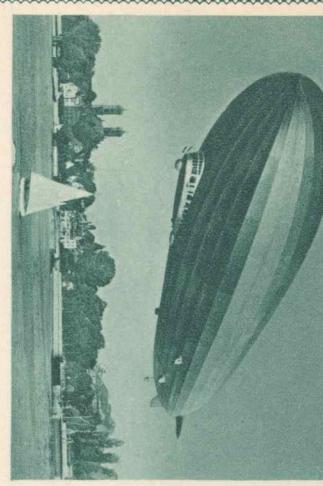


GERMAN POSTAL CARDS

Germany issued postal cards showing various views of the Graf Zeppelin.



Deutsches
Postkarte



Deutsches
Postkarte

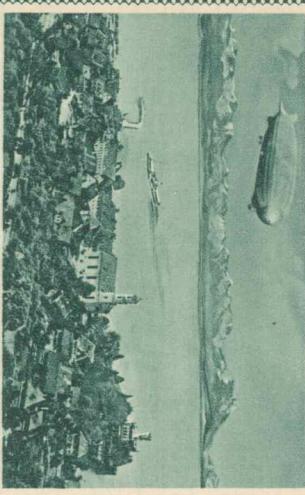


Absender:

Wohnort:
Straße, Hausnummer,
Gebäudeteil, Stockwerk

in

Straße, Hausnummer,
Gebäudeteil, Stockwerk



Kurz und Gebadort Langenlungen am 25.06.1911

Lernen Deutschland kennen!
Postkarte

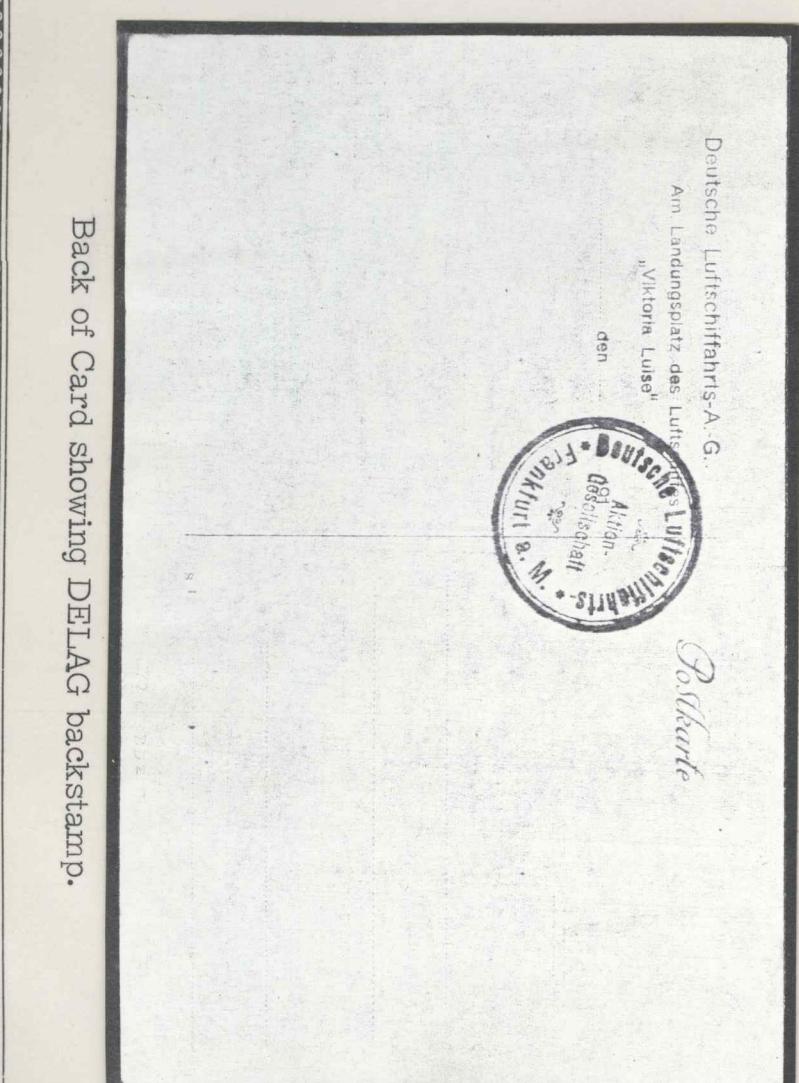


Absender:

Wohnort:
Straße, Hausnummer,
Gebäudeteil, Stockwerk

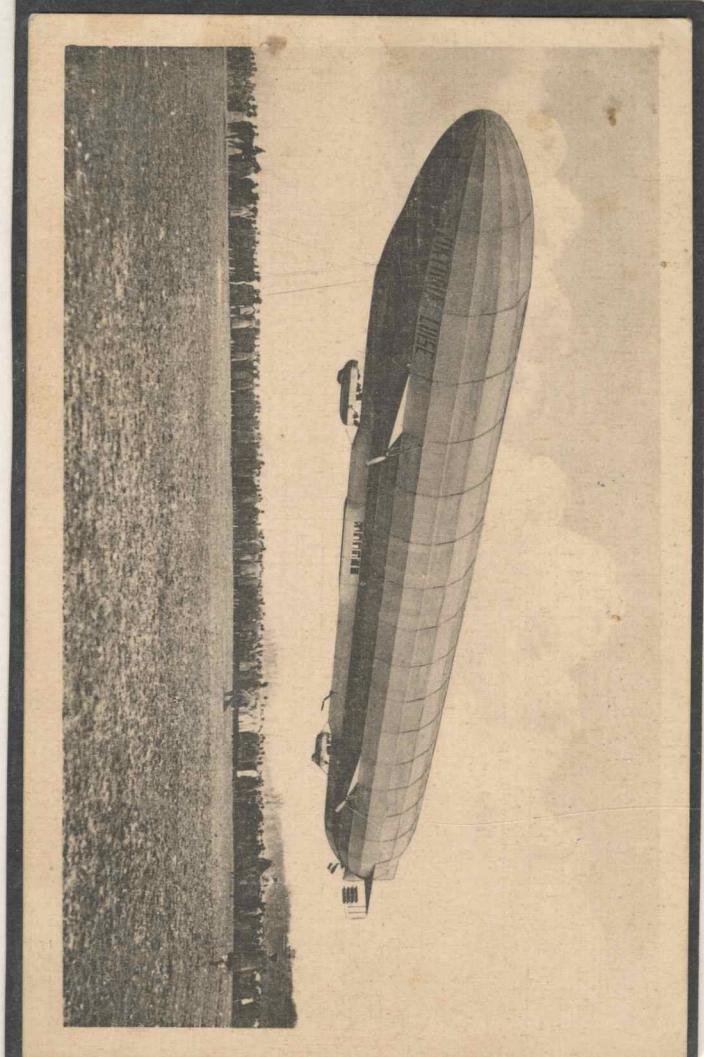
in

Straße, Hausnummer,
Gebäudeteil, Stockwerk



Back of Card showing DELAG backstamp.

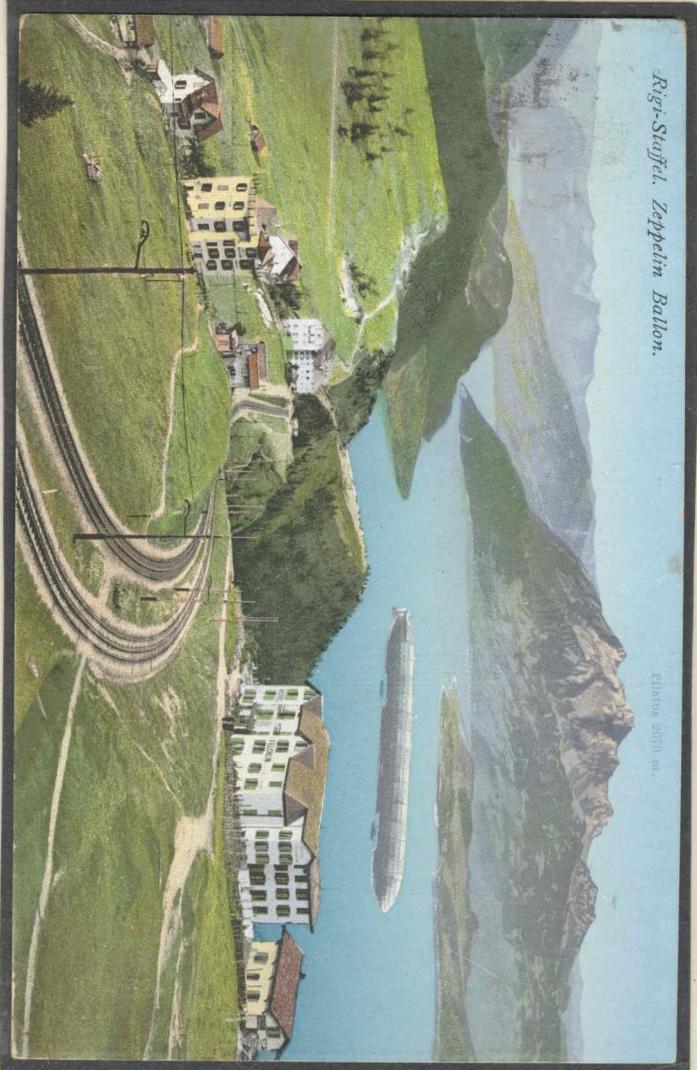
THE GERMAN ZEPPELIN "VIKTORIA LUISE" (LZ-11)



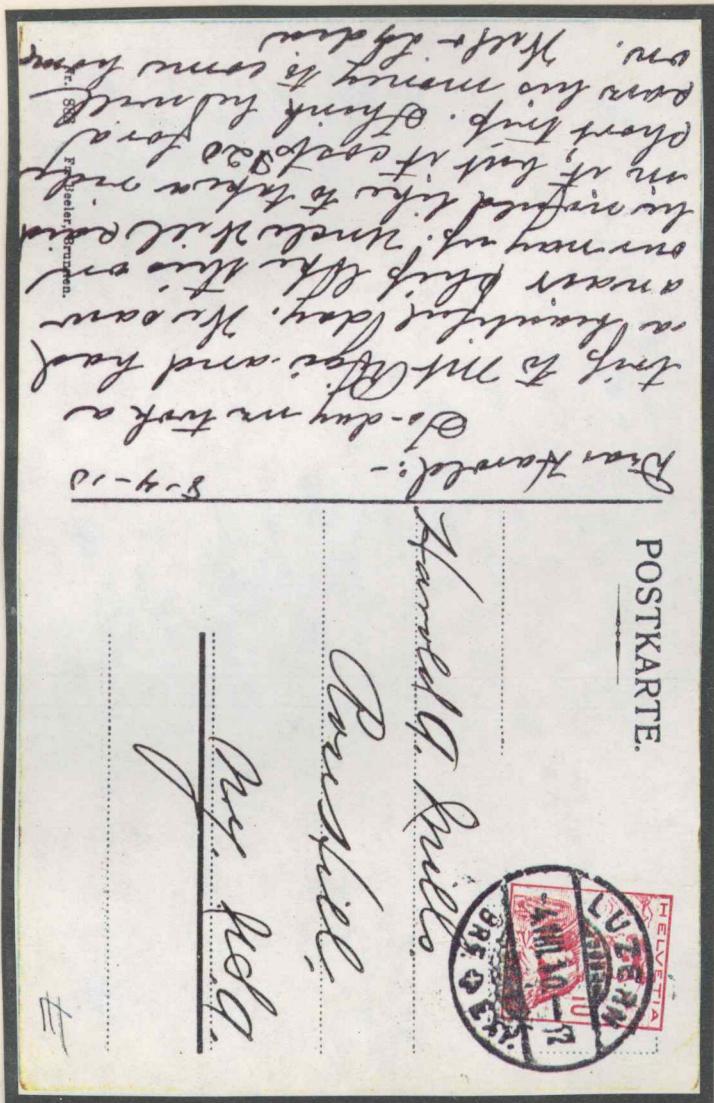
In 1909 Count Zeppelin and his new associate, Dr. Hugo Eckener, formed the world's first passenger air-transport line named the Deutsche Luftschiffahrts Aktien Gesellschaft. DELAG, as it was called, soon was successfully operating with the airships Hansa, Deutschland, Schwaben, Sachsen and Viktoria Luise.

ZEPPELIN POST CARDS

Rigi-Staffel. Zeppelin Ballon.

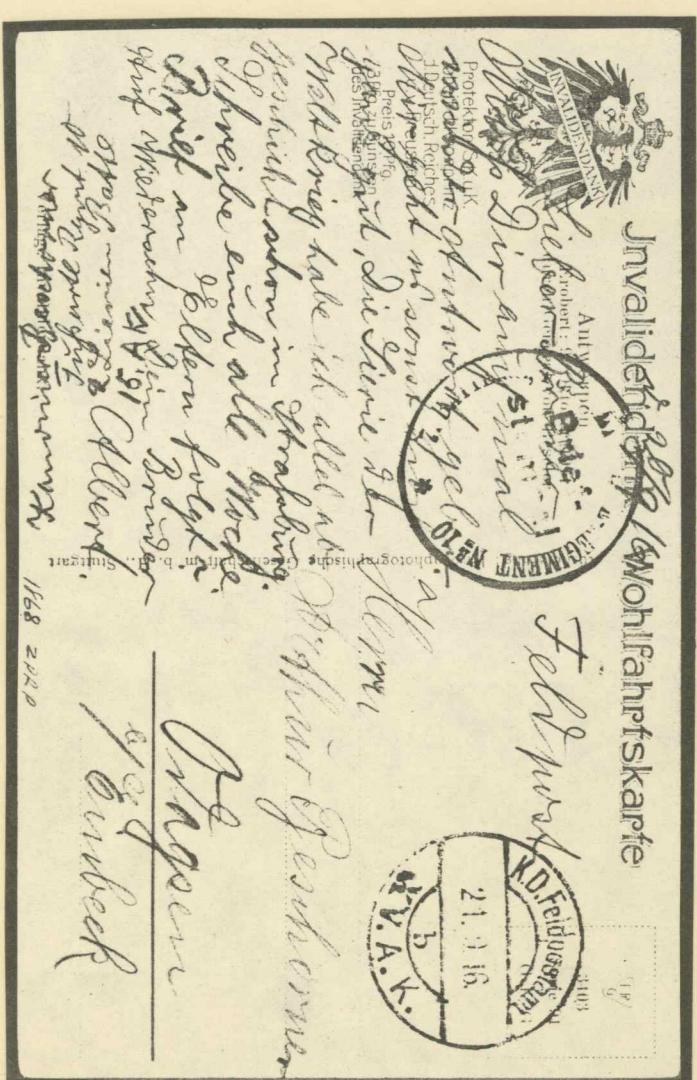


Zeppelin over Swiss Lake.



Back of Card - Mailed from Lucerne on August 4, 1910.

Note that the writer says that he saw an airship like the one pictured on the card and that a ride on it costs \$20.00.



Post Card showing Zeppelins bombing Antwerp, Belgium.

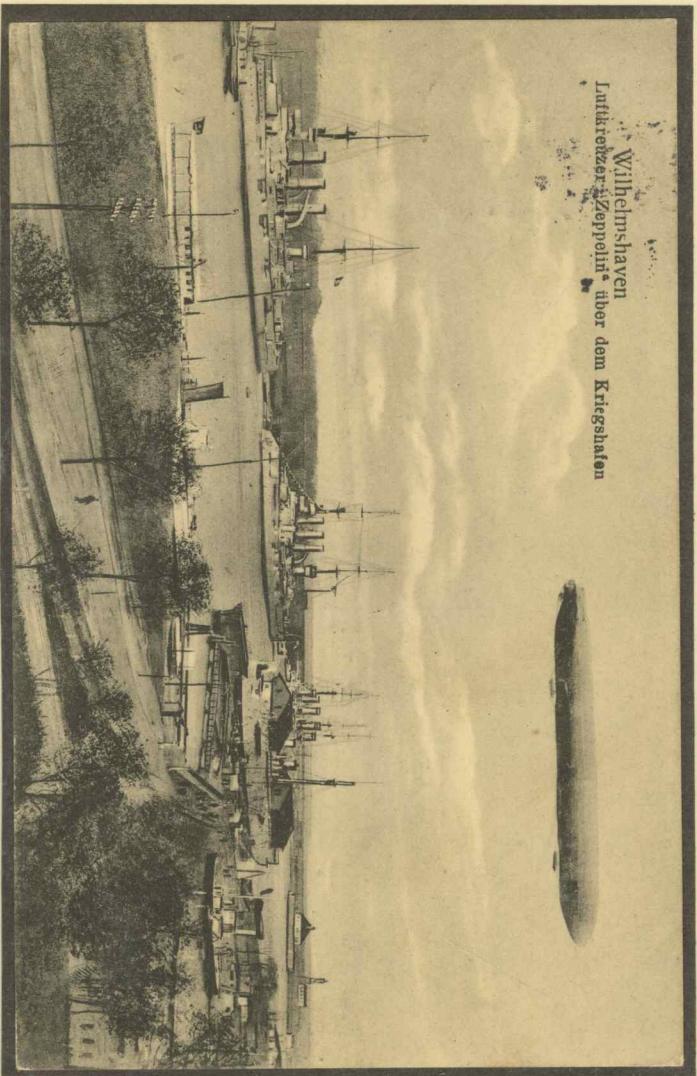


THE ZEPPELIN IN WORLD WAR I

ZEPPELIN POST CARDS

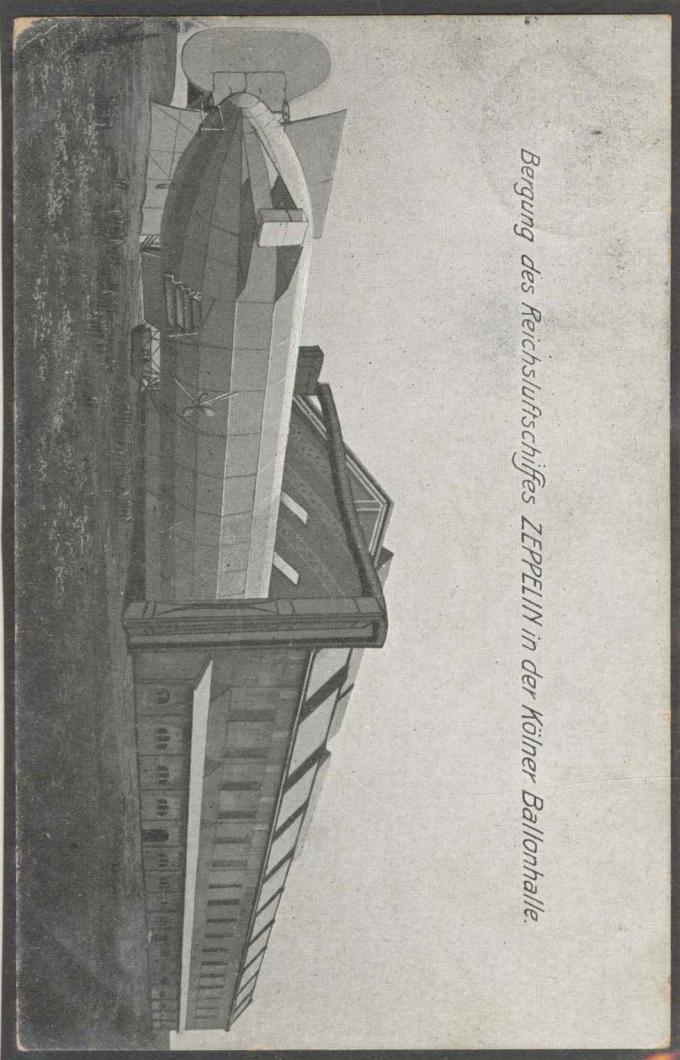
THE GERMAN ZEPPELIN (LZ-5)

Wilhelmshaven
Luftschiff Zeppelin über dem Kriegshafen

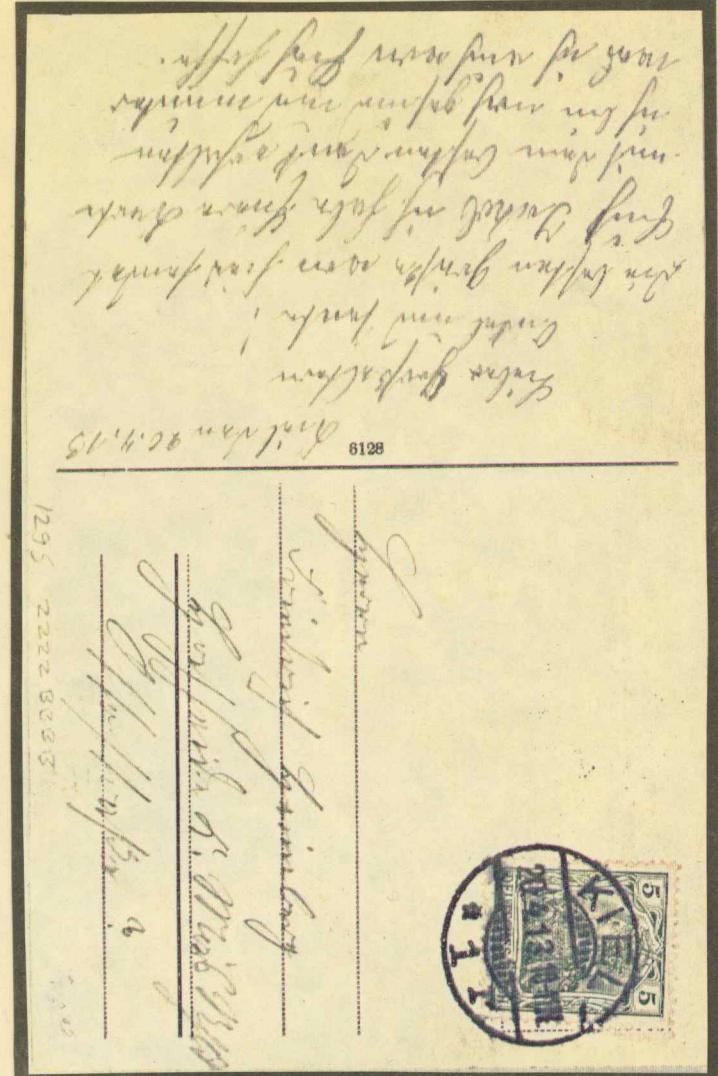


Post Card showing Zeppelin over the German Fleet at Wilhelmshaven.

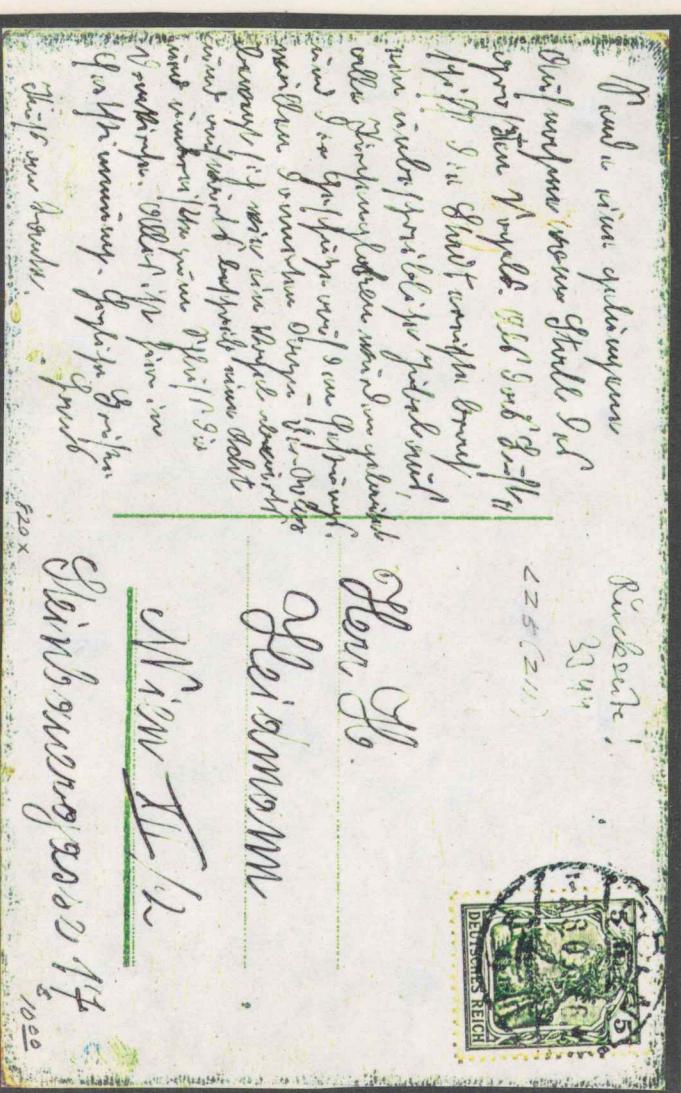
Bergung des Reichsluftschiffes ZEPPELIN in der Kölner Ballonhalle



Post Card showing the LZ-5 (also known as the Z-II) halfway in its hanger. The LZ-5 was built to satisfy military requirements and was later taken over by the army.



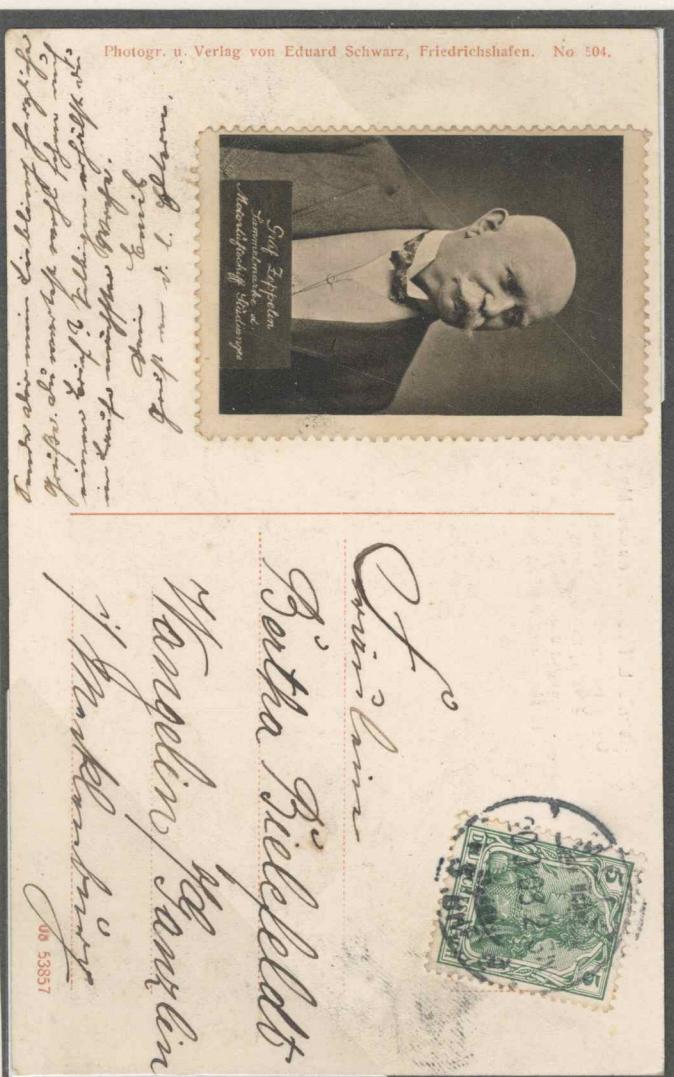
Back of Card - Postmarked Keil on April 20, 1913.



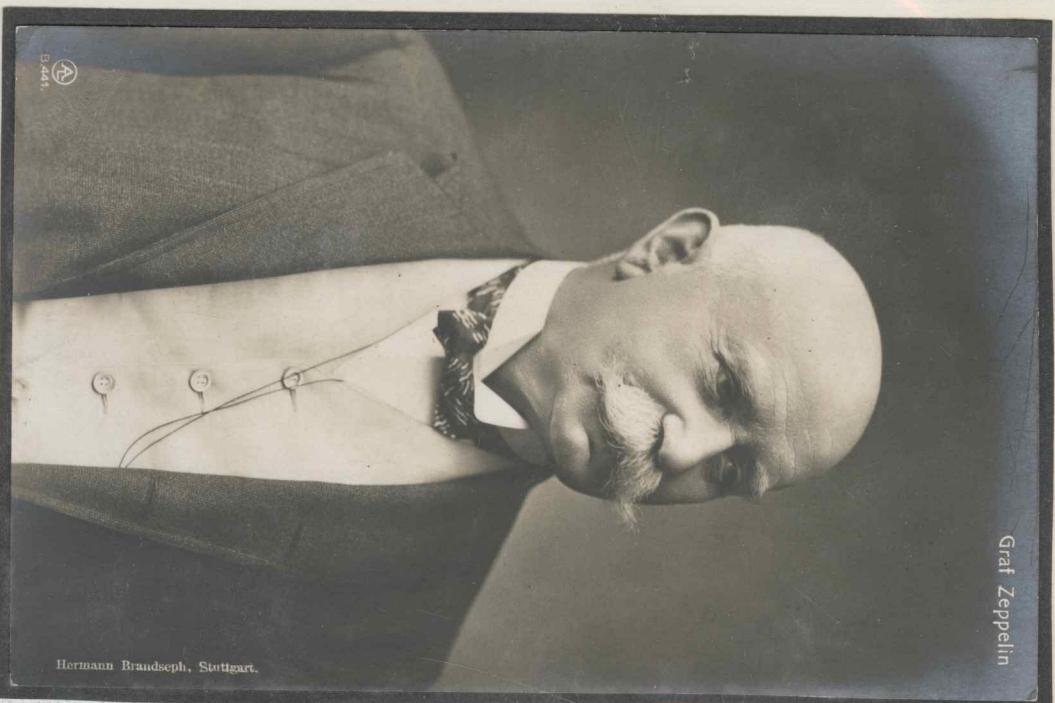
Back of Card - Mailed from Cologne on August 7, 1909.

