



First Flight of 1932 (G235)
26th-29th March



Two cards from Montevideo to Germany with 3c (top) and 7c letter mail plus 50c airmail supplement paid by 20c definitives plus 30c 'Pegasus' air stamps. The airmail component is calculated in the handstamped box: Weight 4 grams; Carriage P/5[0]. Posted on 22nd March, by air to Pernambuco, then flight cachet and Friedrichshafen arrival mark (29th)

Montevideo to Birmingham
via Paris by Air France



There was an established part-rivalry part co-operation between Air France and the German Zeppelin/Deutsche Lufthansa air mail services, particularly after DLH launched a regular service in February 1934. In May 1935 an agreement was made between the two companies providing for standardised postage rates and co-ordinated twice-weekly services alternating between Air France and DLH. At the beginning of January 1936 Air France launched a new all-air service between Montevideo and major European centres. The cover, franked 62c with two 1935 (Casa A Barreiro y Ramos printing) air stamps, was posted on 4th January, passed to the Air France office on the 5th and marked with the AIR FRANCE/MONTEVIDEO datestamp and a souvenir cachet. It arrived in Paris on the 9th—recorded by the slogan cancellation "Save Time/Reply by Air"—and then flown on to Birmingham airport: faint arrival datestamp on the 10th. It was passed to the British Post Office who added a $\frac{1}{2}d$ stamp to pay the local postage and cancelled it with a Sutton Coldfield handstamp.

Francis J Field was a leading philatelic trader who specialised in the air mails of the world

9th South American Flight 1934
(G409)
6th - 9th October



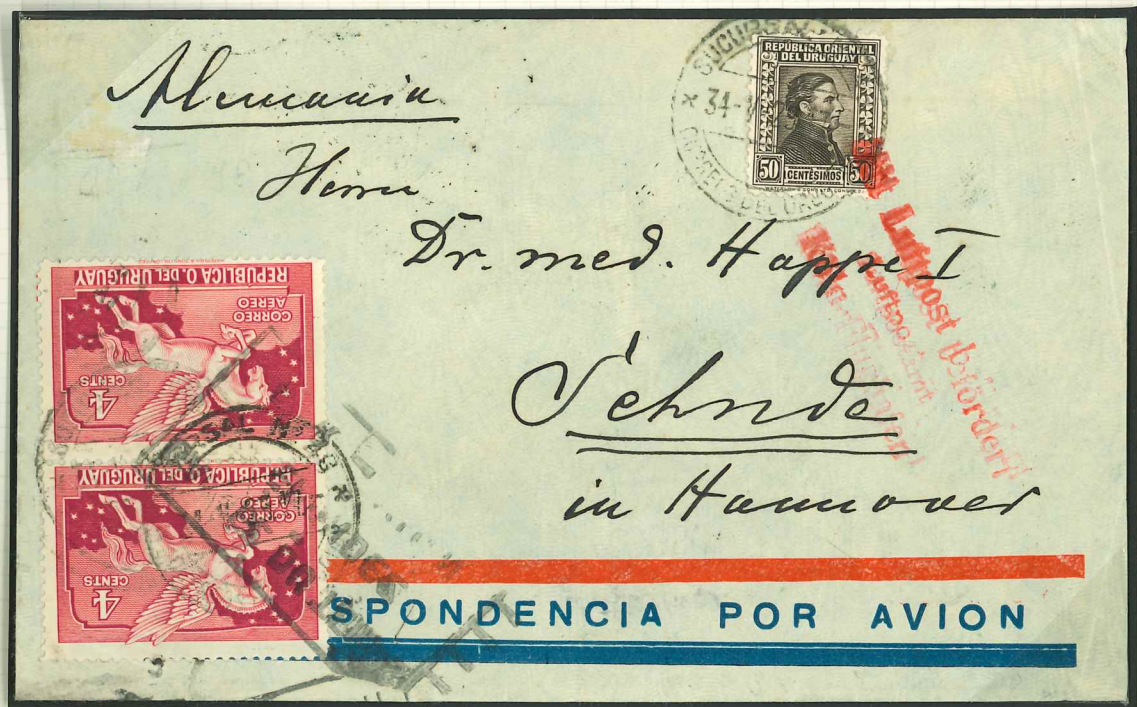
Envelope from Montevideo to Bremen with 1928 Waterlow stamps (87c) cancelled 2nd October and with mss endorsement "Via Condor-Zeppelin"; small blue VIA CONDOR sticker and indistinct circular SERVICIO AEREO TRANSOCEANICO/URUGUAY cachet. Large circular Friedrichshafen arrival mark (9th October) and boxed "Mit Luftpost befördert./ Postamt 5 Bremen" showing that the letter was forwarded across Germany by internal air service

