



THIRD REICH STUDY GROUP BULLETIN

January 2019, Volume LIII, Number One (210)

In this issue:

- **Important information about the compilations of Mike Ludeman**
- **The Study Guide draft is complete!**
- **Kroatian Korner by Henry Laessig**
- **Allied Propaganda leaflets from Bob Baltzell**
- **Benjamin Beede's new book outline!**
- **And so much more!**

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January 2019, Volume LIII, Number One (210)

INSIDE:

The Compilations of Mike Ludeman – An incredible amount of work has been done by Mike, and what a job he has done. Truly our group will be changed for the better for it. Read further to find out what he has done, and how you can help me manage his compilations.

The Revised Study Guide – Intended for new members, the “rough draft” is ready and available for your review and suggestions. Read in the Editor’s letter where to find it, and how to make it better.

Allied Propaganda Scans of Bab Baltzell – Some of the best stuff you will ever see that has been dumped by planes.

Benjamin Beede’s Book Proposal- That man has ambition. Take a look at his proposed outline.

Kroatian Korner by Henry Laessig- Another great exhibit.

...And Trivia, Danzig, and More!!!!

WELCOME!

Perhaps our most important issue ever, with a score of new publications to consider. We also have some great scans from Jerry Crow, an intriguing puzzle from Gary Loew, and a question that set off a ton of debate from John Berger.

Send any comments to ctkolker@mail.com.

Enjoy one of our finest issues ever, and KEEP COLLECTING!

**Dues are indeed due!
If you receive a written copy, mail \$24 to: Christopher Kolker, 25 Parkwoods Drive, Norwich, CT 06360. MAKE CHECKS PAYABLE TO CHRISTOPHER KOLKER**

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And please don't forget, on our website at www.trsg-usa.com, under the "Our Journal" button, the rough draft of the revised Study Guide to be distributed to new and existing members alike!

From the Editor

Greetings, fellow philatelists:

We have what may be our most important issue ever. First, we have received a series of compilations by Mike Ludeman. He has organized many of the writings from *The Third Reich Study Group Bulletins* over the years into a series of thematic compilations, with detailed table of contents in order to find information quickly. Mike has simply done an outstanding job with this, and our group should be forever grateful to him.

With that said, we will have to figure out our best use of these documents. Please review the article about how you need to contribute to future directions in this matter.

And let's not forget the study guide. After a lot of hard work, the study guide draft is ready and can be downloaded on the website, at www.trsg-usa.com. Find it on the main page, just below the Journal button. It's not considered a final copy; in fact, I very much want you to look at it and give me suggestions for any revisions. Keep in mind that this guide is for the new collector to our subject matter, and not the advanced subspecialties collector. Hopefully, this study guide can serve as our main conduit in order to begin to recruit more members of the next generation of stamp collectors.

I'm also pleased to announce that *Kroatian Korner* is back. Feedback on it has been excellent, and I do appreciate the fact that Mr. Laessig will continue to send in his information. Furthermore, the last issue's trivia has been well received, and its expanded format has been a hit.

Finally, I don't mean to harp about the money, but dues are in fact due. If you receive a written copy of *The Third Reich Study Group Bulletin*, please send in your dues to: Christopher Kolker, 25 Parkwoods Dr., Norwich, CT 06360. **Remember, checks must be made out to Christopher Kolker.**

Now sit back and enjoy our latest issue. It is an important one with the many publications now available to spread our passion to the greater philatelic world. Enjoy!

The Yearly Dues Letter (and a call for donations)

To our esteemed members:

This is the letter I hate writing, but it must be done. It's the beginning of the year, so dues are now up for renewal. The cost is \$24 per year if you received a written copy. These dues are more important than ever.

Your dues will be put to good use. As highlighted in the rest of the *Journal*, we have several new publications as well as our new study guide that will be published and distributed over the next year. Professionally publishing these to represent our group well cost money. Your dues money will be used for that. Therefore, your money will not put in a sinkhole, but will be used to spread the word about our wonderful group.

For those not paying dues, I hope you'll take a moment to consider contributing to the cause. Any amount is appreciated, and 100% of it goes to causes directly related to our group. Nothing is wasted, no administrative fees exist, and no salaries are paid of any kind. It's all about the Third Reich Study Group.

Dues for the entire year are \$24, and can be paid to Christopher Kolker, 25 Parkwoods Dr., Norwich, CT 06360. **Please make checks payable to Christopher Kolker.** Remember, if you decide to change from getting a written copy and simply want to get the Journal online at www.trsg-usa.com only, just let me know. I will make sure that your membership is transferred from the written copy to the online version. That version remains free.

I hope this letter finds each of you well. I want to take this opportunity to wish each of you a happy New Year. Thank you for your support

Your humble Editor,



The Compilations of Mike Ludeman

Approximately four weeks ago, I received a CD that I believe will forever change our club for the better. In it was a series of compilations done by Mike Ludeman, who, as a member of many professional philatelic societies, offers assistance where assistance may be needed.

What Mike has done is truly nothing short of extraordinary. The number of hours he must have put into this is mind-boggling. He has compiled, from the TRSG journals, compilations of different themes in our branch of philately. This is no small feat; in doing so, he had to review nearly 5000 pages of material that has been scanned into our website to compile this information.

After reviewing this, I can only say that he has done a magnificent job. His topics are logical, and the compilations makes sense. Furthermore, he has them detailed in very specific and precise table of contents, allowing the reader to quickly find the information he or she might need.

This represents a major step forward for group. We now have in our hands expertly written information in a comprehensive way from various authors in the past and present about the topics of greatest discussion for our group. We have systematic, organized detailed information organized that can satisfy any expert in our field.

Frankly, I had hoped to do exactly what he did – one day. I truly thought that a project like this might take 2 to 3 years for me to do, and only after the other websites are complete and the Danzig website had been started and completed as well. But Mike gave us a tremendous gift.

Below are the compilations that he has made for us:

1. *Germany Postal Rates January 30, 1933 – May 8, 1945* by Bob Ferguson. Taken from the *TRSG Bulletin* 2006. 55 pages
2. *Germany Postal Rates – Domestic Rate Examples January 30, 1933 – May 8, 1945* by Bob Ferguson. Taken from the *TRSG Bulletin*. 71 pages.
3. *German Postal Rates – Foreign Rate Examples January 30, 1933 – May 8, 1945* by Bob Ferguson taken from the *TRSG Bulletins*. 50 pages.
4. *Fundamentals of Feldpost Collecting* by various authors. Taken from the *TRSG Bulletins* between 1999 in 2008. 148 pages.
5. *Thomas Cook and Son, Ltd. Box 506 – Lisbon Portugal and Other Activities During WWII*. Various authors. 66 pages.
6. *Terminology, Translation, and Abbreviations Useful for Third Reich Postal History* by various authors. 34 pages.
7. *German POWs in North America* by Jim Lewis. 83 pages.
8. *Feldpost in North Africa 1941 – 1943* by Robert J. Houston. From *TRSG Bulletin*, volumes 50 and 51. 31 pages.
9. *German Field post operations in the West 1940 – 1944 [O.B. West]* by John Painter. From volumes number 30 (1973) and number 36 (1975). 31 pages.
10. *US Censorship Reports on German Military and Postal Systems Operations* (from records in the National Archives). Articles originally compiled by Benjamin R. Beede and Myron Fox. 91 pages.
11. *German Official Postal Systems in Occupied Territories*. By various authors. 114 pages.
12. *The TRSG map series*. Maps originally prepared by Kelly Stefanacci and others. 24 pages.
13. *Gazetteer Place Name Cross Reference* supplied by Myron Fox. 7 pages.
14. *US Military Intelligence Manuals and Reports on German Military Operations and Equipment*. A bibliography of materials available on the Internet. Compiled by Mike Ludeman. 10 pages.

The next obvious question is to what to do about these. They certainly are a gift to the club, one that really change how we process information and write future articles about our subject matter. Many possibilities exist:

1. We can simply put them on the Internet free of charge and be done with it.
2. We can put them on the Internet, and if folks want a bound volume for their personal library, they can purchase it from us.
3. We can put them on the Internet and members can have a free printed copy, while nonmembers would have to pay a printing fee. However, it needs to be said with this option, I would have to begin fundraising again, because the money I have left from dues would probably not cover all expenses.

If we decide to go this route, I would need approximately \$1500 more money. Because Don Unverrich been sending off the printed copies of the *Bulletin* free of charge for the last couple of years, we do have about \$1600 in saved dues money. However, to professionally print all of these volumes as well as the study guide would be about \$3000-\$3500.

4. We could simply make them unavailable on the Internet, where people would have to either buy them or get them for free at special request in print only.

Most importantly, I want to hear your opinion about how we should proceed with these different options. I hope to obtain a consensus from the group and then proceed on based on what the group would like to do. (Personally, because of the special nature of these volumes, I would like to see them professionally bound).

As per usual, if you need to contact me, two options exist. My e-mail is ctkolker@mail.com, and my address for written inquiries is 25 Parkwoods Dr., Norwich, CT, 06360. Please take a moment to let me know what you would like to do with this important development. I would like to get your opinions in By March 1st!

