

Third Reich Study Group Bulletin

April 2025, Volume LX, Number 2 (#235)

- Calvin Deem's The Ballad of Captain Heinrich Bauer
- Wehrmacht Propaganda cards
- Stamps on Propaganda Cards
- The nine cancellations of Hitler's 50th
- Feldpost Cinderellas Real or not?
- Tough Trivia
- AuctionWatch!
- And even more!!

Third Reich Study Group Bulletin

April 2025, Volume LX, Number 2 (#235)

Yet another incredible issue!!

The Ballad of Captain Heinrich Bauer-

Calvin Deem does it again. Discover the fascinating life of Capt. Bauer and his experiences with the Hindenburg through some very special covers.

Wehrmacht Propaganda cards-

Designed by Gottfried Klein, we explore the flags of the branches of the German military. We even catch a glimpse of other stamps that Klein had designed. Think Gothic and dramatic!

The cancellations of Hitlers' 50th Birthday stamps - We display the standard eight hard-to-find cancellations along with the five postcards, but check out the "mystery" ninth. Do you have it?

A Feldpost Cinderella. Have you seen it? Is it real or fake? We will let you know!

Also, Tough Trivia with detailed answers (a fan favorite), a great AuctionWatch!, and one of the most interesting Danzig articles you'll ever read!

ENJOY!

Help! I strive to keep this website and journal free and accessible for everyone. I do not want to begin charging dues or putting up passwords and firewalls on this website. Philately should be for everyone!

However, I could use a few dollars to cover expenses. You can support us by donating through PayPal on our website or by sending a check made out to Chris Kolker to 25 Parkwoods Drive, Norwich, CT 06360. Thank you for your continued support. You are what makes our study group great!

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

Table of Contents

4
6
.11
.18
.22
.30
.31
46
58
71
82



What is this? See page 82 for the answer!

To our Esteemed Readers:

It's that time of year again. It's stamp time. And do we have a great journal for you!

First, we start off with some rare cancellations made for the Michel 691 birthday stamp. It can be a lifelong effort to collect all eight cancellations, much less trying to find the mysterious 9th cancellation.

Calvin Deem has graciously shared some of his Zeppelin covers associated with **Captain Heinrich Bauer of the Hindenburg.** Since some refer to the 1937 disaster of its crashing, his covers are an extraordinary find. This is the highlight of this journal.

Next, we take a look at some **Gottfried Klein-designed propaganda cards** featuring the Nazi armed forces. We then briefly examine some of the stamps he designed. Gothic and dramatic are certainly his hallmarks.

Our "**Is It Real or Is It Fake?** " column examines an obscure propaganda stamp. Even the auctioneers seem to be confused at times about what it is. Can you tell if it's genuine or fake? Do you know where it came from? This one will be a challenge.

AuctionWatch! shows some of the better deals you'll ever find. It's a great time to buy, and once you see some of the excellent material at fairly reasonable prices, I think you'll agree. It's worth a look.

I also found a collection of stamps on propaganda cards. It's not exactly heavy reading, but the artwork is quite good, and it effectively shows how philately permeated German society during that time. It makes for some interesting collecting, so be sure to check it out.

For our **Danzig** section, I put in a wonderful article about airmail with the world's largest plane flying in and out of Danzig in the early 1930s. The author has some great photographs and covers, and it's incredibly well-researched. Although the article is 25 years old, it remains a wonderful read.

Finally, you need to check out the **trivia**. It was quite challenging, but I invested a lot of time into it. Several of you have told me you like the explanations, so I conducted some research and tried to make the explanations for the answers more comprehensive. Although there are fewer questions than last time, I think each one poses a challenge. I did put one in that's pretty much a gimme, so our self-esteem can remain intact.

Once again, I would love to see more of you participate. I'm always interested in receiving articles from you. While I enjoy writing, I enjoy reading even more, so I'd love to read and see what you have. Whether it's big or small, for beginners or for the more advanced, let me take a look at what you have, and we'll make it look great for you!

Check out the website: <u>www.trsg-usa.com</u>. Review the slideshow. Be sure to check out some of the archived articles; it's a great website where you can learn a great deal from both the carousel of rare stamps and all the various articles and compilations that have been compiled. Spend a bit of time there; you'll be glad you did!

Don't forget about the Great American Stamp Show in Schaumburg, IL, in <u>August</u>. I hope many of you can attend, as I plan to hold a business meeting afterward, allowing everyone to share their thoughts on what they would like to see from the group.

Now is the time to sit back and enjoy the latest issue of the Third Reich Study Group Journal's April 2025 version. Have a wonderful spring, and we'll see you in July!

Start writing, keep collecting, and always remain calm.

Your Editor,

Chris

Stamps of the Third Reich

For this issue, I am going to do something I do not usually do: I am going to feature a Hitler stamp. This is not to say that we somehow approve or condone his murderous regime, but the cancellations associated with it are available but hard to find, and most don't know that there is a set of eight and even a mystery ninth to discuss.



Michel 691 Stanley Gibbons 679 and Scott B137

The Amtsblatt No. 35 April 12, 1939

No. 169/1939 Postage Stamp

For the Fuhrer's 50th birthday, the German Reichspost will issue a special, steel-engraved stamp with a face value of 12+38 Pfg and measuring 27.5 X 32.8 mm. The stamp was designed by Professor Richard Klein (Munich), based on a photograph by Professor Heinrich Hoffmann, the official NSDAP photographer, and depicts the Fuhrer on 12th March 1938 in Braunau, the city of his birth.

Furthermore, special postcards are to be issued, printed in photogravue with a 6+19 Pfg Fuhrer portrait stamp (1938 issue)/ the reverse side of the postcards shows 5 different photographs of the Fuhrer, taken by Professor Heinrich Hoffmann. The 19 Pfg and 38 Pfg surcharges will be donated towards the Fuhrer's Culture Fund.

The commemorative stamps will be sold at Post- and Government Mail Offices on the 13^{th of} April. Sales of the Fuhrer's commemorative Birthday stamp are to be extensively promoted. Clean and neat cancellation of the stamps is of particular importance. Accounts are to be processed in accordance with regulations in Amtsblatt Ref. No. 270/1936S.392. Reichspost Directorates have received special instructions regarding delivery of the postage stamps.

Harper, in Stamps of Germany Third Reich, says, "This is one of the most dramatically designed of the Hitler stamps. This photo was taken on Hitler's visit to his birthplace on 12th March 1938, the day of the Austrian Anschluss. Unfortunately, the house in which Hitler was born is not shown, probably as the background with the church steeple was thought more dramatic."

The cancellations:

They are very well done, and include all of Hitler's conquests up to that point:



Those eight are:

- Berlin German capital the War Memorial
- Braunau Hitler's birthplace- the street where Hitler was born
- Eger- the principle city of the Sudetenland, "The Sudetenland is German"
- Memel the city Theater "Memelland is German".
- Munich- the earliest city involved in Nazism's rise. The Eternal Guard, is pictured, the memorial to th fallen of the Munich Nazi putsch
- Nuremberg The city of the Nazi party rallies. The Nuremberg Castle is pictured.
- Saarbrucken The Gau theatre is shown here: the Saar is German"
- Vienna- St. Stephen's Church is shown. "Austria is German"

Is there a ninth?

This cancellation is mentioned in Harper's book, and the author has seen this before. However, this was issued on April 20, 1939, well before



the September invasion of Danzig and the rest of Poland. The question then arises: Would this have ever been used, given that it translates to "Adolf Hitler, First Citizen of the Free State of Danzig"? He was popular there at the time, but he still did not control the city. We will let you decide! The postcards commemorating Hitler's 50th birthday:



Hitler received flowers from Hitler's maidens.



Left: Hitler receives a bouquet from a small girl. This turned into a mocking Allied stamp where the girl is spitting on Hitler, also known as the Spittler!

Right, Hitler without a hat – a rare sight.



Left: A more typical Hitler pose. Below: Hitler greeting Goebbel's six children.

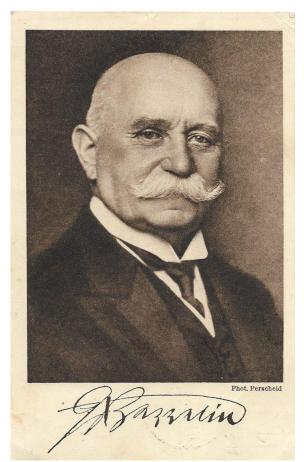


Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 10 | P a g e

The Ballad of Captain Heinrich Bauer

Calvin Deem

Captain Heinrich Bauer - Captain Bauer was the helmsman of the *Graf Zeppelin* and later survived the *Hindenburg* crash. He served in the German Army in WWII and survived until 1979.





Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 11 | P a g e





May 1936



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 12 | P a g e

F. W. VON MEISTER NEW YORK, N. Y. M 30361 REGISTERED Ted. W. Locher, 71 Seward Street, San Francisco, Cali

F. W. VON MEISTER 354 FOURTH AVENUE NEW YORK, N.Y.

SPECIAL U.S.REPRESENTATIVE DEUTSCHE ZEPPELIN REEDEREI AND LUFTSCHIFFBAU ZEPPELIN

TELEPHONE CALEDONIA 5-6485

May 8, 1937

TO WHOM IT MAY CONCERN.

