

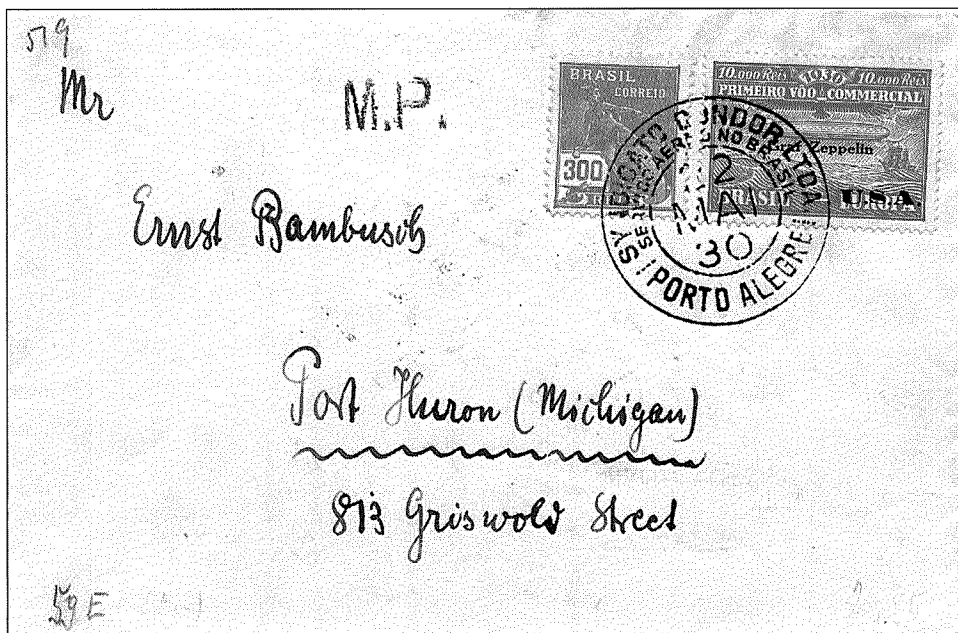
The Brazilian M.P. marking

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Alfred Nuzinger

Most of the Brazilian mail flown on the 1930 Pan-America Flight of airship LZ-127 Graf Zeppelin was mailed either at Recife or Rio. Mail from Brazilian cities other than Rio and Recife usually comes with a M.P. cachet applied next to the Condor markings.

M.P. means *mão própria* which translates to personally. The purpose of the M.P. marking was to indicate airmail which was delivered at a Condor agency rather than at a Brazilian post office. The Arbeitsgemeinschaft Brasilien is working on a documentation of all known Condor agencies, and according to their information Condor agencies were operating in 25 Brazilian cities. And most of these agencies used the M.P. cachet according to the regulation. The size, color and design of the



M.P. cachets comes in different variations, depending on the place of usage. Black and dark purple are the most common colors, while the design changes from just the letters M.P. up to a boxed variety.

The M.P. cachet has not yet been traced on 1930 Pan-America Flight zeppelin mail originating at Recife or Rio. Based on pure observation, but it seems obvious that there must have been a special regulation in place that the M.P. cachet was not obligational in Rio and Recife. This might have been to reduce work since 99% of the Brazilian mail originated at Rio and Recife.

TRANSMITTED

The British Connection in 1936

Michael Dixon

The Fall08, Winter08 and the Spring09 issues of the Zeppelin Post Journal reported in detail about the British Connection Flights and that beginning with the 9th South America Flight in 1934 British mail was no longer stored and flown to Germany on the last connection, but British mail was rushed on the first outgoing flight to Germany to connect with DLH or the zeppelin airmail service to South



8th South America Flight 1936 - via Friedrichshafen Registered cover with zeppelin flight cachet featuring the letter «C».

America. The two illustrated covers are good examples to demonstrate how the British connection service was organized in 1936.

The covers are almost identical: Both originated in London, both were dispatched on July 8, 1936 and both were flown by LZ-127 Graf Zeppelin on the 8th South America Flight to Buenos Aires with corresponding July 13, 1936 arrival markings on the reverse. One cover is registered, this cover bears the red German zeppelin flight cachet with the letter «C» indicating a routing through Friedrichshafen. The other cover was sent without registration service, and this cover bears the red German zeppelin flight cachet with the star-symbol indicating a routing through Frankfurt. The different letters and symbols in the flight cachets are the most interesting differences of these two covers, and they are the key to explain the different connections from London to reach the zeppelin.