The Scans of Jerry Crow



München. Haus der Deutschen Kunst
Schwarte-Hellweg

Abend an Bord

Nachdruck verboten

Echte
Fotografie

(Munich – House of German Art – Schwarte-Hellweg (the Artist) – *Evening on Board*)



“Day of the Stamp – 1942” from the Unit Organization of German Collectors

A Book Proposal

Benjamin Beede

Hello, Chris,

You can put the information in the TRSG Bulletin at your convenience. It needs a brief introduction, as follows:

I am working on a book titled so far as “The Reichspost 1924-1945: Postal History and Collectibles.” The idea for the book goes back many years. Donald E. Slawson, who specialized in the postal history of Germany during the immediate post-World War II and who did fine research at the National Archives in Washington, D.C., wanted to put together a kind of encyclopedia of the German postal system as it existed just before the end of World War II. It was necessary to have such a book, he believed, in order to understand what happened in the aftermath of World War II. Not many people were interested in going into as much detail as he did, and he became frustrated, eventually turning to coin collecting.

I am intending to write a narrative, not to compile an encyclopedia. There is much more information about the Reichspost available now than in the early 1970s when Don and I were talking about a book. When the Bundespost privatized many official libraries were sold to auction houses in Germany, and I purchased a good many volumes. I am still acquiring some useful books, and, of course, some highly important books are being published.

Comments about my draft table of contents are welcome.

Benjamin R. Beede

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Urban

Rural

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[Note: The reference is to the 1920s, not World War II]

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Indexes

English

German [extensive, include all terms appearing on forms]



Articles! Articles! Articles! We need articles from you for the journal. Just send in long ones, short ones, detailed ones, or ones of a general overview to ctkolker@mail.com or to Christopher Kolker, 25 Parkwoods Dr. , Norwich, CT 06360. See your name in print!

Hi, Chris —

I haven't communicated with you since earlier this year when you republished my Bathurst article. I hope it was received well.

I've attached 3 covers that are a topic of conversation on one of my Facebook postal history groups. I've got zero knowledge of this material. The question has arisen as to whether the indicium is genuine or forged.

Can you direct me to a source within the TRSG where I might learn something about this handstamp and whether forgeries are known? If I can make a determination, I might have enough content for a brief note on the topic.

Thanks for your assistance.

Have a *wonderful* day!

G

Gary Wayne Loew

Postal Historian

Author of the forthcoming book,

Mastering Postal History

PO Box 468101 — Atlanta, GA 31146-8101

GaryWLoew@gmail.com

Cell: 973-801-3246

Collecting Interests

- Gambia (Pre-Elizabeth) - postal history (both from and to) and marcophily
- King George V Silver Jubilee 1935 issues - postal history and marcophily
- Elder Dempster shipping service world-wide postal history, including covers, postcards (postally used) and ephemera
- Company correspondence to/from Cie Belge Maritime du Congo; the United Africa Company and Maurel et Prom
- British Administration Of Heraklion Crete 1898–1899 – postal history & marcophily
- Papua (Pre-1940) – postal history (both from and to) and marcophily

The more I write, the more I learn





Hello folks,

It is always my pleasure to expose forgeries. These are genuine occupied Jersey 1st day covers all with an additional hoheitsadler handstamp added long after the war. Temp1 is under franked and temp2 is over franked (2 +1/2 pence was the local cover rate) and as such were probably hand backs from the postal counter. Temp3 is a properly franked registered cover (5+1/2 pence was the local registry rate) with a provisional registry id of A 2877 which likely saw service. It is too bad somebody tried to make them appear more appealing. They're junk now but only the registered cover with the provisional id was originally a little better. As far as I know, only letters A, B and C are found as provisional registry ids. The lion's share of CI covers are 1st days and collectors of CI find it more difficult to find non-philatelic covers but they are out there. Not all 1st days are easily identified as such, as these are, so one must pay attention to the 1st day of issue of each stamp found in the Michel Spezial cat.

-Dave

Interesting. First impression is philatelic fantasy or post-war doctoring. Perhaps the owner should consult one of the German experts specializing in the Channel Islands.
Frederick Clements

There are so many "nice" covers that have been reduced to nothing by attempts to "up-grade" them. A recent auction, here in the Minneapolis/St. Paul area had a number of nice feld-post covers that had the SS runes applied over the actual post marking

cancels, something that a German would never have done. One can only wonder how such a hand stamp would have even been applied AFTER the cover had entered the postal system. To make it more attractive, an additional smaller "SS feldpost" stamp was also applied. These covers had many bids and went for ridiculous prices. Unfortunately, the poorly informed "lucky" winners will discover their folly when comes time to dispose of their collections.

These covers, here, are similar.

Ask a reasonable question,

Why would someone take 3 covers showing the various rates (local letter, out of town letter and registered, out of town letter) within the Channel Islands, with this Nazi marking, and send them to three island inhabitants who were suffering under the Nazi occupation? Use reason and common sense when acquiring any philatelic item for more that a few dollars. Never hurts to ask "Does this even look like something that can be explained in a reasonable manner?"

Jerry Jensen, Past GPS President, current member of the Board

These covers are the equivalent of the "blind" Dutch DDPN covers addressed to themselves by German collectors.

Kees Adema



At left, German 1944 Ukraine Wladimir Wolynsk Imperforate Hilfspost Stamp Cover, taken from Germanpostalhistory.com

Another question, another controversy:

On 10/21/2018 8:39 PM, John Berger wrote:

Aloha All:

Did stamp collectors in German Europe send themselves – or send each other – philatelic covers during the war with the expectation that, no matter who won the war, the philatelic covers would be worth something in the future?

For instance, the overwhelming majority of Philippine covers postmarked during the Japanese era appear to be covers that collectors sent to themselves – or had favor cancelled on their behalf while visiting a post office. Non-philatelic covers exist but much more difficult to find

Some of you may be familiar with the Da Luz covers of Hong Kong. Da Luz was a Portuguese national who lived in Hong Kong for most of the Japanese occupation. He claimed after the war that he had visited all of the Japanese-authorized post offices regularly during the occupation and given postal employees SASE franked with various stamps which they then favor cancelled for him. He vouched for his activities with a diary when that showed the dates he had visited each post office.

De Luz left for Macau later in the war and stayed there until the English returned – allegedly because he had heard that the Kempeitai was investigating him for some reason.

An alternative origin story for the Da Luz covers is that he manufactured them after the war using stocks of left-over war-time stamps, war-time envelopes and war-time Japanese cancellation devices that he obtained from former postal employees – or looters – and that he then created his diary of post office visits to match the dates on the covers he had created.

Are Germans known to have done this?

Thanks, and best wishes from Hawaii,

John Berger

Greetings John,

It seems to me that sheer number of covers from the war, particularly those with commemorative & heavily surcharged stamps indicates that collectors kept on collecting. One of my little sidelines is that of finding mail that's going from Germany to other occupied covers - lots of trading going on. I think that at times the censors were rather down on this, but trading was done, or at least the creating of nice covers. Collecting in Germany was very popular from the beginning and the NS regime early on cut deals with collectors. So that the state supported big shows and issues lots of stamps - such promotion was seen a positive by the "philatelic

establishment" - and the regime. Although the various large sets created in the midst of the war could hardly have been necessary except for purposes of propaganda and raising money. I've got post-war mail (as soon as that was allowed again in April 1946) where German collectors are trying to re-connect with foreign collectors.... It's getting late, but my final comment would be that the whole controversy over the "last" issue of the Reich hinges on Dealers in Berlin risking live & limb by hauling sheets of stamps and making covers. Admittedly much of this was done after the war, but stamps would have value in any case - there were many GIs who were eager customers. Look through 3rd Reich covers to be found on eBay every day - nicely franked and no sign of ever having seen the inside of a letter box. Excuse my ramblings - but your questions & speculations are what keeps us going. Both the fun & the serious study.

Good evening to all - Rudi

On 10/22/2018 11:50 AM, Ben Beede wrote:

Could you describe the contemporary "controversy" over the "'last' issue of the Reich", Rudi?

I was under the impression that the matter had been settled. What is at issue today?

Ben

Your right Ben - as far as I'm concerned it has been settled. I was not precise enough -- my point was really that there were dealers who at the very end of the war hauled Stamps around - that's how those stamps were available for later use - to manufacture post-dated covers - which were in demand. So what's at issue today is an answer to John Berger's question -- did 'Germans' keep up with philatelic pursuits during the war and after:

Did stamp collectors in German Europe send themselves – or send each other – philatelic covers during the war with the expectation that, no matter who won the war, the philatelic covers would be worth something in the future?

The reason I answered John's question is that we continue to have all sorts of items pop up which are clearly fakes. The fact that a plethora of material was created during the war which has provided the raw material for folks to add some rubber stamps to the covers or pawn them of as some sort of rarities. Ben, you could probably write plenty about that and I'm certain many GPS members & others could/would learn a lot from such an effort.

Cheers - Rudi

Thank you for your confidence, Rudi, but I doubt that I could write "plenty" about philatelic activity in Germany during World War II.

Anyone interested in the subject would be well advised to look at Hans Meyers' *Die Philatelie im "Dritten Reich": Die Organisationen der Sammler und Händler 1933-1945* (2006).