This is to certify that the Airship "Hindenburg" carried on her last trip, leaving Frankfurt on Main, May 3rd, 1937 first class mail amongst which was a letter intended for

Mr. E. H. Locher

which letter could not be delivered as it was destroyed together with other mail aboard when the Airship met with an accident shortly before landing in Lakehurst on May 6, 1937.

> Postmaster on board Airship "Hindenburg"

Max Zabel –

Navigator and postmaster on the final flight.

Letter sent to regular philatelic mail subscribers by Zeppelin agent in the US.

385 out of 17,000



Intended for first eastbound trip of Airship "HINDENBURG" in 1937. Could not be forwarded on account of accident to Airship, May 6, 1937.







Above: A Graf Zeppelin cover from Frankfurt to Vienna, featuring two special cachets dated August 20, 1939.

Below: This cover was mailed from Brussels, Belgium, to Frankfurt before being sent on the Zeppelin to transport it to Essen, complete with two special cachets..



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 15 | P a g e



Above: A Graf Zeppelin cover from Frankfurt to Syracuse, NJ, December 1, 1938

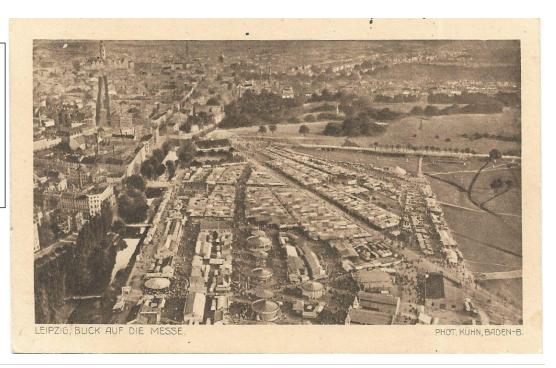
Below: A Zeppelin cover featuring the Europe- North America transit route, dated June 27, 1936



Unlike some of the others, this is an official postcard of the Airship mail system that was once used on the Graf Zeppelin II on August 13, 1939, as it traveled from Frankfurt to Eger(Egerland) in the Sudetenland and then Warnsdorf in far northern Germany, on the Baltic coast.



The front of the card, showing an aerial view of Leipzig.



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 17 | P a g e

Is it Real or Is It Fake?

Hopefully, over the last four issues of *Is It Real or Is It Fake?*, I have captured your attention. It isn't so easy, is it? You must pay attention to the details, and my, aren't there always so many details?

Here is another opportunity. They occasionally appear at auctions but are often misidentified or not identified at all. In fact, it appears that many auctioneers are unsure of their role. So, take a look below. The four stamps here are either all some form of fake, or they are all real. But if they are real or clever forgeries, what are they?

Here is one hint: the Scott Catalogue won't help you, and neither will the Michel Catalogue after 1991!



Are They Real or Are They Fake?



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 18 | P a g e

The Answer: They are Real!

However, they are Cinderella stamps, never met for postage, explaining the notable lack of pricing on these stamps.

Specifically, they are from Erfurt, Germany, and were printed in Paris in 1943. These stamps were issued by the Nachtjagd (Night Hunter) and Sturmjager (Storm Hunter) Associations in support of the Bindersleben Air Force Base there.

The fourth one is an incomplete essay, meaning it is not fully completed, as it omits the last layer, the archer.

These cincerellas were not professionally printed, and as a result, they come in a variety of different hues and colors. Therefore, one cannot determine whether they are "legitimate" solely by their color.

The proofs seem to be the most sought-after and valuable items, selling for as little as \$30 at auction to approximately \$120 retail, with some selling on demand for as low as \$75.

Germanstamps.net shows us some tete-beche combinations. No available prices were given, however.



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 19 | P a g e





Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 20 | P a g e



The "Victorious Flags and Standards of the German Wehrmacht" Propaganda Postcards of Nazi Germany

I found this at auction, and I believe it might be a complete set of the military standards of the various branches of the Nazi military. However, I really don't have any proof of that. If you know more about these than I do, please let me know at kolkermd@att.net. Otherwise, enjoy the cards.



'Air Force', Propaganda Postcard, Third Reich Nazi Germany



Antiaircraft 'Artillery", Propaganda Postcard, Third Reich Nazi Germany

'Navy', Propaganda Postcard, Third Reich Nazi Germany





'Fighter Pilots', Propaganda Postcard, Third Reich Nazi Germany

'Air News', Propaganda Postcard, Third Reich Nazi Germany



Third Reich Study Group Bulletin, April 2025, Vol. LA, #230) #2 24 | P a g e



'Submarine Weapon', Propaganda Postcard, Third Reich Nazi Germany

'Tank Defense', Propaganda Postcard, Third Reich Nazi Germany



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 25 | P a g e



'Vehicle Transport, Propaganda Postcard, Third Reich Nazi Germany

1942 'Artillery', Propaganda Postcard, Third Reich Nazi Germany



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 26 | P a g e

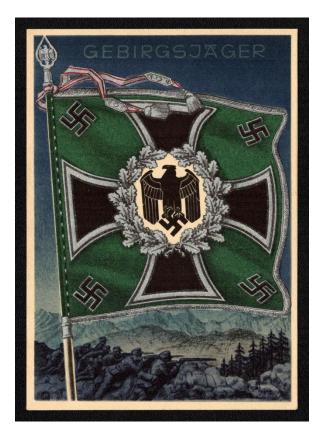


'Cavalry', Propaganda Postcard, Third Reich Nazi Germany

'Fog Troops', Propaganda Postcard, Third Reich Nazi Germany

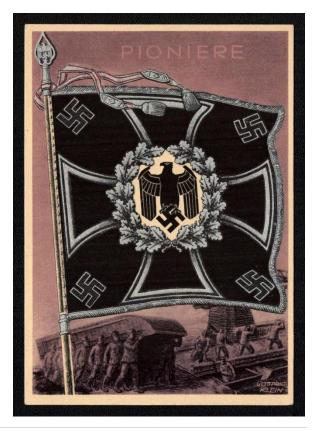


Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 27 | P a g e

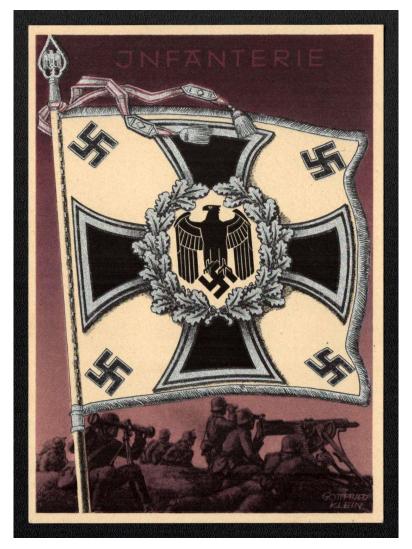


'Mountain Troops', Propaganda Postcard, Third Reich Nazi Germany

'Pioneers', Propaganda Postcard, Third Reich Nazi Germany



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 28 | P a g e



'Infantry', Propaganda Postcard, Third Reich Nazi Germany

The artist is Gottfried Klein, who was perhaps the most famous of all the propaganda card illustrators. One might describe his style as both Gothic and dramatic.

He also forayed into stamps just a bit. On the following page are the stamps he designed for the Third Reich.

Gottfried Klein-designed stamps



Scott B231-6, Michel 845-49, April 13, 1943

Scott B216, Michel 829, January 26, 1943, 10th anniversary of Hitler seizing power





Scott B252, Michel 865, January 29, 1944, the 11th anniversary of Hitler seizing power

AuctionWatch!

Bargains are out there, and the auction season is upon us. This is maybe the best time of the year to pick up some great stuff. Use that tax refund for things that matter: Stamps!!!

