean. Dornier 10-ton Wal Samum catapult-launched from 6:27N, 26:16W at 0738 on 14 July, to Bathurst - Las Palmas - Larache - Barcelona (arrive 16 July at 1950) - Berlin - Danzig. Total time Natal - Stuttgart = 83:25.



**DLH South Atlantic Service: Germany to Brazil, 24-25 August 1939
(Last DLH Southbound Flight before the War)**

Figure 16 - Airmail Danzig - Berlin - Frankfurt. Depart Frankfurt 24 August at 0535, to Marseille - Lisbon - Las Palmas - Bathurst. Trans-ocean flight by Dornier Do-26 Seefalke from Bathurst (25 August at 0616) to Natal (arrive 1655). Total time Frankfurt - Natal = 35:20. DLH airmail to Buenos Aires, arrived 27 Aug. at 2019.

SUMMARY -The German trans-Atlantic airmail services are an important chapter in the history of the development of intercontinental air transport and airmail.

The specialist in Danzig philately can have representation of the important role of the Deutsche Lufthansa in trans-ocean aerophilately by the inclusion of a number of exemplary pieces.

The Danzig Report will publish additional covers from the South Atlantic flights in the future. Please send in any examples that you may have.

Jim Graue said, "I am still hunting for examples of the Germany airmail issue of 1934 (Michel 529-539), used in Danzig in late 1939. Please make a call for these from the study group members, and maybe I can get lucky!" Can someone give Jim a hand?



Bibliography

Credit Giles du Boulay for his cover in Fig. 15, Pg. 34.

Fischer von Poturzyn, "SÜD ATLANTIK FLUG", Frz. Eher Nachf., Gmbh, München, 1934.

R.E.G. Davies, "Lufthansa - an Airline and its Aircraft", Paladwr Press, P.O.Box 1467P, Rockville MD 20849. (Text in English)

Bruno Lange, "Die deutsche Luftfahrt - Typenhandbuch der deutschen Luftfahrttechnik", Bernard & Graefe Verlag, Koblenz.

Thanks to Ollie Clemons for the use of his library!

Trivia

We have some of the most famous quotes anywhere with this round of trivia. But it's not the easiest- most only get about half of these correct. Let's see how you stack up:

1. Hermann Göring made a speech in 1936. The most important passage starts with, "Party comrades, I have come to talk to you about Germany, our Germany. Germany must have a place in the sun! Rearmament is only a first step to make our people happy. For me, rearming is not merely a goal in itself. I do not want to have rearmament for military ends or to oppose others. I want it solely for the freedom of Germany".

What nickname was commonly given to this famous speech commonly?

- ☐ The Ruhr Armament Speech.
- ☐ The Butter or Guns Speech.
- ☐ The Ultimatum Speech.
- ☐ The Sunshine and Freedom Speech.

2. Which SS general made a claim that any SS man with a soft heart would do well to "retire quickly to a monastery"?

- ☐ Theodor Eicke.
- ☐ Kurt 'Panzer' Meyer.
- ☐ 'Sepp' Dietrich.
- ☐ Erwin Rommel.

3. Who did Adolf Hitler refer to as "the Man with the Iron Heart" in 1942?

- ☐ Theodor Eicke.
- ☐ Reinhard Heydrich.
- ☐ 'Sepp' Dietrich.
- ☐ Heinrich Himmler.

4. Who wrote in his/her autobiography, "From my earliest youth I was brought up with a strong sense of duty. In my parents' house it was insisted that every task be exactly and conscientiously carried out. Each member of the family had his own special duties to be performed"?

- ☐ Albert Speer.
- ☐ Leni Riefenstahl.
- ☐ Adolf Hitler.
- ☐ Rudolf Hoess.

5. Who said, "I must admit that this gassing had a calming effect on me, I was always horrified of executions by firing squads. Now, I was relieved to think that we would be spared all these bloodbaths."

- ☐ Rudolf Hoess.
- ☐ Reinhard Heydrich.
- ☐ Heinrich Himmler.
- ☐ Otto Rasch (Einsatzgruppe leader, based in the Ukraine).