THE GREAT DIRIGIBLES

SHOWING DEVELOPMENT & USE

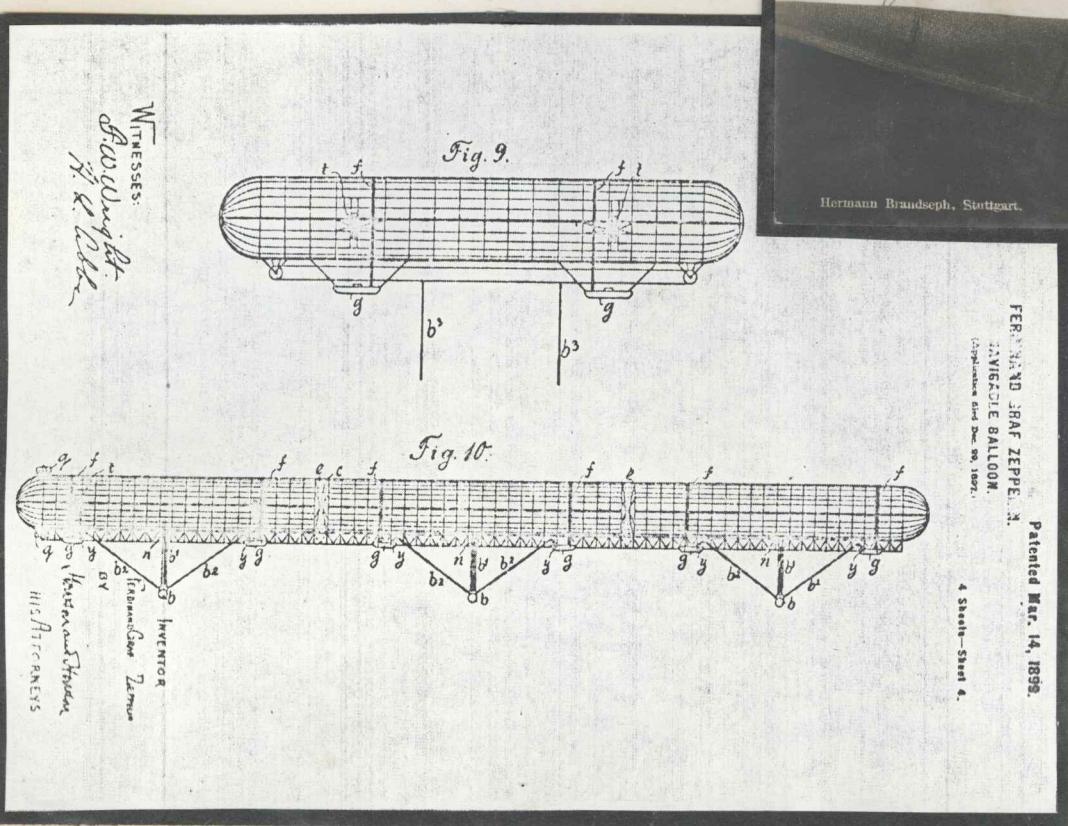


Vignette showing Graf Zeppelin, inventor of the Zeppelin airship, on Post Card postmarked September 20, 1908.



Graf Zeppelin

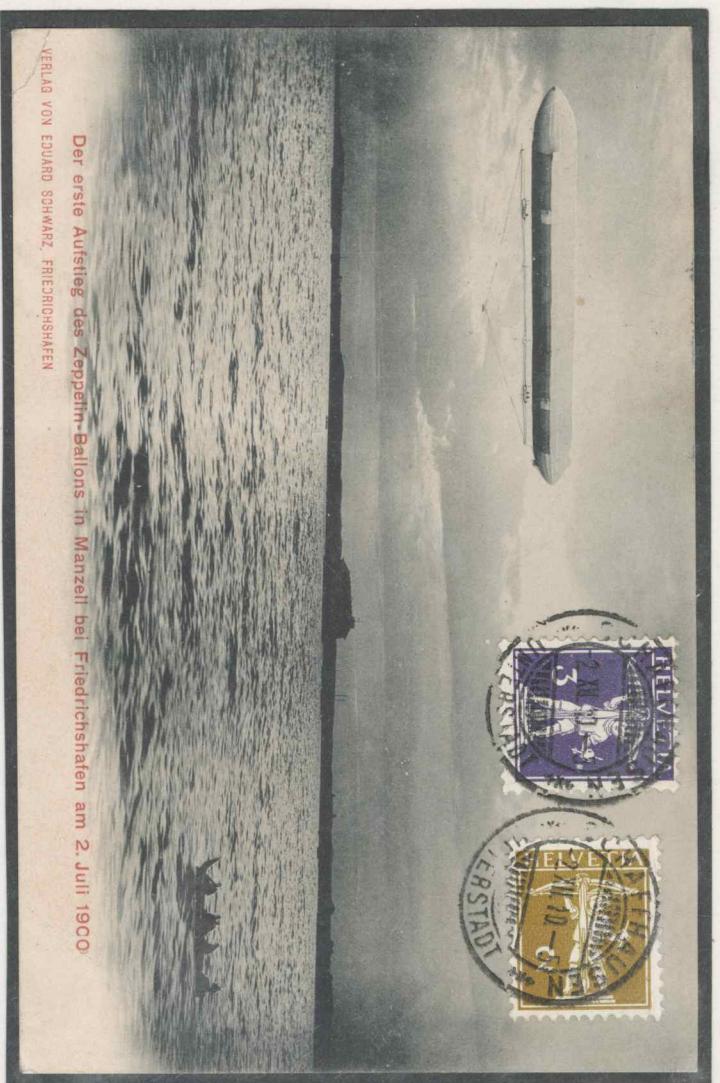
Post Card showing portrait of Count Ferdinand von Zeppelin, inventor of the dirigible and the first man to build and fly one.



Reduced copy of patent drawing of dirigible as filed in the U.S. Patent Office by Zeppelin.

THE FIRST GERMAN ZEPPELIN LZ-1

ZEPPELIN POST CARDS



Der erste Aufstieg des Zeppelin-Balloons in Manzell bei Friedrichshafen am 2. Juli 1900

VERLAG VON EDUARD SCHWARTZ, FRIEDRICHSHAFEN

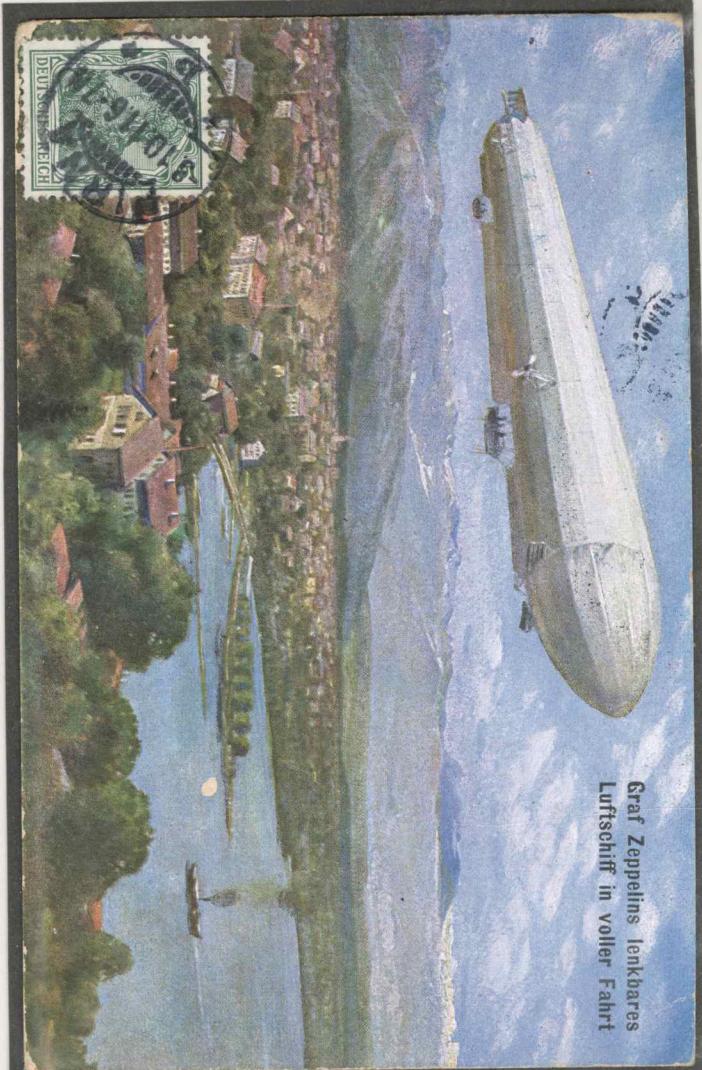
The first flight of the first Zeppelin (LZ-1) over Lake Constance near Friedrichshafen on July 2, 1900. Card mailed from Schaffhausen, Switzerland to Indianapolis, Indiana on December 2, 1910.

Friedrichshafen, July 3, 1900

The First Ascension of the Airships.

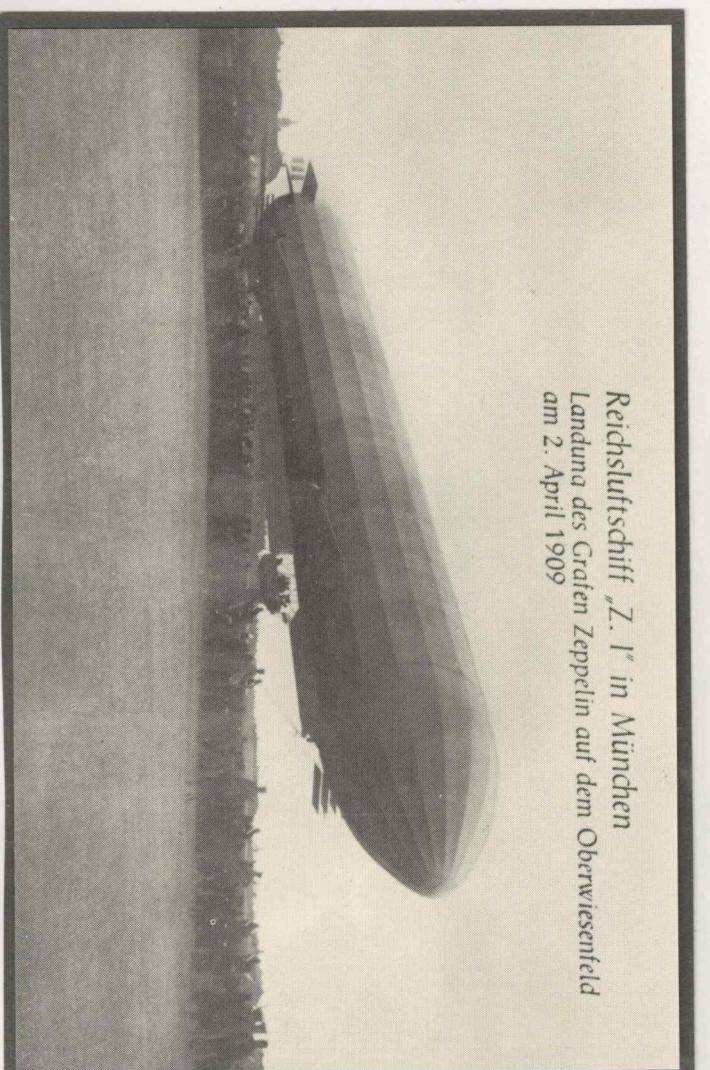
The ascension of the airship took place yesterday evening at 8 p.m. Before the start Graf Zeppelin gave an address and spoke a special prayer. After the balloon had been held in place for a short time, it rose quickly to an altitude of 300 to 400 meters and made several maneuvers, so that the public got in a happy mood watching the magnificent view. In landing after about 20 minutes, it appeared as if the navigation did not operate fully successfully. Therefore the landing was made quickly in order to avoid it that the ship might be driven to the shore. Not far off the shore near Immerstadt the balloon, respectively its two balloon cars, landed on the sea. Hereby the balloon got in contact with a post which served the steamship navigation and the balloon skin received a tear. After the floating base had been brought along, the balloon was transferred there and was returned to its shed at about 1 A.M. The result was — in spite of the accident — a favorable one. In the one balloon car were Graf Zeppelin, Baron Bassus, engineer Burr and in the other car were Dr. Wolff (the African explorer) and machinist Gross.

Translation of newspaper account of this first flight.



The Third Zeppelin (LZ-3) in flight over Lake Constance. Card mailed from Pirna, Germany on October 3, 1911 to Indianapolis, Indiana.

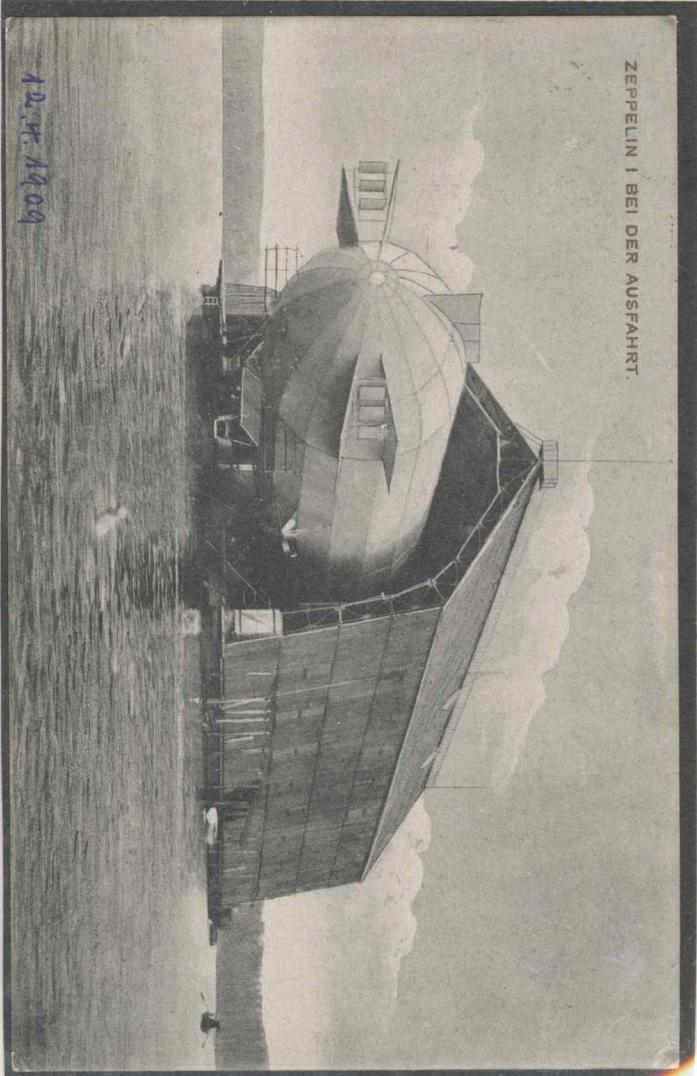
Reichsluftschiff "Z. 1" in München
Landung des Grafen Zeppelin auf dem Oberwiesenfeld
am 2. April 1909



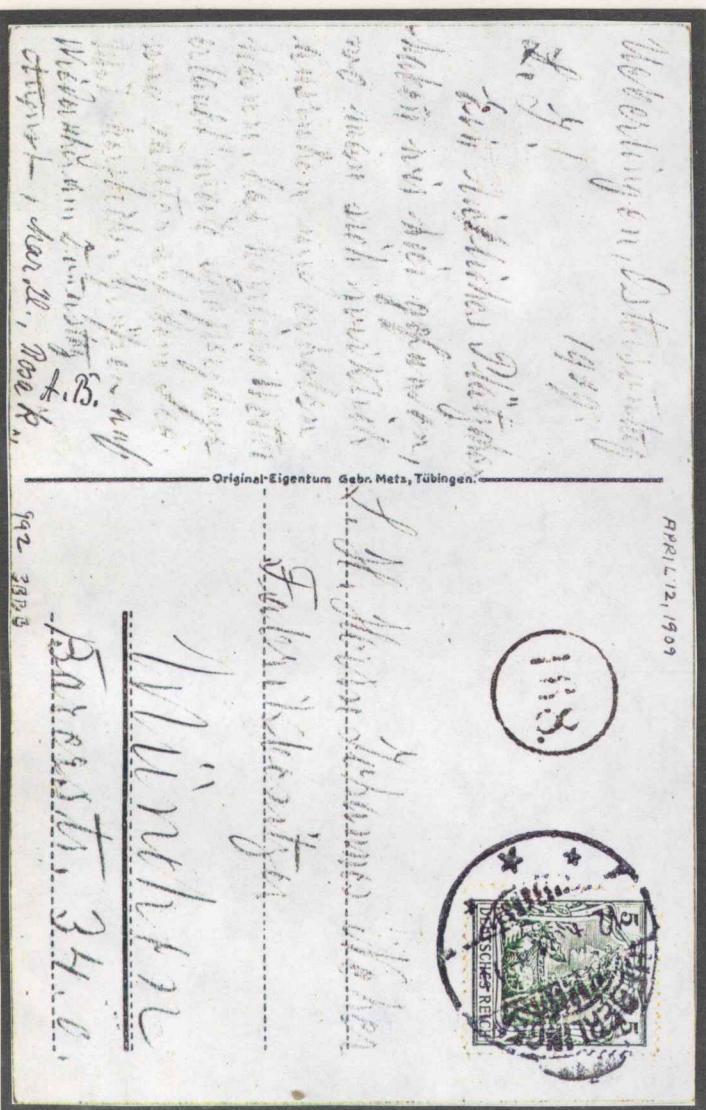
The LZ-3 was first test flown in October, 1906. After many successful flights and being rebuilt two times, it was transferred to the Army in 1908 and renamed the "Z-1".

THE GERMAN ZEPPELIN LZ-3 (Z-I)

ZEPPELIN I BEI DER AUSFAHRT.



Post Card showing the LZ-3 in the original wooden floating airship shed at Manzel. When the new "Reichhalle" was built in 1907, the old wooden shed was torn down.

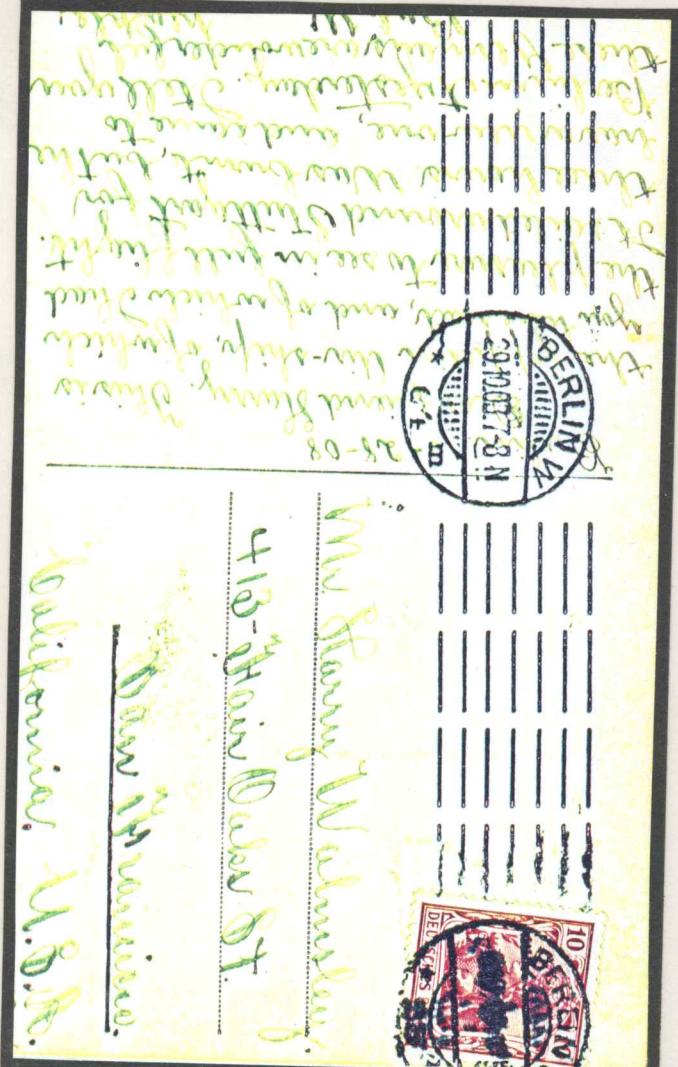


Back of Card which was mailed from Ueberlingen on April 12, 1909.

THE GERMAN ZEPPELIN (LZ-4)



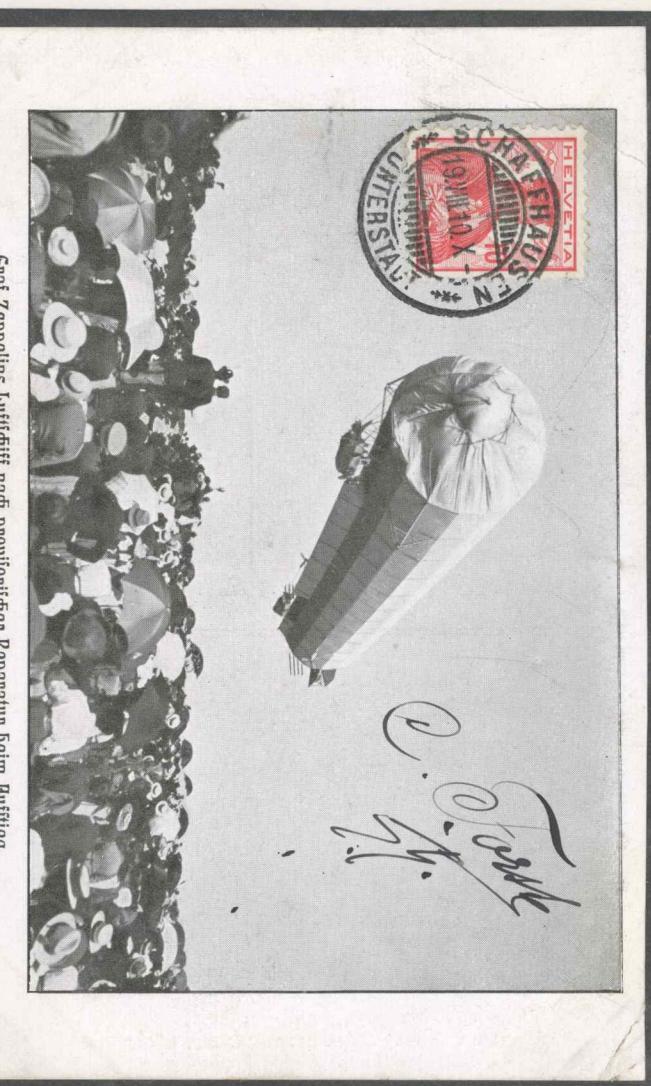
Post Card showing the LZ-4 before and after the catastrophe at Echterdingen when the airship was destroyed by fire.



Back of Card - Mailed from Berlin on October 29, 1908.

THE GERMAN ZEPPELIN LZ-5

In May 1909 at the end of a 600 mile flight, the LZ-5 was forced to make an emergency landing. In doing so it hit the only tree in the center of an open field damaging the nose section. Temporary repairs were made and it was flown back to its base.



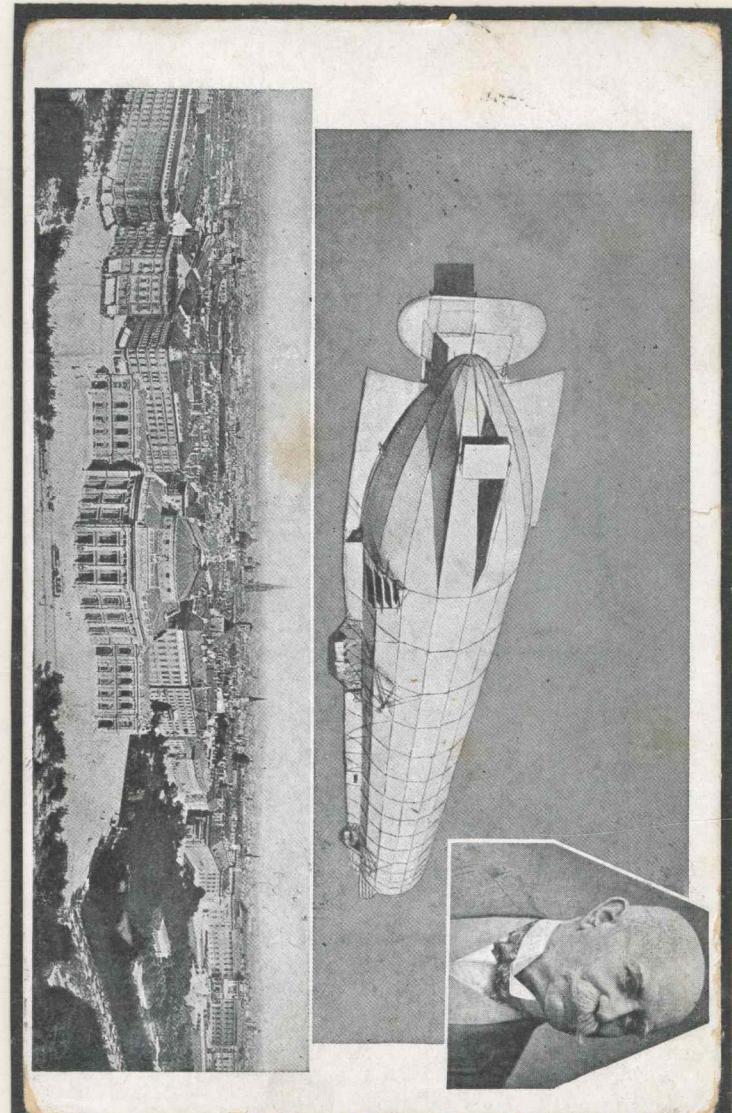
Graf Zeppelin hat provisorische Reparatur beim Rüttelieg.

Post Card showing the damaged nose section. Mailed from Schaffhausen, Switzerland to Indianapolis, Indiana on August 19, 1910.



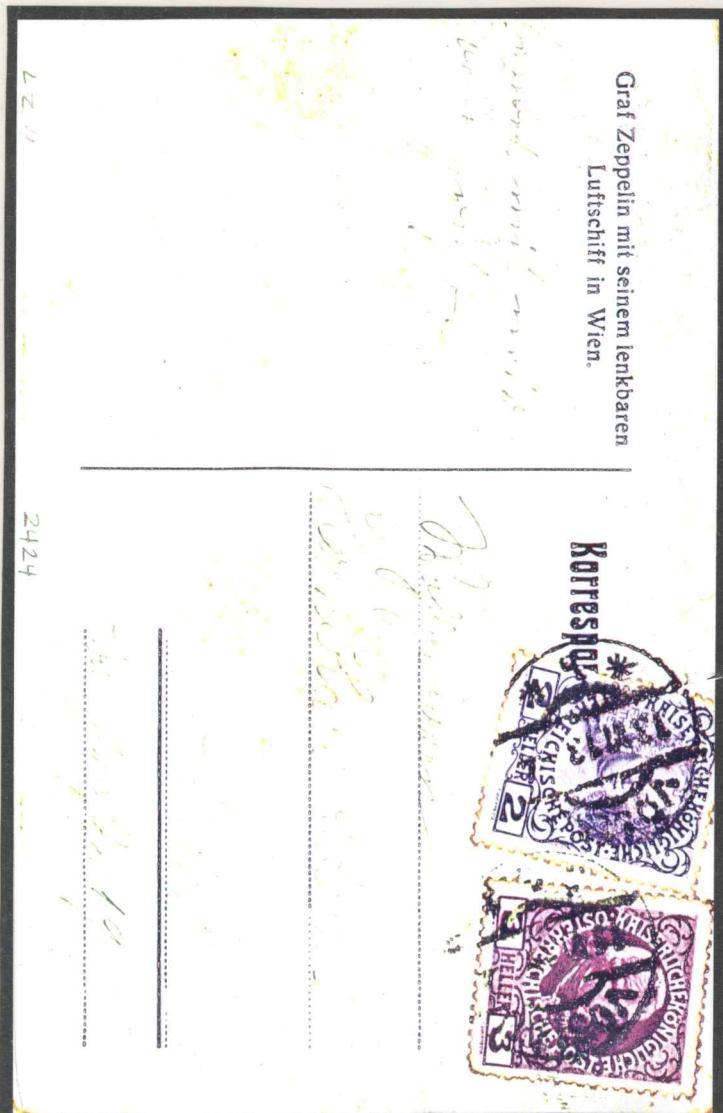
Photograph of LZ-5 while temporary repairs were being made.

THE GERMAN ZEPPELIN (LZ-5)



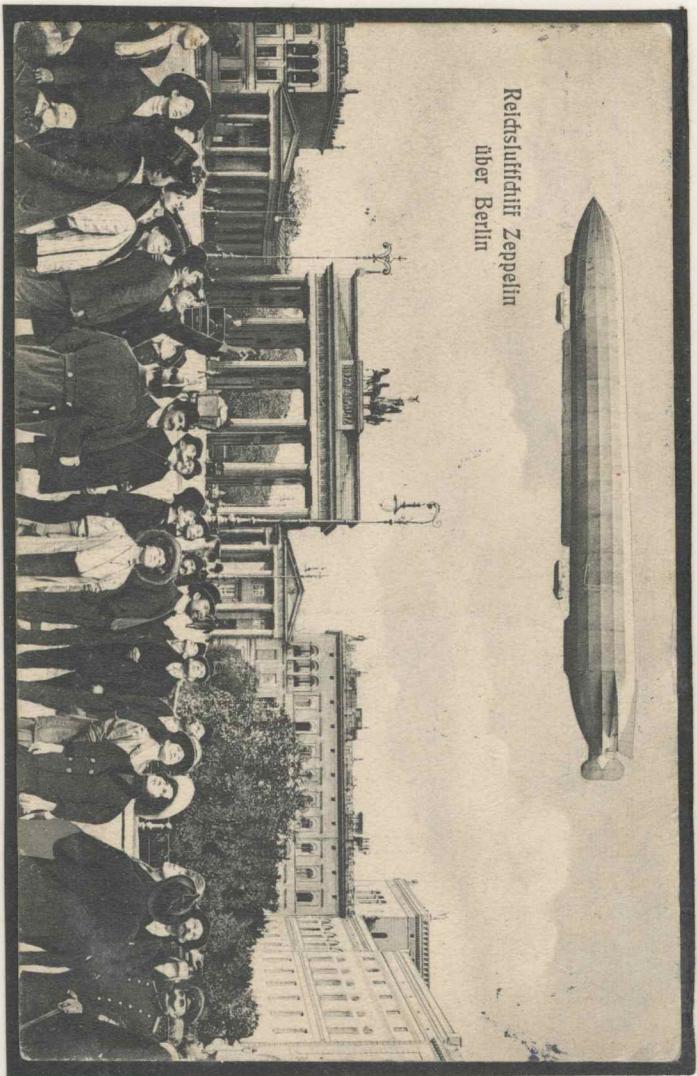
Post Card showing the LZ-5 over Vienna, Austria.

Graf Zeppelin mit seinem lenkbaren
Luftschiff in Wien.