Part of the book is organized year-by-year. Organized philatelic activity certainly began declining at least by early 1943, when philatelic magazines stopped being published, and exhibitions ceased.

A study of offerings in Philasearch should provide a view of what sorts of philatelic covers were being produced during World War II.

A point to remember about the late war period is that the work-week was extremely high, fifty-four hours at a minimum and seventy-two hours in the armaments industry.

Then too, shopping was a slow process, because long lines were frequent. Finally, using the black market was presumably a time-consuming process. Under these conditions, how much time was available for hobbies? Not much, I would think.

In particular, I doubt people had much interest in philately during the last couple of months of the war. The Sicherheitsdienst, which was tasked with probing public opinion, reported in March 1945 that no one still believed that the war could be won. I assume that most people at that point wanted to look after their own interests and to stay out of trouble.

I do seem to recall reading in issues of *DBZ* from the 1930s that some collectors were concerned about the number of stamps and cancellations being produced.

My recollection is hazy at this point, owing to the passage of time, but I suspect the philatelic aspects of the annexation of the Sudetenland had something to do with these concerns.

Ben



The rather infamous Michel #763 German stamps from 1941, showing Hitler and Mussolini united. Fortunately, we all know how that ended!

Allied Propaganda

Bob Baltzell

Hi Chris,

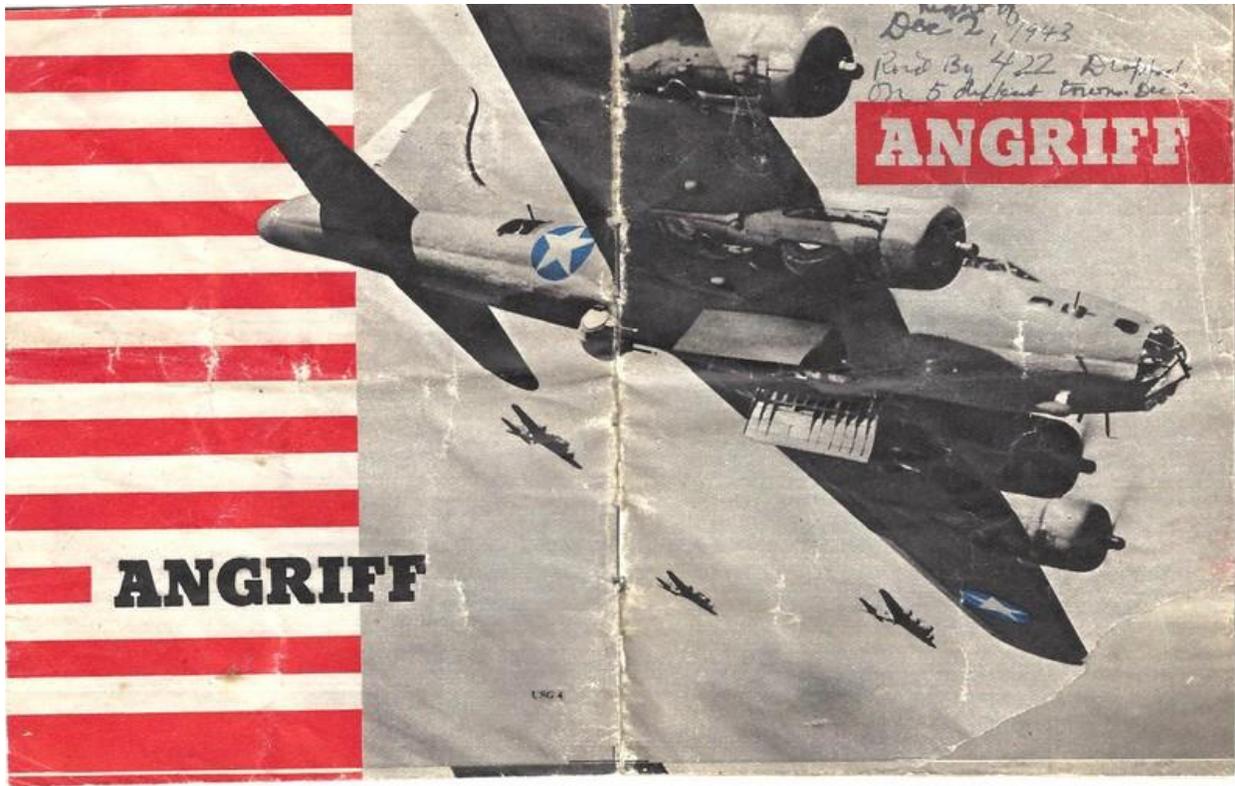
Another very interesting issue. I printed out a couple of the TRSG brochures to take to my next club meeting but found I had to flip on the short side, otherwise the inside of the brochure was up-side-down.

I attended a local stamp auction a couple of months ago and went early so I'd have time to examine some boxes of covers. From the auction catalog I identified 12 boxes that sounded like they could contain something of interest to me.

Having found nothing worth staying around for after searching through 11 boxes I was resigned to going home empty handed. In the 12th box there were a couple of items but nothing worth the opening bid of \$25 to me. Then I saw some colorful pieces of paper buried deep among the covers and silently yelled "eureka", not wanting to tip anyone else to what I found. I have been looking for propaganda leaflets that were dropped on Axis forces for quite a while. After the auction was over I discovered that another person had also found the leaflets in the box but I was more determined than he was so I won the prize.

Attached are scans of the brochure (USG 4) that I now proudly possess. I'll send the leaflets (USG 19 & USG ?) in a separate email since Yahoo limits attachments to 10mb. What makes these very special is that a crew member of the aircraft made notations of where and when they were dropped. One even has the aircraft number included and another appears to be signed "Frank Wolfe Farley(?)". From what I have been able to find so far this aircraft was a Lockheed/Vega B-17G Flying Fortress that survived the war. I took these to my stamp club meeting and passed out information about the TRSG.

Regards,
Bob



Unerschöpfliche Reserven

Auf Flugplätzen im ganzen Land, von New York bis Kalifornien, beenden täglich tausende junge Amerikaner ihre Fliegerausbildung.



Der Chef der amerikanischen Flugwaffe, General Henry H. Arnold, hält eine Ansprache an eine Gruppe frisch ausgebildeter Piloten auf einem Flugplatz im Mittelwesten. General Arnold hat den Befehl gegeben: „Angriff nur gegen kriegswichtige Ziele.“

Amerikanische Massenproduktion

Die amerikanische Industrie arbeitet jetzt 24 Stunden am Tag für die Kriegsproduktion, ohne Verdunkelung oder Feindeinwirkung.



Flug von Fabrik zur Front



Im Flug über den Ozean begegnen die Bomber oft Grossgeleitzügen, die andere Waffen zu dem Kriegsschauplatz Europa schaffen.

Amerikanische Bomber greifen von England aus an



Die britische Insel ist ein unversenkbarer Flugzeugträger vor der Atlantikküste—ein Stützpunkt für pausenlosen Angriff.





... auf das Bunawerk, Huls.



... auf die Vulkan-Werft, Vegesack

... auf die Germania-Werft, Kiel



Amerikanische Flugzeuge

werden Präsident Roosevelts Worte in die Tat umsetzen: „Tagaus, tagein werden wir Tonnen von Sprengbomben auf Rüstungsfabriken, Kriegsanlagen und Hafeneinrichtungen des Feindes abwerfen.“




*Dropped on
Germany
By 842200
239992
3-18-44*

... für Führer Volk und Vaterland



<p>Am 11. Oktober 1943 fiel der brave Sohn, Matthias</p>	<p>In tiefster Trauer geben wir bekannt, daß mein langjäh- rigster Mann und früher Lebenskamerad, mein ganzes Le- bensglück, unser lieber, guter Sohn, Schwiegervater, Bruder, Onkel, der</p>	<p>Am 11. Oktober 1943 fiel auf den Feldern der Ehre in Ostpre- nens unser lieber, einziger Sohn, mein guter Bruder, der Abiturient des Gymnasiums „G. v. ...“</p>	<p>Eberhard Gedr. in Y 26. 1. 1943 Er fiel</p>
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DIE Söhne, Brüder und Väter von hunderttausenden deutschen Familien sind auf fremder Erde im Hitlerkrieg gestorben.

Hitler hat seinen Krieg verloren. Aber jeder Tag fordert das Todesopfer weiterer tausender Deutscher auf den Schlachtfeldern und in der Heimat.

Jeder Deutsche, der heute noch im Hitlerkrieg zugrunde geht, stirbt sinnlos und vergeblich.

Heute stirbt der Deutsche für den Führer—für den Führer allein und die Nazipartei.

Während die deutsche Manneskraft auf den Schlachtfeldern zugrunde geht, zerfallen im Sturm der Luftangriffe die deutschen Industriestädte und Fabriken in Ruinen.

Wofür noch weitere Opfer in einem Krieg, der bereits verloren ist?

Wofür?

Nur für den Führer!

Für den Führer, damit er und seine Partei „bis fünf Minuten nach Zwölf“ weiterleben können, gleichgültig, was es Deutschland auch koste ...

Wie lange noch?