3rd South American Flight 1934
(G375)
3rd - 6th July



Envelope from Montevideo to London with 1933 Waterlow stamps (87c) cancelled 29th June and with mss endorsement "Condor-Zeppelin" and rectangular boxed PRIMER VUELO/GRAF ZEPPELIN/RIO DE LA PLATA/FRIEDRICHSHAFEN cachet commemorating the fact that the incoming flight carried on from Recife to Rio de Janeiro and Buenos Aires; as a result the flight back to Germany was delayed by about 12 hours; en route they made a drop of Iberian mail at Barcelona. Friedrichshafen Zeppelin arrival mark (6th July)

Montevideo to Sehnde
via Paris by Air France



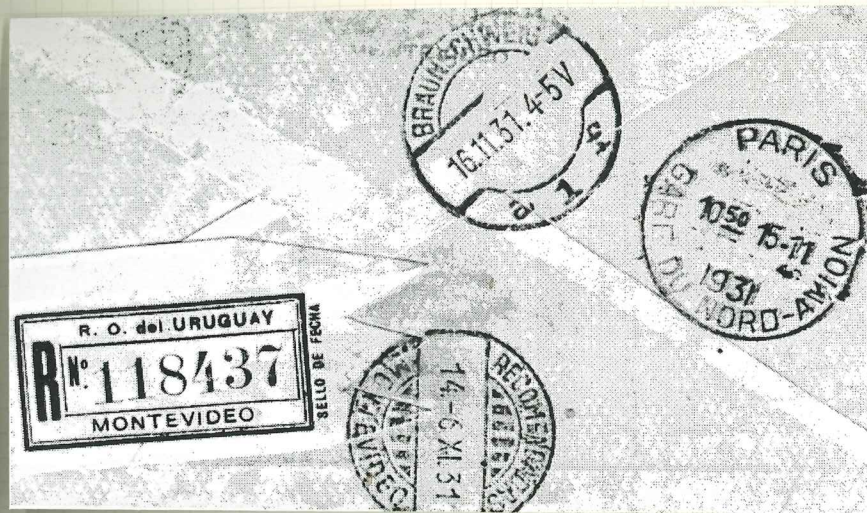
Deutsche Lufthansa launched a regular airmail service by flying boat in February 1934. This was faster than the Zeppelin service and eventually supplanted it at least for letter mail. Air France responded with a similar service inaugurated on 2nd June 1934. The envelope, franked 62c with a combination of definitive and airmail stamps cancelled on 29th May, shows a Montevideo departure stamp also on the 29th, what appears to be an additional boxed airmail cachet on the front, and a souvenir "First Flight" cachet on the reverse. The letter reached Paris on the 11th (PARIS R.P./AVION slogan arrival mark dated 11th June and with GAGNEZ DU TEMPS/RÉPONDEZ/PAR AVION) and was passed to the German airpost system (red "Mit Luftpost befördert/Luftpoststempel/Köln-Flughafen" cachet) and Köln arrival mark with partially illegible slogan

5th South American Flight 1932
(G274)
3rd - 7th September



Registered letter from Montevideo (30th August) franked with normal and airmail stamps of 1928-29 (Waterlow prints) and endorsed "Por Zeppelin". The "1º VUELO SEPTIEMBRE 1932" cachet was applied in Brazil. Friedrichshafen circular receiving mark (7th September) and Magdeburg arrival mark on the 8th. Faint "Mit Luftpost Befördert/... Flughafen Halle/Leipzig" showing internal airmail service across Germany and sender's cachet on reverse. The mail was actually dropped to Freidrichshafen by parachute since the airfield was fogbound