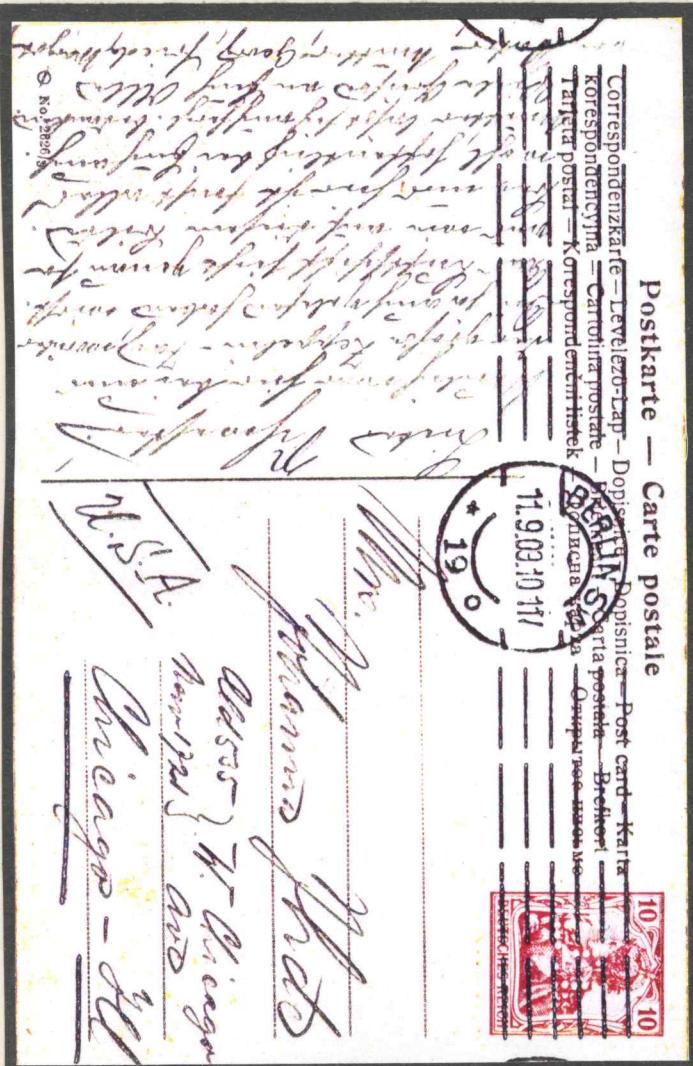


Back of Card - Mailed from Austria on November 13, 1913.

THE GERMAN ZEPPELIN LZ-6 (Z-III).

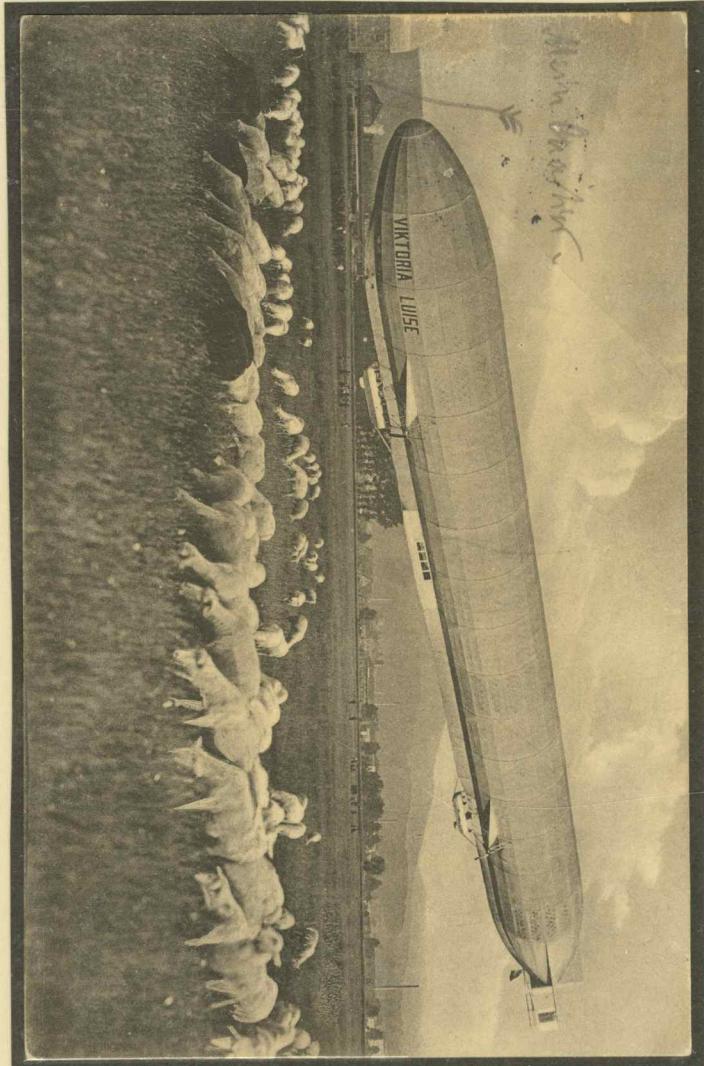


Post Card showing the LZ-6 in flight over Berlin.

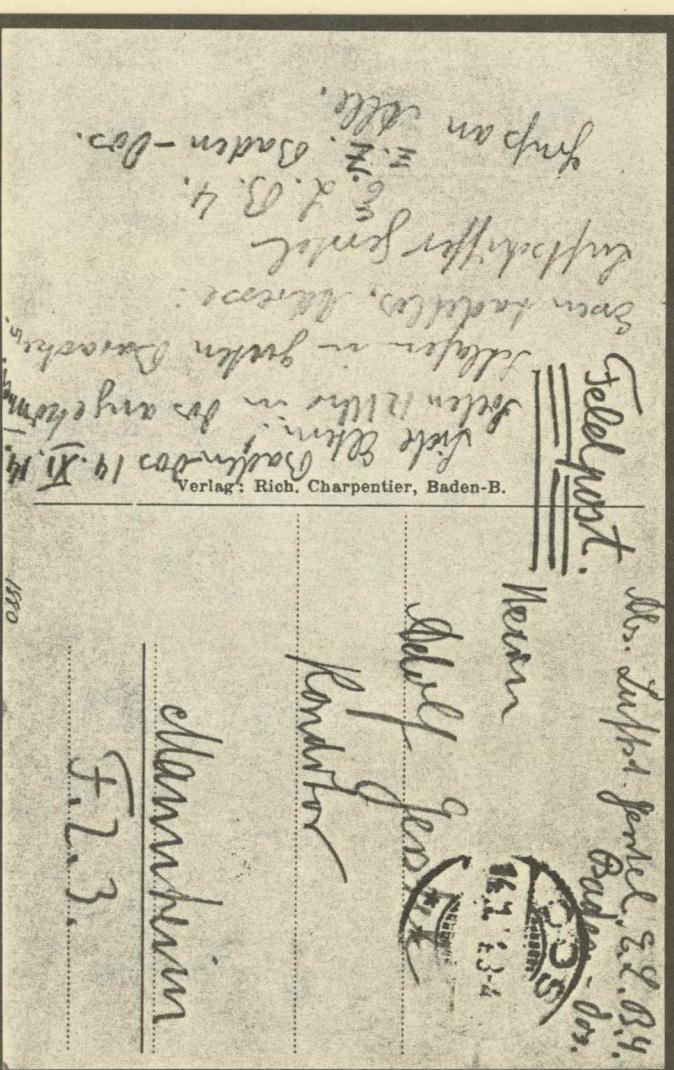


Back of Card - Mailed from Berlin on September 11, 1909.

THE GERMAN ZEPPELIN "VICTORIA LUTSE" (LZ-11)



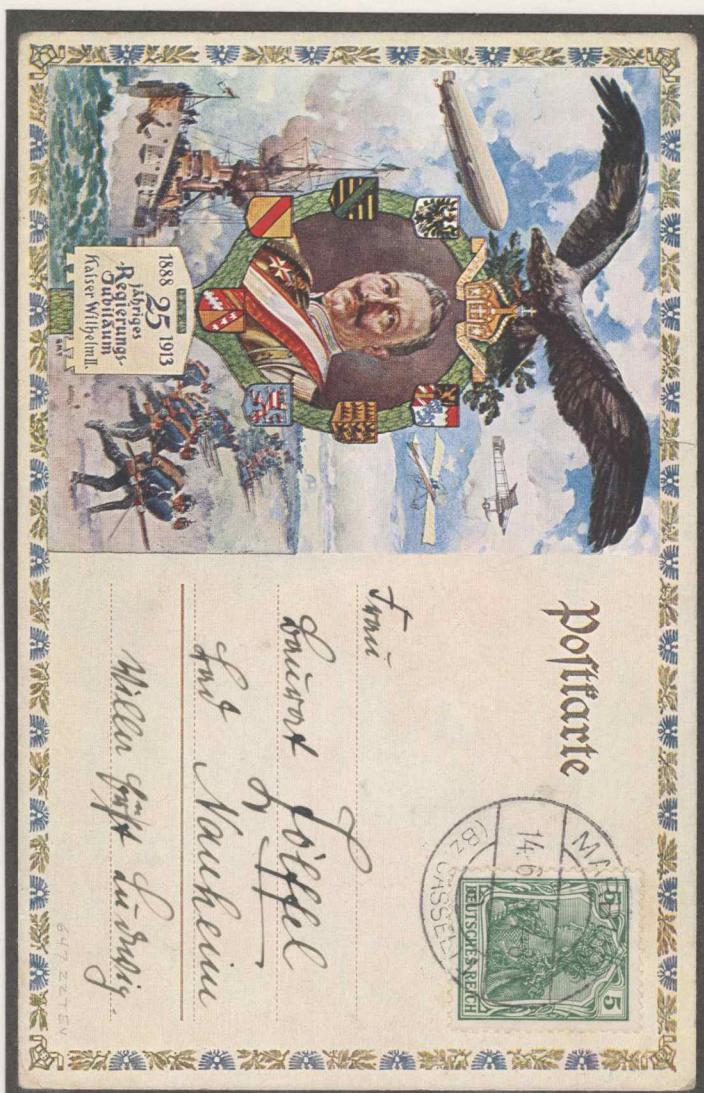
The Victoria Luise at Oos. Card with a Feldpost cancel of November 14, 1914. Written by an airshipman stationed at Oos. He points out his quarters by an arrow on the front.



Back of card - Feldpost cancellation at Oos - November 14, 1914

ZEPPELIN POST CARDS

This card, issued in 1913, commemorates the 25th year of the reign of Kaiser Wilhelm II and pictures in retrospect things that had been developed in that time, including the Zeppelin airship.



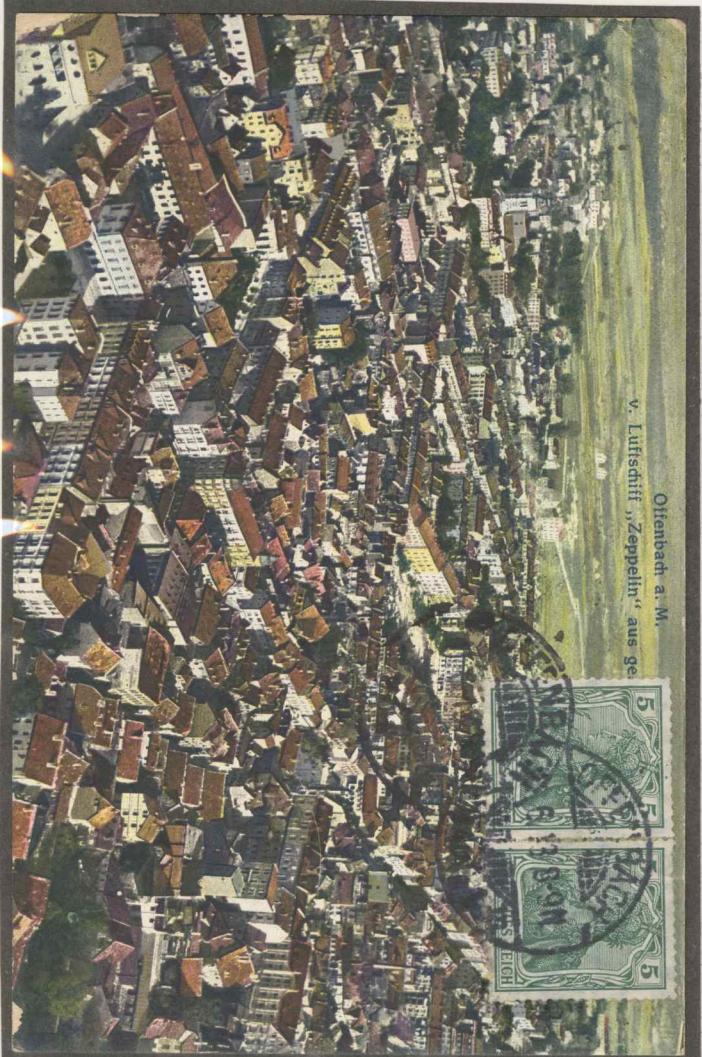
Card is postmarked June 14, 1913.

ZEPPELIN POST CARDS

Erster offizieller Postflug des Zeppelin-Luftschiffs "Schwaben" unter der "Reichs"-Flagge
(Abwerfen der Post mittels Fallschirm)

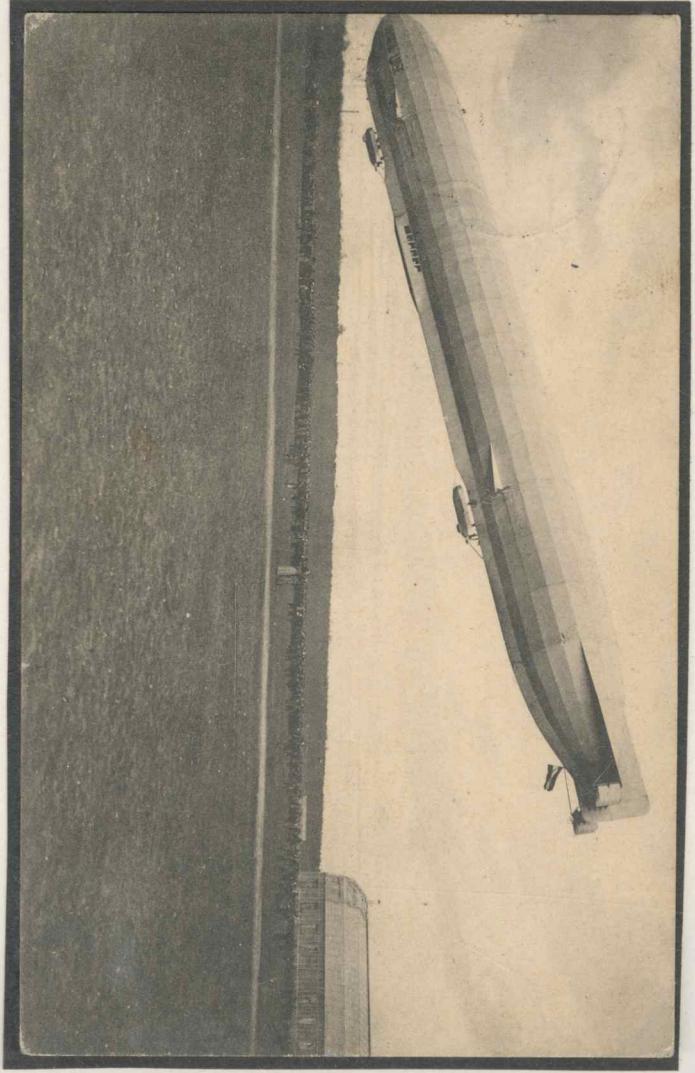


Mailed from Offenbach, Germany to Albany, Oregon, U.S.A. August 11, 1912.

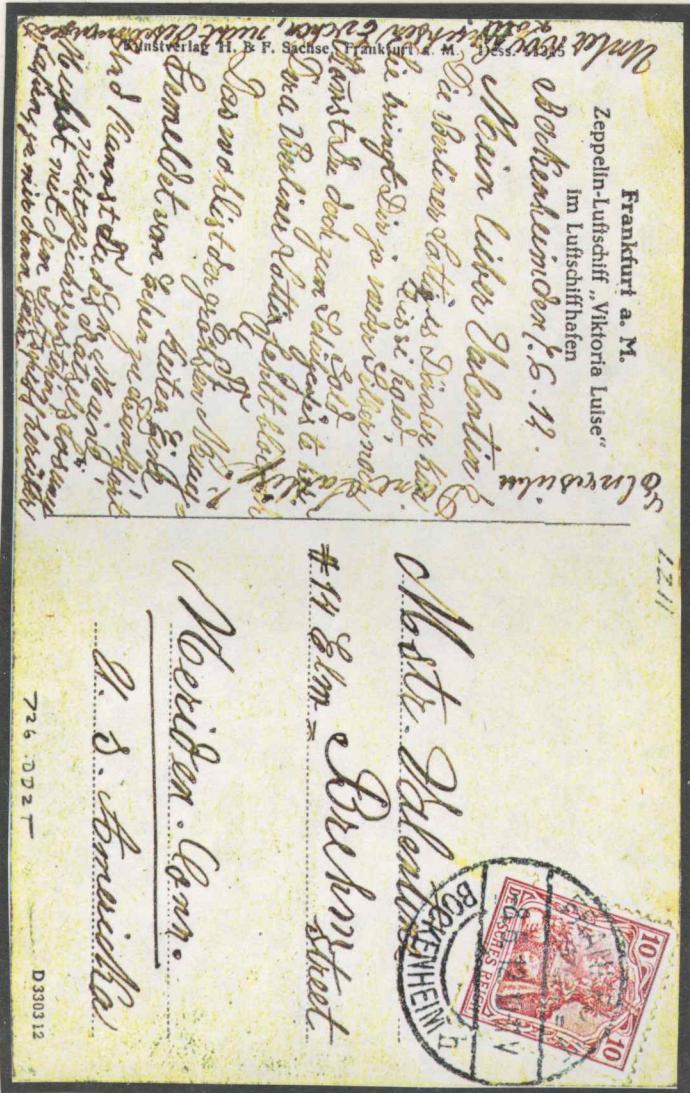


Aerial View of Offenbach - picture taken from Zeppelin.
Mailed from Offenbach, Germany to Albany, Oregon, U.S.A. June 11, 1913.

THE GERMAN ZEPPELIN "VIKTORIA LUISE" (LZ-11)

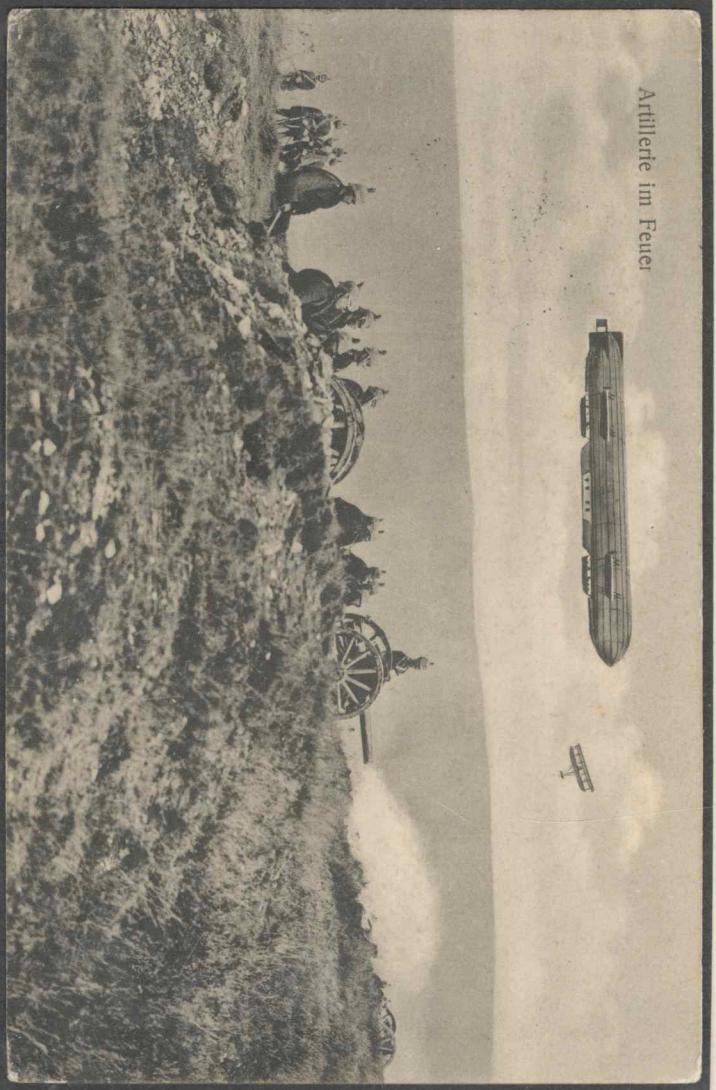


The first trial flight was made on February 14, 1912 followed by the first passenger flight on March 4, 1912. The 1000th trip was made on July 5, 1915 at Leipzig. The airship was wrecked on landing at Liegnitz on October 8, 1915.

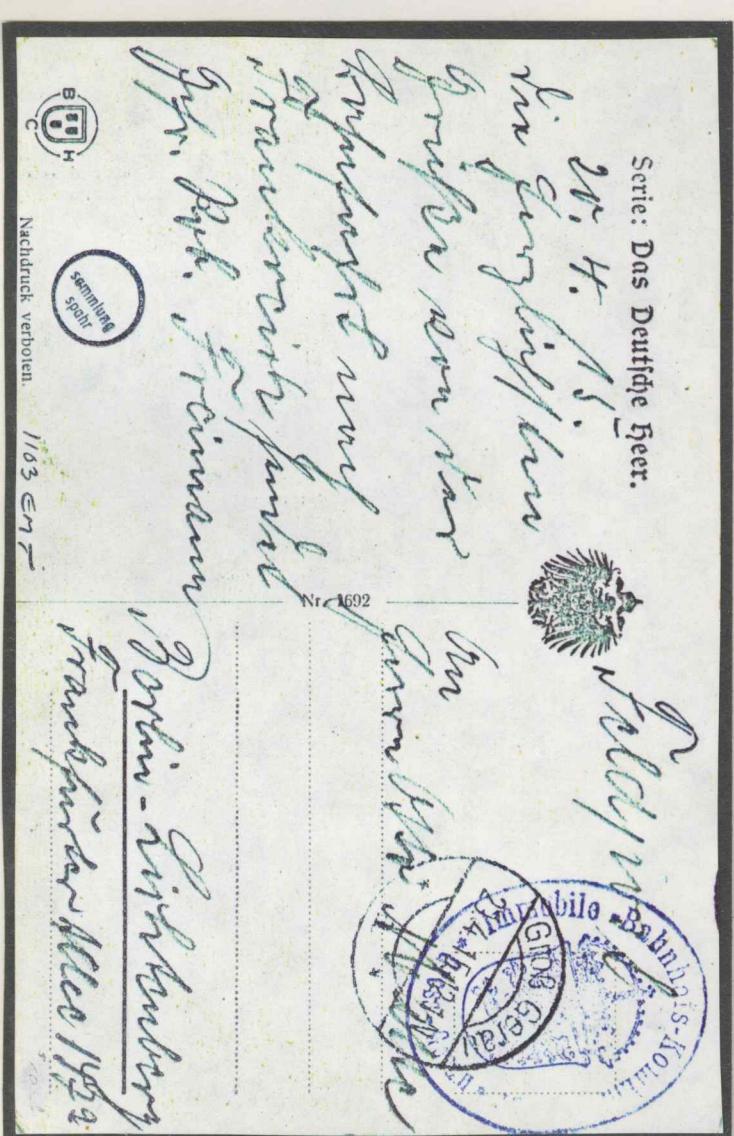


Back of Card. Mailed from Frankfurt, Germany to Meriden, Connecticut on June 8, 1912.

THE ZEPPELIN IN WORLD WAR I



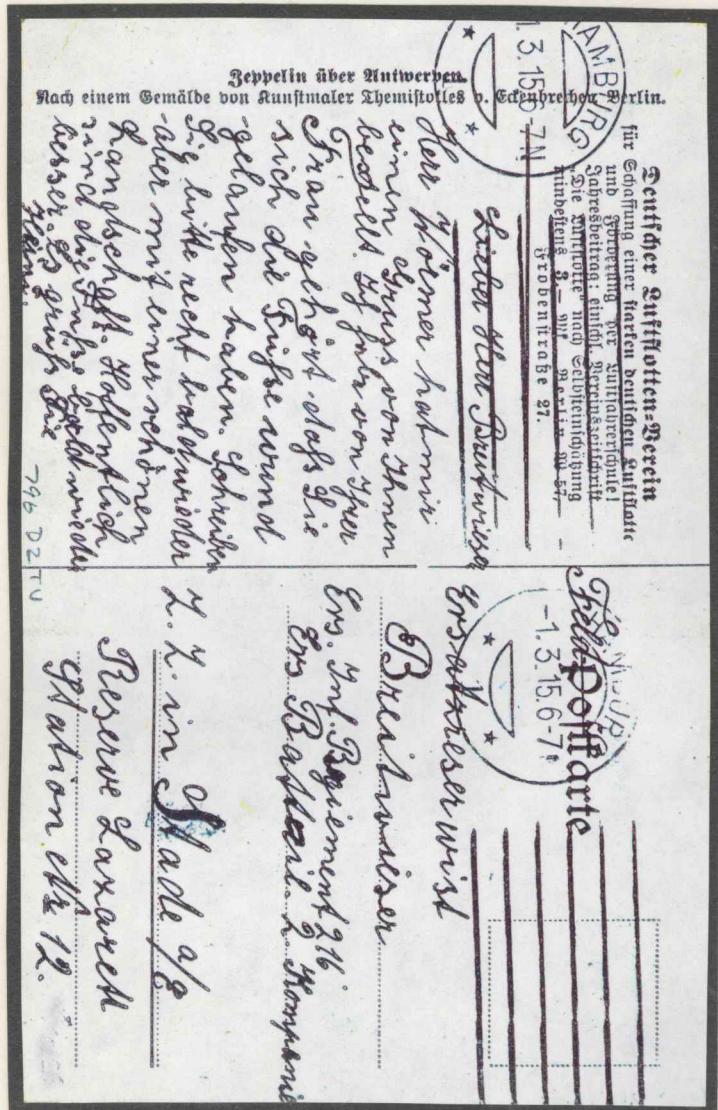
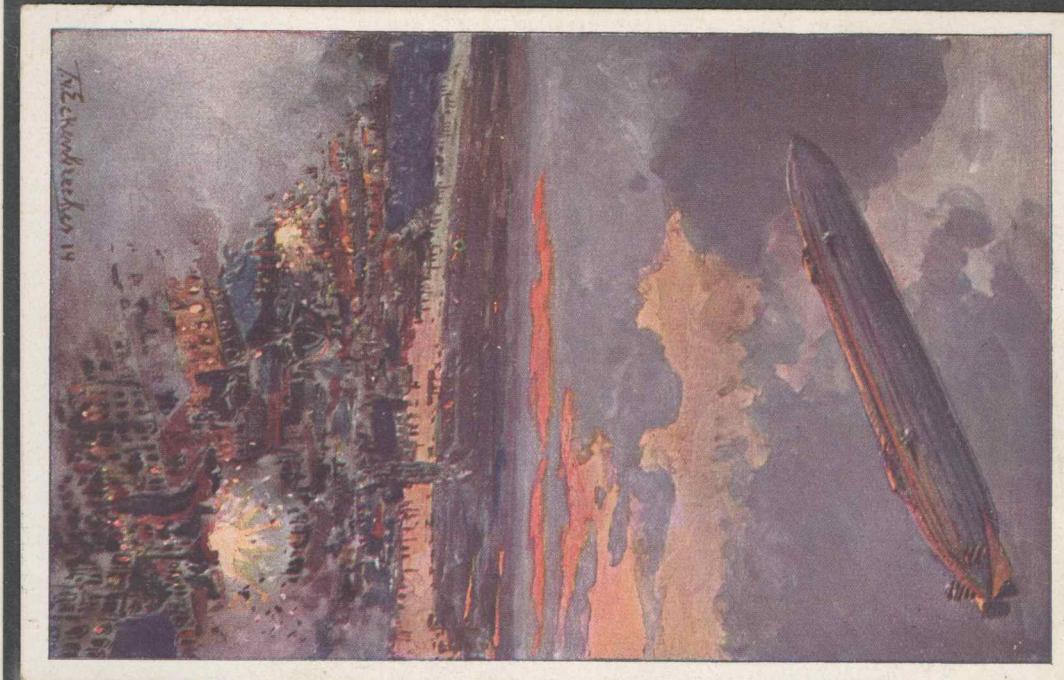
Post Card showing Zeppelin over battle field with Artillery in foreground.



Back of card with Feldpost cancellation - dated April 20, 1915.

ZEPPELIN POST CARDS

German Air Fleet Union Post Card showing Zeppelin Dropping bombs on Antwerp, Belgium.

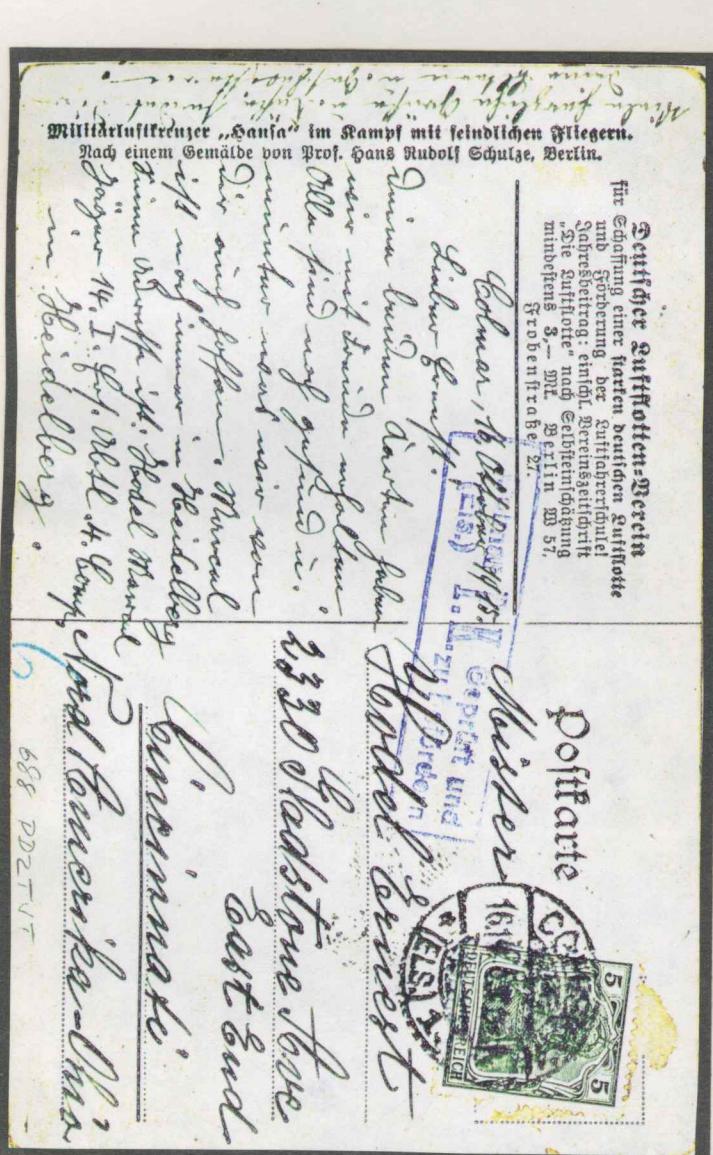


Back of Card showing Feldpost usage. Postmarked Hamburg, March 1, 1915.