USG 19



ADOLF HITLER ERKLARTE KRIEG

AN DIE VEREINIGTEN STAATEN AM

Repped over Kesul Kleinman July 28 1943 Frank Wolfe Frank

11. DEZEMBER 1941

Präsident Roosevelt an den Kongress am 7.1.1943:
Wir werden zuschlagen — und hart zuschlagen. Ich kann Ihnen nicht sagen, ob wir den Feind in Norwegen oder in den Niederlanden oder in Frankreich oder in Sardinien oder Sizilien oder im Balkan oder Polen oder aber an mehreren Punkten gleichzeitig zum Kampfe stellen werden. Aber eines kann ich Ihnen sagen — gleichgültig wo und wann wir zu Lande losschlagen werden, wir und die Engländer und die Russen werden ihm aus der Luft hart und ohne Ruhepause zusetzen. ★ Tagaus, tagein werden wir Tonnen von Sprengbomben auf seine Rüstungsfabriken, Kriegsanlagen und Hafeneinrichtungen abwerfen.

**★ Die amerikanische
Flugwaffe greift diese
Ziele jetzt an!**

USG



Bob – These are absolutely fantastic images. Thank you so very much for sending them in.

- Your Editor

SUŠAC-NEW YORK CITY

KROATIAN
KORNER

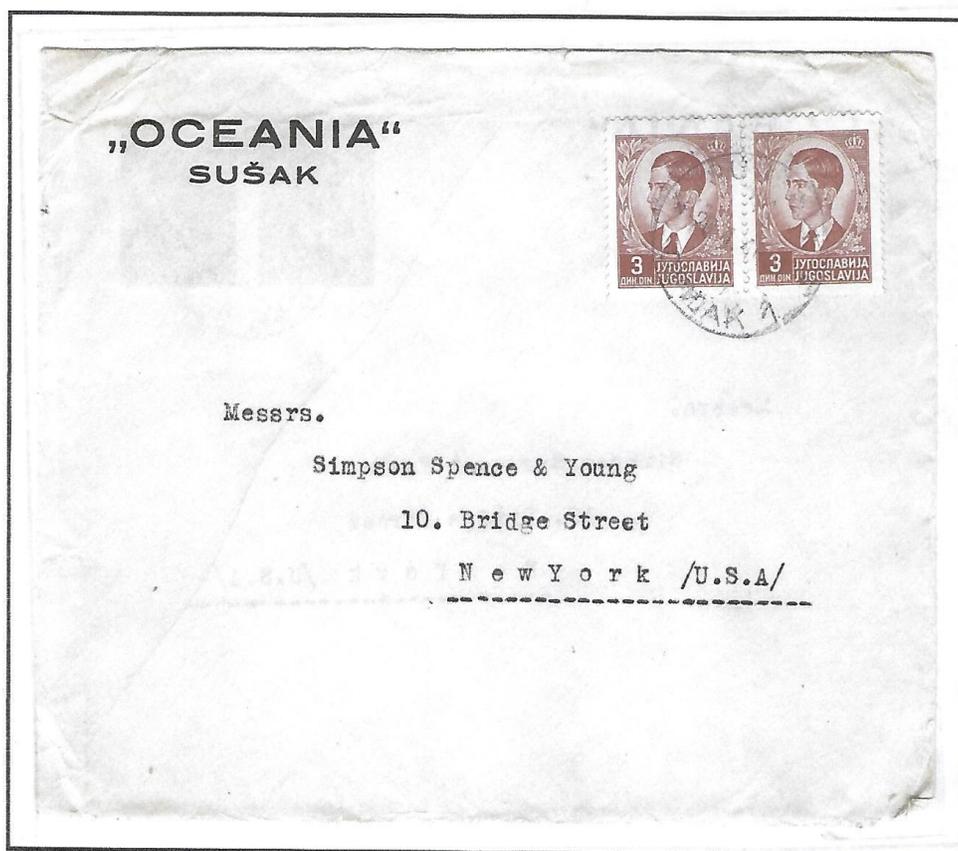
4.00K USA-Letter to 20gr.
2.00K USA Let. 21 to 40gr.

OVERWEIGHT LETTER TO NYC FROM ITALIAN OCCUPIED SUŠAK

Italy not *officially* given control until July 8, 1941

USA had not yet entered the war

June 20, 1941



Kingdom of Yugoslavia post offices continued to operate until July 8.

Italy had occupied parts of Yugoslavia under the treaties of Rapallo and later, the Rome Agreement of May 18, 1941. Italy occupied Sušak on April 11. Many towns, including Sušak, were later returned to the newly formed Croatia. This was formalized on July 8.

Italy actually was given the entire newly formed Croatia, which was to be ruled by the Italian Duke of Spoleto. He never set foot in Croatia

201
1690)

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).

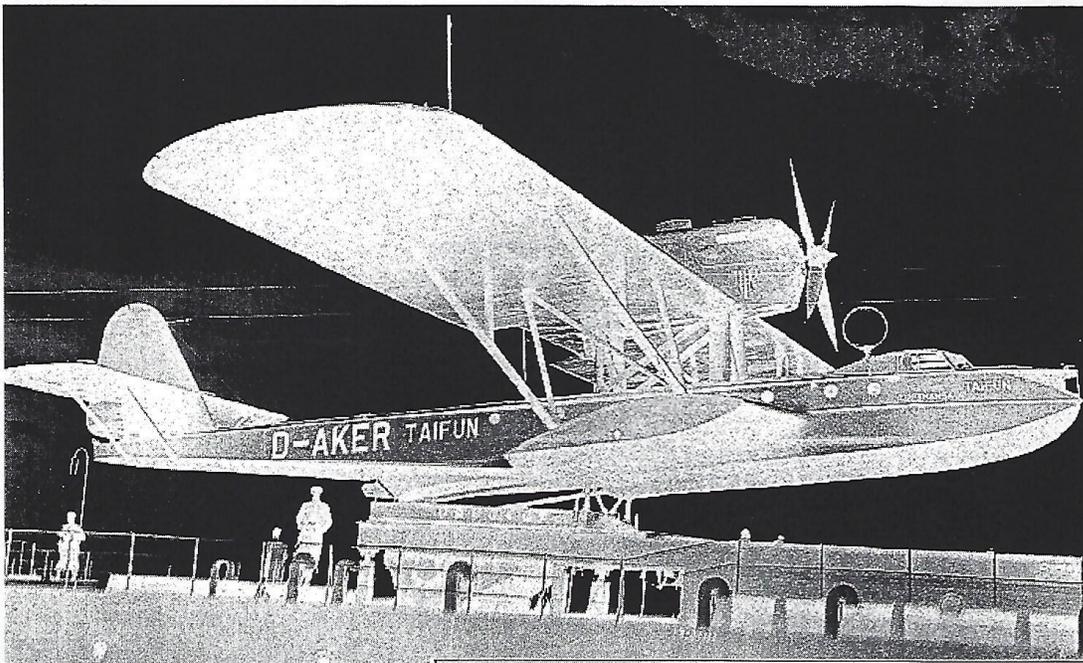
Danzig Participation: DLH South Atlantic Airmail Service

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

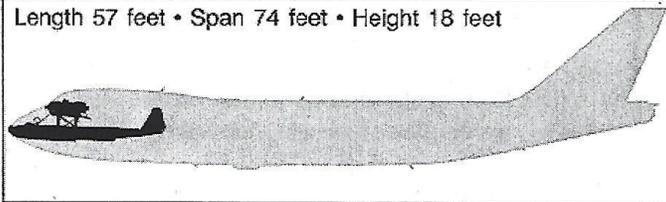
The DLH South Atlantic service evolved dramatically in its first two years, and the introduction of new airplanes continued to improve the service up to its end in 1939. The development history of the DLH system is quite complex, particularly the early period, which is widely misunderstood and incorrectly 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.



Length 57 feet • Span 74 feet • Height 18 feet



Dornier Do J Wal

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

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 Freidrichshafen, 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 TCW (lb)	Cruise Speed (mph)	Normal Range (st. miles)	Approx. No. Built
		Length	Span		No.	Type				
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"	78'11"	—	2	B.M.W. VI ¹	620	17,640	120	1000
Do J III Wal (10-Ton)	3 May 1933	59'8"	89'3"	—	2	B.M.W. VI ¹	630	22,050	114	2000
Do R2 Super Wal	30 Sept. 1928	77'5"	93'6"	19	2	R-R, Can-dor ²	650	27,780	100	800
Do R4 Super Wal	15 Sept. 1928	77'5"	93'6"	19	4	Bristol Jupiter ³	490	28,880	118	600

¹Other engines used included Rolls-Royce Eagle IX (393 hp), B.M.W. VI (800), Farman 12 We (500), FIAT A24R (750), Hispano-Suiza 12 Lb (600), Lorraine-Dietrich 12 Ed (450), Napier Lion (450), Siemens Sh 20 (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

	<i>1.2.25</i>	<i>1.5.33</i>	<i>1.1.35</i>	<i>1.6.35</i>
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