Montevideo to Braunschweig
by Air France (1931)



Registered letter from Montevideo franked \$1.66 by various stamps cancelled 6th October 1931. It arrived in Paris on the 15th (GARE DU NORD-AVION) and at its destination the next day

Montevideo to Genoa

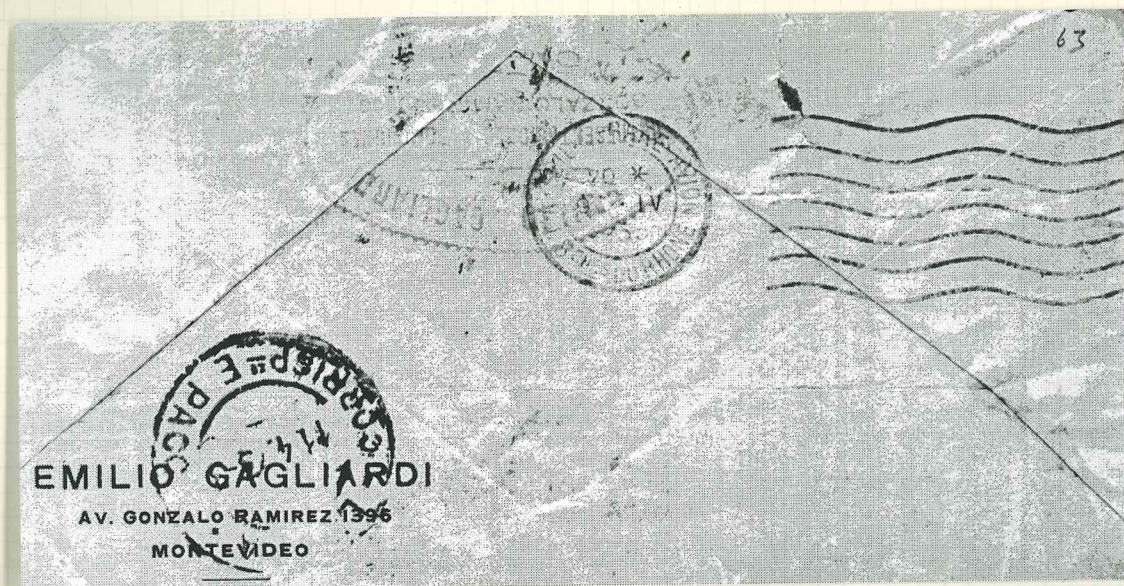


Montevideo to Berlin



Commercial cover from Montevideo (26th April) to Berlin

Montevideo to Lucca



Commercial cover from Montevideo (1st April 1933) to Lucca(?) (11th April)
via Marseille (9th)

Montevideo to Milan



Commercial cover from Montevideo (28th November 1936 (?)) to Milan (3rd December)
via Marseille (2nd December)

Montevideo to Hamburg



Air France also established an indirect airmail service to South America to which the Zeppelin flights and subsequently the Deutsche Lufthansa services provided stiff competition. The French retaliated by imposing restrictions on Zeppelin flight-paths (for historical reasons they were always nervous about over-flying by German aircraft). In mid-1935 Air France and DLH agreed new schedules to provide a regular twice-weekly service which alternated between the two carriers. The airplanes were now faster than the airships and Graf Zeppelin was generally restricted to non-letter (i.e. not of the highest urgency) mail. The Air France service from South America terminated at Marseille where "Gare Avion" transit marks were applied.