ZEPPELIN POST CARDS

The Military Airship "Hansa" in battle with enemy flyers.



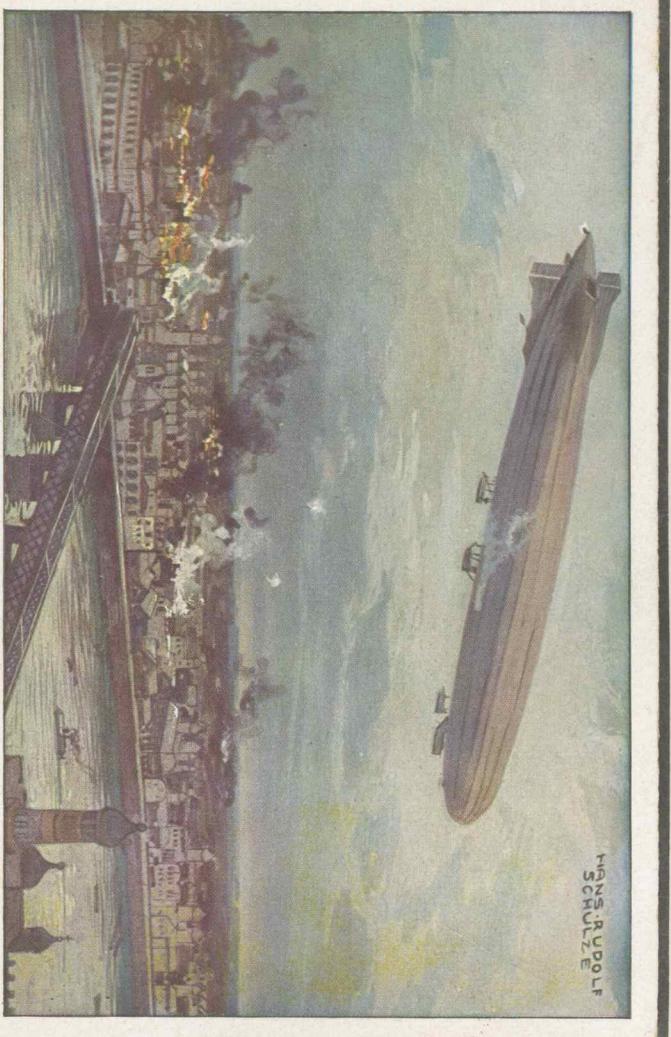
Back of card - Censored Mail
Mailed October 16, 1915



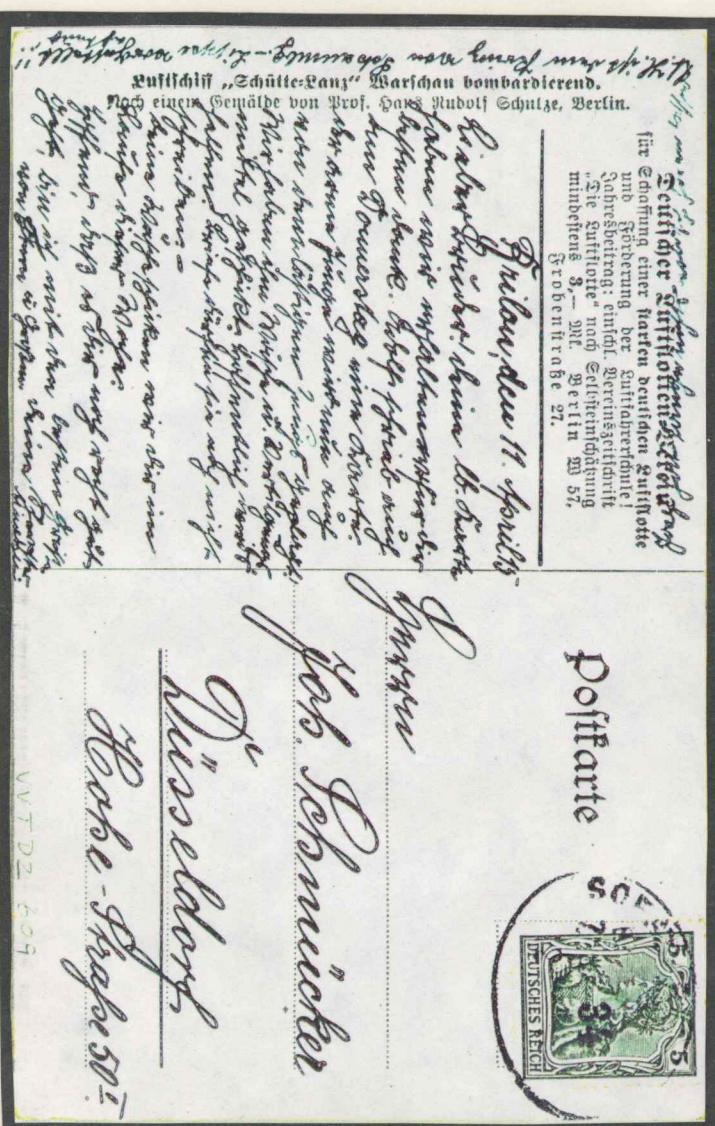
Official German Air Fleet Union Card.

ZEPPELIN POST CARDS

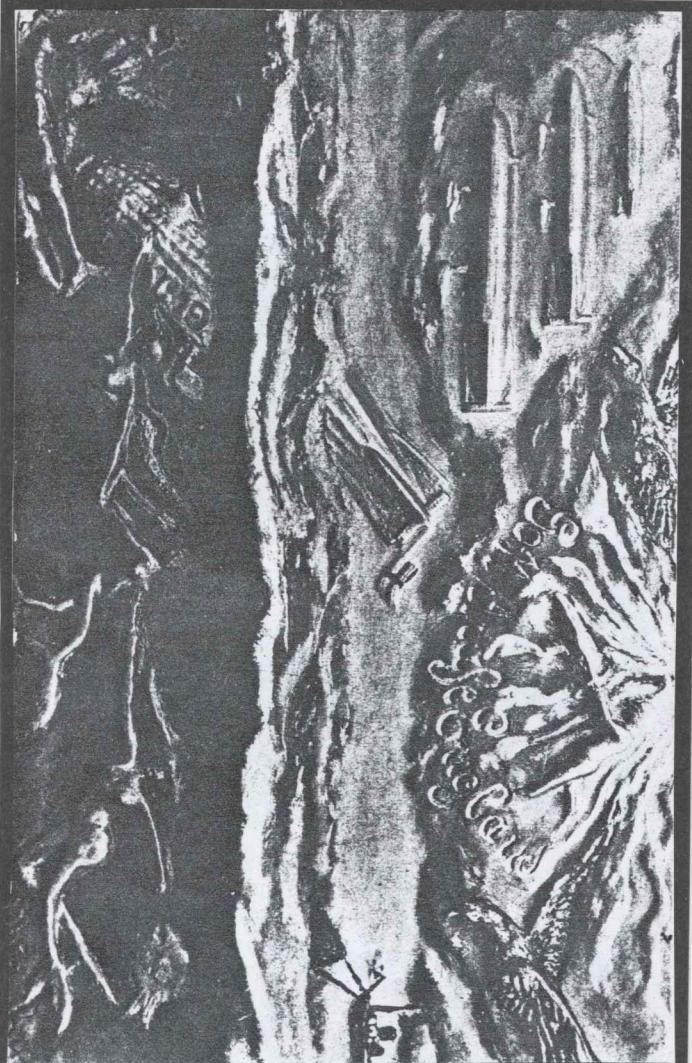
THE ZEPPELIN IN WORLD WAR I



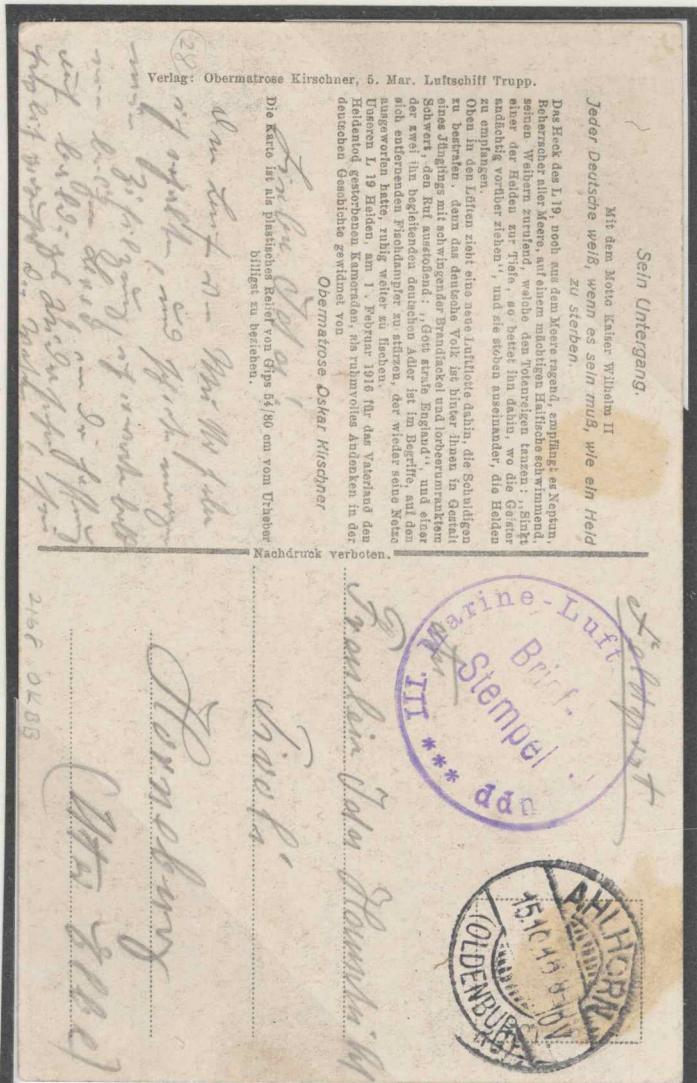
Official "Deutscher Luftflotten Verein" (German Air Fleet Union) post card showing the wooden framework Schutte-Lanz type airship bombing Warsaw. Proper usage during the war in 1915.



Back of the above card.

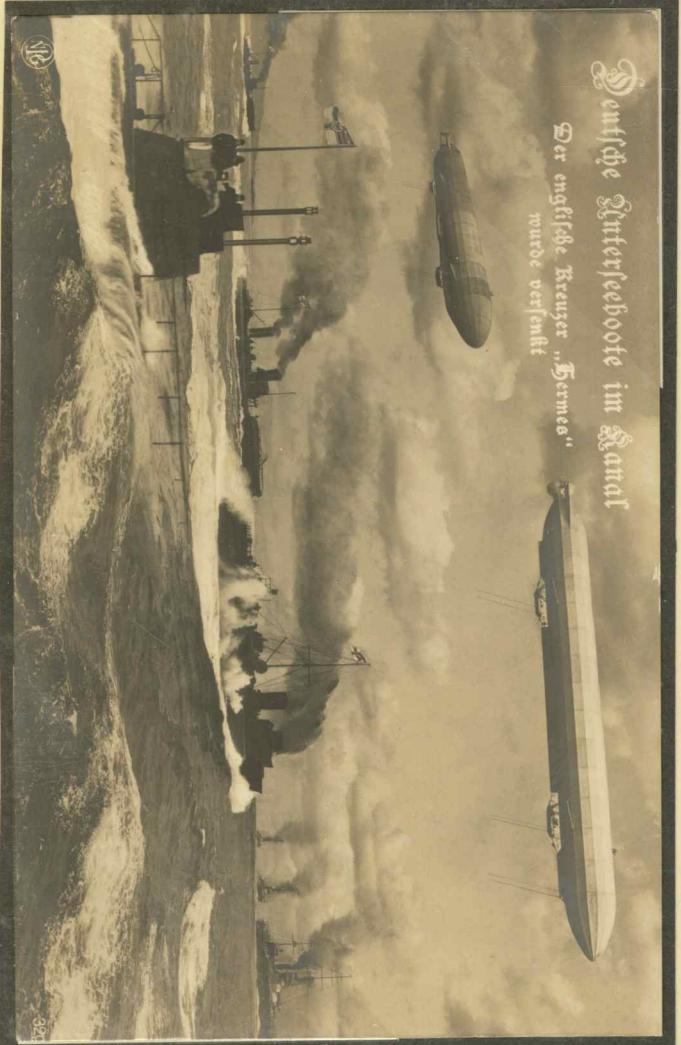
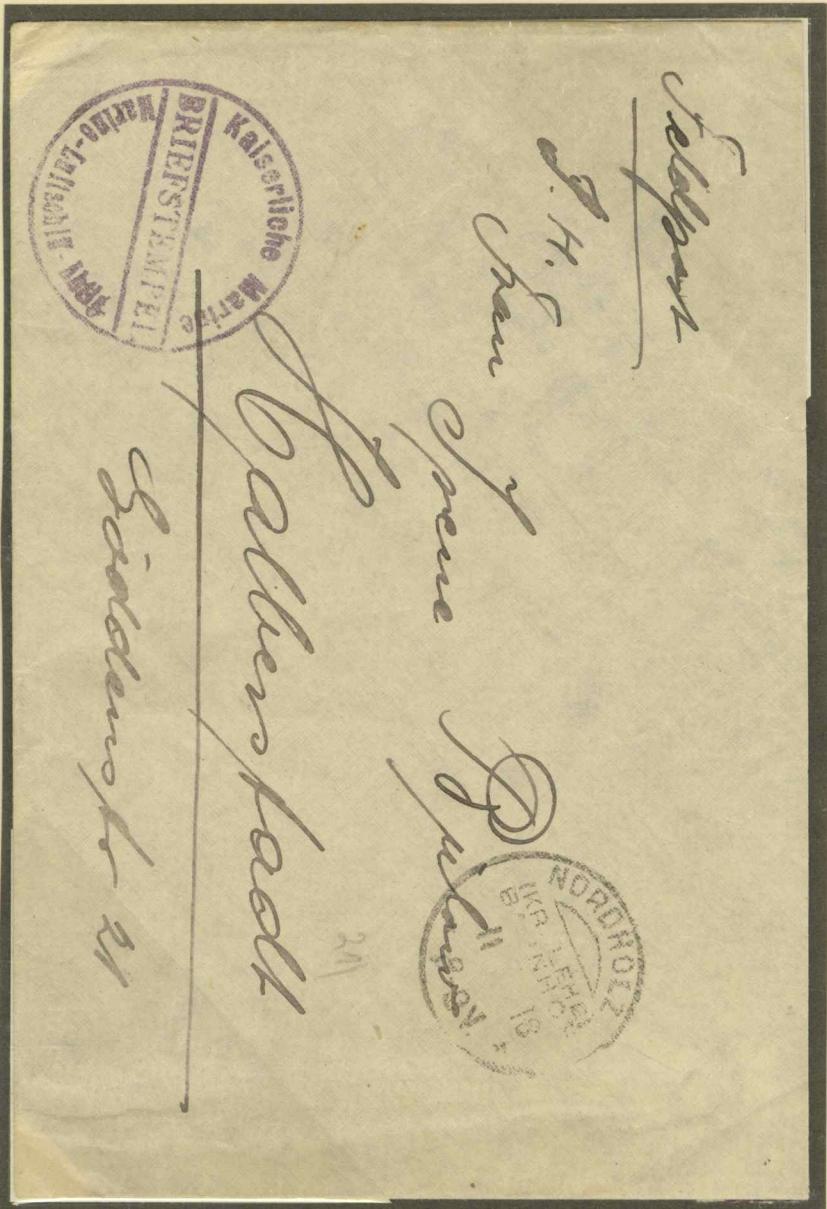


A memorial card to the German Naval Zeppelin L-19 which was lost in the North Sea after a raid on England on January 2, 1916. The card has the cancel of the "III Naval Airship Troops" and the postal cancellation of the Zeppelin base at Ahlhorn on Oct. 10, 1916.

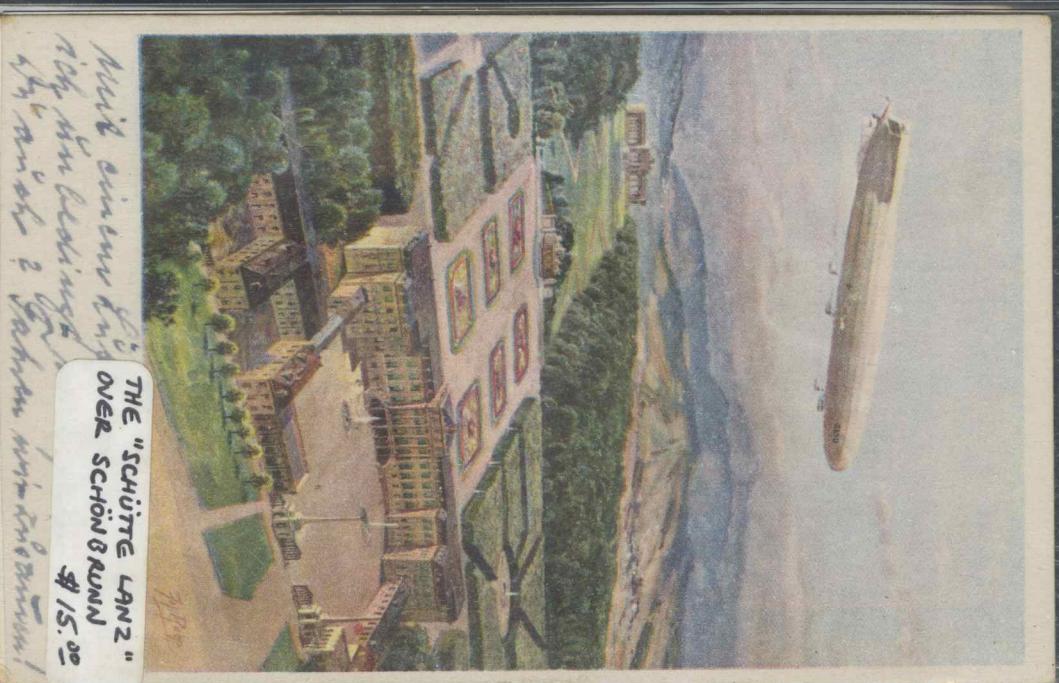
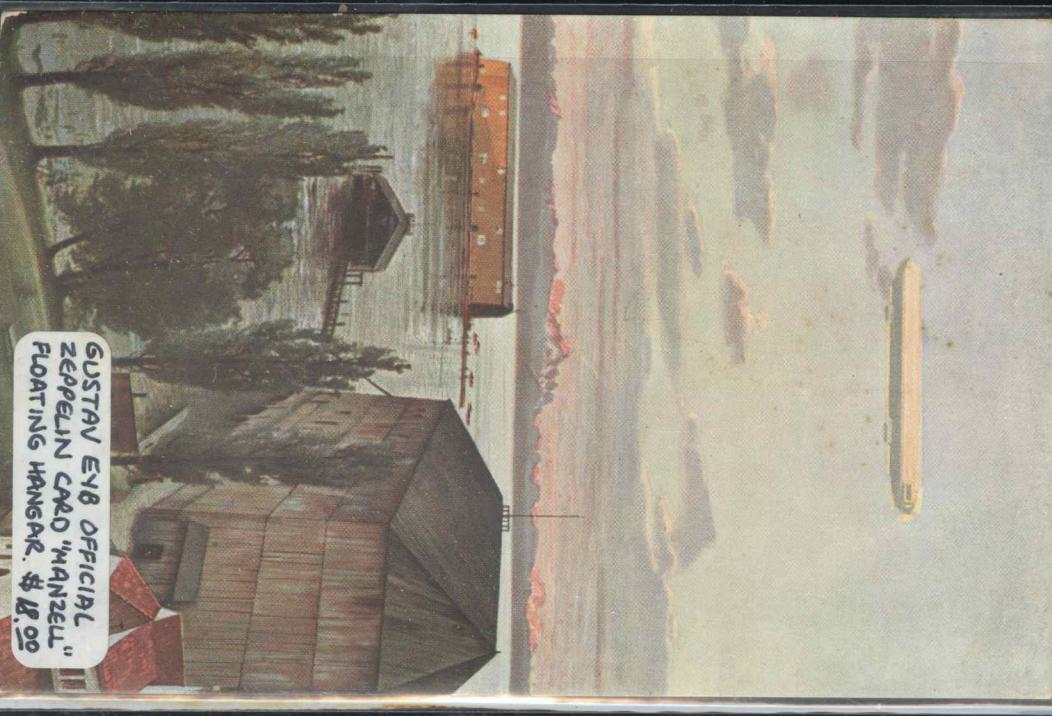


Front of Card

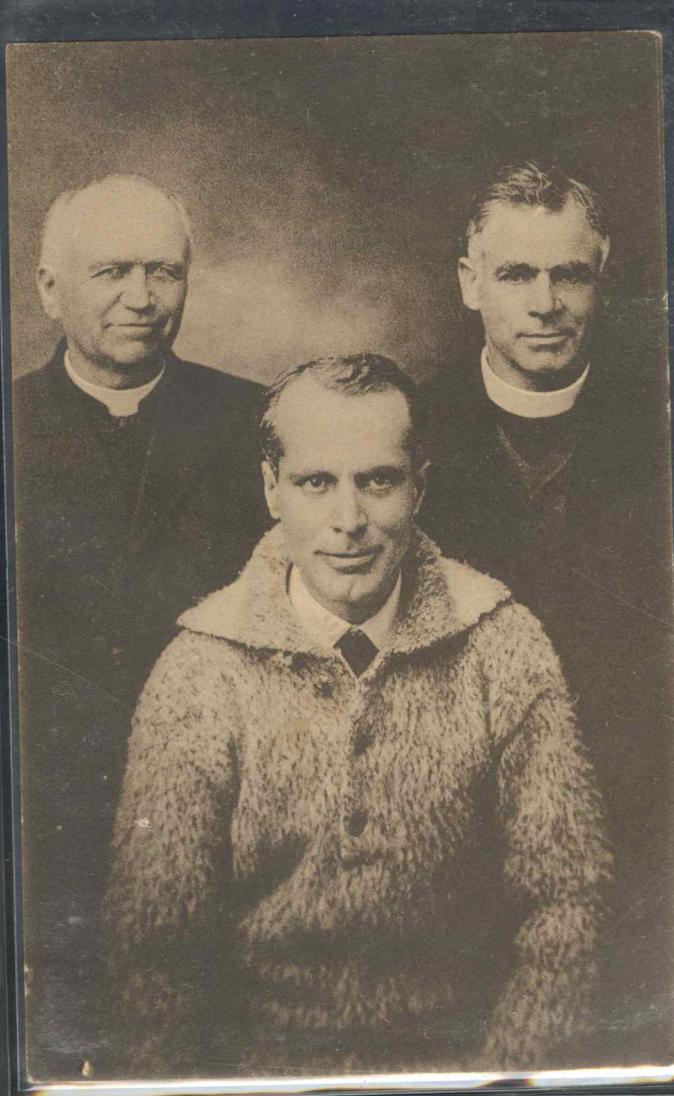
THE ZEPPELIN IN WORLD WAR I



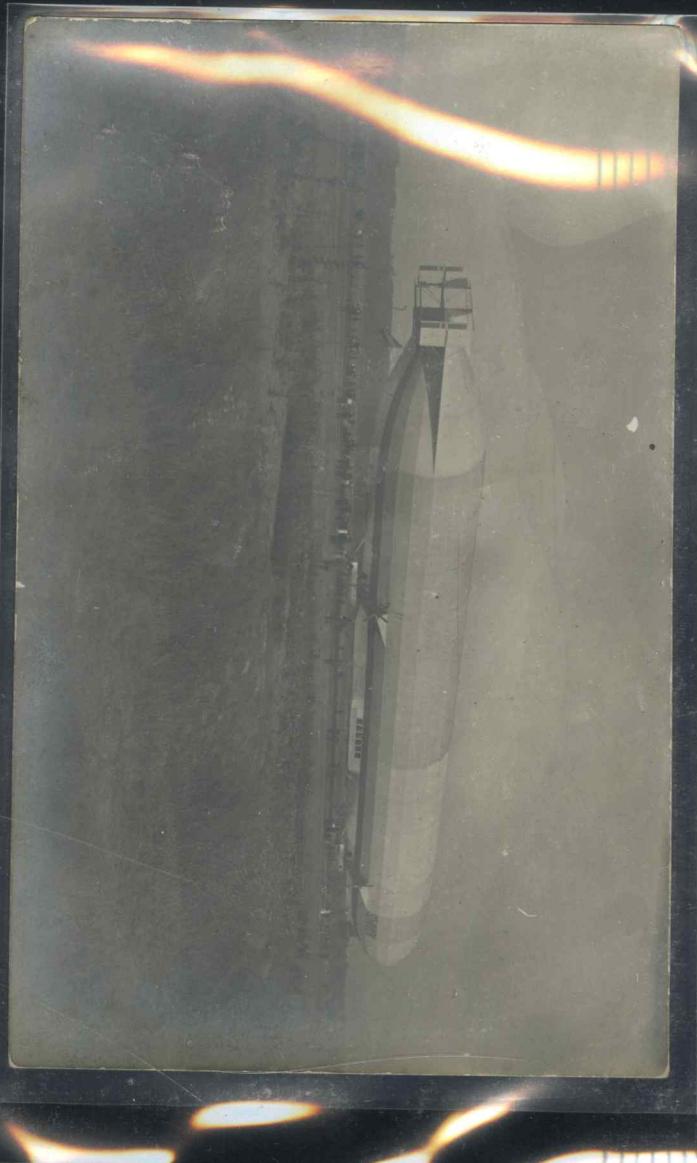
"Kaisers Naval Airship Detachment" cancel on cover used as Fieldpost from the great Zeppelin base at Nordholz in 1918. Letter enclosed was written by an airshipman in training at Nordholz and mentions the war, flights, base conditions, etc.



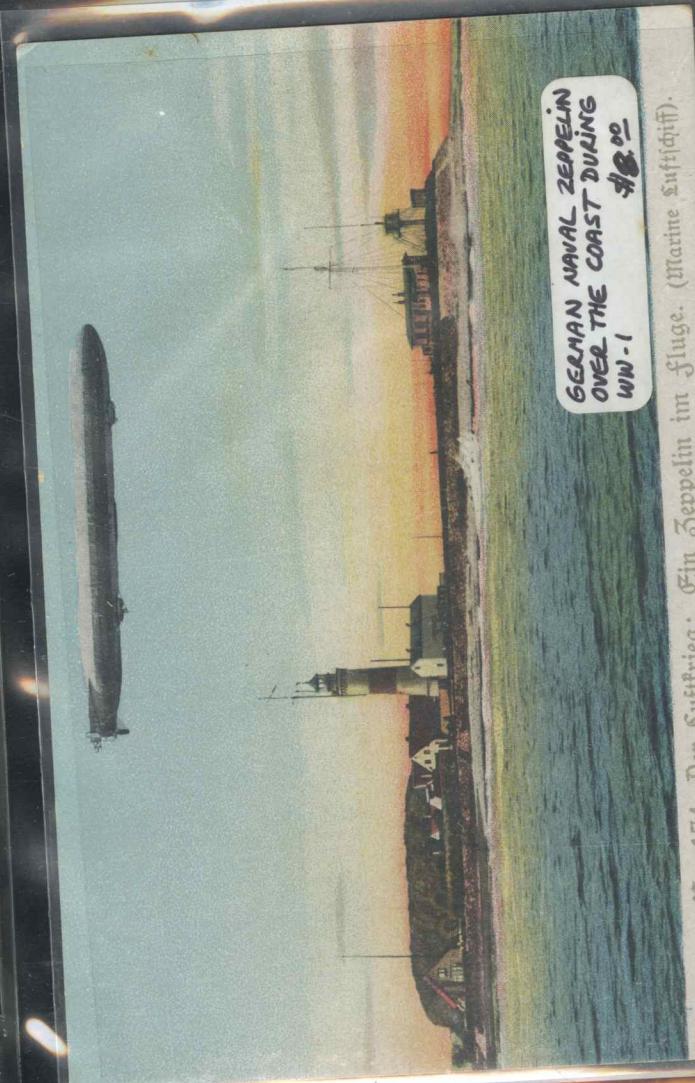
PRO-3T



PRO-3T



PRO-3T



Nr. 174. Der Krieg: Ein Zeppelin im Fluge. (Marine Luftschiff). Serie 373.

PRO-3T



Zeppeins Luftschiff Mod. 4.
Verlässt die Halle.