Daniel Kelleher Auctions:



1941, Yugoslavia 0.50-50d 'LUBIANA' overprint, complete set (Scott NC1-NC10), Very Fine. Scott \$837 **Suggested Bid \$215** SOLD for \$200.00



1933, 100pf orange & black Hindenburg (Scott

414), watermark 126 network, original gum, never hinged, Extremely Fine. Scott \$135

Suggested Bid \$42 UNSOLD

1934 Colonial Explorers complete (Scott 432-435), original gum, never hinged, Fine to Very Fine. Michel 540-543. Scott \$145

Suggested Bid \$42 SOLD for \$23.00



1934 Saar Plebiscite complete (Scott 444-

445), original gum., never hinged, Very Fine to Extremely Fine. Michel 544-545. Scott \$68 Suggested Bid \$52 SOLD for \$28.00





1935 Railway Centenary complete (Scott 459-462), set of 4, original gum., never hinged, Very Fine. Michel 580-583. Scott \$98

Suggested Bid \$32 SOLD for \$18.00



1936, 10th Anniversary of Luthansa (Scott 469), original gum, never hinged, Fine to Very Fine. Scott \$50

UNSOLD

1938, 42pf+108pf Brown Ribbon (Scott B119), original gum, never hinged, Extremely Fine. Michel 671y. Scott \$115 **Suggested Bid \$30** SOLD for \$16.00





1933 Nothilfe souvenir sheet (Scott B58), original gum, stamp never hinged, hinged in selvage only, Extremely Fine.
Michel Block 2.
Scott \$1,150
Suggested Bid \$370
SOLD for \$225.00

Christoph Gärtner Auktionen

1941 "The Speaking Field Post Letter": Record + cover 1941 to Frankfurt with Oberursel 1941 postmark. Sold for 480€





1944 Five propaganda forgeries, including four British stamps overprinted with "LIQUIDATION OF EMPIRE" and 1/2d. "JAMAICA," 1d. "BERMUDA," 1 1/2d. "BAHAMAS," and 3d. "TRINIDAD," all canceled, as well as an American forgery 'Hitler with Skull' 12 Pf. mint. Sold for 90 €

eldpost. an la ACHT as & Haaso

943, 20 Pf, 30 Pf, 1 RM triangular donation stamps "PIRATIA" with an image of a pirate ship on a field post letter from 1st NDEA Meissen to the Leipzig Reserve Hospital with the letter stamp "Nachr.Dolm.Ers.Abteilung," ancillary postmark DAY OF THE WEHRMACHT 1943, and postal day stamp MEISSEN 3 - 8.4.43

7 | Page

1940-1943, DAY OF THE WEHRMACHT, the so-called "ROMMEL MEMORIAL SHEET" (4 pages) with French, Italian, Libyan, and Tunisian stamps and corresponding postmarks, as well as a captured stamp from the British Field Post Office, ARMY SIGNALS 21.VI.42, commemorating the capture of Tobruk, and an Egyptian stamp, ABU HAGAG, in Arabic and Latin script, commemorating the battle for EL ALAMEIN. With facsimile signature "Rommel / Field Marshal," sold in 1943 by the office Feldpost Number L 31554 (= Regimental Staff, Flak Regiment 102, DAK German Afrika Korps) for the benefit of the War Winter Relief Fund, numbered 1464/2000. Detached from the box. With explanatory flyer from the Sieger/Lorch company, circa 1960. SOLD for 120€

DAS ROMMEL - ARMEE - GEDENKBLATT

HERMANN E.SIEGER

7073 LORCH/WÜRTT

ist ohne Zweifel eines der ungewöhnlichsten und eines der beliebtesten philatelistischen Belegstücke aus dem II. Weltkrieg. Das Glück und das Ende des deutschen Afrikakorps spiegeln sich in den Stempeln und Vermerken dieses Blattes wieder.

Da wir vor mehreren Jahren unseren Kunden diese Gedenkblätter anboten, sind wir immer wieder gefragt worden,ob es denn nicht möglich wäre,die Blätter noch einmal zu beschaffen.

Wir haben uns seit 5 Jahren darum bemüht - jetzt ist es uns gelungen, aus dem Ausland eine begrenzte Zahl dieser Blätter zu erhalten.



Genaue Informationen über das Rommel - Gedenkblatt finden Sie auf der Rückseite dieses Angebotes.

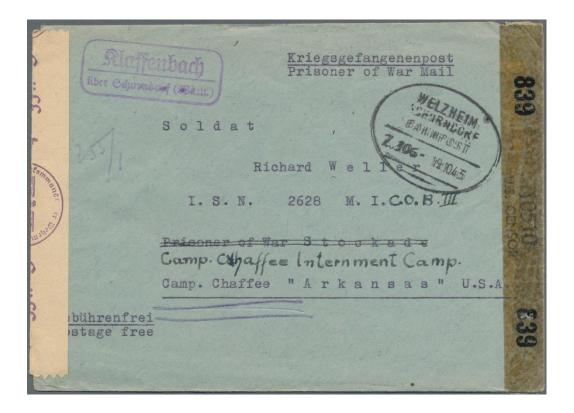


1945, EAST PRUSSIA FIELD POSTCARD with typical usage defects, various propaganda stickers "Brave and True!" on the back.

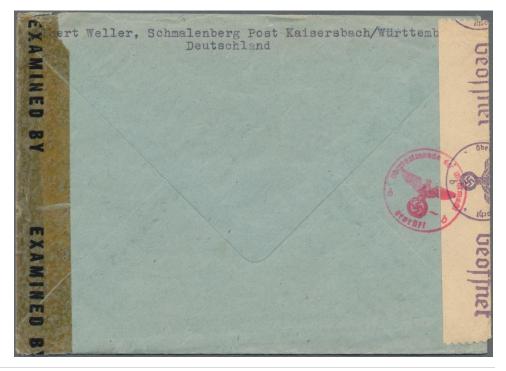
SOLD for 280€



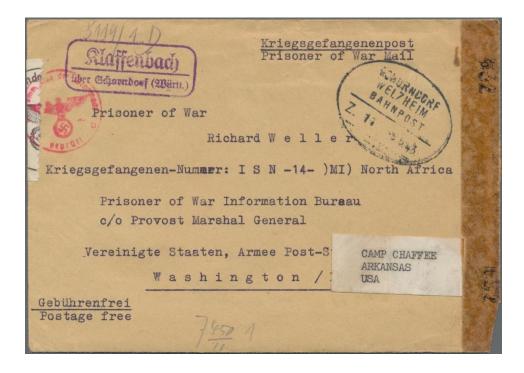
Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 $\ 39$ | P a g e



See next page.....



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 40 | P a g e



Both the preceding page and this cover show German POW letters that ultimately went to Camp Chaffee, Arkansas. Notice the competing strips indicating that they had been censored by both the Americans and the Germans, along with the many overprints and scribblings of German censorship. SOLD for 80€



D CROSS POSTAC MESSAGE SCHEME Comité international de la Croix Rouge Palais du Conseil Geneva Imperlant 00 5 (0) arvenue en Suisse: Avril 1945

1940/1945: "Red Cross Postal Message Scheme", cover franked with British 3d Centenary, addressed for Geneva, Switzerland, held in France during German occupation for 5 years, red L1 "Parvenue en suisse; avril 1945" on front and machine arrival on reverse confirm the long delay. British censor seal "OPENED BY CENSOR 1658". Excellent example of interrupted mail. SOLD for €100



Third Reich Study Group Bulletin, April 2025, Vol. LX, #236) #2 42 | P a g e

Paradise Valley Stamp Company



GERMAN OCCUPATION OF LITHUANIA - VILNIUS, 1941, 80k DARK BROWNISH RED, 1r BLACK & DARK RED WITH "VILNIUS" OVERPRINTS MINT NEVER HINGED, well-centered and fresh, very fine, both with several older expert signatures, with 1990 Krischke BPP cert., very scarce high values, cat. Michel 17-18 @ €3,800.00

Available for \$1200



1941 French Legion – Polar Bear Issue. Unhinged, original gum, mint condition, Available for \$100

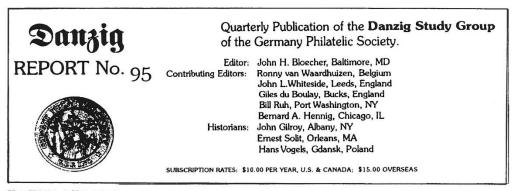
Editor's note: We showcase this one frequently, as it is a favorite among the Auction Houses. Still, \$100 is the lowest price I have seen it in years!

Old Louis Auctions:

Mageneral Am Gepäck zu befestigen.

1934 Third Reich, Germany, Berlin, '24th International Congress', Luggage Tag - SOLD for \$35





IN THIS REPORT:

DO-X Mail from Danzig	1, 3-12
A Look at the R.Drews Auction #11	
Those Pesky "Postman-Cancels" don't exist!	
Siegfried Rosenberg - The Hauskalendermann 1919-1996	
Danzig 1997 - A Quick Look at the Millenium Exhibition	
An Unusual and Special color Post Card	

AN ACKNOWLEDGEMENT:

One of the busiest guys that we know took time to read over our report on the fascinating Do-X saga and offered suggestions, a cover and a book that's loaded with contemporary photos and text. This is Ollie Clemons, who toils mightily but who loves to share his extensive knowledge of this great seaplane and its postal history. We all say "thanks", Ollie!



PROGRESS:

We have included another report on a recent philatelic auction that included some specialized Danzig material. This, along with some stamp details, will allow us to also include a bit of Millenium information, which is being celebrated during 1997. The only problem with starting the festivities in April was the weather, dropping snow showers on Adalbert's boat as it came to the Langbrücke on April 18th. (What are 0 degrees C?)

ERRATA: YEAH, SURE

Seems that a major error crept into the headline on the cover page of DR#94. Ignore the terminology "Retour" - the cover was <u>not</u> sent back to the sender. Simply stated, the registry wasn't allowed on the Hindenburg flight and the letter was sent through as a standard, unregistered item. Who can be blamed for such an egregious editing job? Not Ronny, the supplier of the cover, and certainly not the usual editor, who was out of town at the time the headline was written. It must have occurred on the 18th floor of the Danzig Publishing House, probably by one of the associate

editors (pictured at right). Why wasn't this error caught by a text checker? I'll tell you why. Because we have been forced to lay of



Headline Writer & Associate Editor Gillian A.Cooper

checker? I'll tell you why. Because we have been forced to lay off fourteen more proofreaders. As a recent Führer has stated, "I may not always be right, but I'm never wrong." So there.