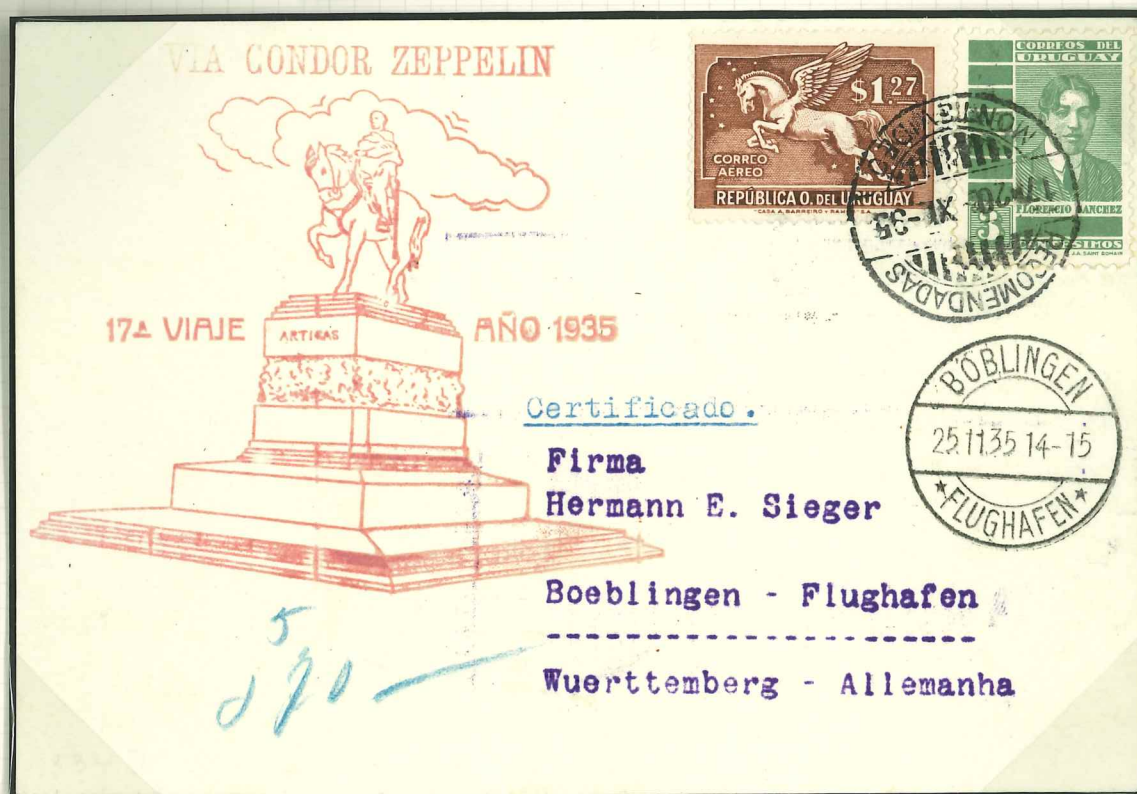
Commercial cover from Montevideo (28(?) March 1936) to Hamburg (6th April)

**"18th" South American Flight 1935
(G501)
29th - 30th November**



The "18th" Flight was the third and last of the "shuttle" flights between Recife and Bathurst in the Gambia; Graf Zeppelin arrived over Bathurst and dropped 148kg of mail by parachute; the connecting DLH flight left about 40 minutes later and arrived in Berlin (via Las Palmas, Seville, Marseille and Stuttgart) on 2nd December. Graf Zeppelin returned to Recife via Natal (Brazil) also on the 2nd; she returned to Friedrichshafen on the delayed second leg of the 16th Flight: 6th - 10th December

"17th" South American Flight 1935
(G500)
22nd - 24th November



Graf Zeppelin made only 16 Germany-Brazil round trips during 1935, the last being interrupted by three round "shuttle" trips from Recife to Bathurst in the Gambia covering the normal Deutsche Lufthansa flying boat route (other planes flew between Bathurst and Germany) and then returned via Natal (Brazil) or Maceio to connect with the Condor service. The card with the "17th" Flight cachet was carried on the second of these weekly flights, which left Recife on 22nd November, reached Bathurst on the 24th and was back in Recife on the 27th; the connecting DLH flight left Bathurst 25 minutes after the arrival of the Graf Zeppelin and landed in Berlin the following day

7th South American Flight 1935
(G457)
5th - 9th July



Registered card from Montevideo (3rd July 1935) to Friedrichshafen (9th July); mail drop at Larache on the 8th. Deutsche Lufthansa provided a service to and from Germany from 1st July, collaborating with Air France to provide a twice-weekly service. The Graf Zeppelin continued to provide a service for non-letter mail (bar letters posted on board) until the end of the year (8th - 14th Flights)