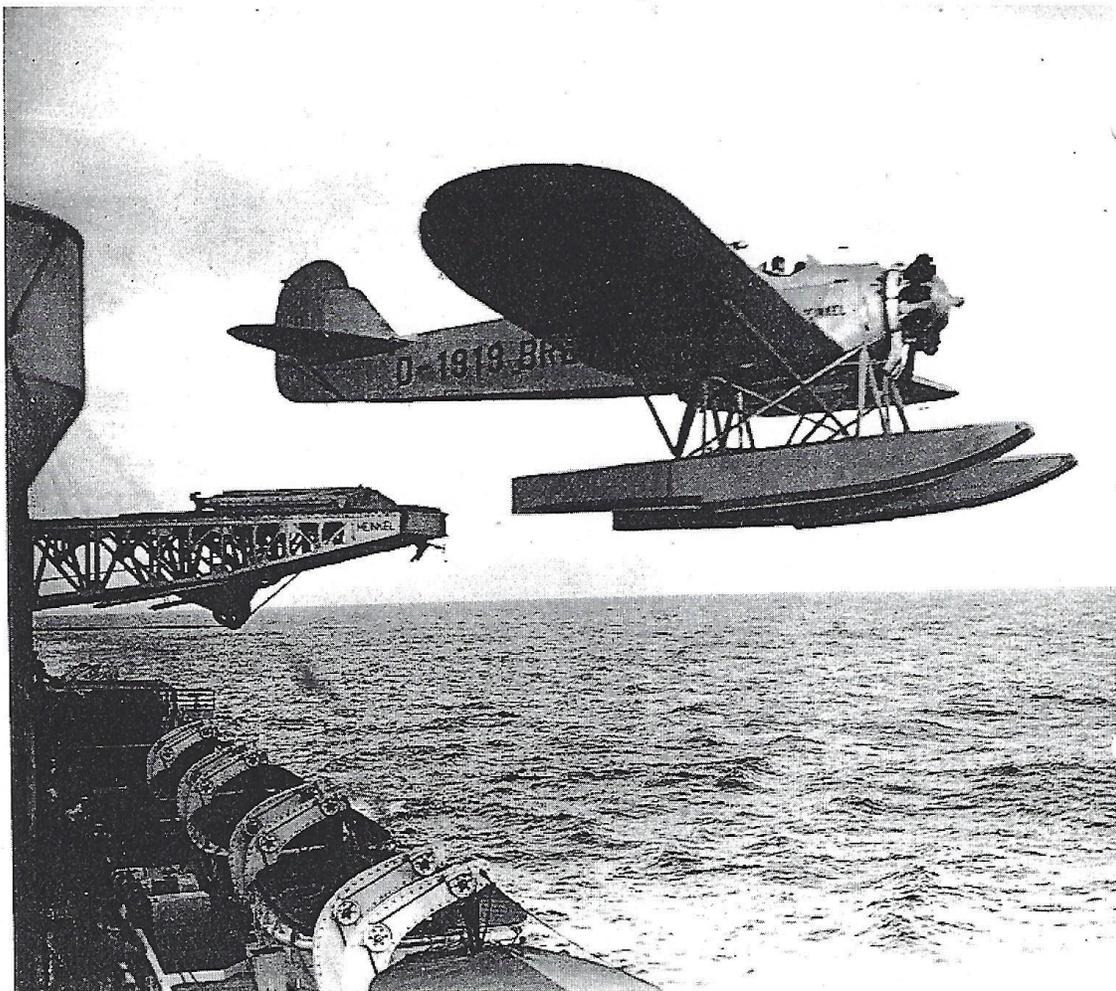
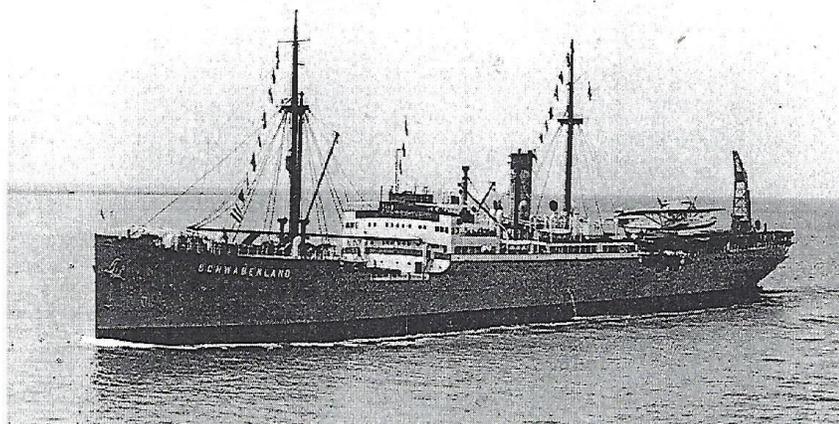


Figure 2 - Heinkel HE-58 floatplane D-1919 Bremen leaving the catapult of the Europa in 1930.

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.

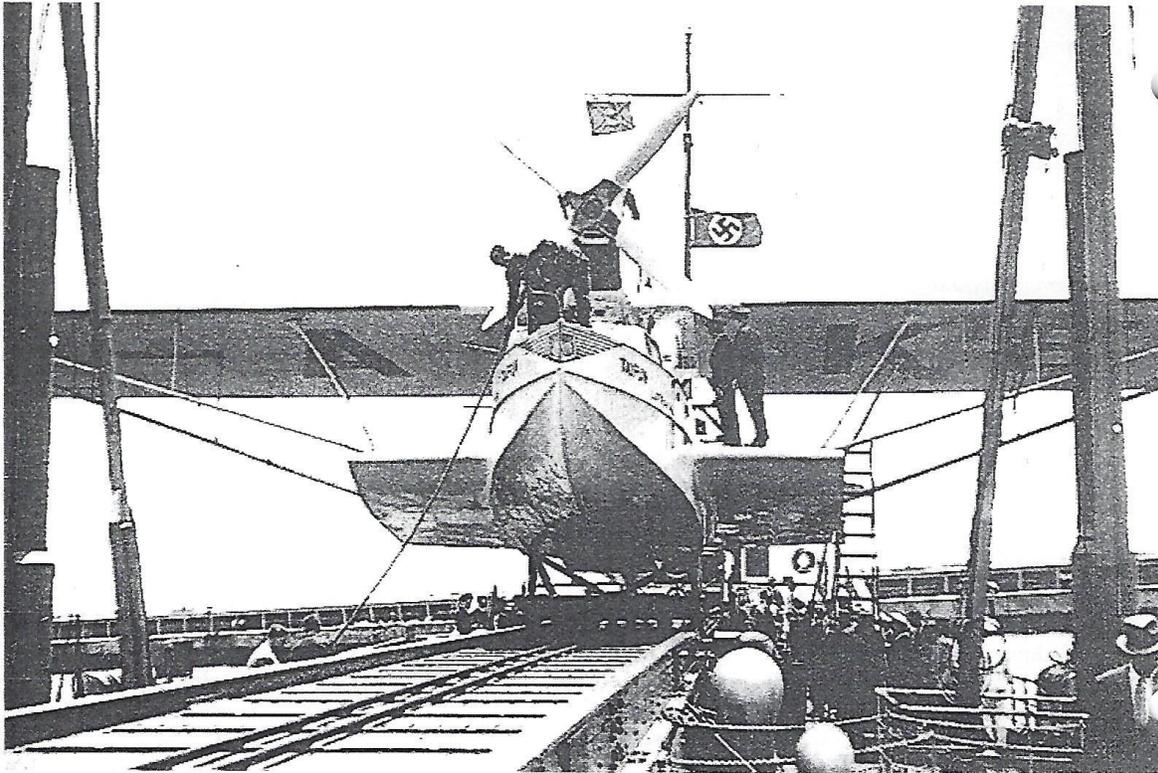


Figure 4 - Dornier 10-ton Wal D-AKER Taifun on the catapult sled of the Schwabenland support ship.