Now, on to better things, Staff!

Cape Cod Ernie Solit (the Danzig picture-postcard whiz) would like to communicate with collectors who are on-line and have similar interests, at e-mail address: ernie@capecod.net Danzig Report No.95

DO-X MAIL FROM DANZIG

CONTINUED FROM PAGE 1

Nick Arrow, in his 1989 articles in the G&CPS publication, *Germania*, lists the Do-X **America Round-Trip Flight** as the most famous, requiring mail consignments to be received by (first notice): October 30th; 1930; (2nd notice): Novermber 8th, which would show a cancel of 13 Nov.'30, in Friedrichshafen; (3rd notice): Nov.20; (4th notice): January 14th, 1931. Trouble began early, with the inability of the connecting flight from Lisbon to be on time, allowing the deadline to be extended to January 20th, 1931. Arrow subdivides the flight into four unequal stages, as follows:

- 1. From Friedrichshafen to Lisbon, 5 to 27 November, 1930.
- 2. From Lisbon to Rio, 31 January to 20 June, 1931.
- 3. From Rio to New York, 5 to 27 August, 1931.
- 4. From New York to Berlin, 19 to 24 May, 1932.

Stage 1: Known as the *Europa Flight*, or the *European Proving Flight*. Mail drops took place, with the covers containing an oval, dated cachet in purple. An odd twist is that ALL of the mail that was dropped was private and addressed either to Herr Hunkeler of Staad <u>or</u> Herr Bühler of Zurich.

The first "leg" of Stage 1 took place on 5 November, 1930, when one mailbag was dropped at Schaffhausen, Switzerland, one at Möhlin and two at Mainz. All contain the oval cachet with the date 2 November 1930, the date on which the first leg to Amsterdam was scheduled to take place. Next we will consider the mails which were forwarded to the Do-X at Lisbon via Friedrichshafen for the stages to Rio, receiving a Friedrichshafen postmark or transit mark

POSTAL REGULATIONS

In all of the postal regulations, this trans-Atlantic flight is known as the America Flight. The Reichspost Ministry Official Circular Regulation 382 of 1930 announced the intention of the Do-X, manufactured by the Dornier company, to undertake a flight to America, "probably at the beginning of November", and that mail would be carried in accordance with the following constraints:

1. Weight of letters not to exceed 20 grams.

2. The sender to mark the mail "By Flying Boat Do-X to America".

3. Postage rates to be 4Rm for a card and 6Rm for a letter.

4. Airmail or definitive stamps could be used, and insufficiently-franked mail would be returned to sender. Meter marks would *not* be permitted.

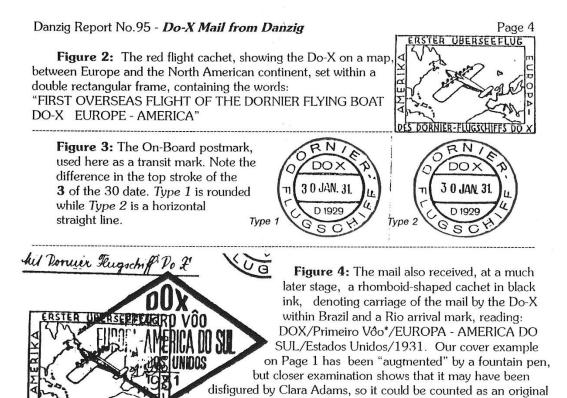
5. The mail should be sent in a separate envelope to the Friedrichshafen Post Office and marked "Mail for the America Flight of the Do-X - Friedrichshafen Post Office" and should bear the sender's name and address. The envelope, which could contain more than one item, should arrive at the Friedrichshafen Post Office no later than 11pm on 30th October. (This date was later extended. See above.) Note that the cover on Page 1 shows a cancel of Friedrichshafen dated 13.11.30, which is the most common datestamp to be found, by far. Cancels dated 21 November and 23 January are probably the scarcest dates to find.

6. Mail would be cancelled with a special cachet.

7. There would be a Post Office on board the Do-X.

THE LISBON FIRE

The Do-X was involved in a serious fire while in Lisbon, on 30 November, 1930; therefore, the mail was not forwarded to Lisbon in November, but kept at Friedrichshafen until the Do-X had been repaired and the flight could take place in January, at which time it was forwarded by surface to Lisbon. It was then received on board and impressed with the following handstamps:



What may have saved the plane when the upper wing caught fire was the design of its fuel tanks. The lowest deck housed the main tanks, from which the fuel was pumped to the smaller wing tanks. This limited capacity in the wings prevented the fire from becoming catastrophic, and the wing was repaired within a reasonable time in Lisbon.

Oliver Clemons, in his excellent series on the Do-X in the *German Postal Specialist* (Mar. 1991), describes the scene:

On Saturday, 29 November, most of the passengers and crew were sightseeing on shore. Aboard the aircraft were Captain Merz, as Officer of the Watch, two of the Monteurs, Ernst Brombeis, a Mr.Bautz, Maurice Dornier and Flight Engineer Willy Stagner. After their lunch, Captain Merz and Messrs. Dornier and Stagner took a launch for a short trip around the Do-X on a cigarette break. At the time, a DKW auxilliary gasoline engine was being used to charge the batteries that power the emergency lighting system.

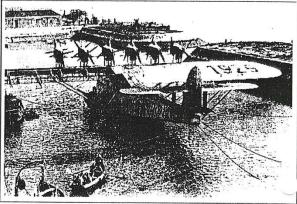


Figure 5: Result of damage to left wing in Lisbon.

art work (traced) by the famous passenger. All is forgiven, Clara. Voo means "flight" in Portugese. Only mail that reached Brazil got this cancel.

Danzig Report No.95 - Do-X Mail from Danzig

When the launch was less than 100 meters from the Do-X, Maurice Dornier noticed smoke coming from the back of the port wing. It was 2:20 pm. Within minutes, Monteur Brombeis had grabbed a fire extinguisher and started to fight the fire. Fireboats from the Portuguese Naval Air Station rushed quickly to the scene. It was over in twenty minutes.

The Do-X was towed into the small harbor adjacent to the Belem Tower to assess the damage. Most of the wing area was covered with aluminum-painted canvas, a very inflammable material. Only the leading edge and the fuselage were covered with Duralumin skin. It was determined that sparks from the DKW engine probably caused the fire, which destroyed virtually all of the canvas skin on the left wing. (Figure 5) The planned short stay in Lisbon would now become the *Aufenhalt in Lissabon* (delay in Lisbon).

Nick Arrow suggests that we collectors should restrain ourselves when seeing signatures on the Do-X covers, since the crew members, for the most part, played an insignificant role in international politics or even aviation. That is, the dealer may have a higher opinion of these people than you. Arrow suggests that the collector should judge for himself just how much of a premium a signed cover is worth. For our information, he identifies the following: as the more important crew members: Christiansen (Commander in charge of the flight); Merz (First Pilot); Schildhauer (from the U.S.Navy, Second Pilot as far as Las Palmas); von Clausbruch (Second Pilot for the rest of the flight) and Niemann (Navigator, also in charge of the On-Board Post Office). The mysterious Clara Adams was merely an adventurous woman who was fortunate to have married into wealth, which freed her to buy tickets for and to participate in every possible Zeppelin and Do-X flight. Not a bad idea!

Repairs were completed and the ship was able to finally take off from Lisbon for the next leg to Las Palmas on the 31st of January, 1931. Bad luck showed up this time in the form of weather, and Ollie Clemons heads his next section: Noch ein Aufenthalt!

After reaching the Canaries, the Do-X spent 4½ hours taking on 15,000 liters (3,983 gal.) of aviation fuel in preparation for the morning flight to the coast of West Africa. That was the cue for a huge storm to reach the islands, providing heavy rain and high seas. The crew on board had a rough time trying to sleep that night.

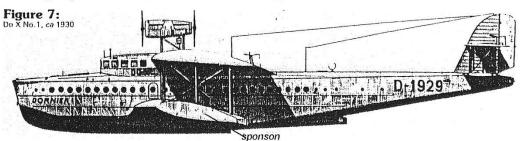
On Sunday morning, still with high seas and a forecast of bad weather for several days, it was decided to "motor" down to Gando Bay, about 13 miles south of Las Palmas, without leaving the surface of the water. On Tuesday, 3 February 1931, it was decided to make a test flight, although the seas were still heavy and the winds were still strong. Just as the Do-X was about to lift off the water, a loud boom was heard, signalling that a big wave had crashed into the starboard sponson and broken one of its main supporting trusses. Fortunately, the Do-X was able to taxi back into Las Palmas Bay for repairs. She finally flew on the first of May to Rio de Oro, Spanish Sahara, and on the 3rd to Bolama in Portugese Guinea. Next came barnacle troubles, which prevented the Do-X from taking off, until the bottom had been scraped. On June 3rd, she flew from Bolama to Porto Praia, on the 5th to Natal, Brazil, on the 18th to Bahia via Maceio, on the 19th to Caravellas, Victoria and San Pedro. Finally, on the 20th of June, 1931, the Do-X arrived in Rio de Janeiro.