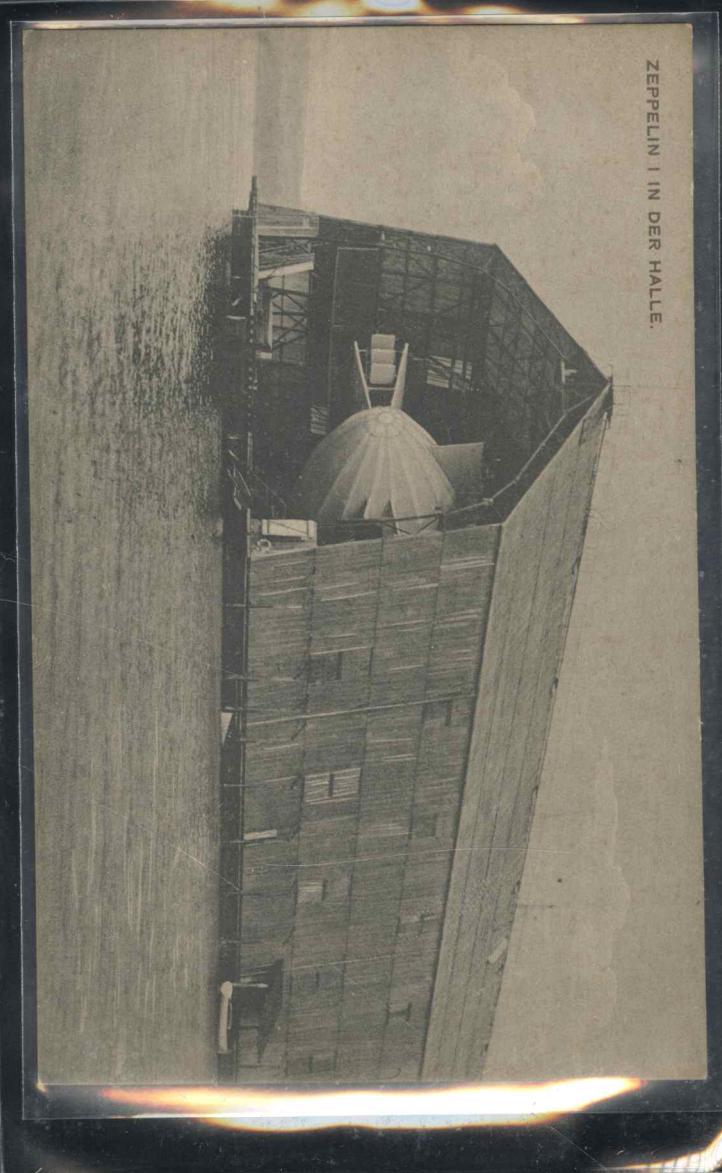
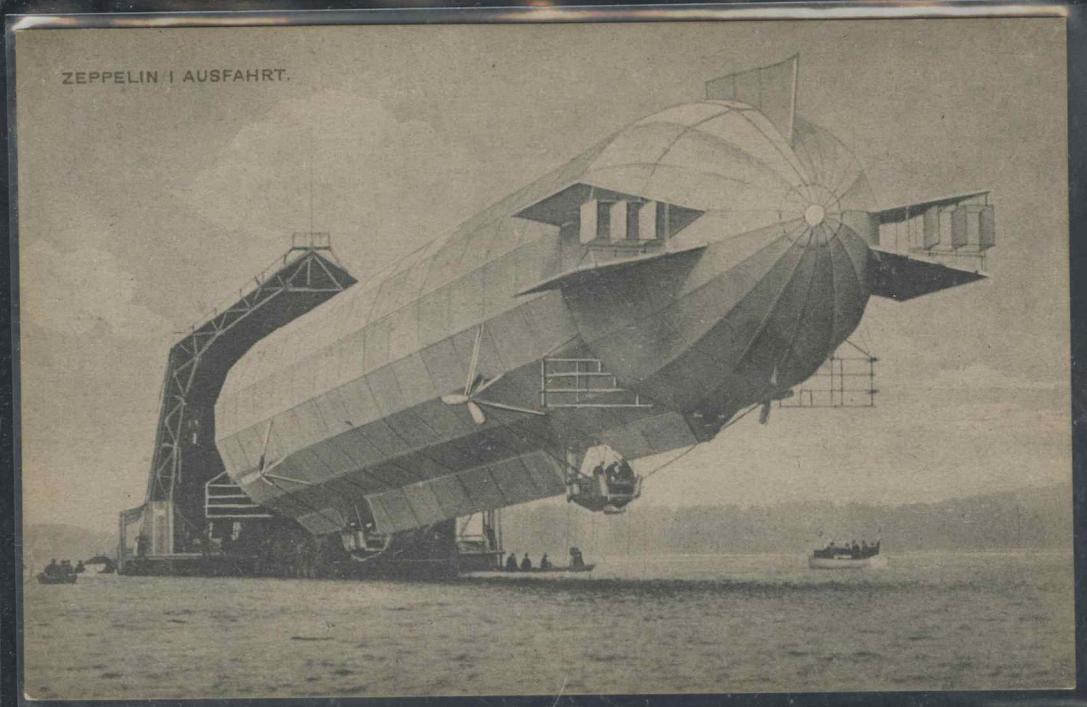
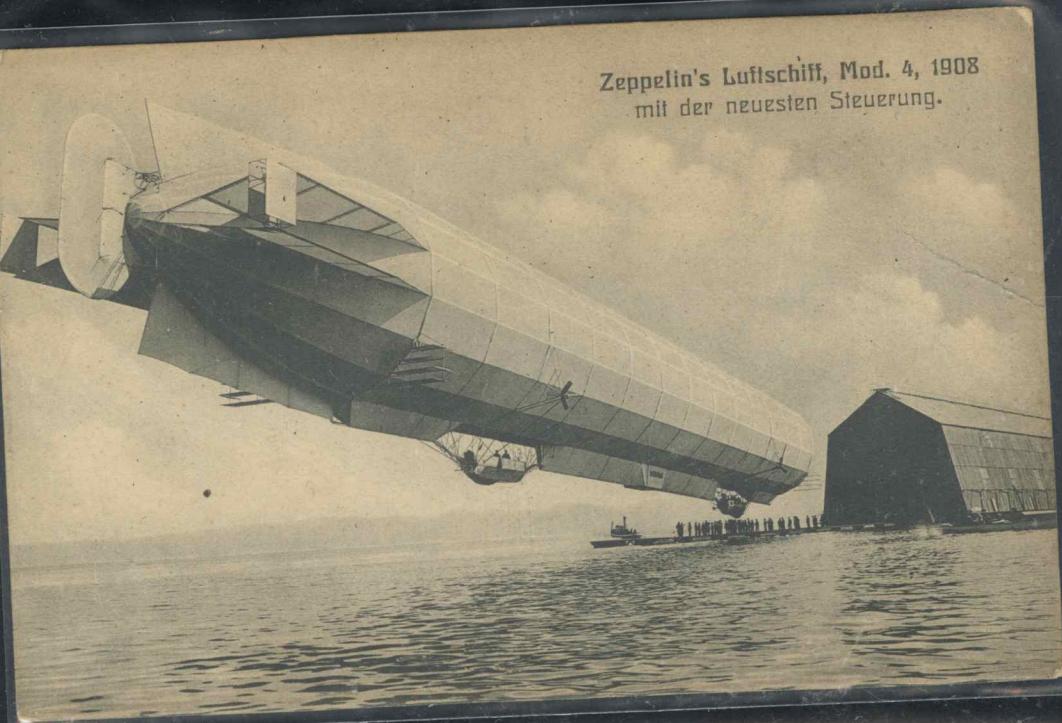


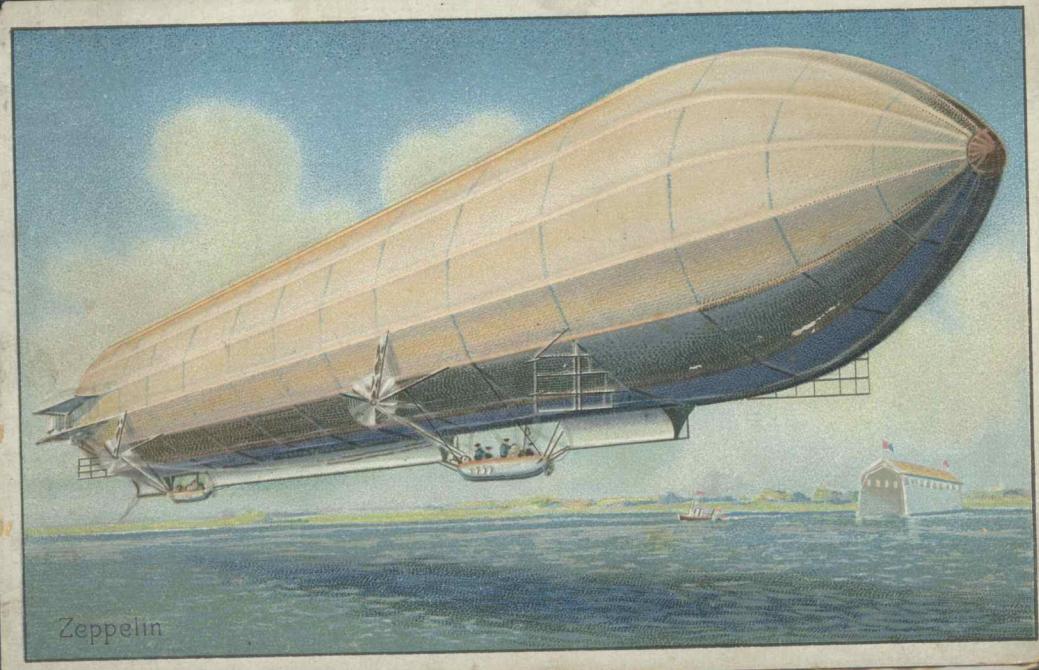
BCW

Besuch des Luftschiff Schwaben während der Flugwoche in Saarbrücken

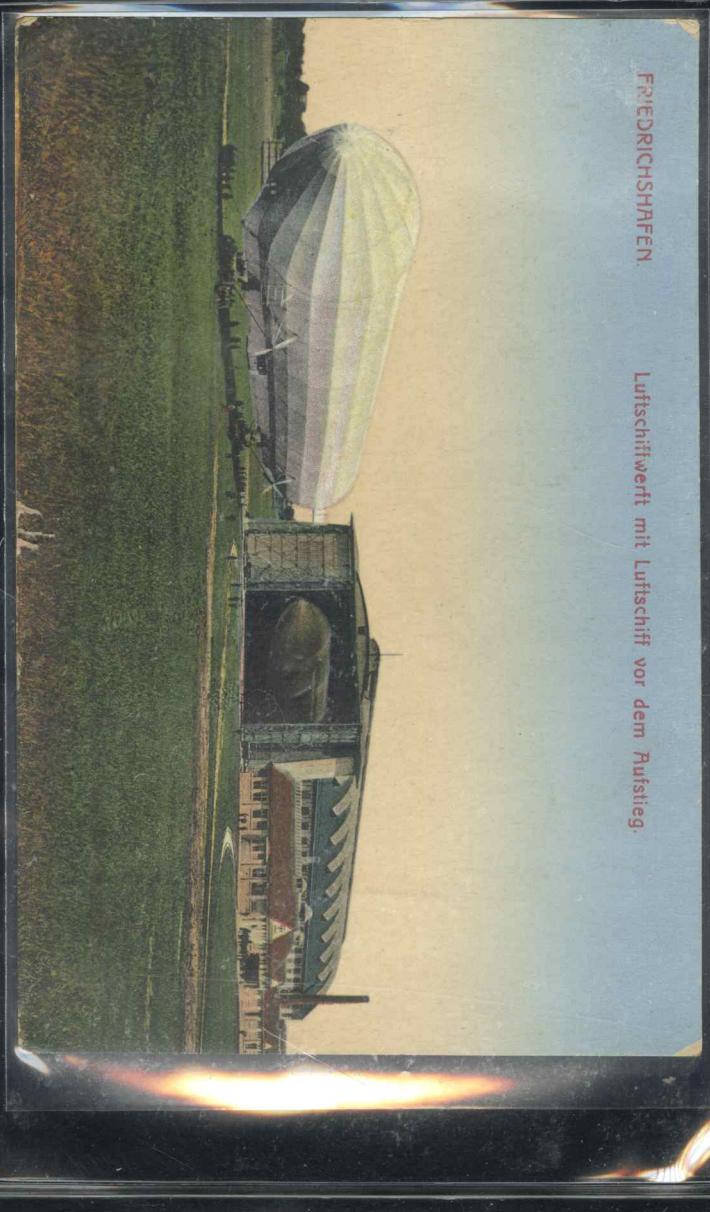


Zeppelin's Luftschiff, Mod. 4, 1908
mit der neuesten Steuerung.



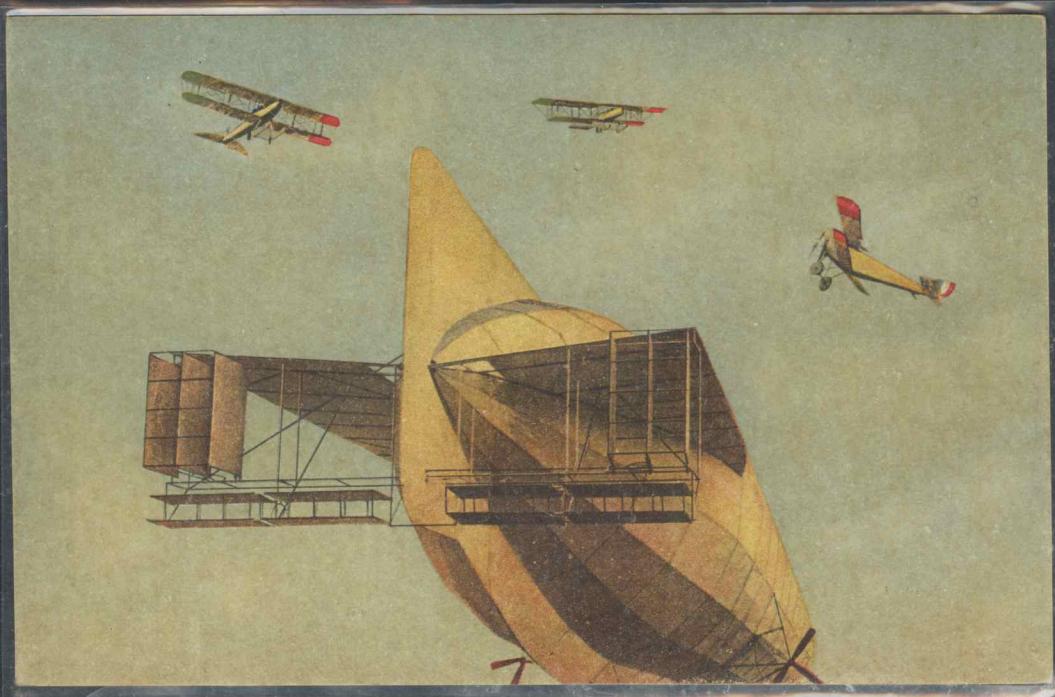


Zeppelin



FRIEDRICHSHAFEN

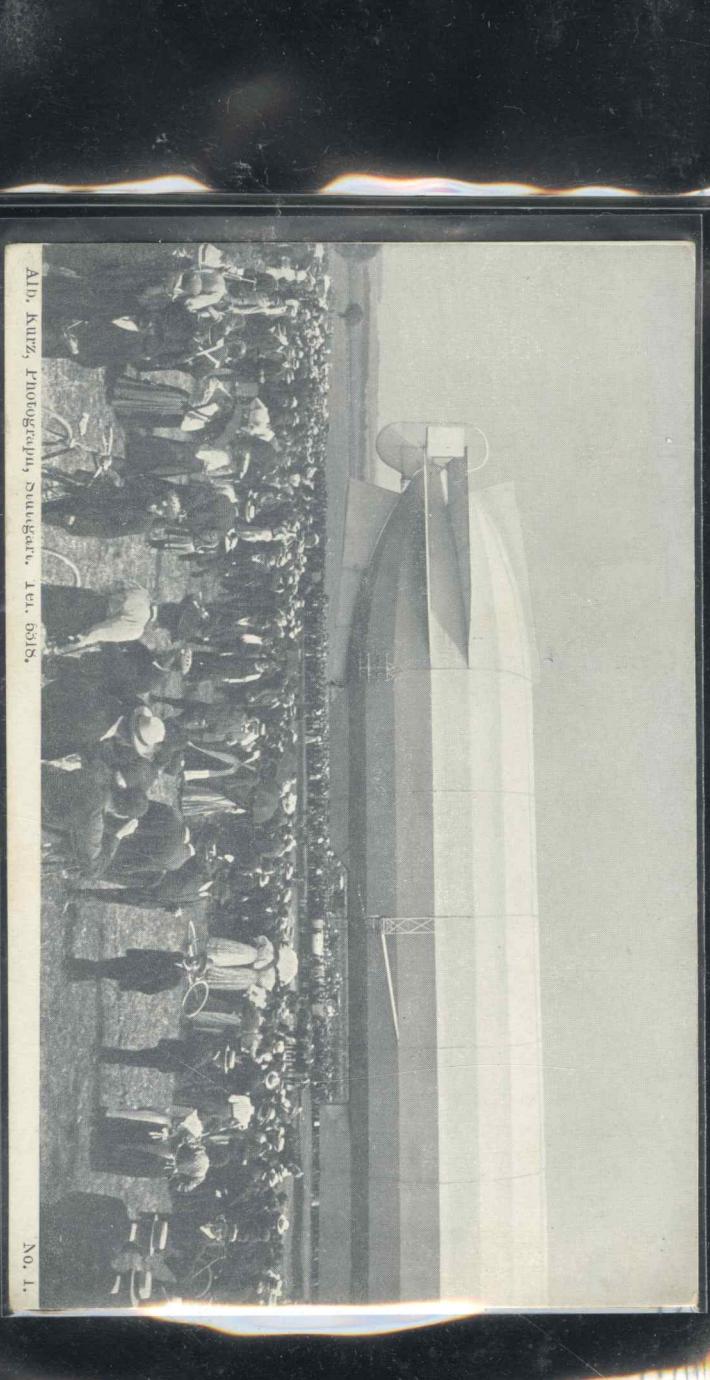
Luftschiffwerft mit Luftschiff vor dem Aufstieg.



PRO-3T



Zeppelins Luftschiff, hintere Ansicht



Ald. Kurz, Photograph, Stuttgart. Tel. 605.

No. 1.

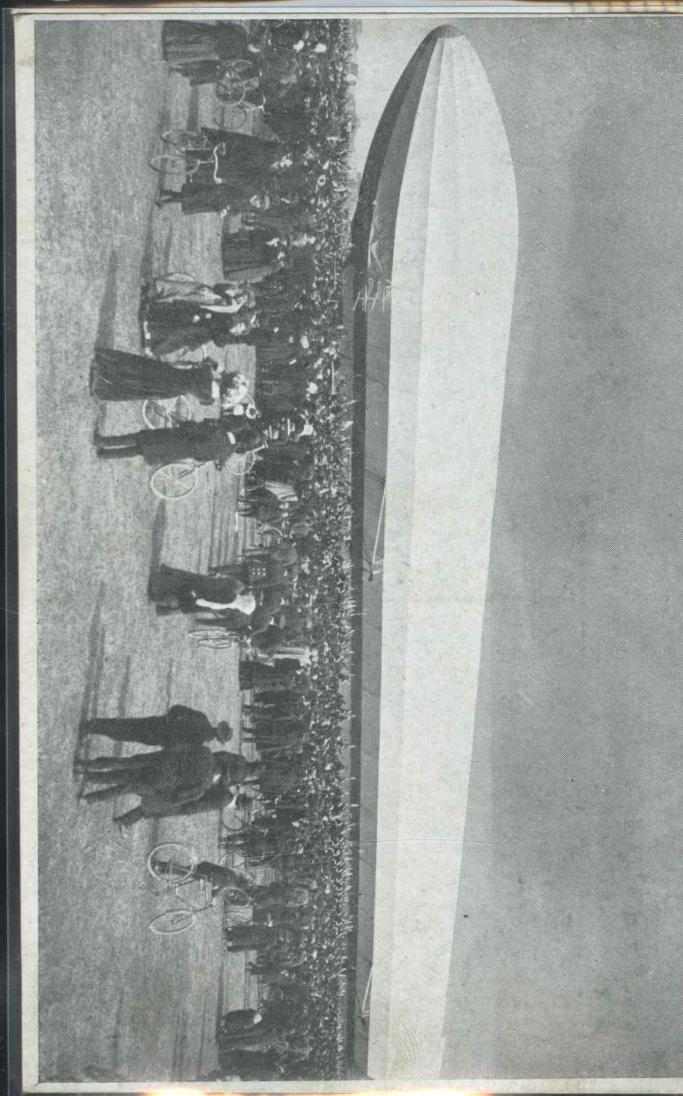
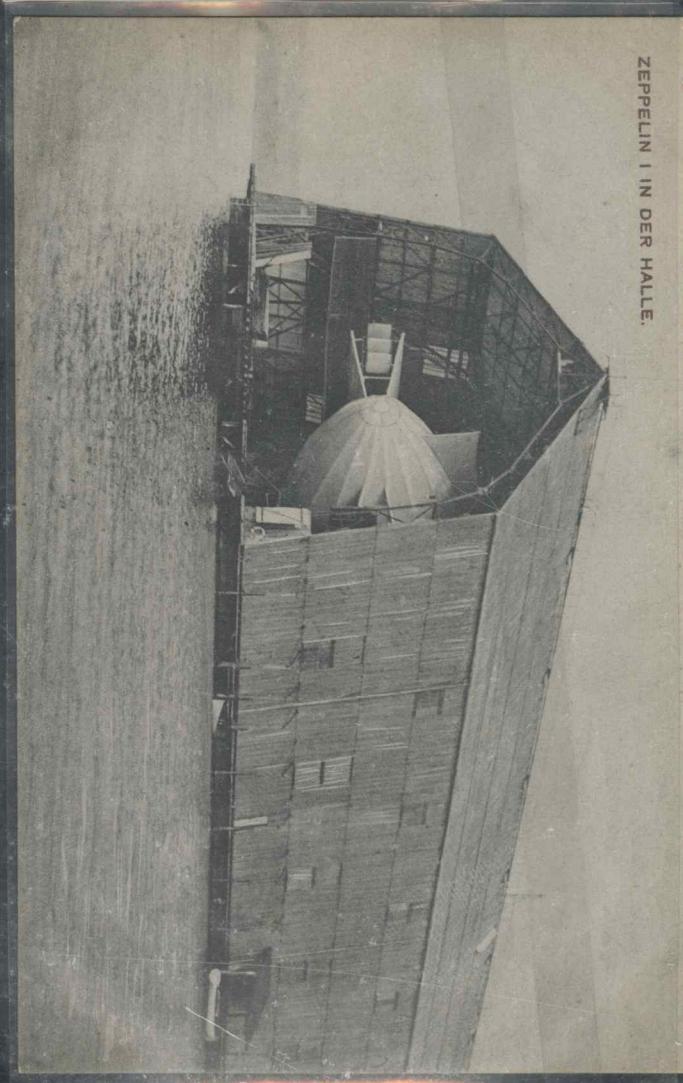
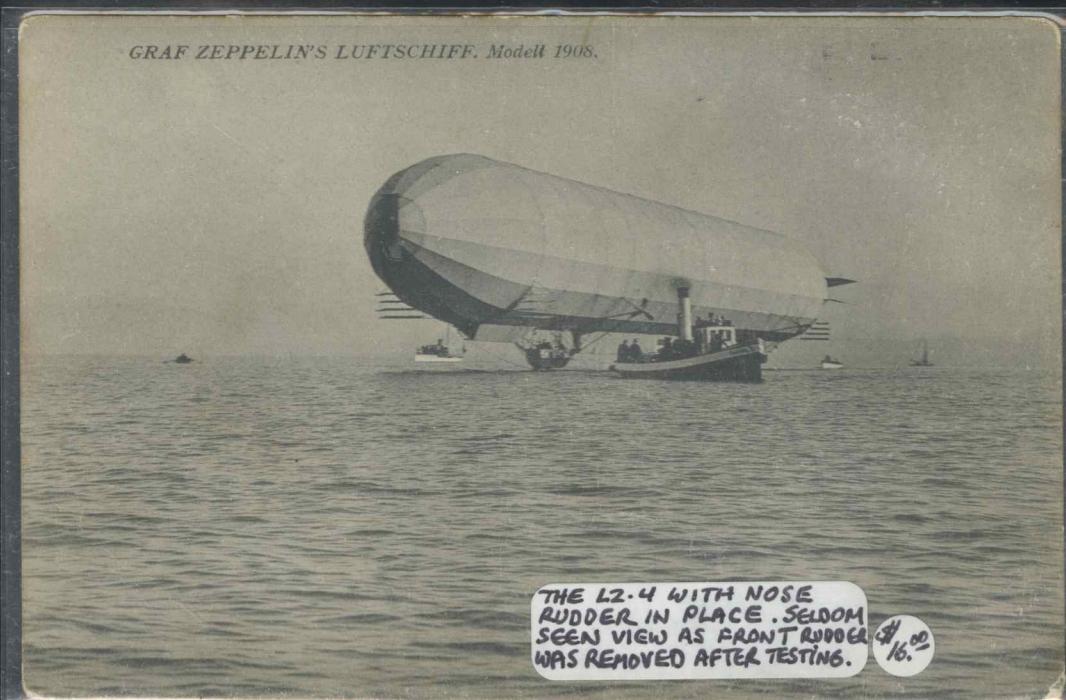
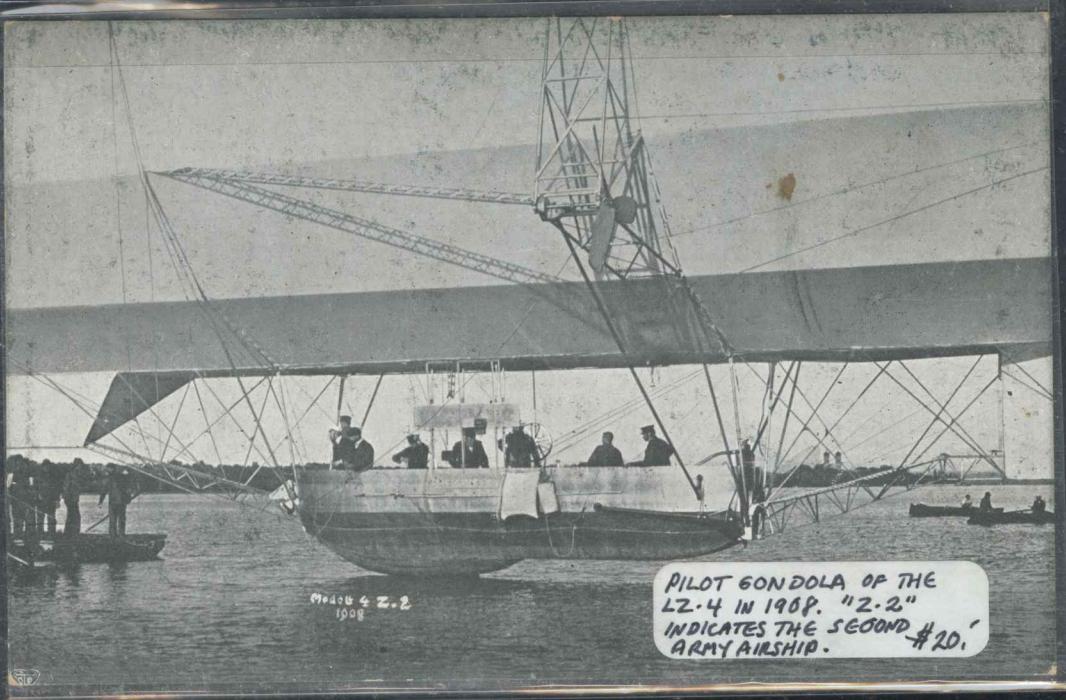


Zeppelins Luftschiff
Auf dem Wasser

THE LZ-4 1908

\$20.00

ZEPPELIN I IN DER HALLE.



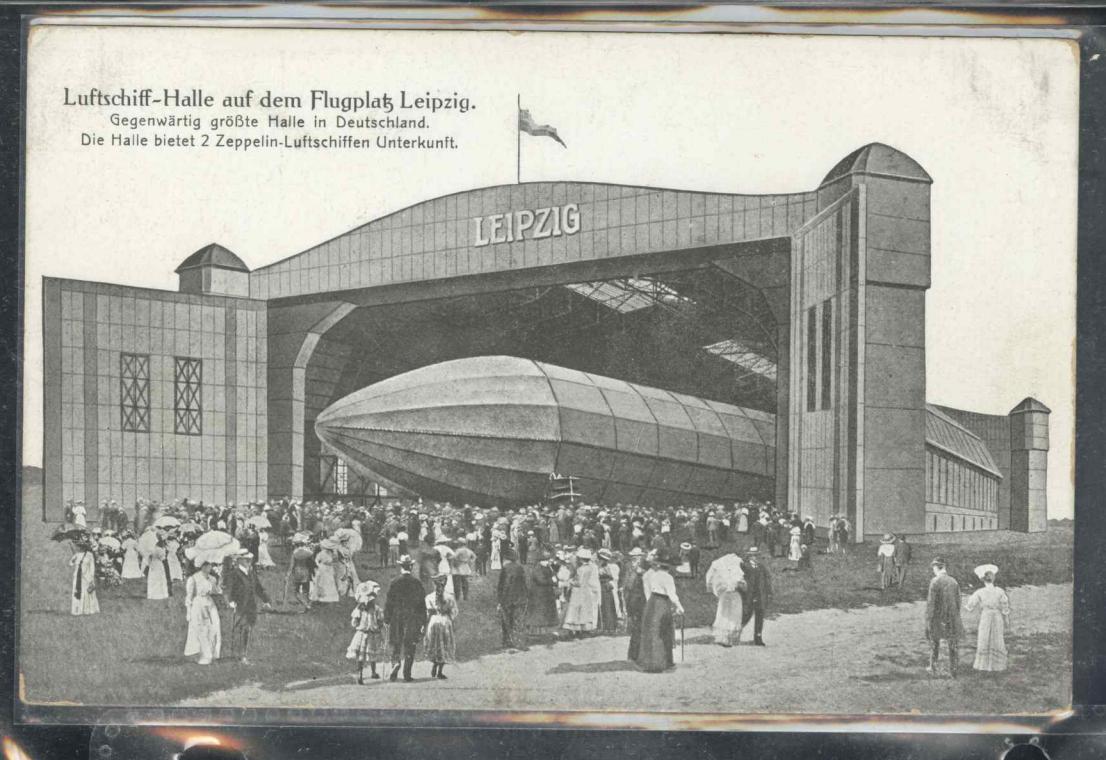
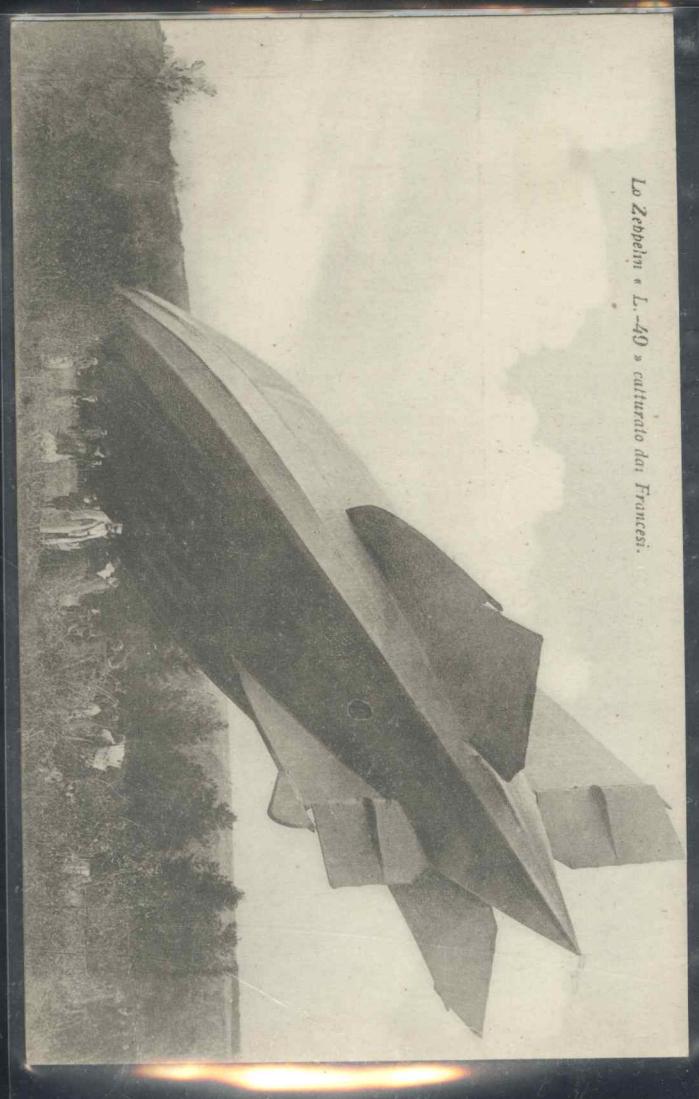
Du 19 au 21 Octobre 1917, sur environ 11 appareils partis pour bombarder l'Angleterre, 7 ont atterri soit abattus, soit déséparés, 1 reste intact en notre possession; les autres sont disparus.