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

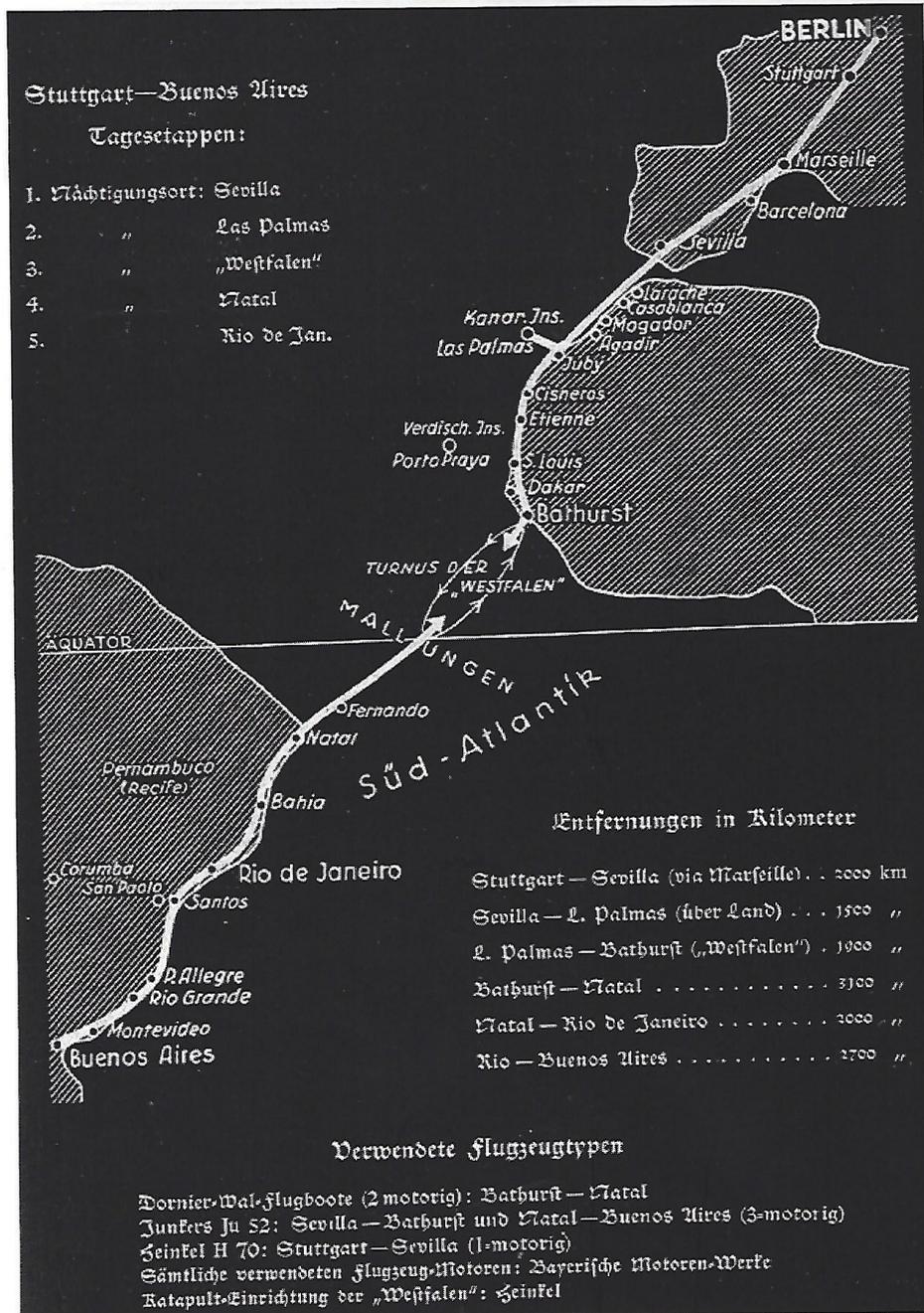
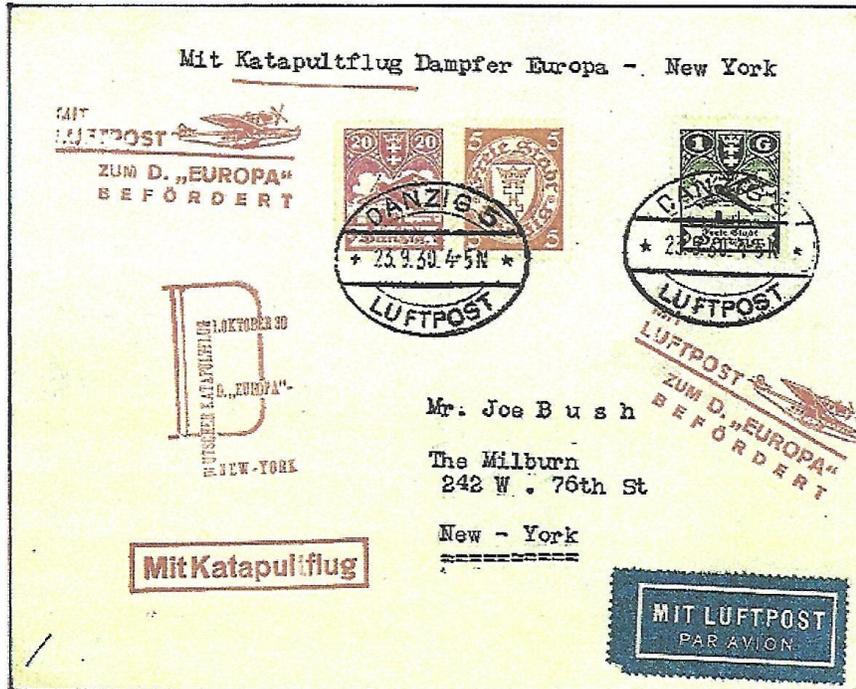
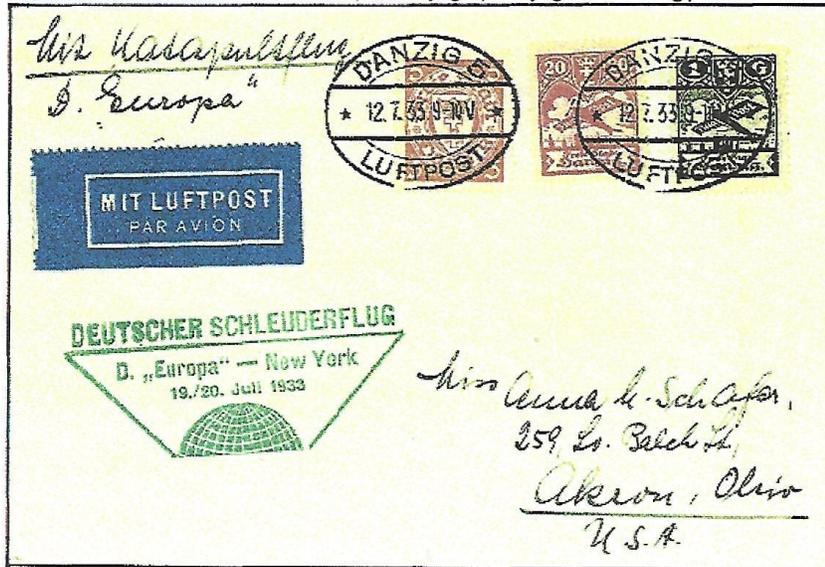


Figure 6 - Map of South American air mail routes, from the 1934 book by Fischer von Poturzyn. Entfernungen = Distances; Verwendete Flugzeugtypen = Type of plane for specific routes.



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.

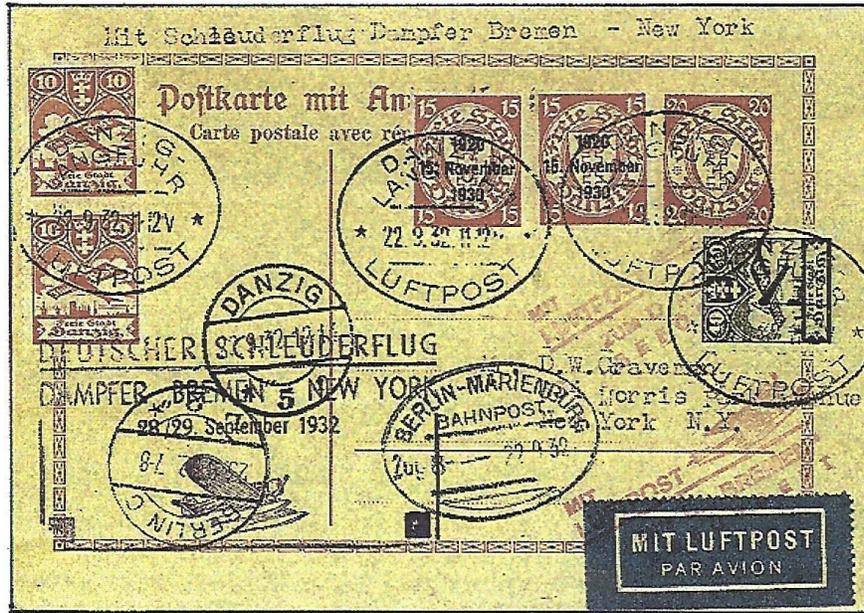


Fig.9



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.

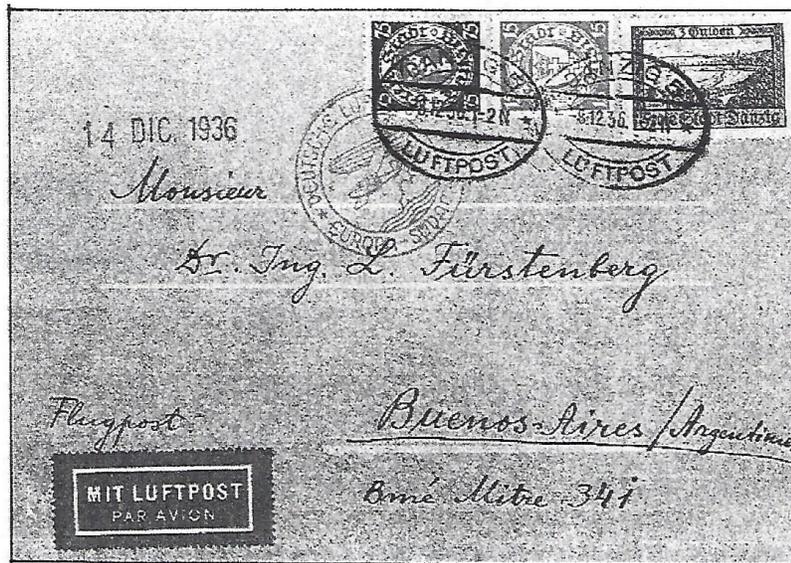


ausgefallen = cancelled

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.