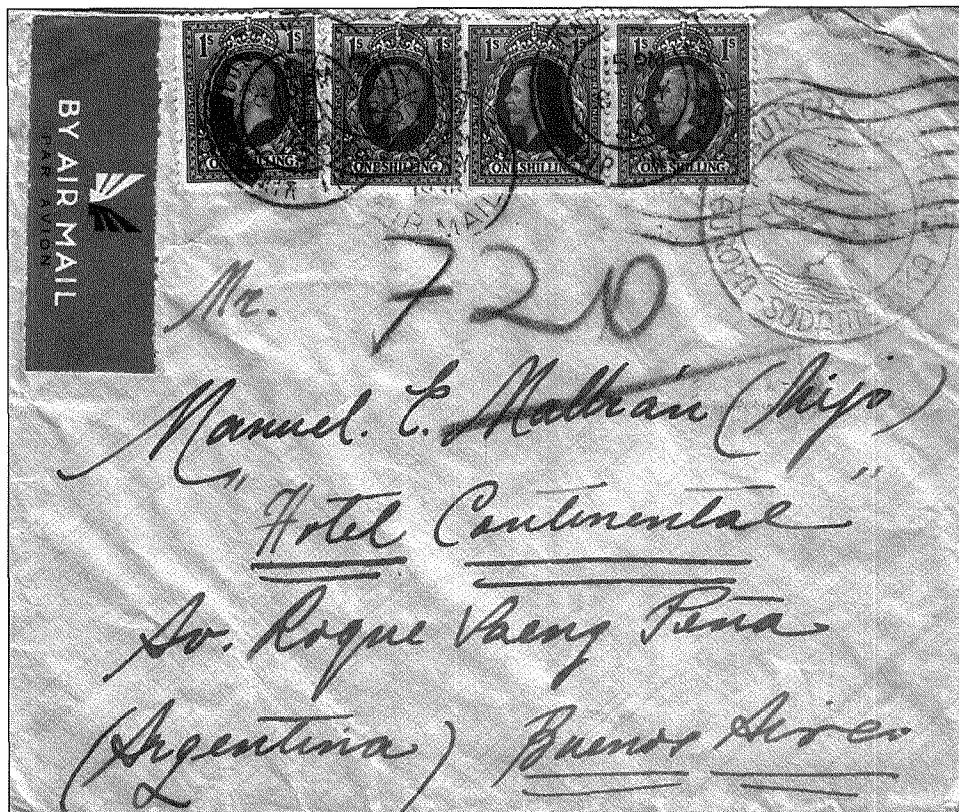
Airship LZ-127 Graf Zeppelin left Friedrichshafen for the 8th South America Flight 1936 on July 9, 1936 at 5.12 a.m. Due to the early morning departure of the airship and since there were not many same day connections from London to Frankfurt and Friedrichshafen to connect with the zeppelin, it is quite easy to reconstruct the routing of the two covers although the covers bear no transit markings.

The registered cover which made the zeppelin connection at Friedrichshafen must have been dispatched in London in the morning hours of July 8, 1936. The London dispatch postmark of this cover has no time indication, but to reach Friedrichshafen in time to connect to the next day early morning zeppelin departure did not leave a wide time-frame for the London departure: The 7.00 a.m. KLM departure to Amsterdam with DLH (Deutsche Lufthansa) connection via Cologne to Frankfurt or Stuttgart and from there by train to Friedrichshafen was the earliest connection, the last connection on that day was the 1.20 p.m. Imperial Airways London departure with a 20 minutes tight connection at Cologne and a 5.10 p.m. arrival at Frankfurt. Closing time at Frankfurt for the Friedrichshafen zeppelin connection was 50 minutes later, at 6 p.m.

It is not clear on which of the two London - Friedrichshafen connections the cover was on. But it is clear that the cover went on one of these connections as all later flights from London would have reached Germany too late to make any connection to meet the departure of the zeppelin at Friedrichshafen.

The second, non-registered cover was dispatched in London also on July 8, 1936 and was flown on the same zeppelin flight. But the red zeppelin flight cachet with the star-symbol indicates a routing through Frankfurt. This cover bears a time indication in the London dispatch postmark: 8.15 p.m. There is also a second London air mail machine postmark from London with the same time given.

Germany has a different time zone and is 1 hour ahead of London. When the cover was dispatched in London on July 8, 1936 at 8.15 p.m., the local time in Germany was 9.15 p.m. This was already three hours after the regular 6 p.m. Frankfurt closing



8th South America Flight 1936 - via Frankfurt Regular cover with zeppelin flight cachet featuring the star symbol.

time for zeppelin mail to reach the zeppelin at Friedrichshafen. But Frankfurt had a second closing time for zeppelin mail, a so called late closing time, which was 2.45 a.m. the next morning.

Due to the late dispatch at 8.15 p.m., the second cover was flown by the special postal night flight from London to Cologne. The flight left London at 10 p.m. to reach Cologne at 12.15 a.m. the next day, July 9, 1936. There the cover connected to a second night flight from Cologne to Frankfurt to reach Frankfurt at 2.45 a.m. This was in time to connect to the DLH (Deutsche Lufthansa) flight from Frankfurt via Marseille, Seville and Las Palmas to Bathurst. DLH departure at Frankfurt was at 5.00 a.m., Marseille was reached at about 9 a.m. and at about 3 p.m. the DLH flight landed at Seville.

But the DLH airplane from Frankfurt was not the only German aircraft arriving at that time at Seville. Being on the way from Friedrichshafen to South America, the zeppelin reached Seville at about the same time as the DLH airplane arrival from

Frankfurt. The reason for this coincidence was the Seville mail exchange from the DLH aircraft to the zeppelin.

The plane from Frankfurt landed at Seville, but the zeppelin did not land at Seville, the airship hovered only over the landing field. The zeppelin put down a rope with a hook, the mail bags from the DLH plane were put on the hook and the mail was hauled aboard the zeppelin. The zeppelin then proceeded on its journey to South America, now with the mail from Frankfurt on board. Already on board was the mail from Friedrichshafen which included the registered British cover routed through Friedrichshafen. Both covers reached Buenos Aires four days later, on July 13, 1936.

These two British covers demonstrate how the British mail reached the zeppelin after the 8th South America Flight 1934: There was no longer a British Connection Flight, but British mail was put on the next flight to Germany.

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It was founded by JOHN Duggan, a TOPO | VERLAG publication and the EDITOR-IN-CHIEF is *Dieter Leder*

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