5th South American Flight 1935
(G449)
8th - 11th June

6th South American Flight 1935
(G453)
21st - 25th June



The 5th Flight dropped the mail at Lisbon for onwards carriage by DLH (a last-minute selection of exchange point); the 6th Flight dropped at Larache as usual



4th South American Flight 1935
(G445)
24th - 28th May



Cover from Montevideo to Germany via Condor air service to Recife. The 4th Flight
dropped 154kg of mail at Larache (from 100 metres)



Flights were made during the Spring 1935 season. The second stopped off at Seville due to high winds preventing the usual mail drop at Larache in North Africa. The mail was then on to Friedrichshafen by Deutsche Lufthansa (DLH) flying from Seville. The card has a new SERVICIO AEREO TRANSOCEANICO cachet which was used on both Zeppelin and DLH mail; there is also a new Friedrichshafen arrival mark. The third flight dropped mail at Larache for the faster aeroplane flight to Friedrichshafen.

2nd South American Flight 1935
(G436-437)
26th - 1st April

3rd South American Flight 1935
(G441)
10th - 14th May



9th South American Flight 1932
(G289-290)
31st October - 3rd November



Commercial letter from Montevideo to Berlin with special cachet. The last Zeppelin flight of the year in two legs via Seville. The rate comprised 12c for international letters plus airmail surcharge of \$1.50

3rd South American Flight 1932
(G240)
23rd - 27th April

6th South American Flight 1932
(G278)
19th - 21st September

Herrn H.E. SIEGER

LORCH-(WURTTENBERG)
Alemania

VIA CONDOR-ZEPPELIN



Certificada.

CONDOR-ZEPPELIN



2º VUELO SEPTIEMBRE 1932

VIA CONDOR ZEPPELIN.

Herrn L. Prinzler,
Rataustasse 6,
DESSAU i/Anhalt

ALEMANIA.



Mit Luftpost befördert
an Flughafen Halle/Leipzig



Covers from Montevideo to Germany via Condor air service to Recife. The Friedrichshafen receiving mark was extended to include the Graf Zeppelin during the summer break. The Dessau cover was forwarded by internal air service to Leipzig

7th South American Flight 1932
(G280-281)
1st - 4th October

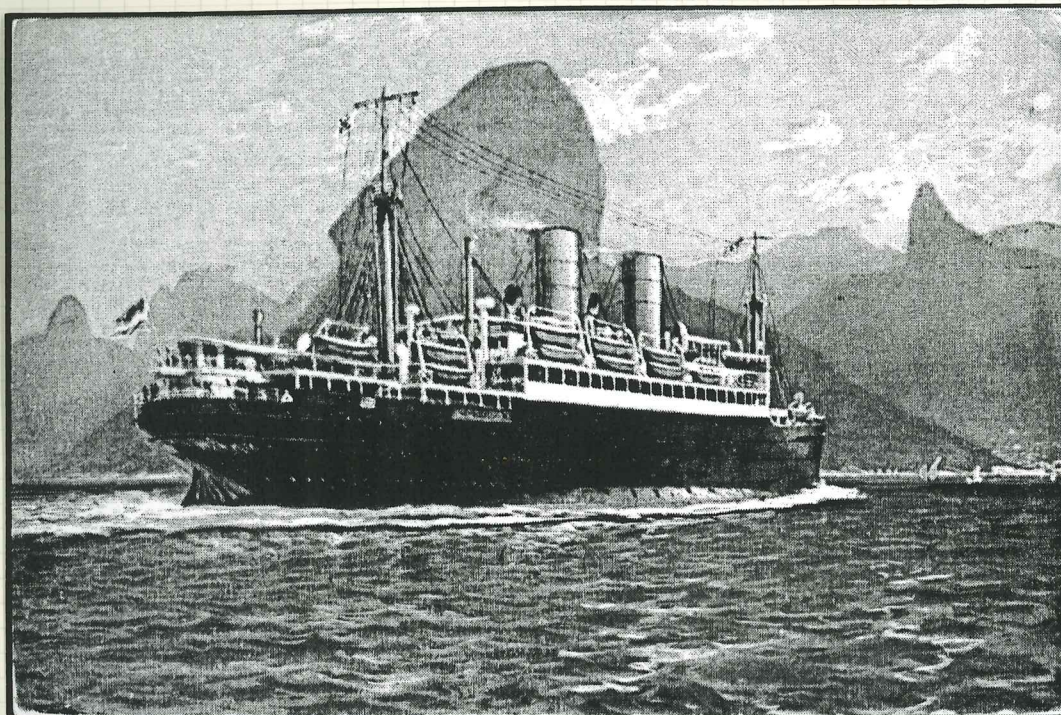
8th South American Flight 1932
(G285)
16th - 19th October