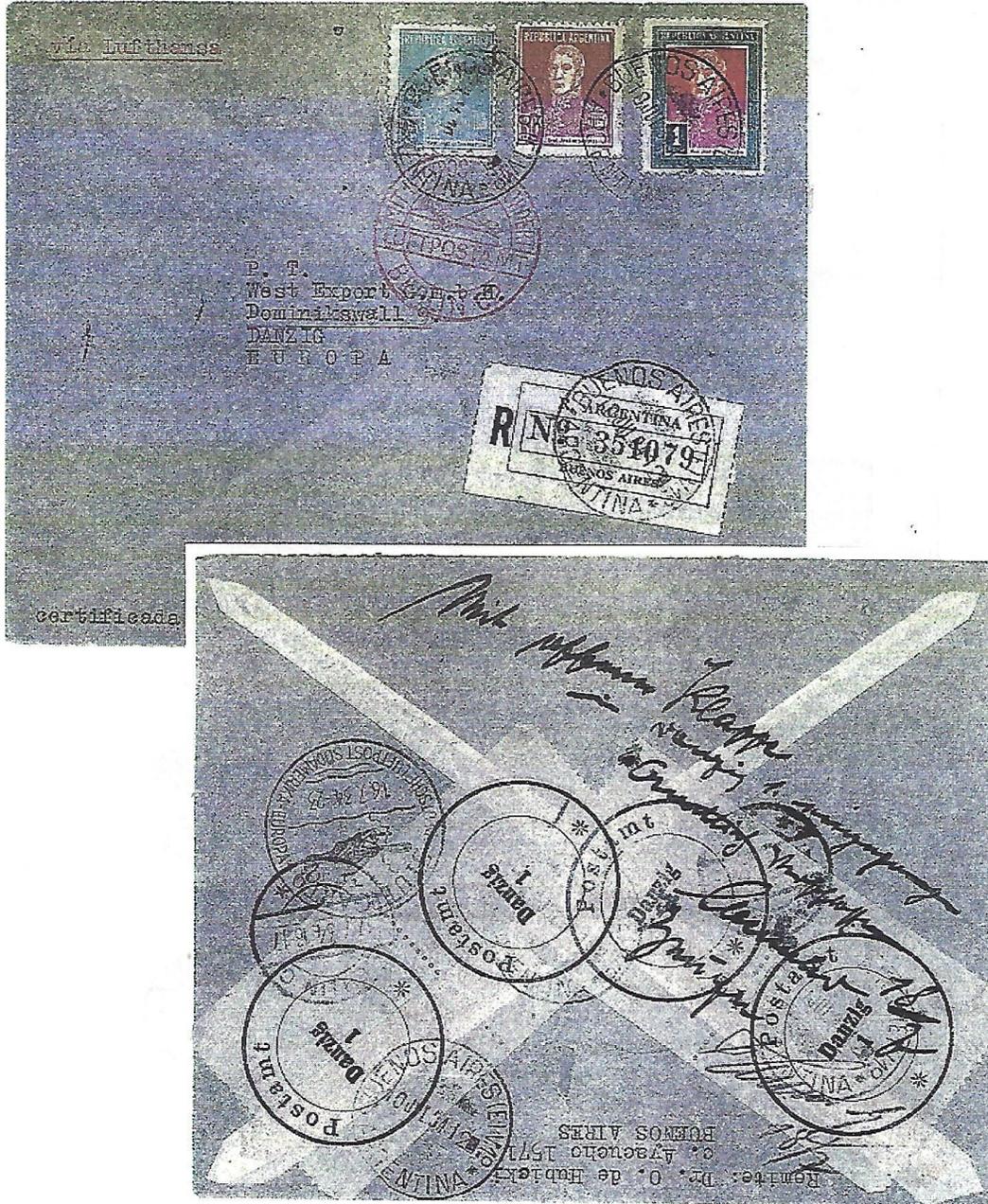
DLH South Atlantic Service: Germany to Brazil, 16-17 June 1938

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.



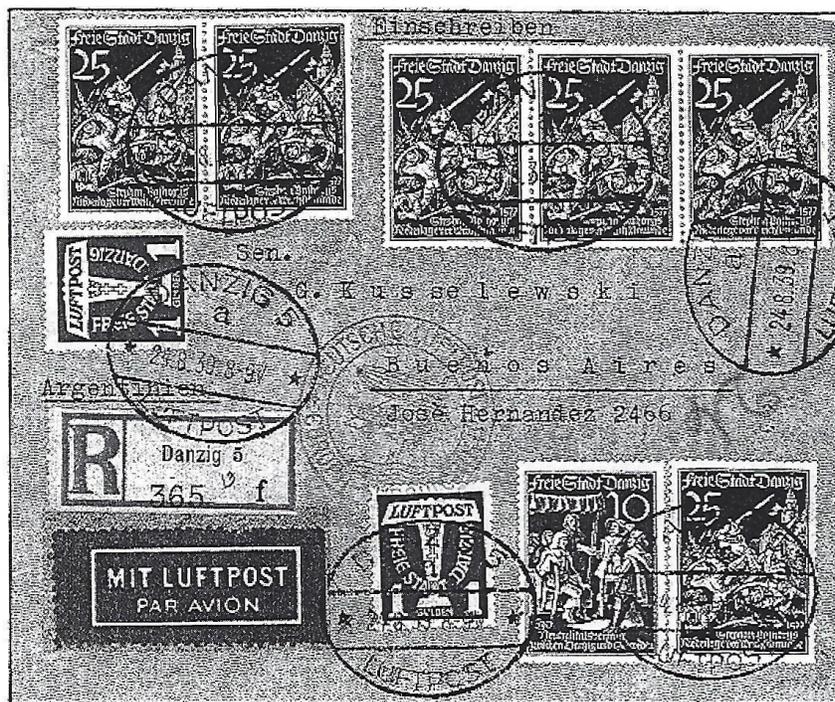
DLH South Atlantic Service: Germany to Brazil, 22-26 Sept. 1934

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 - Stutthart = 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?



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

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Thanks to Ollie Clemons for the use of his library!

Trivia

World War II trivia- there really is nothing better, right? But with so much going on, it can be easy to lose focus, and not really learn about any one topic. With that in mind, try these ten little questions about the SS, some of the scariest folks that have ever walked the earth. Do you think you know something about them? These questions are designed to leave even the most learned scholar scratching his or her head. See what you can do:

1. The Waffen-SS was under the control of Heinrich Himmler before the start of WWII (though under a different name), but later fell under tactical control of the High Command of the Armed Forces, and it was always considered to be an "elite" unit. It consisted of Aryans only (often loosely defined).

- True
- False

2. In June 1934, what event took place that established the supremacy of the SS over its rival faction, the SA (the Sturmabteilung or Stormtroopers)?

- The Night Of The Broken Glass
- The Invasion Of Poland
- The Beer Hall Putsch
- The Night Of Long Knives

3. What particular group of people made up the 'Sonderkommando' or 'special units' that oversaw the removal of bodies from the gas chambers to the ovens in the extermination camps?

- Poles
- Russians
- Czechs
- Jews

4. There were many different branches of SS troops, and during the later years of World War II the largest branch - the Waffen SS - served as combat troops, while others were found in a variety of roles. Which branch was responsible for administering the Nazi concentration camps and extermination camps?

- Army Group B
- Death's Head Units
- Sturmabteilung (SA)
- Freikorps

5. As WWII drew to a close in Europe, many SS members, along with others in the Nazi leadership hierarchy, escaped to South America. What was the name of the organization that they developed to assist them in their plans to flee?

- BAVARIA
- CASPIAN
- ODESSA
- ANKARA

6. What type of units were the "Einsatzgruppen"?

- SA special forces

- Himmler's personal army
- Abwehr troops
- Mobile SS death squads

7. 73 of a total of 75 members of the Waffen-SS were charged with war crimes as the result of one infamous massacre of U.S. troops during the Battle of the Bulge. In what Belgian town did this atrocity occur?

- Malmédy
- Leige
- St. Vith
- Stavelot

8. "The Road to Heaven" was a path upon which Jewish prisoners were marched naked as they entered the gas chambers. The "Road to Heaven" was the name of several such paths, but at which camp in Poland was the most well-known of these sickeningly named "roads" to be found?

- Treblinka
- Sobibor
- Chelmno
- Belzec

9. One of Hitler's most remarkably dedicated sadists, Klaus Barbie, "The Butcher of Lyon" was the SS officer in charge of the Gestapo in Lyon, France. Adolf Hitler himself awarded Barbie with the "Iron Cross First Class with Swords" for his especially brutal and cruel crimes against humanity.

- True
- False

10. Eric Brown, a British naval pilot, who interviewed some Nazis for the Belsen Trials, once described this female SS guard at concentration camps at Ravensbrück, Auschwitz, and Bergen-Belsen as "the worst human being I have ever met." Who was this former SS guard?