6. Who said this quote, and what is missing from the blanks?

"Don't think that one can fight against disease without killing the cause, without exterminating the germ; and don't think that one can

fight against _____ without taking care that the peoples be freed of the germ of _____."

- ☐ Paul Joseph Goebbels (Bolshevism).
- ☐ Dr. Josef Mengele (smallpox).
- ☐ Hitler (racial tuberculosis).
- ☐ Paul Joseph Goebbels (the Jewish Problem).

7. Who said, "I decide who is or is not a Jew"?

- ☐ Adolf Hitler.
- ☐ Hermann Goering.
- ☐ Reinhard Heydrich.
- ☐ Josef Mengele.

8. Who said this?

"It is time something must be done. Whoever acts will probably go down in German history as a traitor. Yet if he fails to act, he will be a traitor to his own conscience".

- ☐ Adolf Hitler (referring to the Munich Beer Hall Putsch in 1923).
- ☐ Generalfeldmarschall Erwin Rommel.
- ☐ Colonel Claus von Stauffenberg.
- ☐ Generalfeldmarschall Friedrich Paulus (before his surrender at Stalingrad).

9. Who wrote this piece and submitted it into the Nazi weekly, "Der Stürmer"?

"The English have no notion of the Jewish danger. Our worst Jews work only behind the scenes. We think with joy of the day when we

will be able to say England for the English! Out with the Jews! Heil Hitler!

P.S. please publish my name in full, I want everyone to know I am a Jew hater."

- ☐ Adolf Hitler.
- ☐ Johanna Maria Magdalena "Magda" Goebbels.
- ☐ Julius Streicher.
- ☐ Unity Valkyrie Mitford.

10. This battleship was described by Winston Churchill as, "a masterpiece of naval construction". Although it was thought to be unsinkable, it was sunk on the 27th of May, 1941.

What was the name of the battleship?

(No choices on this one – you have to know it. But I will give you a hint: It's eight letters long without any introductory words to it!)

Answers

1. Hermann Goering made a speech in 1936. The most important passage starts with, "Party comrades, I have come to talk to you about Germany, our Germany. Germany must have a place in the sun! Rearmament is only a first step to make our people happy. For me, rearming is not merely a goal in itself. I do not want to have rearmament for military ends or to oppose others. I want it solely for the freedom of Germany".

What nickname was commonly given to this famous speech commonly?

The correct answer was **The Butter or Guns Speech.**

The Butter or Guns Speech became famous by the next passage:

"I must speak clearly. Some people in international life are very hard of hearing. They can only be made to listen if they hear guns go off. We are getting those guns. We have no butter, comrades, but I ask you: would you rather have butter or guns? Shall we bring in lard, or iron ore? I tell you, being prepared makes us powerful. Butter only makes us fat!"

The rearmament program was pursued so energetically that by 1936-37 Germany was very short of foreign currency and came close to having to introduce rationing.

2. Which SS general made a claim that any SS man with a soft heart would do well to "retire quickly to a monastery"?

The correct answer was **Theodor Eicke.**

Eicke was the man that assassinated Ernst Roehm in his jail cell in the 'Night of the Long Knives'. Eicke was the first inspector of the concentration camps and he influenced the concentration guards with his attitude of "inflexible harshness". He was the commander of the SS Totenkopf Division.

He said, "It is the duty of every SS man to identify himself body and soul with the cause. Every order must be sacred to him and he must carry out even the most

difficult and hardest of them without hesitation".

Rommel was not part of the SS.

3. Who did Adolf Hitler refer to as "the Man with the Iron Heart" in 1942?

The correct answer was **Reinhard Heydrich**.

Hitler referred to Reinhard Heydrich as "the Man with the Iron Heart" at his funeral. Until his death Heydrich oversaw the 'Final Solution' ... He was assassinated by two Czech resistance members in Prague in 1942. Hitler was so angered by the assassination that the village of Lidice was completely destroyed, and the inhabitants murdered.