Figure 6: Preliminary sketch of proposed design with 8 engines, which was eventually

rejected in favor of final design with 12 engines above wing.

Danzig Report No.95 - Do-X Mail from Danzig





SPECIFICATIONS

Engines: Original Form -- Twelve Siemens-built 525 HP Bristol Jupiter air-cooled radials, mounted back-toback and driving four-bladed propellors. Changed later to twelve liquid-cooled Curtiss Conqueror engines of V-12 design, 600 HP each, improved performance and solved the cooling problem.

Wing Span: 157 ft. (48.0 meters) Length: 131 ft. (40.05 meters) Maximum take-off weight: 123,459 lbs. (56,000 kg.) Maximum speed: 134 mph (216 km/hr) Operational ceiling: 1,640 ft. (500 meters) Typical range: 1,056 miles (1,700 meters)

The sponsons were a Dornier innovation, later adapted by the Boeing Co. and the Glenn L. Martin Co. for their China Clipper seaplane series.

SCOPE OF THE DO-X OPERATIONS

When you settle back in your comfortable seat, ready for the 747 to whisk you and 250 other passengers to London, arriving after a restful sleep, think about the thrills of the early 1930s, when the Do-X was crossing the Atlantic at a top speed of 134 mph! The process may have been refined since then, but the pioneering flights did accomplish some landmarks. At the time of its construction and initial flight on 25 July, 1929, the Do-X was the largest airplane in the world. On a one-hour demonstration flight, on 21 October, 1929, the plane carried a 10-man crew, 150 passengers and nine stowaways, for a total of 169 people! It will, however, be fitted for the standard 66-72 passengers after the test flights are over and the engine-cooling problem is solved. Accomodations were quite nice, with a bar, smoking and writing rooms (a haven for Clara Adams to sign her covers), a lounge and sleeping quarters. As it turned out, there was no speed advantage over the present Zeppelin flights, due to the delays for repairs. If you check the specs, you can see a vast difference, not only in speed but also in the altitude at which the plane flies. While our 747 cruises easily at 40,000 ft., the Do-X relies on normal air pressure at its ceiling of 1,600 ft., without resorting to oxygen or pressurizing the cabins. Actually, its altitude was normally 10-20 meters above the waves.

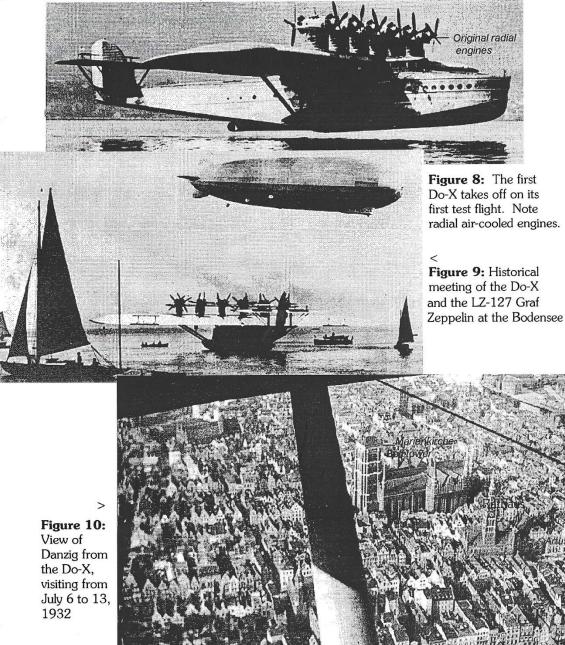
But look at the first long-distance demo flight to the Americas. Starting on 2 November, 1930, from Friedrichshafen, the Do-X didn't reach New York until 27 August, 1931! (Oh, to be a sales manager who caught the flight from Friedrichshafen, expecting to be home in New York within a week or two, learning to relax while time marched on! I suppose we could learn to cope with the situation.)

Professor Claude Dornier (1884-1969) dreamed of the super flying boat as early as 1916. Although chastised by his contemporaries, Prof. Dornier remained undaunted, and the team completed a full-sized mock-up which was used for static testing of the proposed engine installation. (There was an eye toward the future sale of the plane to the U.S., which is one reason why they went to the Curtiss company for in-line V-12 engines to replace the overheating radial air-cooled engines.)

Another interesting aspect of this project is that the Versailles Treaty forbade the construction of powered aircraft in Germany; therefore, Dornier had the plane built in Altenrhein in Switzerland.

Danzig Report No.95 - Do-X Mail from Danzig

The three decks of the plane were the top, or flight deck, the middle deck containing the passenger accomodations, and the lower deck containing the main fuel tanks. The first test flight of the Do-X was on 12 July, 1929, taking only a few minutes over Lake Constance. No mail was carried and no special cachets were designed for the flight.



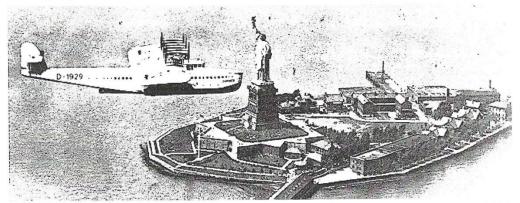
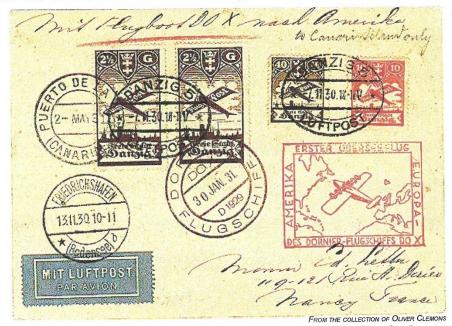


Figure 11: The Do-X over the Statue of Liberty, New York harbor. Landed 27 August1931.



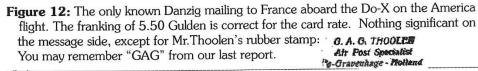




Figure 13: Map of the Bodensee area. Altenrhein (split that word to read "Old Rhein") is the location to which the Germans were forced to construct the seaplane due to harassment by the French occupation authorities. They insisted on enforcing the Treaty of Versailles to the letter, preventing powered aircraft from being constructed on German soil. This also accounts for the small participation of French philatelists in the flights.

Figure 14: Amtsblatt des Reichpostministeriums (Official Notice of the National Ministry of Posts), with the mailing requirements translated above, on Page 3.

483

Amtsblatt des Reichspostministeriums Bekanntmachungen der Deutschen Reichspost

Ausaabe A

Erfcheint möchentlich zweimal. Bezugspreis vierteljährlich 0,75 Reichsmart

Bu bezieben burch ble Poft, Einzelnummern burch ben Berlag: Poftzeitungsamt, Berlin 20

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Betriebsdienst

6.

3. bie Gesamtgebühr beträgt 6 R.M. für einen Brief und 4 R.M. für eine Postfarte; 4. jum Freimachen tonnen Luftpoftmarten und ge-

wöhnliche freimarten verwendet werden, die Sen-bungen find vollftandig freizumachen; nicht- oder unzureichend freigemachte Sendungen werden den

Ubjendern guruchgegeden; 5. bie Sendungen find bem Jostamt in Friedricks-hafen (Bodenfee) in freigemachtem Umschalt (hier-für nur innerbeutiche Gedühr wie für Sendungen des gemöhnlichen Verteirts) zu überlenden. Auf dem Umschalt (hier geden: Sendungen für den Umeritaflug des Flugschiffs Do X — Postamt firiedrickshafen (Vodensee)»; der Umschalt (hier Gammeljendungen und die Einzeljendungen müljen die Kuigerijt des Klösenders voller, die Eendungen mülfen die schächtens 30. Oktober 23 Uhr deim mülfen die schächtens 20. Oktober 23 Uhr deim mülfen die firiedrickshafen vorliegen; 8. die Sendungen erfalten in Kriedricksächen aufer

bie Sendungen erhalten in Friedrichshafen außer dem Aufgadestempel diefes Piostamts dem Abdruck eines Son der ft em del 8 «Ertter Aberseefing Europa-America des Flugschifts do X « j

Abjendern zurückgegeben;

+) *) Nr. 382/1930. Amerikaflug des Flugschiffs Do X

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1. Das Einzelgewicht ber Briefe barf 20 g nicht überfdireiten;

2. ber Ubsender hat als Leitvermert auf den Sen-dungen anzugeben: "Mit Flugschiff Do X nach Amerifa*;

Umtsbi b. RDD 1930

10

- 7. an Borb bes flugschiffs wird eine Postbilftelle eingerichtet, die nachtend ber fahrt Luftposifien-bungen unter benfelben Bedingungen anninmt. Diese Senbungen erhalten ben Aufgadesfrempel der Hilftelle mit ber Ungade "Dornier-flugsfchiff Do X D1920. und ben Ubbrud bes unter 6 stufften Scuberfunglete. erwähnten Sonderftempels;
- 8. bie DRP fann teine Gewähr für Beförderung ber ihr übergebenen Sendungen mit dem flug-fchiff DOX« übernehmen.