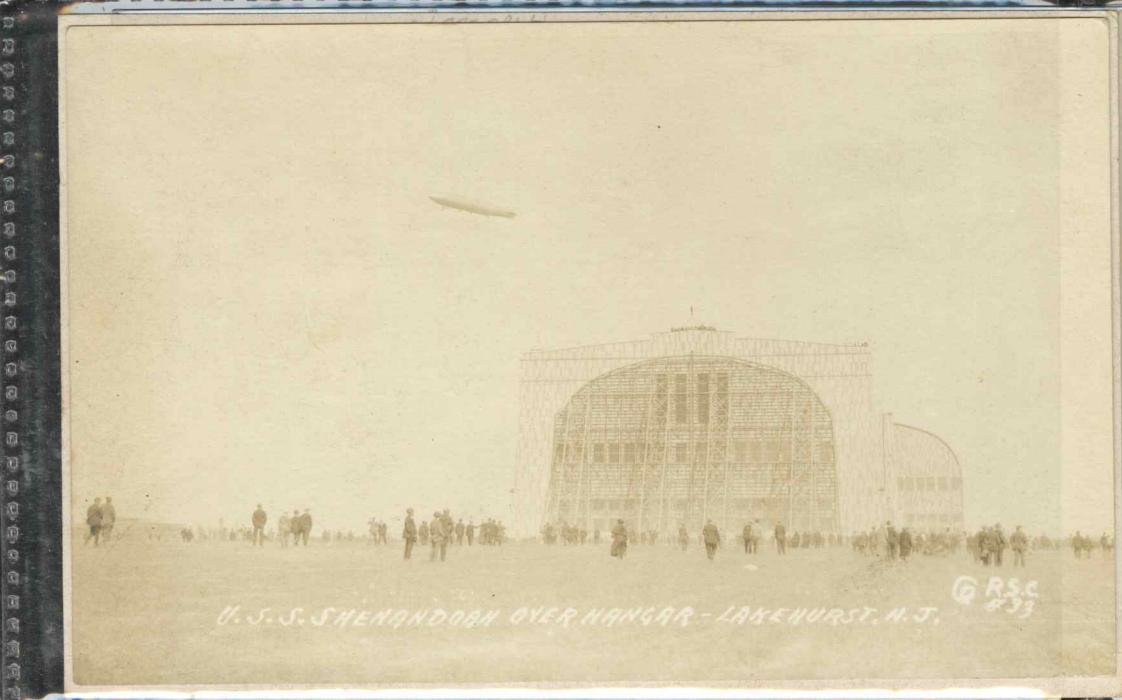
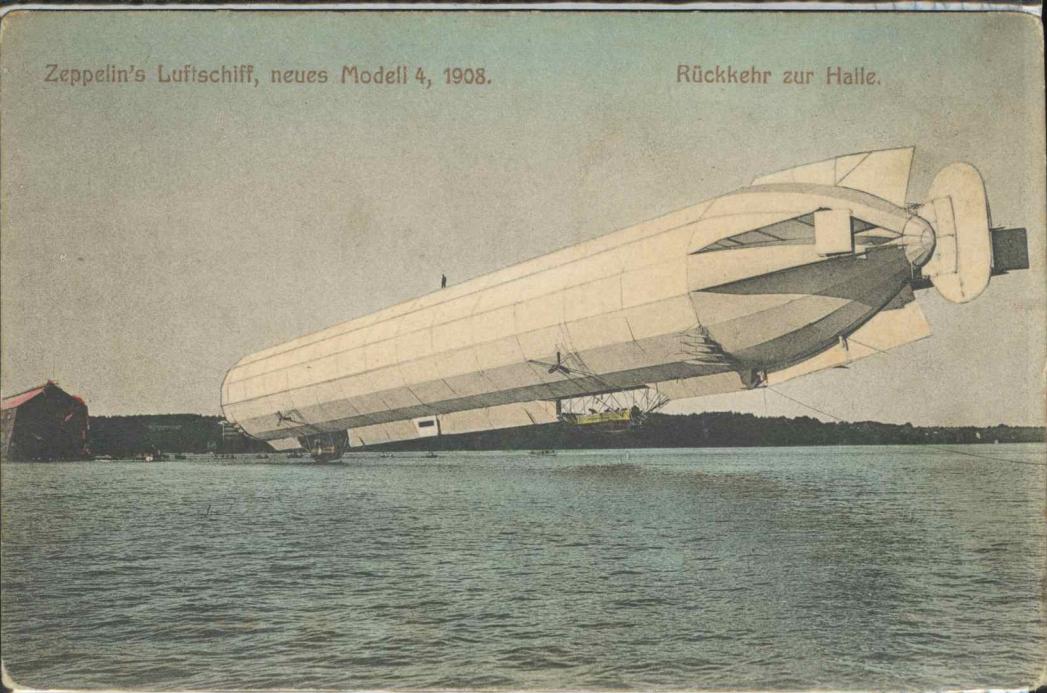
Visé, Paris



La Zeppelin • L. 49 • culturato dai Francesi.



L 49

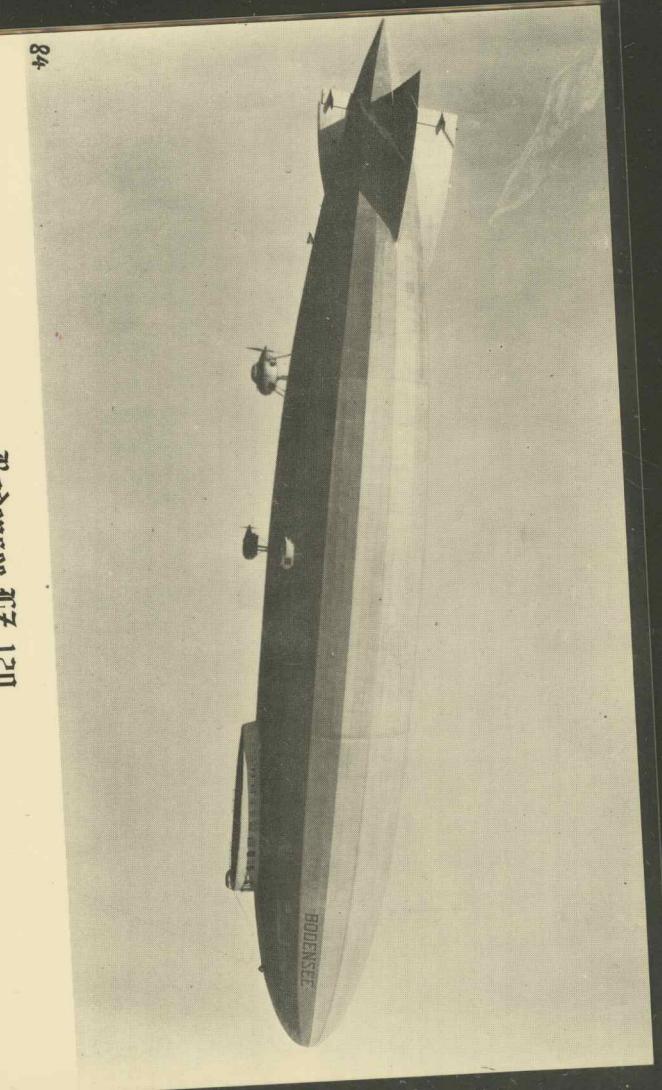


6 Ansichtspostkarten
ZEPPELIN II

in Nürnberg.

(3) OUT OF A SET OF (6) CARDS
PICTURING ZEPPELINS OVER
NÜRNBERG, IN SPECIAL
ENVELOPE.
\$ 40,-

84

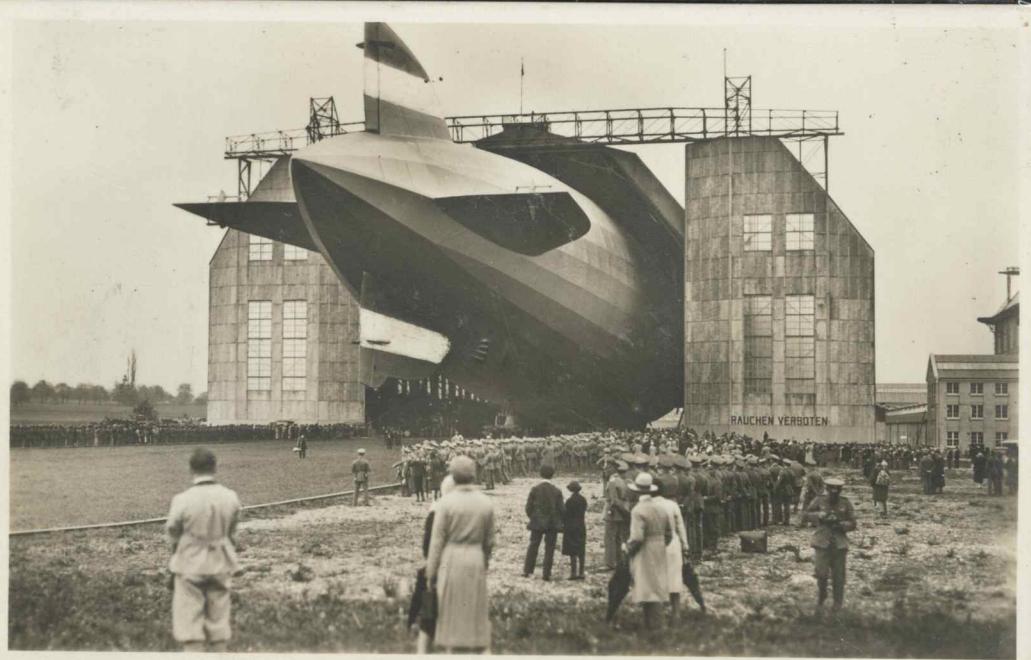


Flödner LZ 120

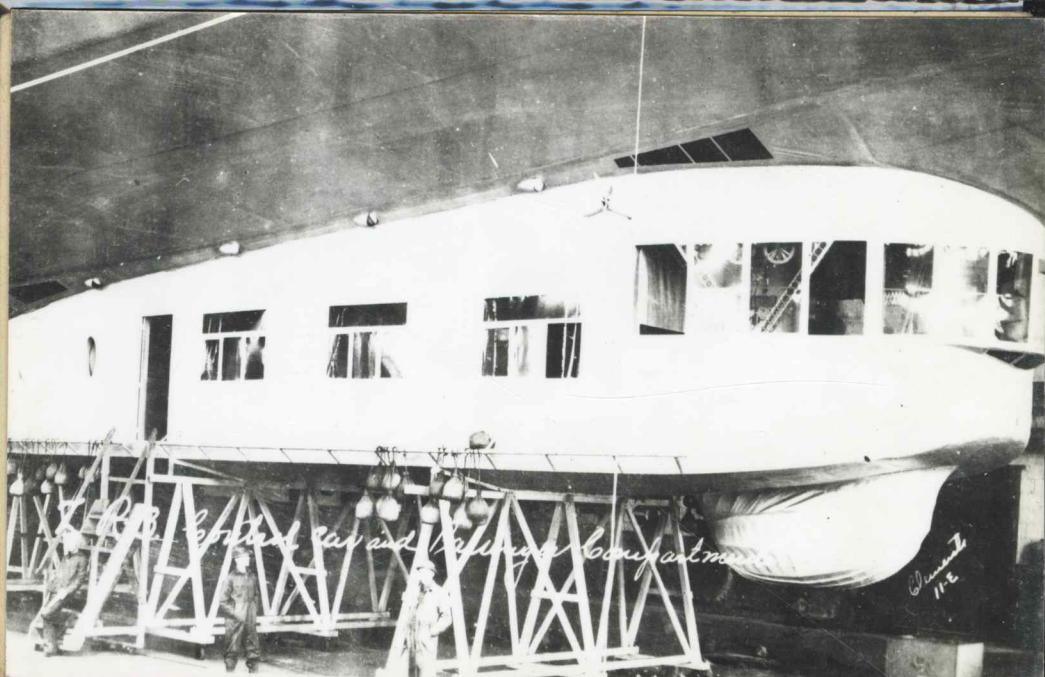


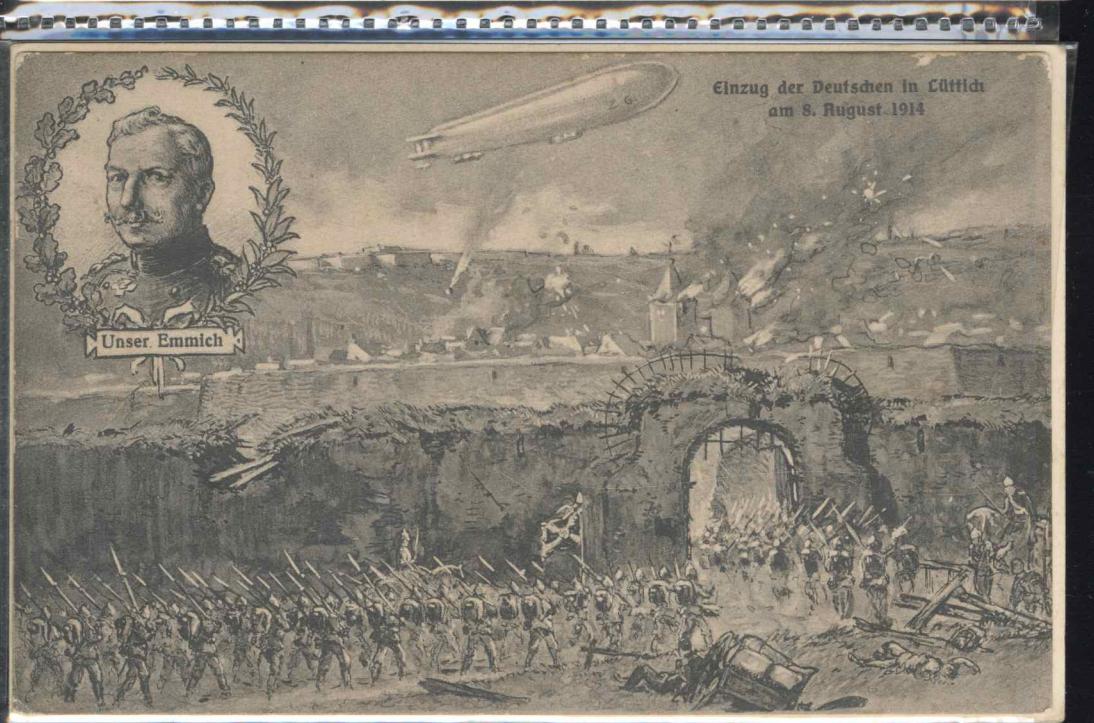
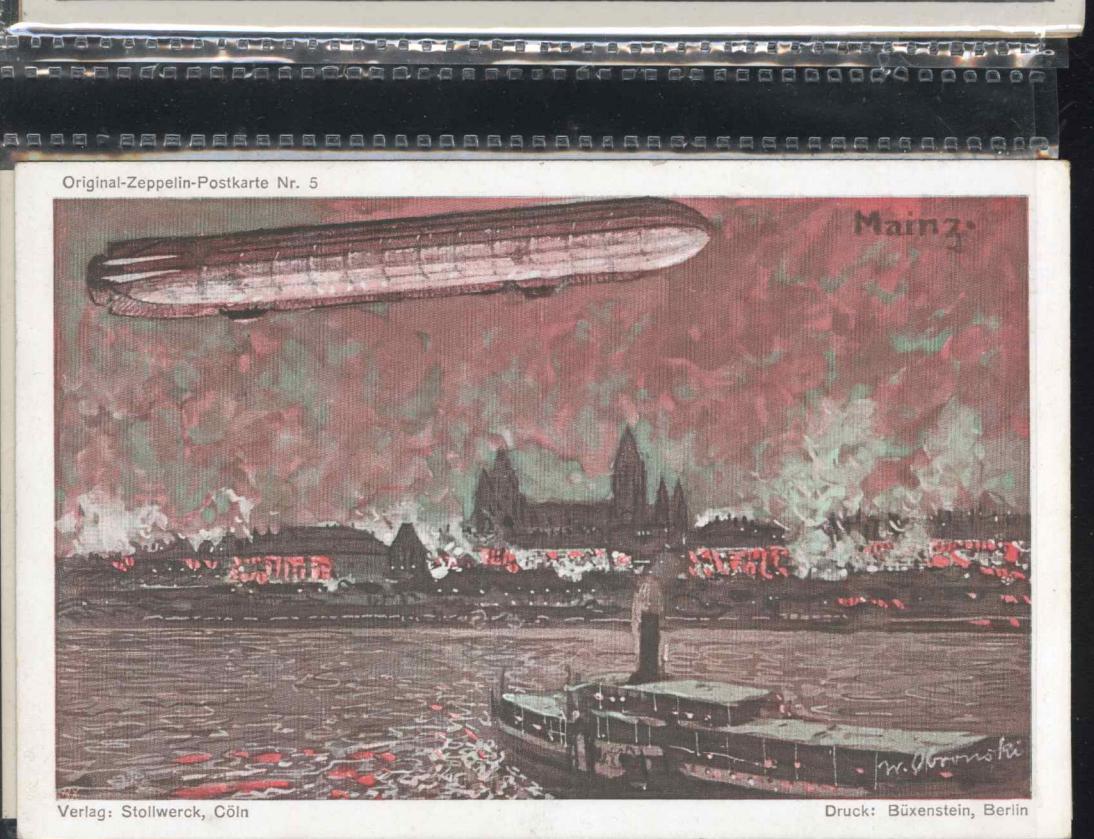
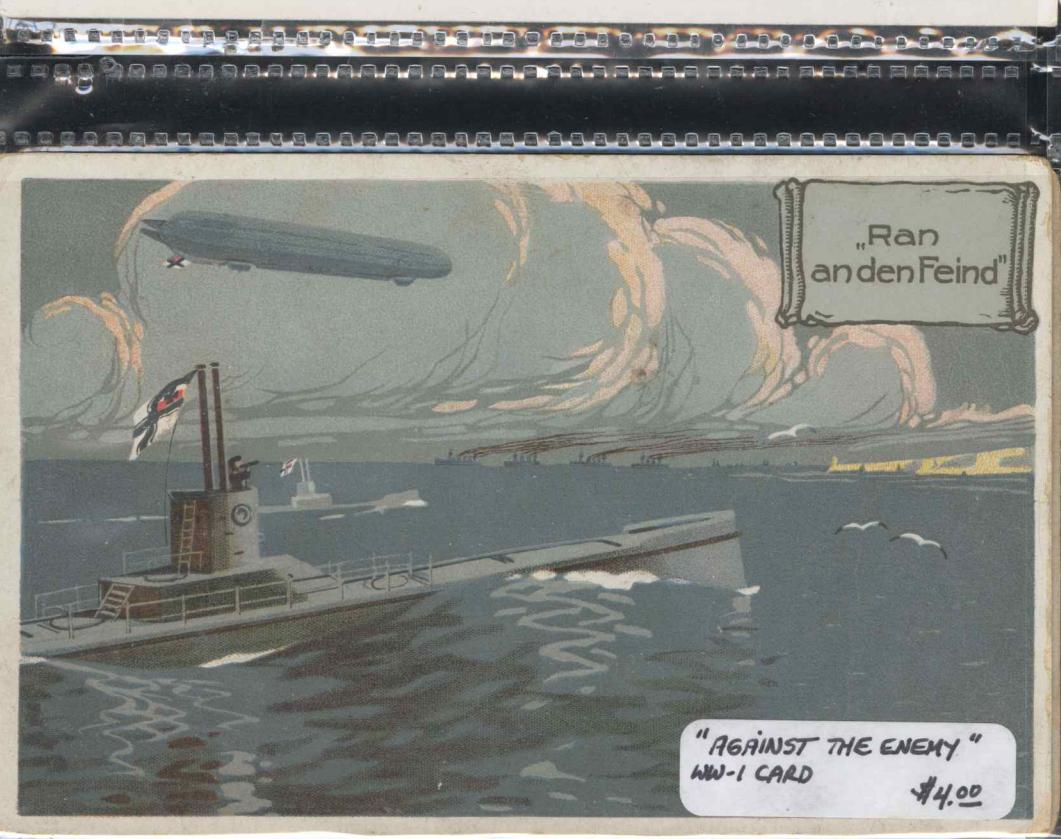
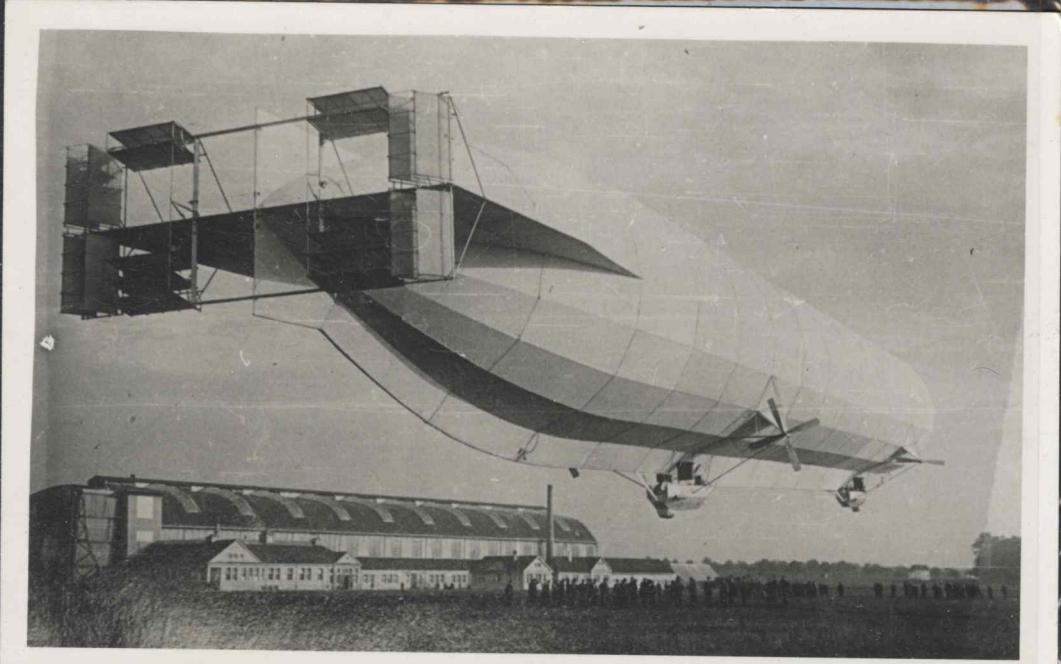
Das lenkbare Luftschiff des General der Kavallerie z. D. Graf Zeppelin im Fluge

LZ-3 IN 1908
WITHOUT VERTICAL
TAIL FIN. \$ 20,00



Manöver in den Lüften



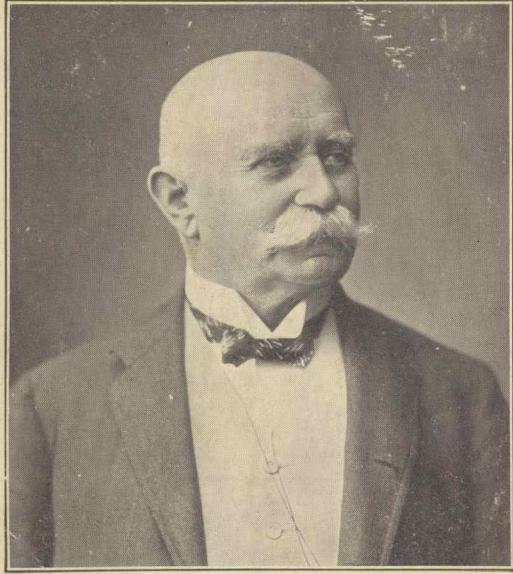




SHENANDOAH TAIL
STRUCTURE - SEPT. 3,
1925 \$15.00



ZENO DIEMER, SCHÜTTE-LANZ ÜBER DEN MASURISCHEN SEEN
A SCHÜTTE-LANZ
AIRSHIP 1914-1915
\$15.00



Zeppelin-Lied.

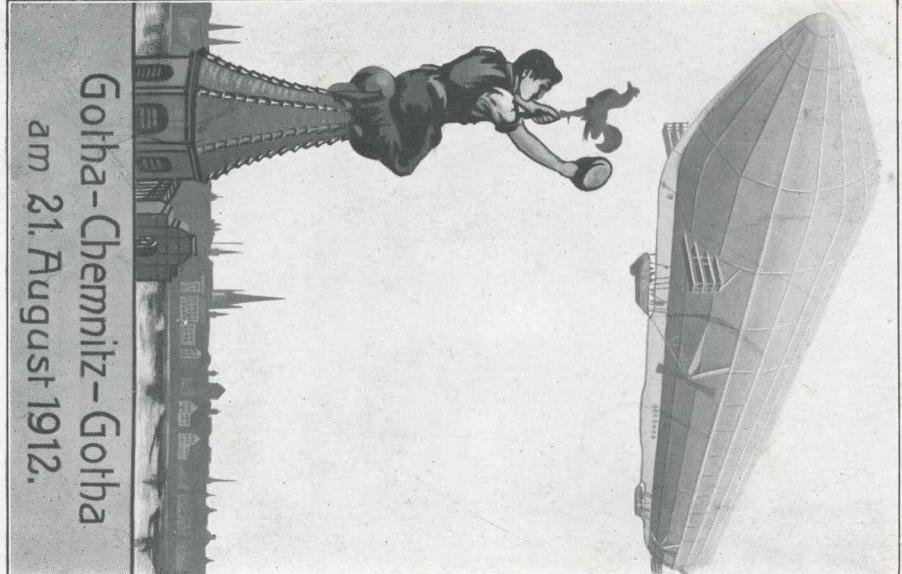
Melodie: Mit dem Pfeil, dem Bogen:

Hoch in stolzem Bogen
Ueber Berg und Tal
Kommt Zeppelin geflogen
Früh im Morgenstrahl!

Ihm gehört das Weite,
Ihm gehört die Welt!
Friedlichem Geläute
Lauschet froh der Held!

In dem Reich der Lüfte
Herrscht er stolz und kühn,
Ueberbrückt die Klüfte! —
Heil Dir! Graf Zeppelin!

E. S.



Gotha-Chemnitz-Gotha
am 21. August 1912.



Zeppelinwerft Friedrichshafen

2133 C. Risch- \$6.00
Regenz.

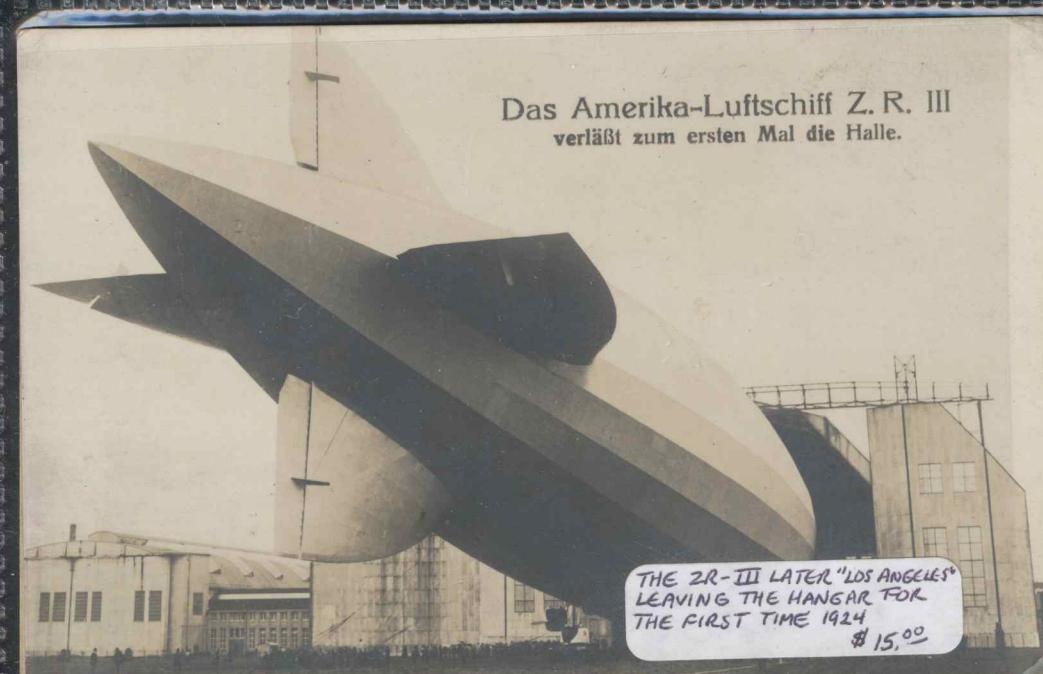


Nach der Originalaufnahme von Jul. Manias u. Cie.
Zeppelins Fernfahrt beim Passieren von Strassburg (4. August 1908)



Zeppelin über Ostende

\$7.00



Das Amerika-Luftschiff Z. R. III
verläßt zum ersten Mal die Halle.