Philatelic covers from Montevideo to Lorch with September and October 1932 cachets and standard Friedrichshafen receiving marks (the "3rd" September flight actually left Recife on 1st October)



2nd South American Flight 1932
(G238)
9th - 13th April



2º viaje

LLOYD NORTE ALEMAN DE BREMEN (NORDDEUTSCHER LLOYD, BREMEN)
"SIERRA CORDOBA" "SIERRA MORENA" "SIERRA VENTANA" "MADRID" "WESER" "WERRA" "GOTHA"
Lujo, 1a. y tercera clase (Luxus-, 1. u. dritte Klasse) Clase intermedia y tercera clase (Mittelklasse u. dritte Klasse)

a ALEMANIA — POR —
"CONDOR" y "ZEPPELIN" Tarjeta postal
VIA RIO Y PERNAMBUCO

Herrn
Walter Behrens
Briefmarken - Neuheiten - Dienst

Braunschweig
Postfach

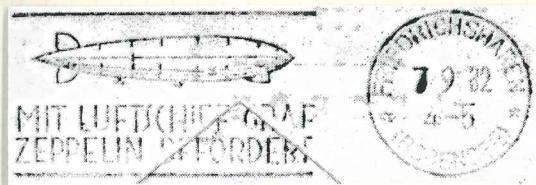
Rem.: **E. KIRCHNER**
BUENOS AIRES

REPUBLICA ORIENTAL DEL URUGUAY 1 CENTESIMO
CORREO AEREO 40 CENTS
REPUBLICA O. DEL URUGUAY
CORREO AEREO 4 CENTS
REPUBLICA O. DEL URUGUAY

BOENSCHWIG 6-8
FRIEDRICHSHAGEN

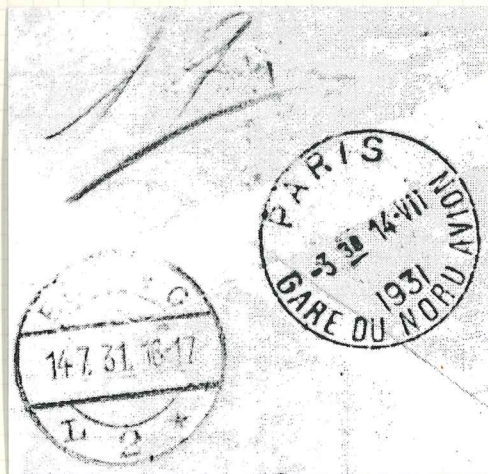
Norddeutscher Lloyd Shipping Line advertising card overprinted with details of the flight by E. Kirchner, a stamp dealer from Buenos Aires, to a dealer in Germany. It is not clear why the card was posted in Montevideo (unless the postage was significantly cheaper)

1st Autumn Flight of 1932 (G274)
3rd - 7th September



Scheduled commercial airship flights between Friedrichshafen and Rio de Janeiro began in March 1932 with Deutsche Lufthansa connecting flights in Germany and Condor flights in Brazil and elsewhere in South America (principally Buenos Aires via Montevideo). Four flights (March - May) were made before the service was suspended for the Brazilian rainy season. The service resumed at the end of August and nine round trips were made on a biweekly basis. The service was again interrupted—presumably on account of the European winter—and restarted in May 1933. One wonders about the economics of the service: with fuel, supplies and a crew of around four dozen balanced by an average of about 100kg of mail, 250kg of freight and ten passengers (outbound from Germany) and somewhat more mail, hardly any freight and fewer passengers on the return trip. This (philatelic) cover was carried on the first Autumn flight which left Rio on 3rd September with 2 passengers and arrived at Friedrichshafen on the 7th.