- Juana Bormann
- Irma Grese
- Elisabeth Volkenrath
- Ilse Koch

1. The answer is False

As the war progressed, Hitler began to allow foreign membership in his exclusive little 'club' of elite military forces. This was largely due to the fact that many "true Aryans" died during the course of the war, (especially after the Nazi's invasion of Russia), and people were needed to replace them. While Jews and Poles were excluded from belonging to this military branch, (as if they would have wanted to!), various people from other nationalities were allowed to enter the ranks of the SS. By the end of the war, over 60% of the Waffen-SS was of foreign extraction.

The Waffen SS was NEVER considered to be a part of any of the branches of the regular military; Army, Navy, Air Force or otherwise. These branches of the military were not allowed to recruit from other nations, but the SS had its own rules, which allowed it to function as a kind of foreign legion.

The SS was essentially Hitler's own "private army", to do with as he wished.

2. The correct answer is **The Night of Long Knives**

In June, 1934 during the Night of the Long Knives, the purge of the Sturmabteilung (SA) began and was finished, with nearly all of its leadership purged, (read: dead) at the hands of the SS. In addition, the occasion was used to kill some perceived enemies of the Nazis.

3. The correct answer is **Jews**

Sonderkommandos, 'special units' (in the euphemistic language of Nazi Germany), were work units that were comprised of Jewish death camp prisoners who were forced (on threat of their own deaths), to help with the disposal of the bodies of gas chamber victims by placing their bodies into the waiting ovens. Usually, once these prisoners grew mentally weary, lost their minds, or simply became physically unable to carry out their tasks, they too were sent on to the gas chambers and the ovens and replaced. Thus the cycle of execution repeated itself with true Nazi efficiency.

'Sonderkommandos' were quite different from the 'SS Sonderkommandos' in that the former consisted of Jewish inmates held within the extermination camps, while the latter was comprised of Nazi SS troops.

4. The correct answer is **Death's Head Units**

The SS units called Totenkopfverbände (SS-TV) or in English "Death's-Head Units" took their name from their insignia. This branch of the SS organization was the one charged with overseeing the Nazi concentration camps.

These units, together with squads drawn from the SD (Sicherheitsdienst - Security Service) were tasked with implementing the "Final Solution", the planned extermination of all Jews in territory under German control. It operated as an independent unit within the SS itself, autonomous in its activities, running camps

like Dachau and Buchenwald in Germany proper; Auschwitz in German-occupied Poland and Mauthausen in Austria as well as several other camps, Treblinka, Belzec and Sobibor. (The last three were 'extermination' camps and served no purpose other than killing new arrivals as soon as possible, as opposed to being merely labeled 'labor' or 'concentration' camps where people were often worked to death on grossly inadequate rations).

5. The correct answer is ODESSA

ODESSA was an acronym of the words "Organisation der ehemaligen SS-Angehörigen", which translates into English as the "Organization of Former Members of the SS".

This organization was developed by and for members of the Nazi regime with the express purpose of providing aid to those who were anticipated to survive and be able to escape the manhunts performed by the Allies at the war's end.

There were (and continue to be) those who deny the very existence of such a clandestine operation as ODESSA. Others however have suggested that it was a network of operations. Regardless of the name(s) of the organization under which many Nazis escaped, largely to South America, they were aided by some such organization. Some of those helped in this manner included the likes of such people as Franz Stangl, the former commandant of the Treblinka extermination camp, Adolf Eichmann (who also escaped to South America), and possibly Gustav Franz Wagner, a former deputy commandant at Sobibor extermination camp.

6. The correct answer is Mobile SS death squads

The "Einsatzgruppen" were under control of the SS, even before the start of WWII. This was the German name for 'task forces' or more accurately, 'death squads' or "mobile killing units". This "paramilitary" force was often comprised of a bunch of rag-tag regular army rejects who were responsible for many mass killings, initially by shooting, although later they used mobile gas chambers to conduct some of the mass murders.

According to their own records, they murdered more than a million people, nearly all of them civilians, as the Nazis invaded other countries throughout Europe. Starting in Poland, the Einsatzgruppen killed most of the Polish intelligentsia. They then rapidly moved on to killing Jews, Gypsies and others, in East European territories that the Nazis controlled.

7. The correct answer is **Malmédy**

Known as the Malmédy Massacre, this event occurred on the second day of the Battle of the Bulge, December 17, 1944. SS troops herded a group of American soldiers into an open field near the Belgian town of Malmédy, where they allowed the prisoners to climb out of the back of the military trucks in which they were being transported. The POWs were lined up and the Germans suddenly opened fire on them, killing somewhere between 90 and 130 of them. (Exact numbers have never been determined.)

Some of those who still showed signs of life had even more rounds pumped into them. A small fraction of the prisoners escaped, some into a nearby cafe. Those were ousted after the building was set on fire and then they were executed as well. A handful escaped entirely, and soon the stories they related were spread like wildfire throughout the U.S. forces, galvanizing them into even more determined efforts to defeat their enemy and sealing among them an emotional philosophy of merciless retribution. If any U.S. soldiers had entertained favorable ideas about their possible treatment at the hands of the Nazis if captured, this action at Malmédy cleared those doubts immediately.

8. The correct answer is **Sobibor**

Sobibor was deliberately tucked away in a little-traveled part of Poland, in an effort to prevent prying eyes from seeing what was happening.

Up to 250,000 people were murdered there, the vast majority of them being Jews. Only 64 survivors of Sobibor have ever been known.

An in-house revolt by Jewish prisoners, led by Leon Feldhendler and Alexander Pechersky, was launched on October 14, 1943. In the fighting, 11 of the roughly 30 SS men and a number of Ukrainian guards were killed. Three hundred Jews escaped, but many were killed in the minefields that surrounded the camp while dozens more were hunted down over the next few days.

Following the revolt, the camp was demolished later that same month and the site was then disguised as a farm. The SS also planted hundreds of trees over the site in an effort to disguise its former use.

In 2001, a group of Polish researchers, archaeologists and historians began excavating the Sobibor site. Little information was gleaned because of the intensive clean-up conducted by the SS when the camp was closed. In 2007, an Israeli archaeologist named Yoram Haimi joined the investigation.

By August 2012, he and his team had uncovered a number of artifacts that were probably some of the last possessions of the prisoners. Amid the teeth, pieces of bone, and ashes through which they sifted they have recovered jewelry and other small items that have helped to identify some of the victims.

Yoram Haimi is quoted as saying, "Because of the lack of information about Sobibor, every little piece of information is significant. No one knew where the gas chambers were. The Germans didn't want anyone to find out what was there. But thanks to what we have done, they didn't succeed."

9. The correct answer is **true**

A truly horrible man!

Read below some of the accounts of Klaus Barbie's treatment of his victims:

"He was caressing the cat. And me, a kid 13 years old, I could not imagine that he could be evil because he loved animals. I was tortured by him for eight days."

Klaus Barbie dragged 13 year-old Simone Lagrange out of her prison cell each

day, yanked her by the hair, and beat upon her open wounds in an effort to obtain information.)

And this one...

Lise Lesevre told how Klaus Barbie had once tortured her for nine straight days, beating her severely and nearly drowning her in a bathtub. She was hung up by handcuffs that had spikes attached inside them and was beaten with a rubber bar ... He eventually broke one of the vertebrae in her back.

Klaus Barbie personally tortured his prisoners and was blamed for the deaths of at least 4,000 people! No shirker was he!

Two of his most infamous crimes involved his capture of forty four French-Jewish children, whom he had sent to Auschwitz concentration camp to be burnt in the ovens immediately upon their arrival at the camp, and he also orchestrated the arrest and torture-to-the-death of Jean Moulin, one of the highest ranking members of the French Resistance.

A true blemish for American foreign policy of the 1940s:

After the war, he was recruited by the Allies (I have to wonder why?) and worked for the British until 1947, at which time he began to work for the Americans. He was protected by the American intelligence community, supposedly because of his so-called "police skills" and his ardent anti-Communism.

With the aid of the Americans, he fled from prosecution in France in 1950 and relocated to South America together with his wife and children.

Years later, during his 1987 trial he boldly stated - "When I stand before the throne of God I shall be judged innocent."

Klaus Barbie was sentenced to life imprisonment in 1987 after his extradition to France for crimes against humanity. He died in prison of leukemia four years later, at the ripe old age of 77.

10. The correct answer was **Irma Grese**

Known alternately as "The Beast of Belsen", "The Beautiful Beast", and as "Die Hyäne von Auschwitz" (The Hyena of Auschwitz), 22 year-old Irma Grese was the youngest woman executed under British law in the 20th century.

She was intensely sadistic and utterly depraved.

During the Belsen trials of 1945, some of the survivors of the atrocities committed at the camp gave testimony of the murders, tortures, and other cruelties that Irma Grese had participated in during her years at Auschwitz and at Bergen-Belsen. They spoke of her sadism, the beatings, mutilation and arbitrary shootings of prisoners, and of her dogs, which were reputedly half-starved in order to make them more vicious whenever she would use them to attack prisoners. On 13 December 1945, Irma Grese was led to the gallows where she, Bormann and Volkenrath were hanged, one by one, she being the first to hang.

(taken from funtrivia.com)



Belgium 1943 Occupation Stamps, from Cherrystonestamps.com

For Sale

We do have a few items for sale:

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 for questions.

Thanks!!!!