THE ZR-III LATER "LOS ANGELES"
LEAVING THE HANGAR FOR
THE FIRST TIME 1924
\$ 15.00

\$ 15.00



THE LOS ANGELES
AT LAKEHURST

~~\$16.00~~



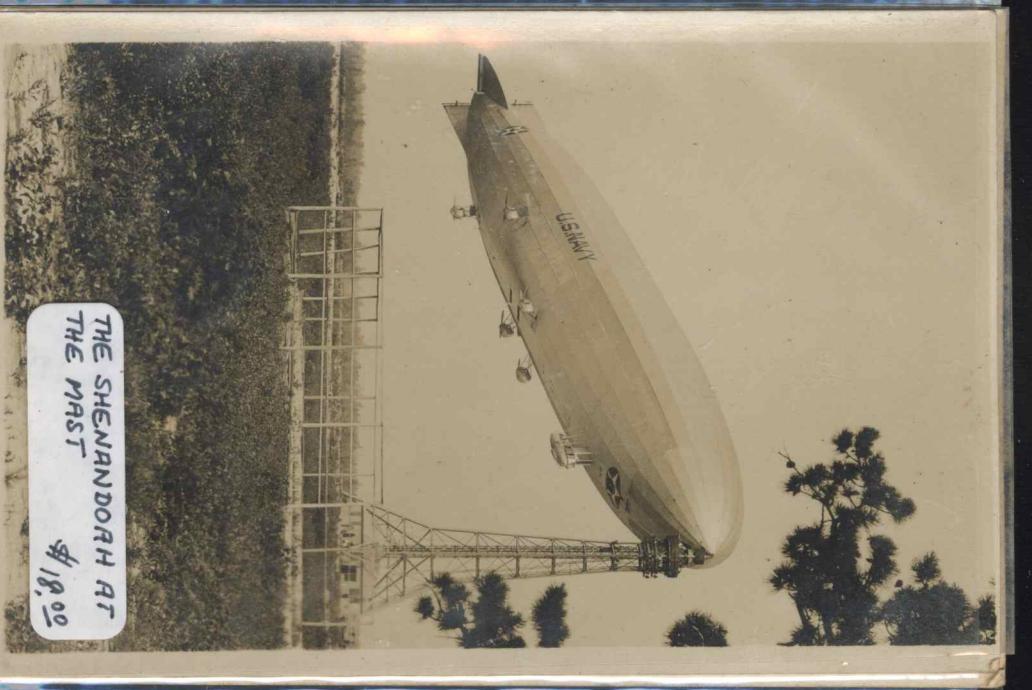
**SHENANDOAH WRECKAGE
AT AVA, OHIO**
SEPT. 3, 1925 \$15.00



WRECKAGE OF THE
AIRSHIP SHENANDOAH
AT AVA, OHIO \$6.00

THE SHENANDOAH AT
THE MAST \$18.00

四
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Wreck of the Shenandoah, Caldwell, Ohio, Sept. 3, 1925

\$10.⁰⁰

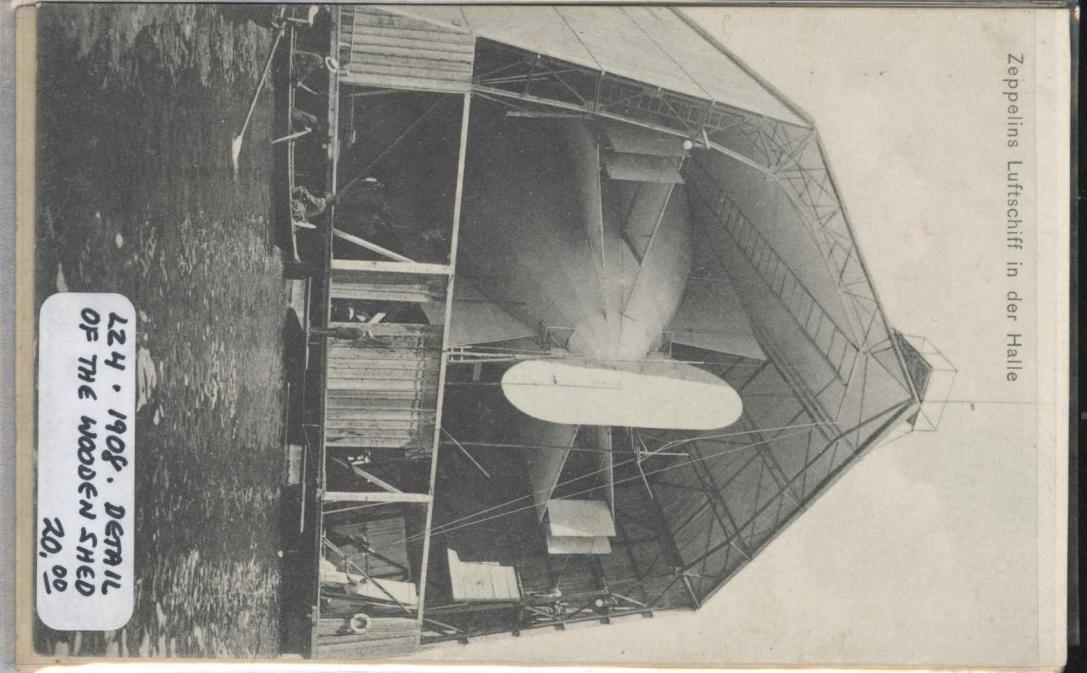


SHENANDOAH WRECKAGE, NEAR AVA, OHIO.

~~10.00~~

106028

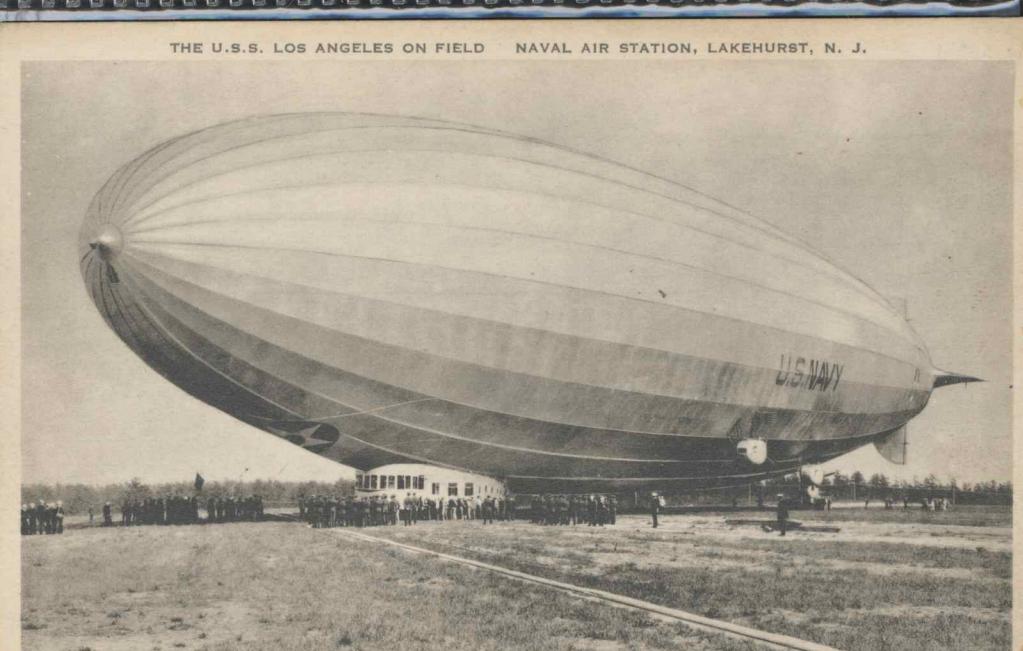
Zepelins Luftschiff in der Halle



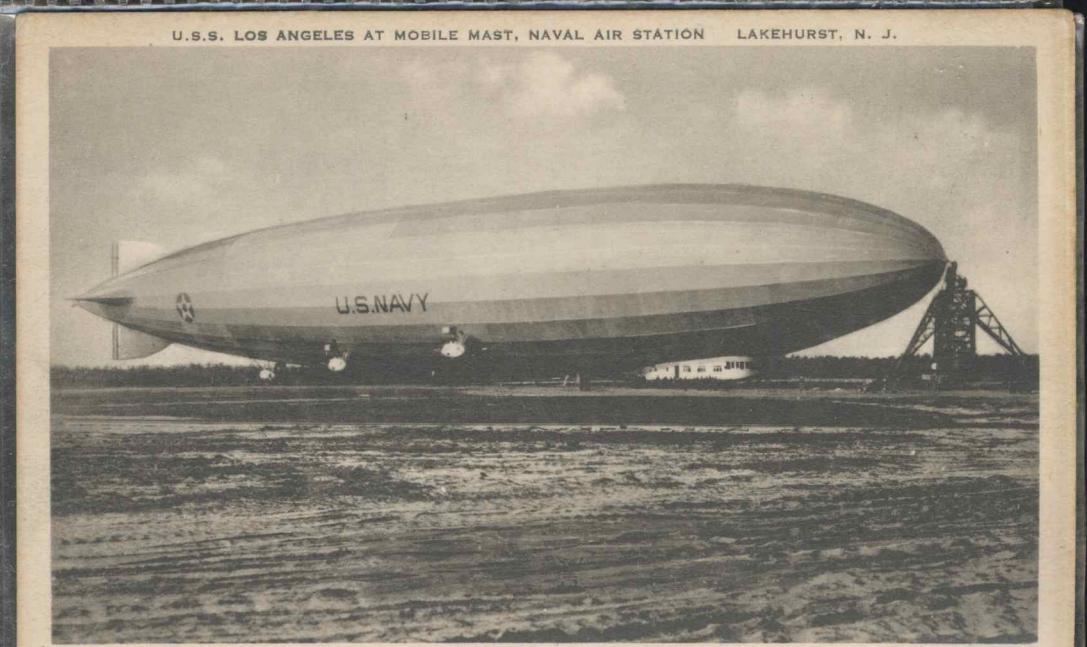
Angriff auf Antwerpen



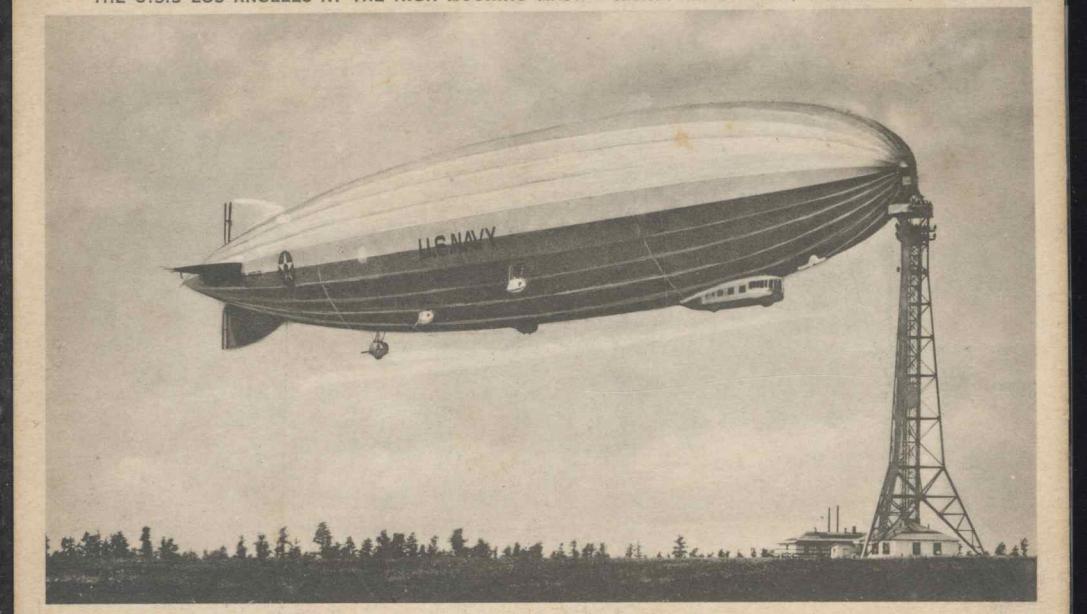
GASOLINE TANK OF SHENANDOAH, NEAR AVA, OHIO.



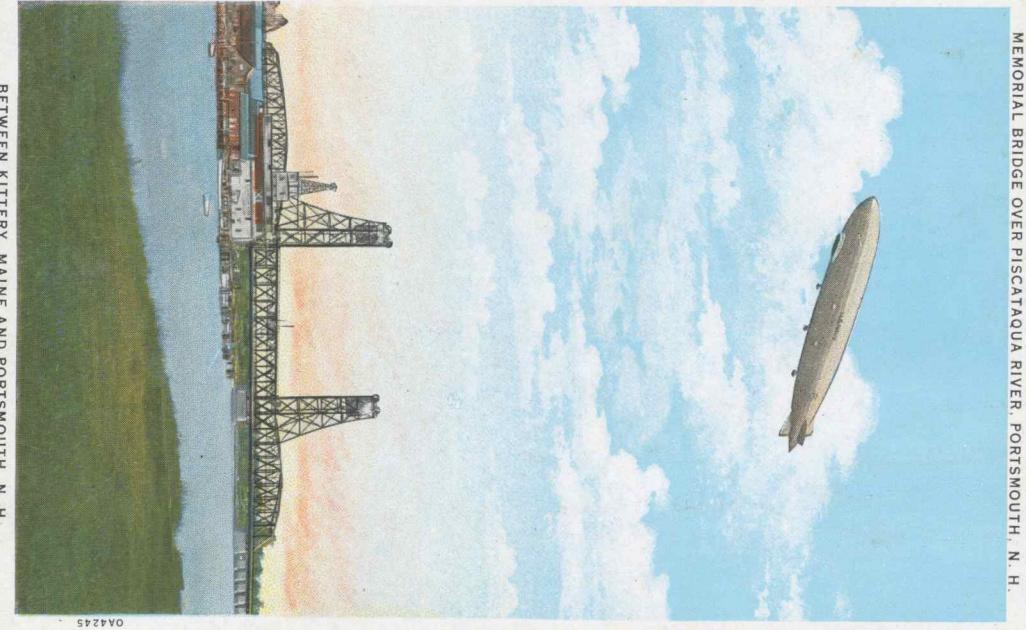
THE U.S.S. LOS ANGELES ON FIELD NAVAL AIR STATION, LAKEHURST, N. J.



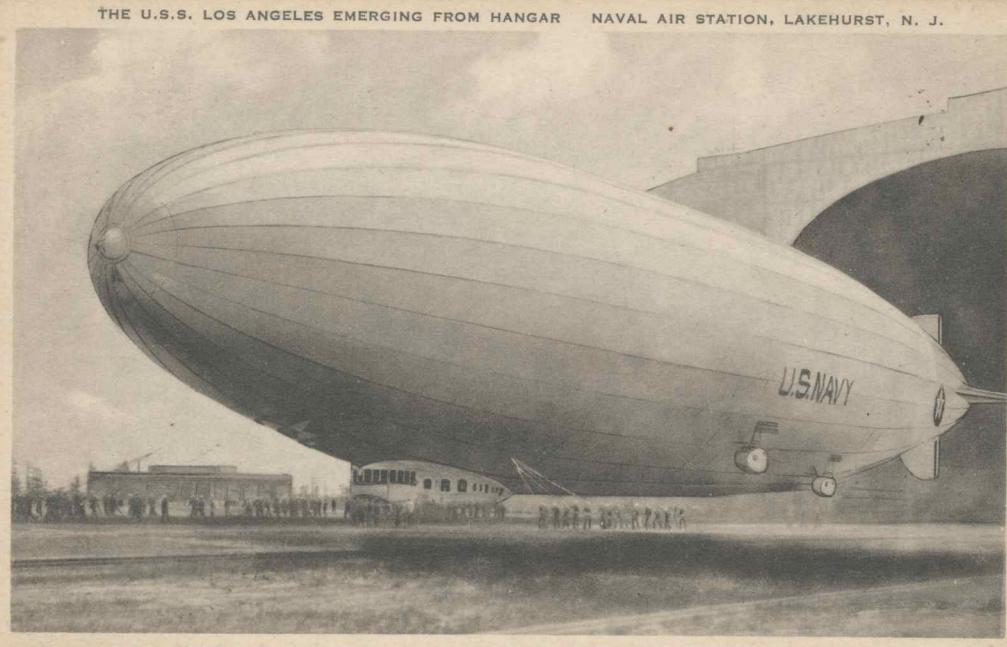
U.S.S. LOS ANGELES AT MOBILE MAST, NAVAL AIR STATION LAKEHURST, N. J.



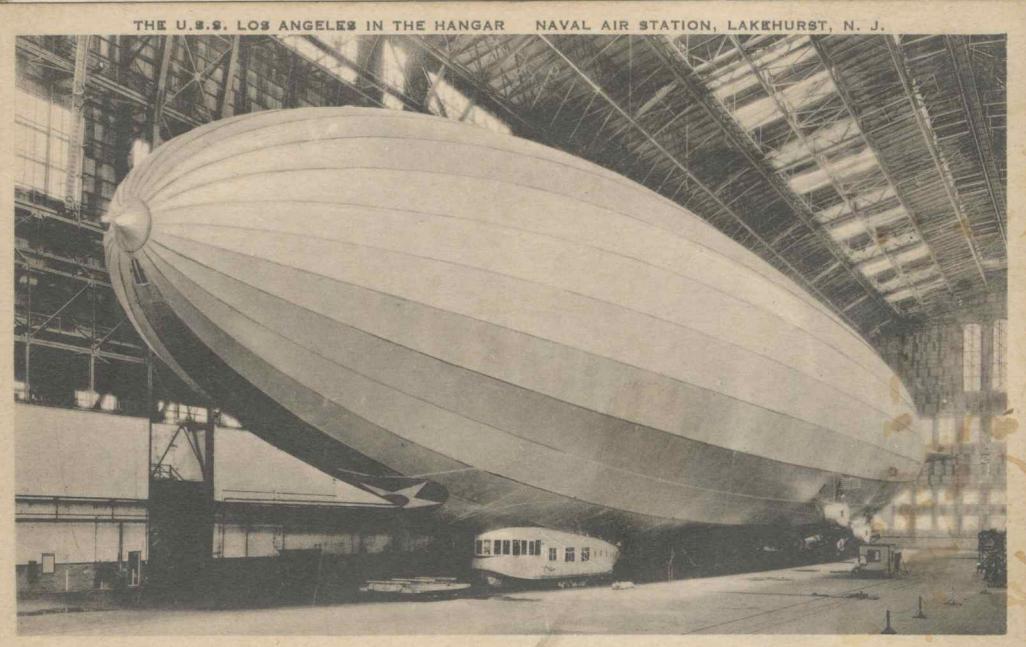
THE U.S.S. LOS ANGELES AT THE HIGH MOORING MAST NAVAL AIR STATION, LAKEHURST, N. J.



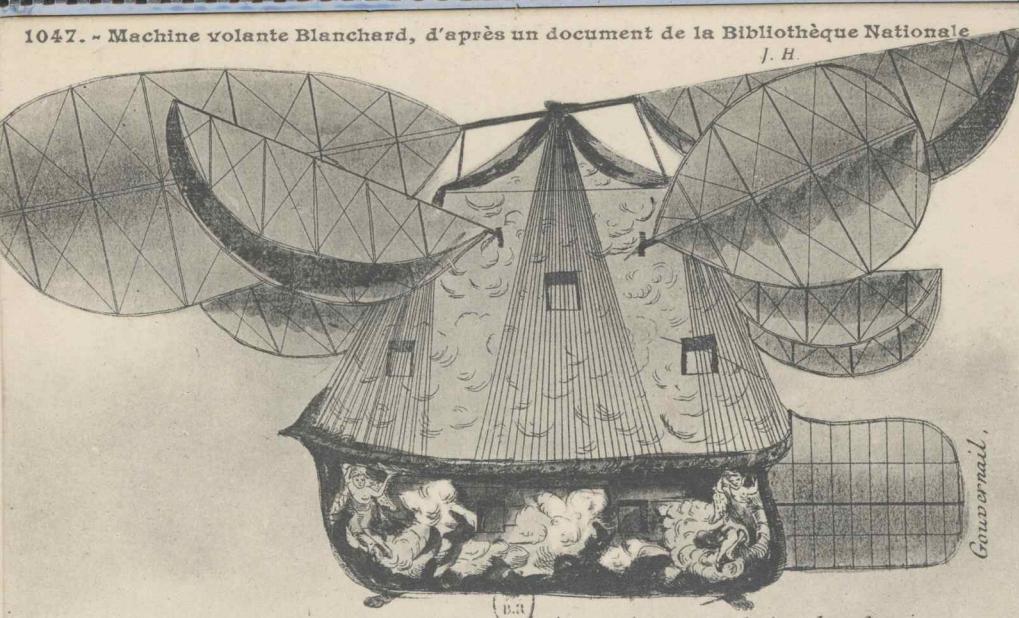
U. S. S. "AKRON" UNDER CONSTRUCTION AT AKRON, OHIO



THE U.S.S. LOS ANGELES EMERGING FROM HANGAR NAVAL AIR STATION, LAKEHURST, N. J.

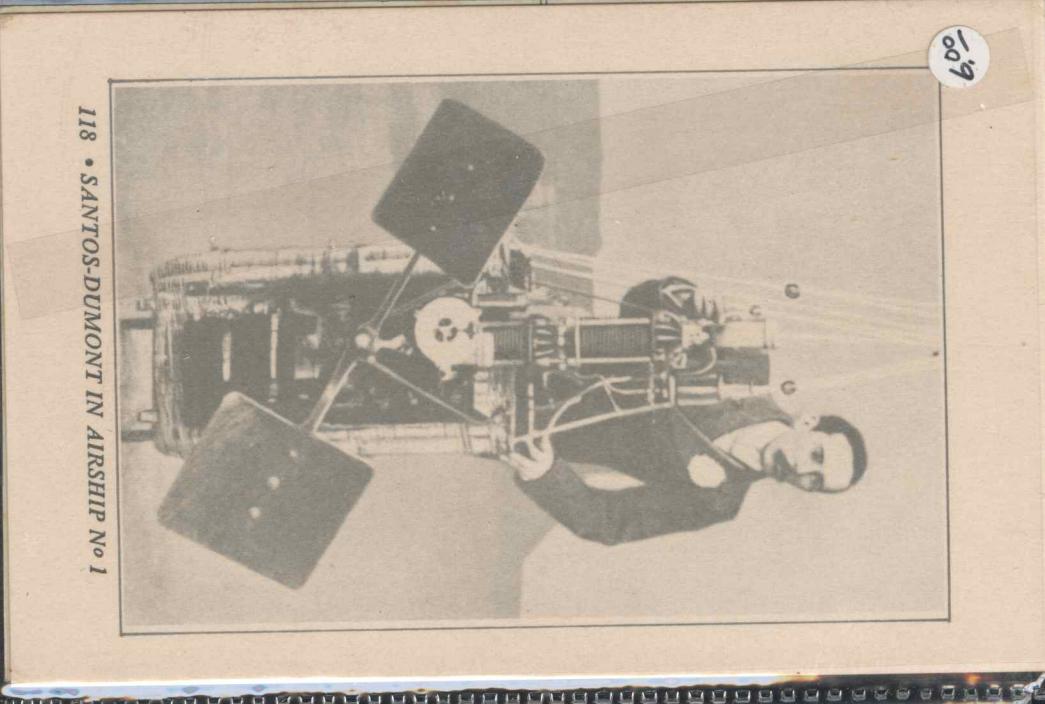


THE U.S.S. LOS ANGELES IN THE HANGAR NAVAL AIR STATION, LAKEHURST, N. J.



1047. - Machine volante Blanchard, d'après un document de la Bibliothèque Nationale
J. H.

Le Vaisseau Volant de M^r Blanchard, renferme une Mécanique ingénierie, qui au moyen des leviers et des poulies mises en mouvement par les pieds et les mains du Pilote assis dans ce Vaisseau, agite les ailes à l'imitation des Oiseaux, en sorte que quand les unes sont levées les autres sont abaissées, nous en donnerons les détails après l'expérience faite en public,



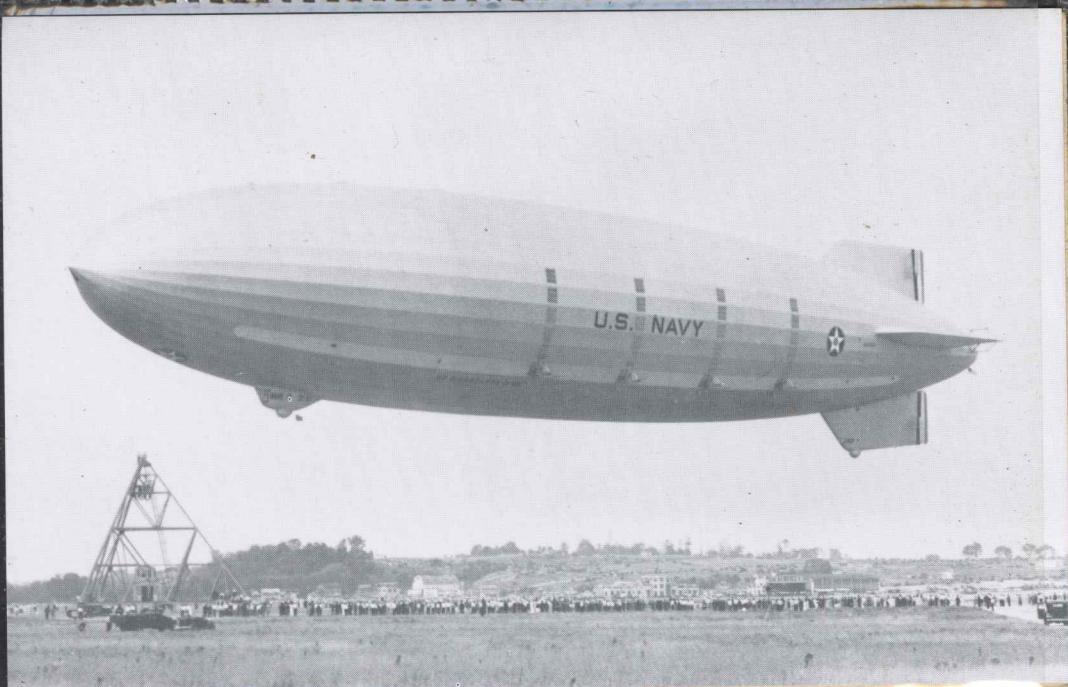
118 • SANTOS-DUMONT IN AIRSHIP No 1



KNABENSHUE IN HIS AIRSHIP, GREENVILLE, O.

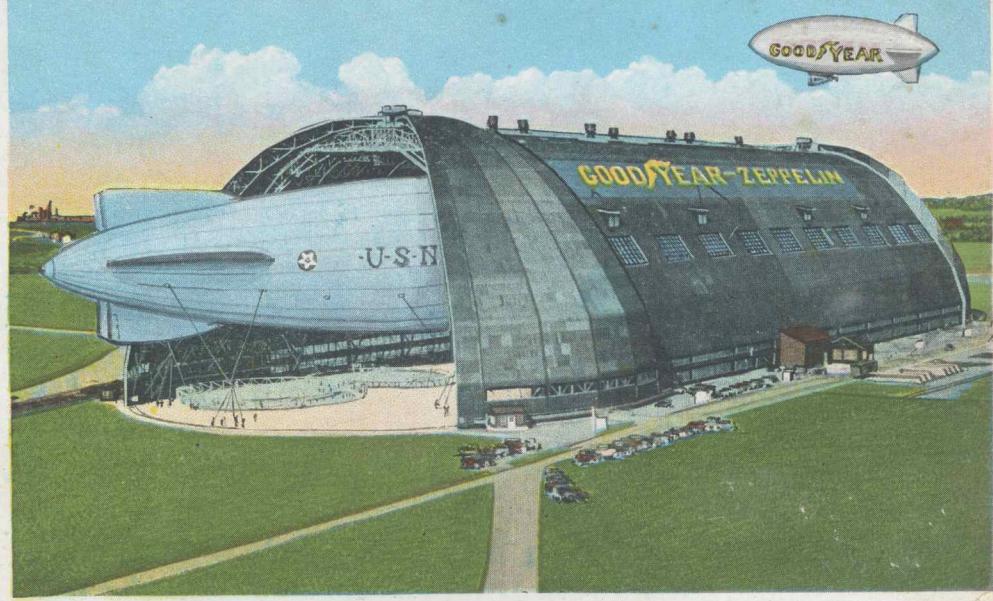


Le « Belgique » Premier dirigeable belge et son hangar.