Montevideo to Berlin



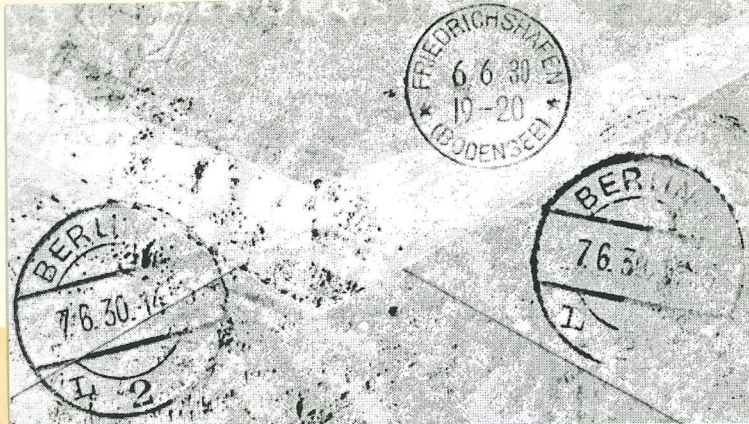
Commercial cover from Montevideo (3rd August 1931) to Berlin (14th August). Route unknown, but carried in part by the French Aeropostale service: Paris airmail transit mark also 14th August and German airmail cachet

3rd South American Flight of 1931 (G229-230)
17th - 28th October



Company cover from Compañía Sudamericana de Comercio SA to the Zeppelin company
carried by Condor to Rio de Janeiro and Graf Zeppelin to Friedrichshafen with CONDOR-
ZEPPELIN cachet

First Pan-American Flight (G62-68)
18th May - 6th June 1930



Montevideo, le 19 Mai 1930

Monsieur:

Je vous prie d'avoir la bonté de renvoyer l'en-
veloppe, sous pli recommandé a la Gérance du
BANCO ALEMAN TRANSATLANTICO
Zabala 1463
MONTEVIDEO
Merci d'avance.



Bilingual letter requesting the return of the cover carried by air from Montevideo to Rio de Janeiro and then by Graf Zeppelin to Lakehurst (USA), Seville and Friedrichshafen. Green "PRIMERO VUELO SUDAMERICANA", large "FIRST EUROPE PAN-AMERICA ROUND TRIP" and red German "Mit Luftpost ... Berlin" cachets and Friedrichshafen (6th June) and Berlin (7th) arrival marks. Philatelic cover, number 23 of a series

'Demonstration' Flight of 1930
(G65-68)—25th May - 6th June



Cover from Montevideo (19th May) to Friedrichshafen with 8c postage plus 50c airmail supplement paid by 10c plus 40c 'Albatross/Condor' stamps of 1928—the deep green box at lower left shows the airmail calculation. Green triangular 'URUGUAY/PRIMER VUELO/SUDAMERICANO/' 'ZEPPELIN' confirmation mark. Carried by air to Pernambuco then by Graf Zeppelin to Lakehurst in the USA, where the purple 'FIRST' flight cachet was added, and on to Friedrichshafen (arrival mark 6th June on the reverse)

**First Pan American Flight (G62-68)
18th May - 6th June 1930**



First 'demonstration' flight which included stop-overs at Seville and Lakehurst (USA)—which earned it the sobriquet "Triangular flight". Letters were collected from many countries by Condor and other air services including a service from Buenos Aires via Montevideo. The special cover is franked 58c (8c for an international letter and 50c airmail supplement) cancelled by the External Service. There is also a green triangular Uruguay 'First Flight' cachet and the large lozenge FIRST EUROPE PAN-AMERICAN ROUND FLIGHT cachet showing the route. LZ-127 left Recife on 28th May, stopped over at Lakehurst in the USA for three days and reached its home base at Friedrichshafen on the 6th June (backstamp arrival mark).