Im Umteblatt bes NYDM werden die Fluggeiten und Landungen bes Flugschiffs auf seinem Umerikafiug betanntgegeben werben. 1 b 2610-0 B

Lp

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Page 10

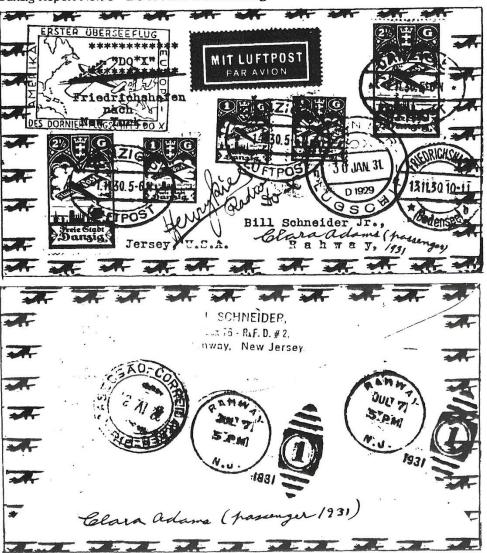


Figure 15: From Giles duBoulay comes this cover, posted in Danzig but not delivered to Friedrichshafen until 12.11.30, from where it was intended to be forwarded straightaway to join the Do-X at Lisbon, which was held up by the fire delay. The mail was sent by train to Lisbon, where it received the red flight cachet and the Do-X on-board postmark as a transit stamp on 30.1.31. The mark contains the aircraft's registration **D 1929.** The flight resumed on 31st January and arrived in Rio on 22nd June. (See Ollie Clemons' article in the *German Postal Specialist* Vol. XLIII, #10, Oct. '92 for clarification of this flight.) Mail carried within Brazil received a rhomboid cachet in black, which, oddly, is omitted from this cover. All mail, other than that originating in Brazil was off-loaded at Rio and forwarded by other means.

The cover was back-stamped on arrival in Rahway on July 7th. The Do-X herself did not arrive in New York until 27th August, 1931 (presumably with Clara on board.).

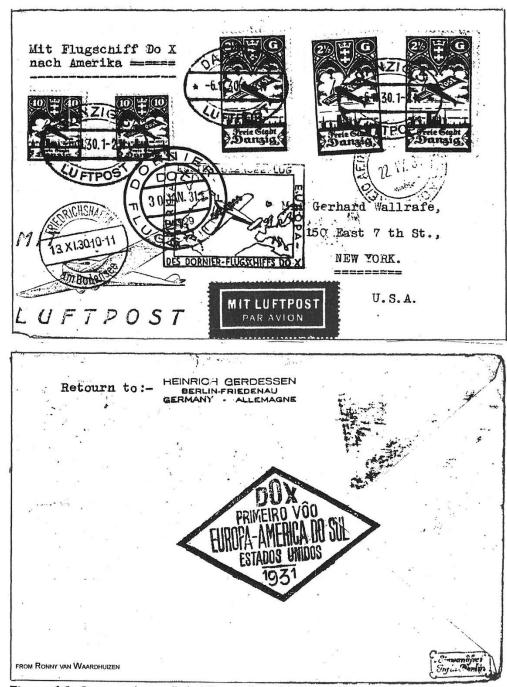


Figure 16: Cover oval-cancelled at Danzig 5 on 6th Nov. 1930, at Friedrichshafen on the 13th, and in-flight Do-X cancelled on 30th January. Compare with cover on Page 10.

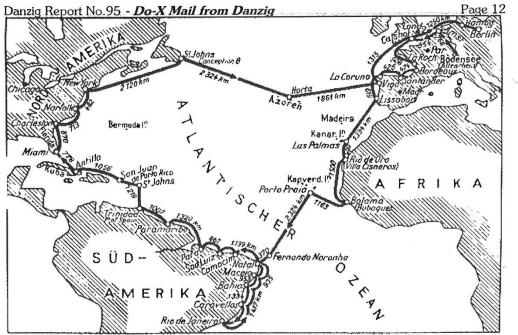
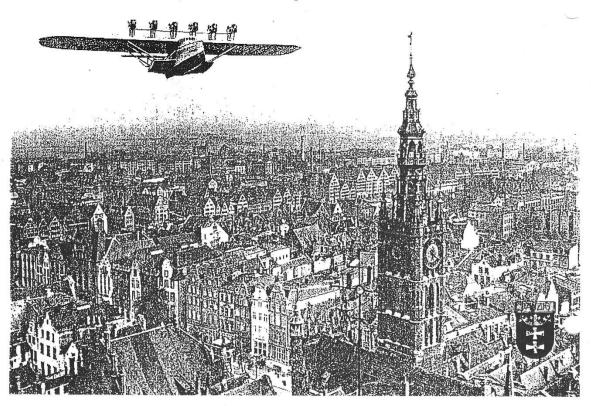


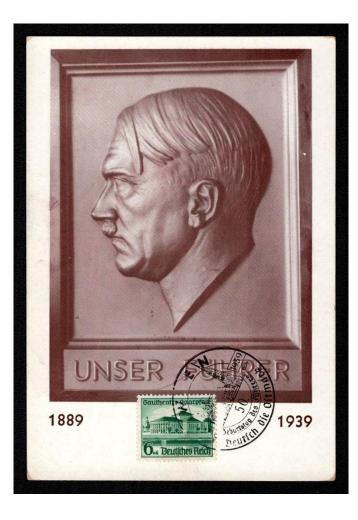
Figure 17: Map showing route of Do-X in its Atlantic flights, from Günter Harms' Katalog.Figure 18: Probably a composite photo, taken from the Marienkirche tower, looking to the southeast, with Rathaus in foreground.



Stamps on Propaganda Cards

Our friends at the American Topical Association have a group called "Stamps on Stamps." In this light, I thought I would try to find some stamps on propaganda cards. I discovered that it is a bit more common than I had supposed. This will not be our most sophisticated or scholarly article of all time. But, hey, why not enjoy looking at a little bit of history?

Below is a collection of stamps or stamp likenesses on propaganda postcards from the Third Reich. Enjoy!



1939 'Our Guide', Propaganda Postcard, Third Reich Nazi Germany



1936 'German Music According to Motifs of German Stamps', Propaganda Postcard



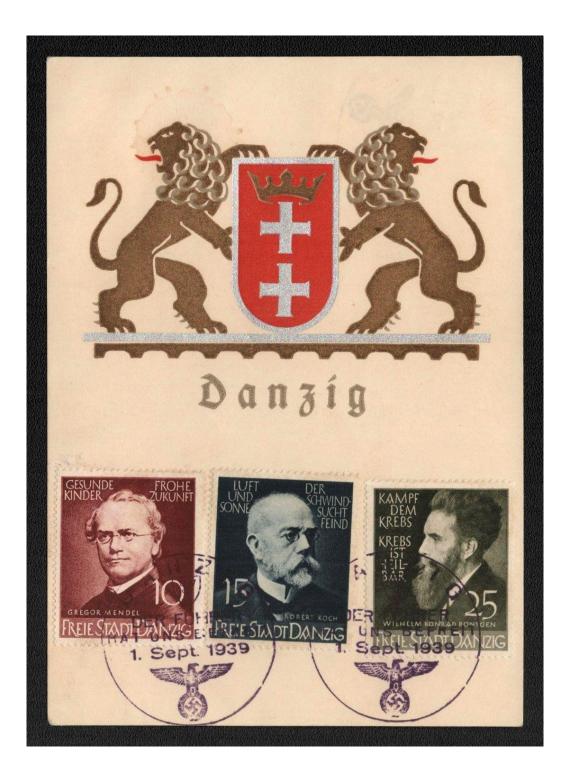
1936 'German Family According to Motives for German Stamps', Propaganda Postcard



1936 'German Aviation According to Motifs of German Stamps', Propaganda Postcard



1936 'German Work According to Motives for German Stamps', Propaganda Postcard



1939 'Danzig', Propaganda Postcard



1941 'Two Volker and a Fight', Propaganda Postcard



1938 'Special Show the Sachsian Stamp as Part of the Sachsenam Plant in 1938 in the Beautiful Dresden'



January 7, 1936 Stamp Day



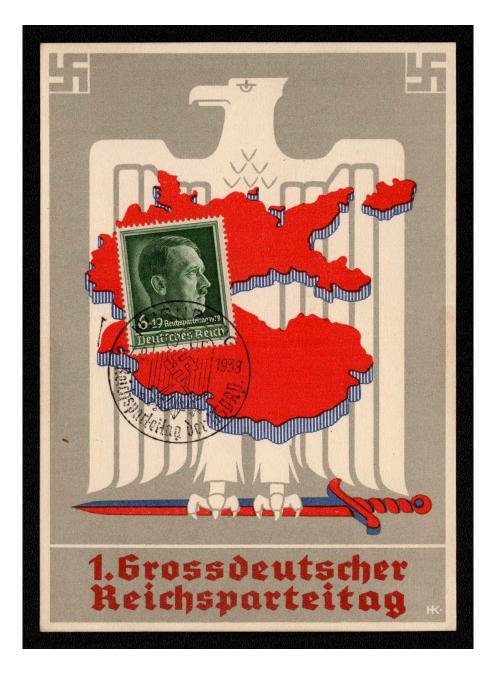
A related poster for January 7, 1936 Stamp Day