4. Who wrote in his/her autobiography, "From my earliest youth I was brought up with a strong sense of duty. In my parents' house it was insisted that every task be exactly and conscientiously carried out. Each member of the family had his own special duties to be performed"?

The correct answer was **Rudolf Höss**.

Rudolf Höss was the first commandant of the Auschwitz concentration camp. He was given a glowing review in an SS report that stated he was "a true pioneer in this area because of his new ideas and educational methods".

If Höss's account can be trusted (and there's no reason to distrust the account of his childhood), in his parental home - despite its ardent Roman Catholicism - obedience and respect for authority were the two most important virtues of all.

5. Who said, "I must admit that this gassing had a calming effect on me, I was always horrified of executions by firing squads. Now, I was relieved to think that we would be spared all these bloodbaths."

The correct answer was **Rudolf Höss**.

Rudolf Höss was responsible for the death of over one million people in his concentration camp. He was caught in March 1946, gave evidence at Nuremberg and was then handed over to Poland for trial. While awaiting trial he wrote his

memoirs. He was executed at Auschwitz, the very site he commanded, and allowed others to die in.

Otto Rasch was an SS general (SS Gruppenführer) and commanded Einsatzgruppe C, based in the Ukraine.

The Einsatzgruppen were mobile killing units that systematically killed Jews, Russian partisans, and 'Politruks' (political officers), on the eastern front in 1941-1943. Rasch was one of twenty-four individuals indicted for war crimes at the Einsatzgruppen Trials. He died before sentence could be passed.

6. Who said this quote, and what is missing from the blanks?

"Don't think that one can fight against disease without killing the cause, without exterminating the germ; and don't think that one can fight against _____ without taking care that the peoples be freed of the germ of _____."

The correct answer was **Hitler (racial tuberculosis)**.

It was said by Hitler at a party meeting at Salzburg on 7 August 1920. The quote finished with "The effect of Jewry will never disappear and the poisoning of the people will not end unless the cause - the Jews - are removed from our presence".

7. Who said, "I decide who is or is not a Jew"?

The correct answer was **Hermann Goering**.

Goering made this statement because he was known to employ "non-Aryans" to selected Luftwaffe postings. One such person was Erhard Milch, Goering's Chief Assistant. Milch had a Jewish father, Anton Milch, but Goering made his mother sign a statement indicating that Milch was born illegitimate to another father (a non-Jew), therefore making Erhard free of Jewish descent.

8. Who said this?

"It is time something must be done. Whoever acts will probably go down in German

history as a traitor. Yet if he fails to act, he will be a traitor to his own conscience".

The correct answer was **Colonel Claus von Stauffenberg**.

Claus von Stauffenberg was a key figure in the plot on Hitler's life on 20th of July 1944 and paid with his life for his part in the attempt.

9. Who wrote this piece and submitted it into the Nazi weekly, "Der Stürmer"?

"The English have no notion of the Jewish danger. Our worst Jews work only behind the scenes. We think with joy of the day when we will be able to say England for the English! Out with the Jews! Heil Hitler!

P.S. please publish my name in full, I want everyone to know I am a Jew hater."

The correct answer was **Unity Valkyrie Mitford**.

Unity was born in 1914 in England. Her sister, Diana, married Oswald Mosley, the leader of the British Union of Fascists. (According to the Wikipedia article on Unity Mitford (accessed on 4 November 2010), she was conceived in the small town of Swastika, Ontario. Yes, the place does exist).

10. This battleship was described by Winston Churchill as, "a masterpiece of naval construction". Although it was thought to be unsinkable, it was sunk on the 27th of May, 1941.

What was the name of the battleship?

The correct answer was **Bismarck**.

Shame on anyone that typed in "Titanic" because you saw the word 'unsinkable' :) The Bismarck was 42,000 tons of awesome strength and firepower. It had eight massive 15-inch main guns and 64 smaller caliber guns. (Taken from funtrivia.com)

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, about Azad Hind stamps and the fight for India's Independence. \$10.

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

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

E-mail me at ctkolker@mail.com or write to: Christopher Kolker, 25 Parkwoods Drive, Norwich, CT 06360, for orders or questions.

Thanks!!!!