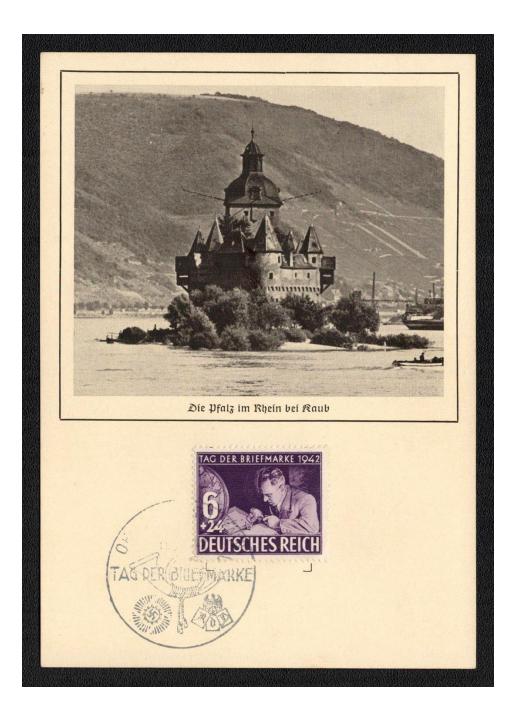
1938 'People a Reich are One Guide!'



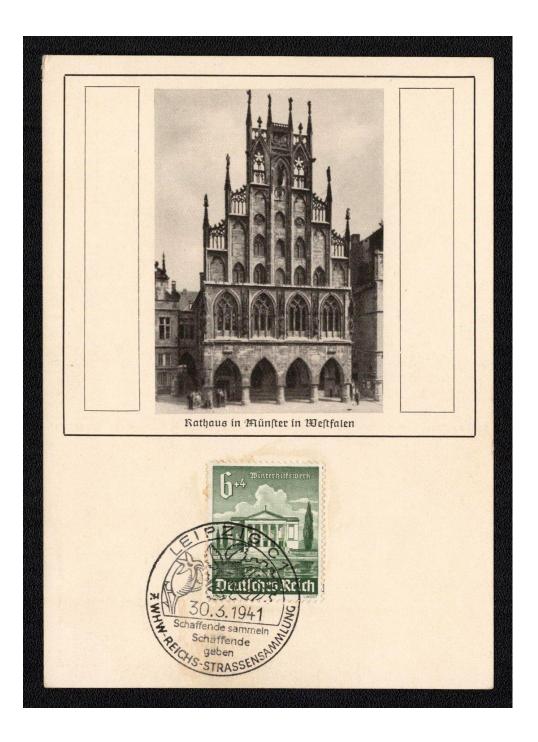
1938 'Great German Reich Party Day'



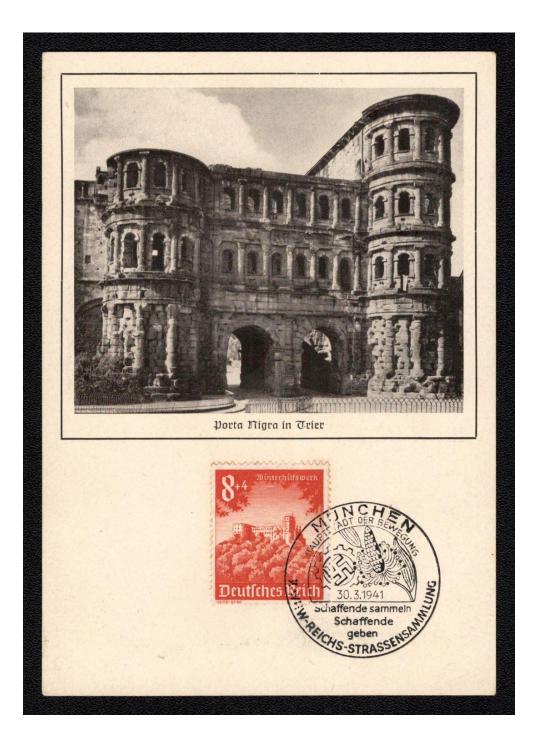
1938 'Great German Reich Party Day'



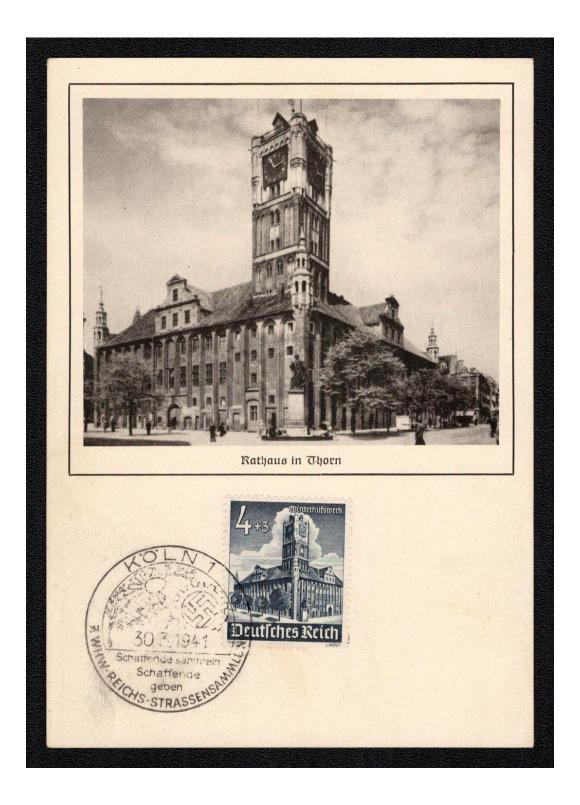
1942 'The Palatinate in the Rhine Near Kaub',



1941 'Town Hall in Münster in Westphalia'



1941 'Porta Nigra in Trier'



1941 'Town Hall in Thorn'

Trivia

I am sparing nobody!!! That sounds like something a Nazi would say, but in this case, all it means is that I chose some pretty hard questions this time around. Hard enough, in fact, that I think everyone will find these questions tough.

Good luck!

1. Which two German generals came to Rommel's home to arrest him for treason for his complicity in the 20th July bomb plot to kill Hitler?

- A. Hermann Hoth and Hans Krebs
- B. Heinz Guderian and Erich Hoepner
- C. Wilhelm Burgdorf and Ernst Maisel
- D. Kurt Zeitzler and Wilhelm Burgdorf

2. Which famous Japanese battleship was sunk on 7th April 1945 after being attacked by US aircraft?

- A. Mutsu
- B. Yamato
- C. Nagato
- D. Musashi

3. Who succeeded Reinhard Heydrich as Chief of the SD and RSHA in January 1943?

- A. Adolf Eichmann
- B. Hans Frank
- C. Odilo Globocnik
- D. Ernst Kaltenbrunner

4. Which US general who evacuated the Phillipines in 1942 famously said, "I came out of Bataan and I shall return"?

- A. General Dwight D. Eisenhower
- B. General Omar Bradley
- C. General Mark Clark
- D. General Douglas MacArthur

5. Which German officer rescued Mussolini from Gran Sasso after he was imprisoned by his Italian countrymen?

- A. Fritz Witt
- B. Max Wünsche
- C. Joachim Peiper
- D. Otto Skorzeny

6. Which British general commanded the British Expeditionary Force (BEF) in France during 1940 and was rescued from Dunkirk?

- A. General Harold Alexander
- B. General Lord Gort
- C. General Bernard Montgomery
- D. General Edmund Ironside

7. Which Russian general displayed considerable bravery personally leading a counter-attack against German tanks armed only with a pistol in the early days of Operation Barbarossa in 1941?

- A. Georgy Zhukov
- B. Kliment Voroshilov
- C. Ivan Konev
- D. Vasily Chuikov

8. Who was Hitler's last Chief of the Army General Staff?

- A. General Kurt Zeitzler
- B. General Alfred Jodl
- C. General Hans Krebs
- D. General Wilhelm Burgdorf

9. Which US admiral was blamed for heavy American losses at the Battle of Leyte Gulf in 1944 by his commanding officer Admiral Nimitz?

- A. Admiral William Halsey
- B. Admiral Ernest King
- C. Admiral Raymond A. Spruance
- D. Admiral Harold Rainsford Stark

10. What famous battle was referred to by Winston Churchill as "not the beginning of the end, but, perhaps, the end of the beginning"?

- A. Battle of Stalingrad
- B. Battle of Kursk
- C. Battle of Britain
- D. Battle of El Alamein

The Answers

1. Which two German generals came to Rommel's home to arrest him for treason for his complicity in the 20th July bomb plot to kill Hitler?

The correct answer was Wilhelm Burgdorf and Ernst Maisel

General Wilhelm Burgdorf and General Ernst Maisel arrested Rommel at his home. While he undoubtedly knew the nationalistic officers involved, he did not know the details of the plan and was uninvolved in this plot. In fact, Rommel wanted Hitler removed from power because of the pointlessness of the war but not killed.

He chose to commit suicide rather than face a trial which would have resulted in the persecution of his family. Hitler told everyone that he died in battle, and Rommel was given a state funeral, complete with a day of mourning in October 1944.

2. Which famous Japanese battleship was sunk on 7th April 1945 after being attacked by US aircraft?

The correct answer was the Yamato

The Yamato was the most heavily fortified battleship ever made in the history of the world to that point. Although only seeing combat one time, at the Battle of Leyte Gulf, it was sent out in March 1945 to desperately try to defend Okinawa. She was sunk by 386 US aircraft on 7th April 1945, 200km from Okinawa. The Japanese battleship was finally destroyed by 8 bombs and 10 torpedo hits. 3. Who succeeded Reinhard Heydrich as Chief of the SD and RSHA in January 1943?

The correct answer was Ernst Kaltenbrunner

Ernst Kaltenbrunner succeeded Heydrich in January 1943 after Heydrich was assassinated by Czech patriots.

Kaltenbrunner was thus in charge of both the Gestapo and the concentration camp system from 1943-45. He became the chief architect of mass gassing in the concentration camps. After the war, Kaltenbrunner was convicted at the Nuremberg War Crimes Tribunal and executed on 16 October 1946 by hanging.

4. Which US general who evacuated the Philippines in 1942 famously said, "I came out of Bataan, and I shall return"?

The correct answer was General Douglas MacArthur

This is the easy question of the ten. We all need a break from time to time!

General Douglas MacArthur kept his word. He commanded US forces when the Philippines were recaptured from Japanese control in 1944.

5. Which German officer rescued Mussolini from Gran Sasso after he was imprisoned by his Italian countrymen?

The correct answer was Otto Skorzeny

Otto Skorzeny (born 1908, Vienna—died July 5, 1975, Madrid) was a Nazi SS officer who gained fame in 1943 for his daring rescue of Benito Mussolini from confinement at Campo Imperatore in the Abruzzi mountains, where he had been imprisoned by Marshal Pietro Badoglio. Skorzeny joined the Nazi Party in 1933 and became a colonel in the Waffen SS during World War II. In 1944 he played a leading part in the roundup and torture of anti-Hitler conspirators after the failure of the July 20 assassination plot. On Oct. 17, 1944, he led an SS unit to the Budapest royal palace and arrested the Hungarian leader Adm. Miklos Horthy. During the Germans' Ardennes offensive during Christmas week 1944, Skorzeny directed the infiltration of hundreds of English-speaking Germans clad in U.S. uniforms behind the Allied lines.

After the war, he was acquitted by the International Military Tribunal (1947) in Nürnberg on the testimony of a British officer who maintained that Skorzeny had done nothing that his Allied counterparts would not have attempted. While awaiting a West German denazification trial in 1949, he escaped from Darmstadt prison and spent his remaining years in Spain.

6. Which British general commanded the British Expeditionary Force (BEF) in France during 1940 and was rescued from Dunkirk?

The correct answer was General Lord Gort

Following the Phony War, the 1940 German breakthrough in the Ardennes divided the Allied forces. Communications between the British Expeditionary Forces (BEF) and the French effectively broke down, and on May 25, Gort made the unilateral decision to disregard his orders for a southward attack by his forces. Gort's command position was challenging, serving under French high command, theater command, and army group command while also being responsible to London.

Withdrawing northward, the BEF, along with many French soldiers, was evacuated during the Battle of Dunkirk. The disposition of the BEF attracted criticism, both at the time and in hindsight, for being too conventional chiefly due to the lack of any kind of defensive works. Some credit Gort with reacting efficiently to the ensuing crisis. Many regard Gort's decision to withdraw the BEF from probable capture as instrumental in helping Britain stay in the war and preventing British morale from collapsing due to the defeats of 1940.

Others hold a more critical view of Gort's leadership in 1940, seeing his decision not to follow orders to join the French in organizing a large-scale counterattack as defeatist and undermining of the overall Allied reaction. He later went on to become the Military Governor of Gibraltar and Malta for the remainder of World War II.

7. Which Russian general displayed considerable bravery personally leading a counter-attack against German tanks armed only with a pistol in the early days of Operation Barbarossa in 1941?

The correct answer was Kliment Voroshilov

Voroshilov was, if nothing else, quite the survivalist. Even without formal military training, he maintained a fierce loyalty to Stalin, even as he acknowledged Stalin's murderous capabilities. By 1940, he oversaw military forces during the Finnish war, which did not go well for the Russians.

For most people, that would have been a death sentence, but his personal connections with Stalin and his charm kept him alive. By 1941, he commanded troops in the Northwest Soviet Union and became well known for attacking tanks with nothing more than a handgun.

However, that ultimately failed, and he allowed Leningrad to be surrounded, which led to his dismissal. Nevertheless, he lingered on, somehow managing to evade the purges. It was believed that in 1953, his life was in jeopardy when Stalin died.

After Khrushchev rose to power, Voroshilov oversaw Hungary's transition to a Soviet-style of communism in 1956 and even took part in a failed coup against Khrushchev.

Remarkably, he died of natural causes at the age of 89.

8. Who was Hitler's last Chief of the Army General Staff?

The correct answer was General Hans Krebs

Amidst the tumultuous landscape of World War II, Krebs occupied a kaleidoscope of staff roles, showcasing his mettle on various fronts. His sojourn on the Eastern Front bore fruit in February 1942, propelling him to the esteemed rank of Generalmajor. Simultaneously, he assumed the mantle of Chief of Staff for the 9th Army, orchestrating strategic maneuvers with finesse.

In the throes of March 1943, Krebs undertook a pivotal role as the Chief of Staff for Army Group Centre, a position demanding astute military acumen. By April 1943, his endeavors were rewarded with a promotion to the rank of Generalleutnant, and his trajectory further soared to the exalted rank of General of Infantry come August 1944.

The Western Front beckoned Krebs, who assumed the mantle of Chief of Staff of Army Group B from September 1944 to February 1945. Post this stint, he ascended to the role of Deputy Chief of the Army General Staff in the ensuing month of February 1945.

On the first day of April in 1945, Krebs assumed the pivotal role of Chief of the Army General Staff. From that time on, since he spoke Russian, he served as a conduit in negotiating a cease fire with the Russians. But in the subsequent weeks, Stalin let it be known that unconditional surrender was the only acceptable alternative to Germany's annihilation. Despondent over the suicides of Hitler, Eva Braun, and the Goebbels, he killed himself on May 1, 1945.

9. Which US admiral was blamed for heavy American losses at the Battle of Leyte Gulf in 1944 by his commanding officer Admiral Nimitz?

The correct answer was Admiral William Halsey

This question stems from an infamous telegram message sent by Admiral Nimitz to Admiral William Halsey. The Battle of Leyte Gulf is still the largest naval battle in history.

It started when the Japanese consolidated all its forces into a Northern and Southern group. The Northern group was tasked with baiting the US forces at Leyte Gulf, and then the Southern group was to attack from the South.

Admiral Halsey did fall for the Japanese ruse. Because of that, Nimitz telegraphed Halsey, "Where is Task Force 34, (Halsey's command)...the world wonders?"

Halsey took it to be sarcastic, even though different endings like this were often used in telegrams to make them harder to decipher.

Still, Halsey fell for the Japanese bluff and was blamed for the loss of an aircraft carrier and three destroyers at the Battle of Leyte Gulf. Overall, the Japanese navy was largely destroyed, despite the use of kamikaze pilots for the first time. The most heavily armed battleship in the world, the Japanese battleship *Yamato*, was sunk. The mainland of Japan now lay defenseless to the Americans after the battle.

10. What famous battle was referred to by Winston Churchill as "not the beginning of the end, but, perhaps, the end of the beginning"?

The correct answer was Battle of El Alamein

Churchill referred to the Battle of El Alamein, a key turning point in World War II. This battle marked the first piece of good news for the Allies during the conflict. Following the humiliating evacuation at Dunkirk and the loss of colonies in Asia, particularly the capitulation of Singapore, this battle dashed hopes for Axis domination in North Africa. It demonstrated to the world that the Axis could be defeated and were likely overextended. Churchill understood that many dark days lay ahead, with the Nazis still firmly entrenched in Europe, but at last, the Axis powers had to play defense – signaling the start of their downfall.



One More Thing

We don't see this too often at auction, so enjoy:



This is the 60h Sudeten Lowlands stamps, printed but never actually issued when the Germans entered the Sudetenland in 1938. Michel says that a small number of genuinely canceled covers are known but then states: There is no official documentation of this issue.

This image is taken from Germanstates.net. It is not a cover, and the cancellation is not very clear.

Would you buy it? Let me know what you think at kolkermd@att.net!