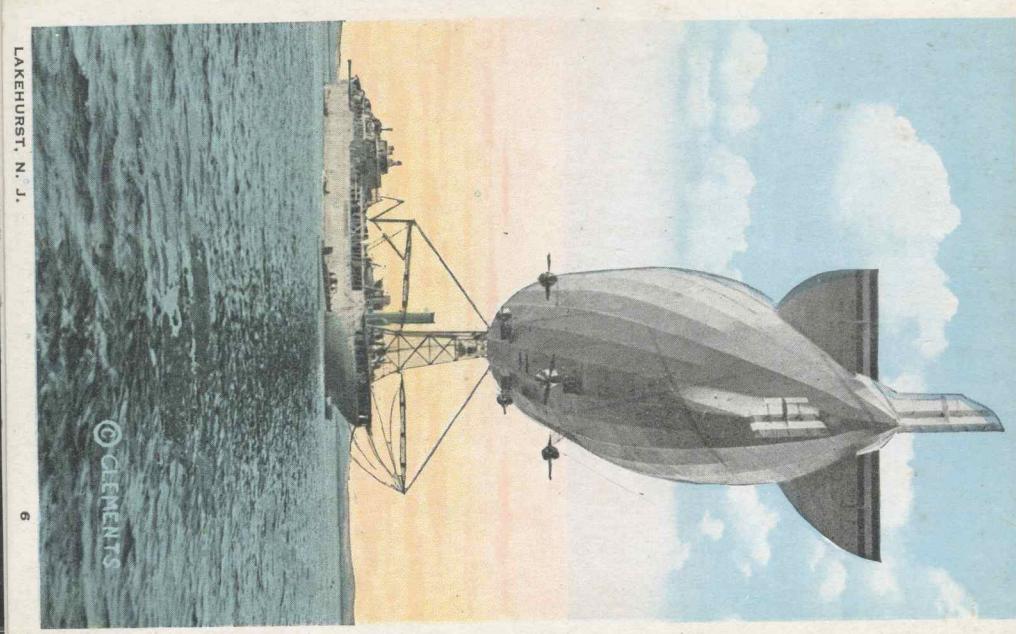


GOODYEAR-ZEPPELIN CORP'S. FACTORY AND DOCK, SHOWING U. S. NAVY'S NEW AIRSHIP, AKRON, OHIO

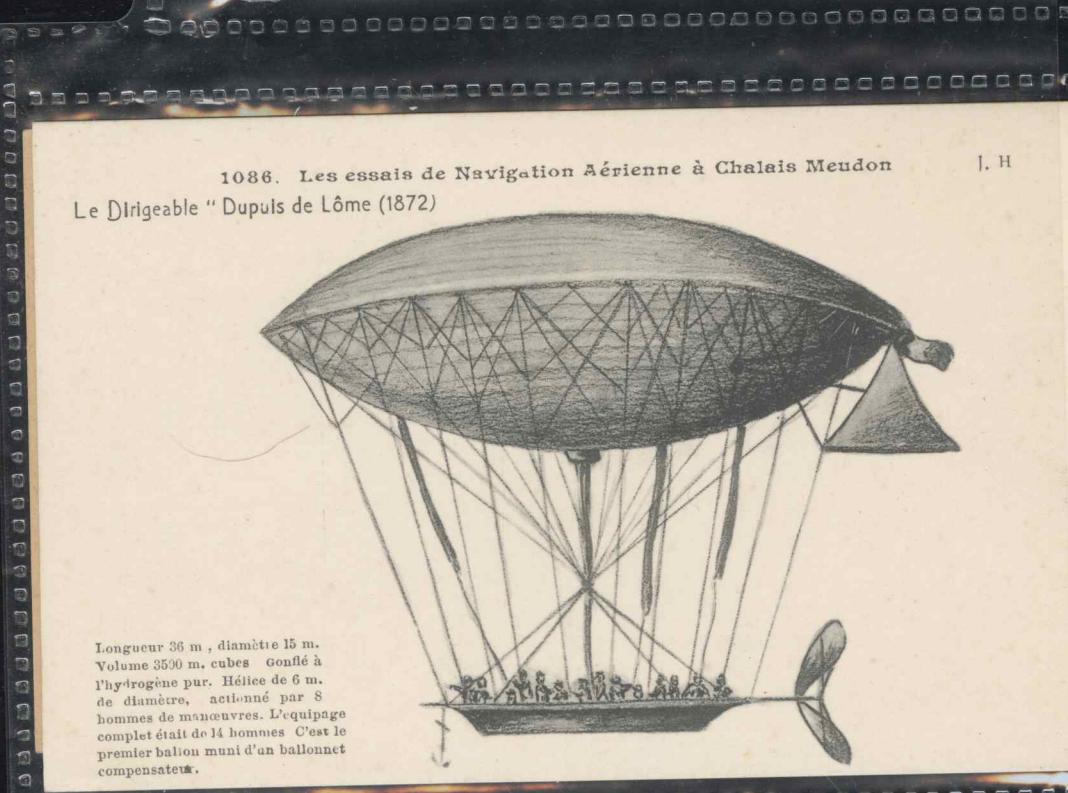
44



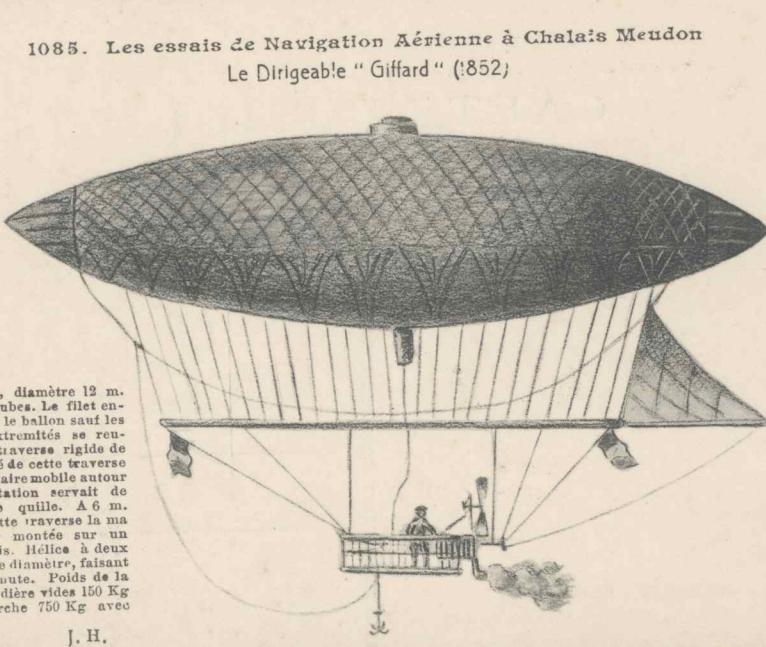
ZR-3 "AKRON"



DIRIGIBLE MOORED TO MAST ON U. S. S. PATOKA.

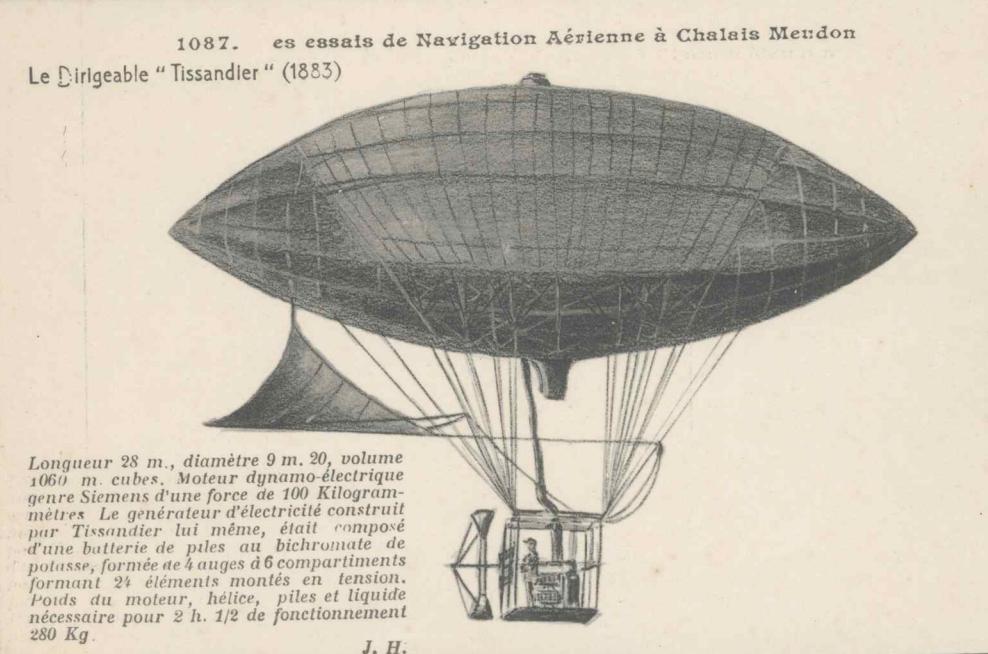


Longueur 36 m., diamètre 15 m.
Volume 3500 m. cubes. Gonflé à l'hydrogène pur. Hélice de 6 m. de diamètre, actionnée par 8 hommes de manœuvres. L'équipage complet était de 14 hommes. C'est le premier ballon muni d'un ballonnet compensateur.



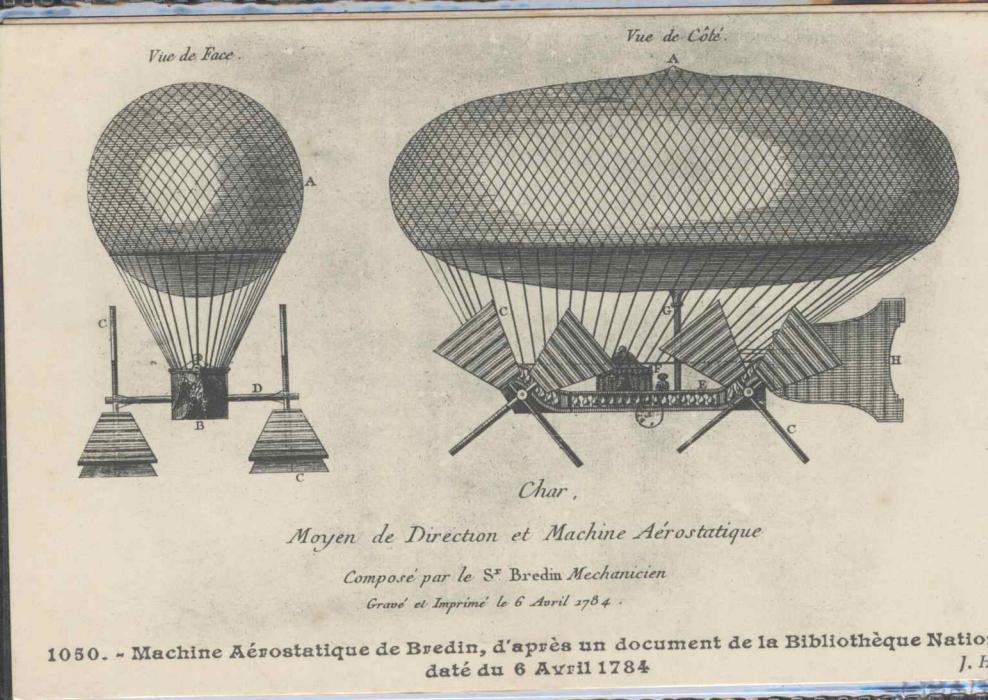
Longueur 44 m., diamètre 12 m.
Volume 250 m. cubes. Le filet enveloppait tout le ballon sauf les pointes et ses extrémités se renflaient pour former une sorte de naseau à l'extrémité de cette traverse sur une voile triangulaire mobile autour d'un axe de rotation servant de gouvernail et de quille. A 6 m. au-dessous de cette traverse la machine à vapeur montée sur un brancard de bois. Hélice à deux ailes de 3 m. 40 de diamètre, faisant 110 tours à la minute. Poids de la machine et chaudière vides 150 kg en ordre de marche 750 kg avec les accessoires.

J. H.



Longueur 28 m., diamètre 9 m. 20, volume 1060 m. cubes. Moteur dynamo-électrique genre Siemens d'une force de 100 Kilogrammètres. Le générateur d'électricité construit par Tissandier lui-même, était composé d'une batterie de piles au bichromate de potasse, formée de 4 aubes à 6 compartiments formant 24 éléments montés en tension. Poids du moteur, hélice, piles et liquide nécessaire pour 2 h. 1/2 de fonctionnement 280 Kg.

J. H.



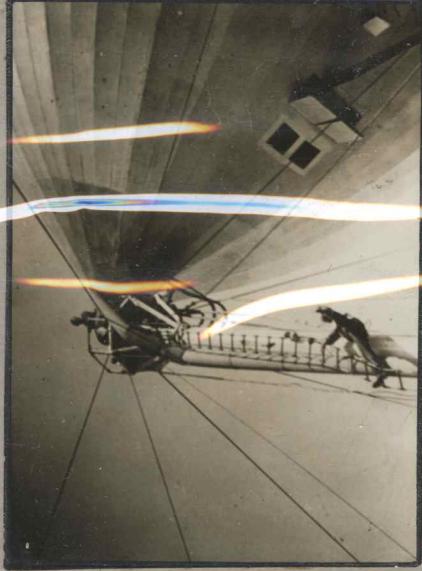
Moyen de Direction et Machine Aerostatique

Compose' par le S^r Bredin Mechanicien
Grave' et Imprime' le 6 Avril 1784.

1050. - Machine Aerostatique de Bredin, d'après un document de la Bibliothèque Nationale daté du 6 Avril 1784

J. H.

GRAF ZEPPELIN ROUND-THE-WORLD FLIGHT 4/1 TO LAKEHURST + 2/4 RELATED PHOTOS \$40.00



GRAF ZEPPELIN FASTENED TO
MOORING MAST AT LOS ANGELES

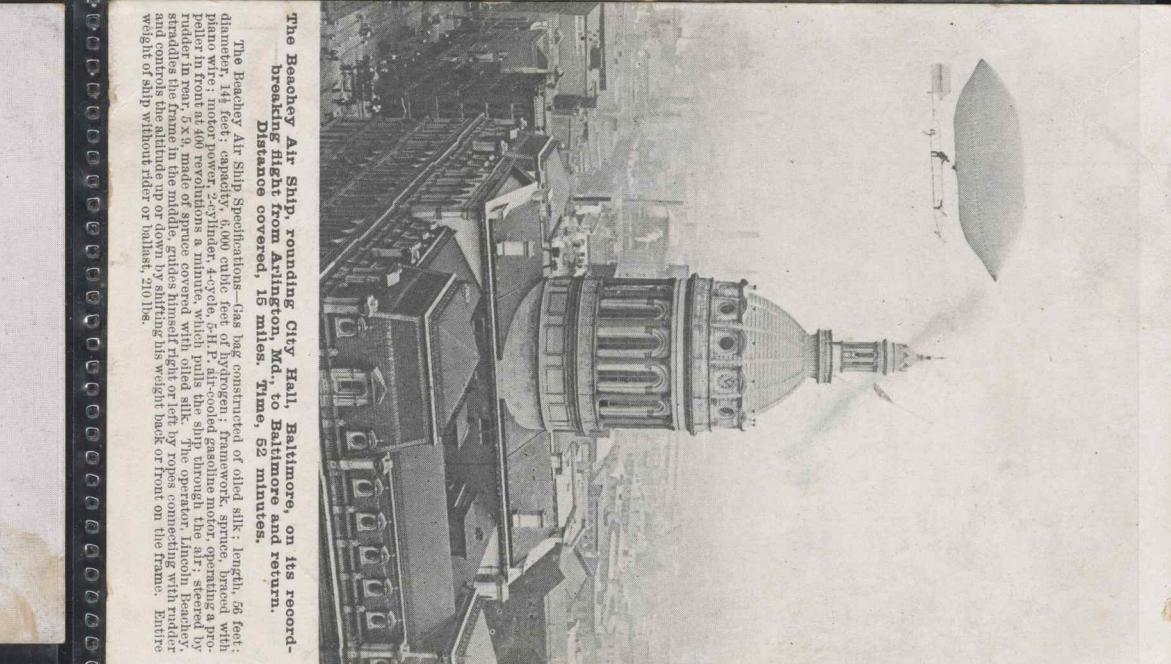
20th Century Photo
1800-787-8777
STOCK # P7840-000

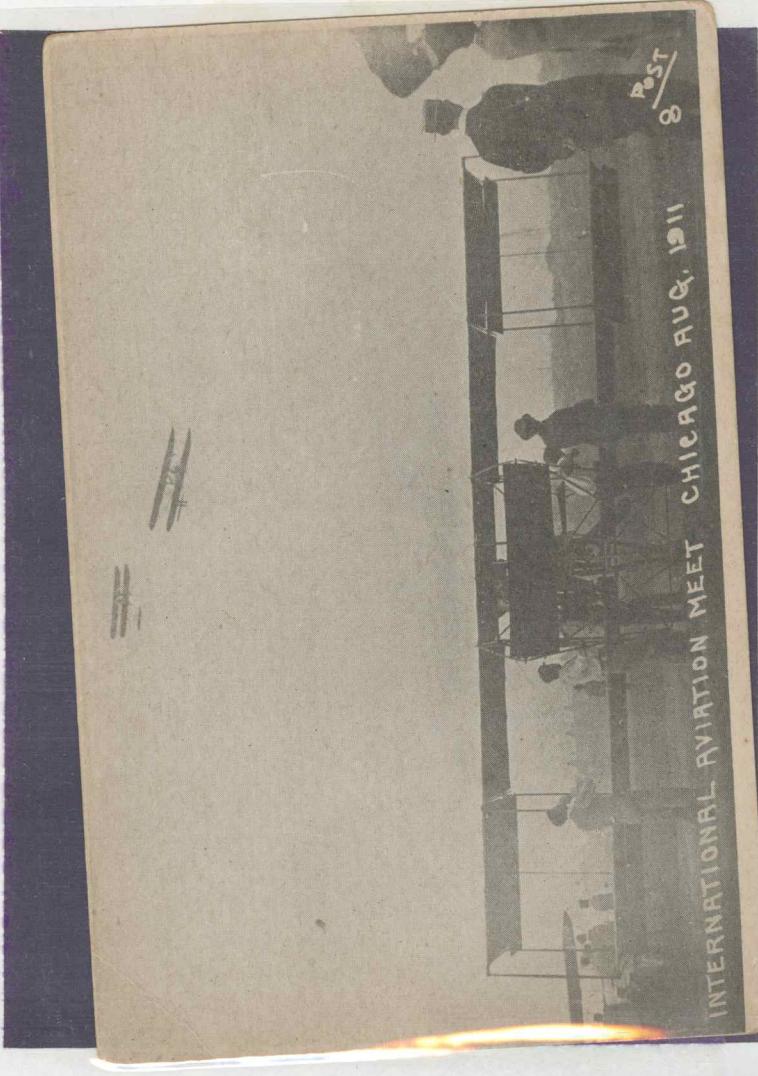


Ohio Root Shabbonahs
June 17-18 - Landings
Air-ship "Dolos" Geo. I.

The Beachey Air Ship, rounding City Hall, Baltimore, on its record-breaking flight from Arlington, Md., to Baltimore and return. Distance covered, 15 miles. Time, 52 minutes.

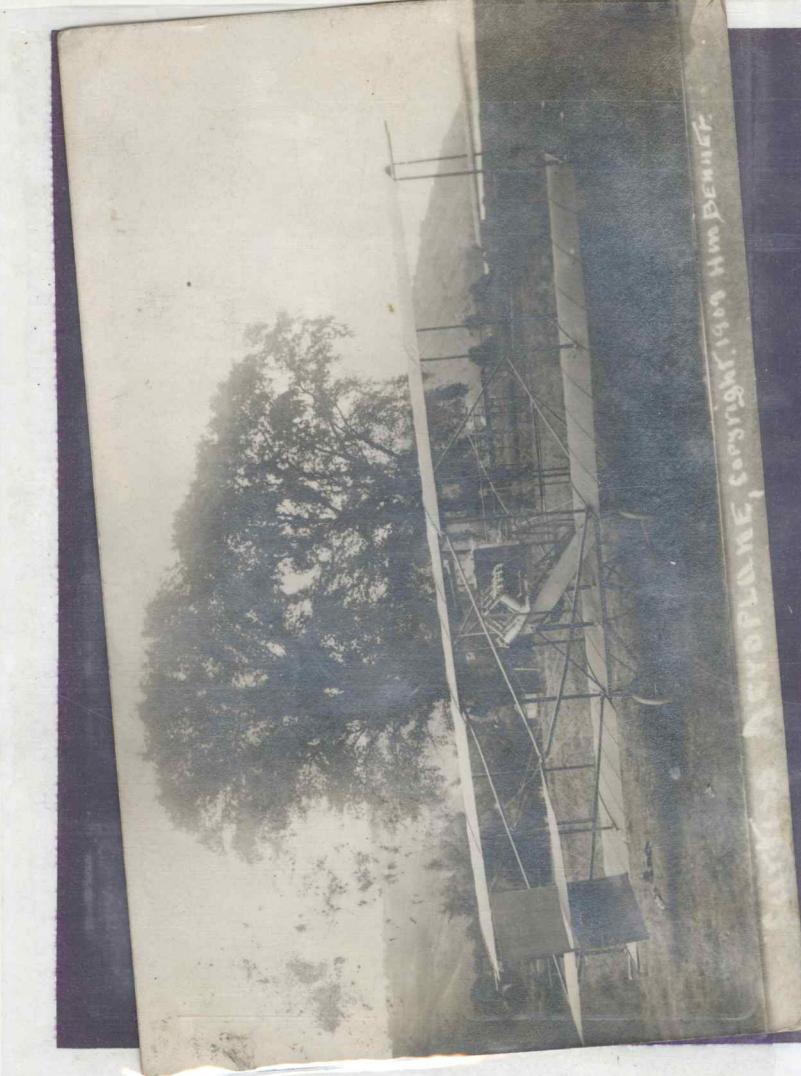
The Beachey Air Ship specifications—Gas bag constructed of oil-silk; length, 36 feet; diameter, 1½ feet; capacity, 6,000 cubic feet of hydrogen. Framework, spruce, braced with diagonal struts; engine, 1½ horsepower, 1½ cubic inches, operating on gasoline. Propeller, four-bladed, 11½ feet in diameter. Operator, Lincoln Beachey, 17 years old, weighing 100 pounds, a boy from Ohio, who has been flying since he was 12 years old. He uses a rudder in rear, 5 x 8 made of spruce, covered with oil-silk. The operator turns the rudder, straddles the frame in the middle, guides himself right or left by ropes connecting with rudder and controls the altitude up or down by shifting his weight back or front on the frame. Entire weight of ship without rider or ballast, 20 lbs.





PLEASE TURN PAGES CAREFULLY

COUNTRY U.S. - Early planes at International Aviation Meet - Chicago - 1911
UNUSED OG USED BLOCK PL BLK
CPL SET SHORT SET V.F. FINE AVE
CAT. NO. NOTES
CAT. VAL. SELLING PRICE \$1.50



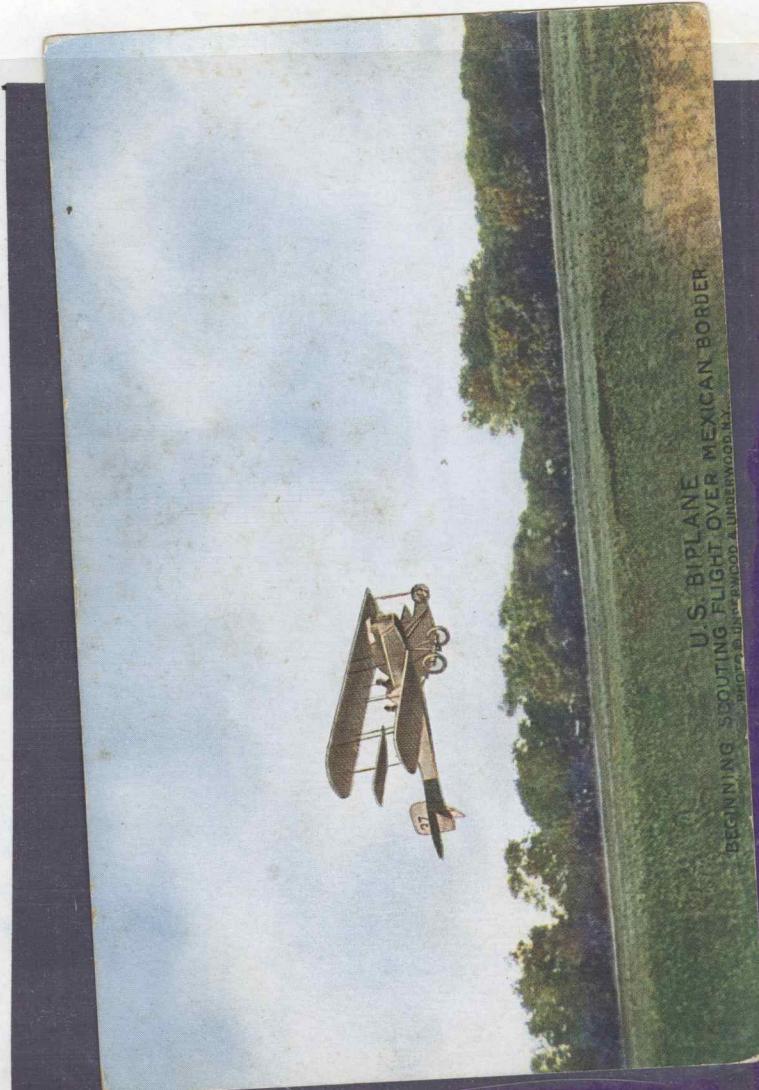
PLEASE TURN PAGES CAREFULLY

COUNTRY U.S. - Curtis Aeroplane
UNUSED OG USED BLOCK PL BLK
CPL SET SHORT SET V.F. FINE AVE
CAT. NO. NOTES Postmarked Erie Pa.
Jan. 10, 1911
CAT. VAL. SELLING PRICE \$1.50



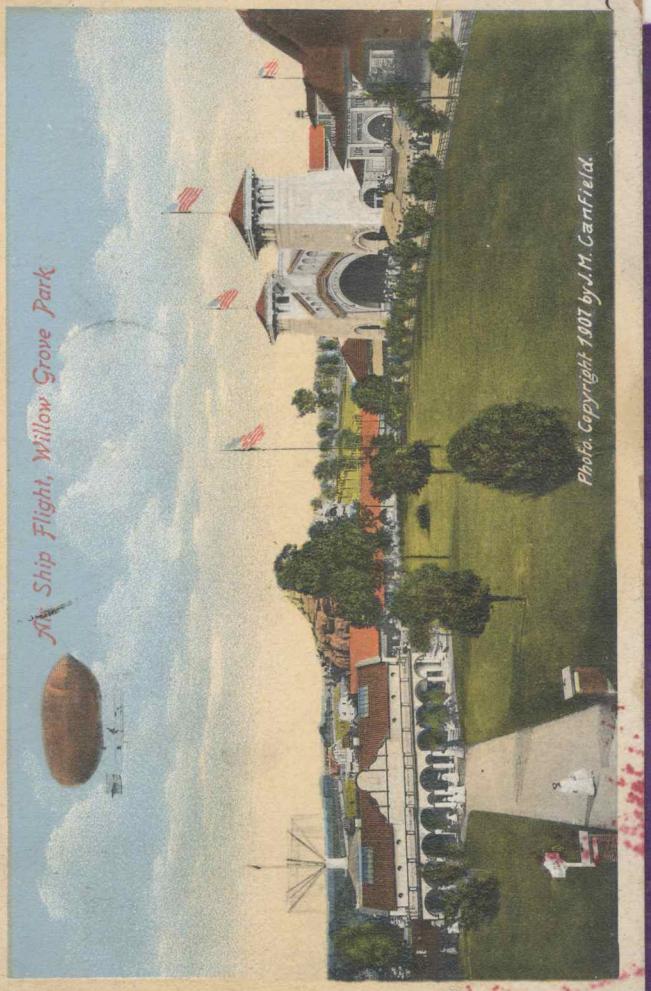
PLEASE TURN PAGES CAREFULLY

COUNTRY U.S. Aviation Training Field - World War I
UNUSED OG USED BLOCK PL BLK
CPL SET SHORT SET V.F. FINE AVE
CAT. NO. NOTES
CAT. VAL. SELLING PRICE \$5.00



PLEASE TURN PAGES CAREFULLY

COUNTRY U.S. Airplane on scouting trip over Mexican Border
UNUSED OG USED BLOCK PL BLK
CPL SET SHORT SET V.F. FINE AVE
CAT. NO. NOTES
CAT. VAL. SELLING PRICE \$5.00



PLEASE TURN PAGES CAREFULLY

COUNTRY Air Ship Flight - Willow Grove Park,
Philadelphia, Pa
 UNUSED OG USED V BLOCK PL BLK
 CPL SET SHORT SET V.F. FINE AVE ✓
 CAT. NO. NOTES Postmarked Philadelphia.
Aug. 25, 1913
 SELLING PRICE \$15.00
 CAT. VAL.



PLEASE TURN PAGES CAREFULLY

COUNTRY U.S. Flying Boats - Passed by Censor
World War I
 UNUSED ✓ OG USED BLOCK PL BLK
 CPL SET SHORT SET V.F. FINE ✓ AVE
 CAT. NO. NOTES
 SELLING PRICE \$4.00
 CAT. VAL.



PLEASE TURN PAGES CAREFULLY

COUNTRY German Zeppelin over coast
 UNUSED ✓ OG USED BLOCK PL BLK
 CPL SET. SHORT SET V.F. ✓ FINE AVE
 CAT. NO. NOTES Air Fleet Union Card
 SELLING PRICE \$20.00
 CAT. VAL.



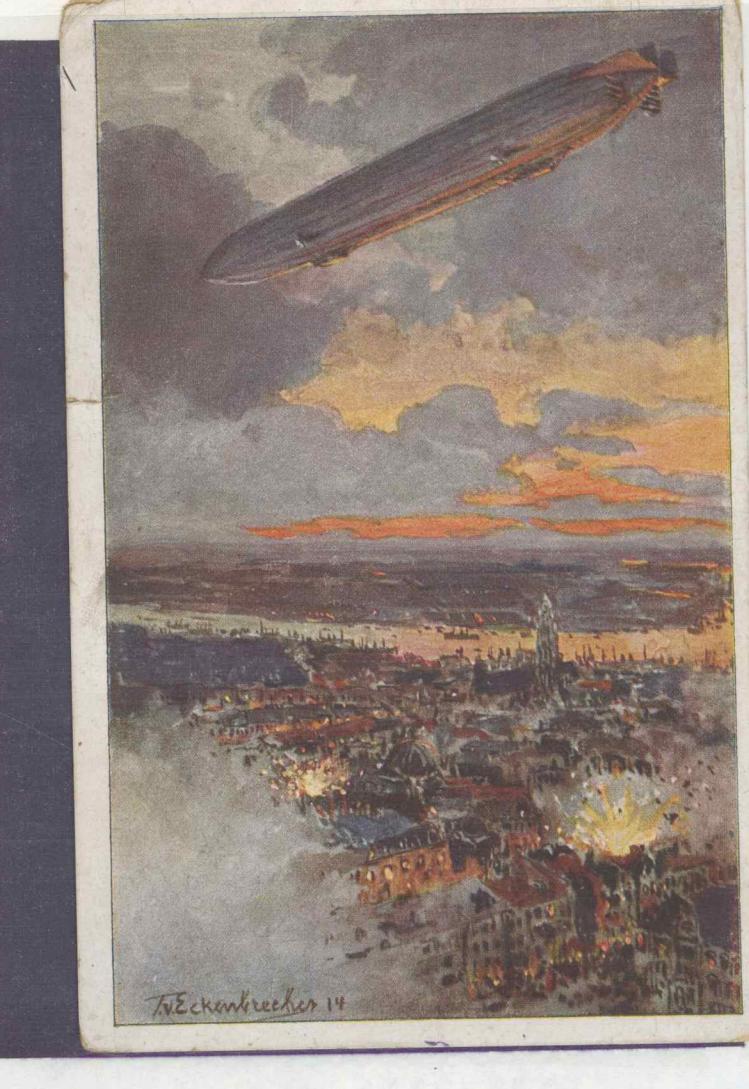
PLEASE TURN PAGES CAREFULLY

COUNTRY Zeppelin Bombing Warsaw
 UNUSED ✓ OG USED BLOCK PL BLK
 CPL SET. SHORT SET V.F. ✓ FINE AVE
 CAT. NO. NOTES Air Fleet Union Card
 SELLING PRICE \$20.00
 CAT. VAL.



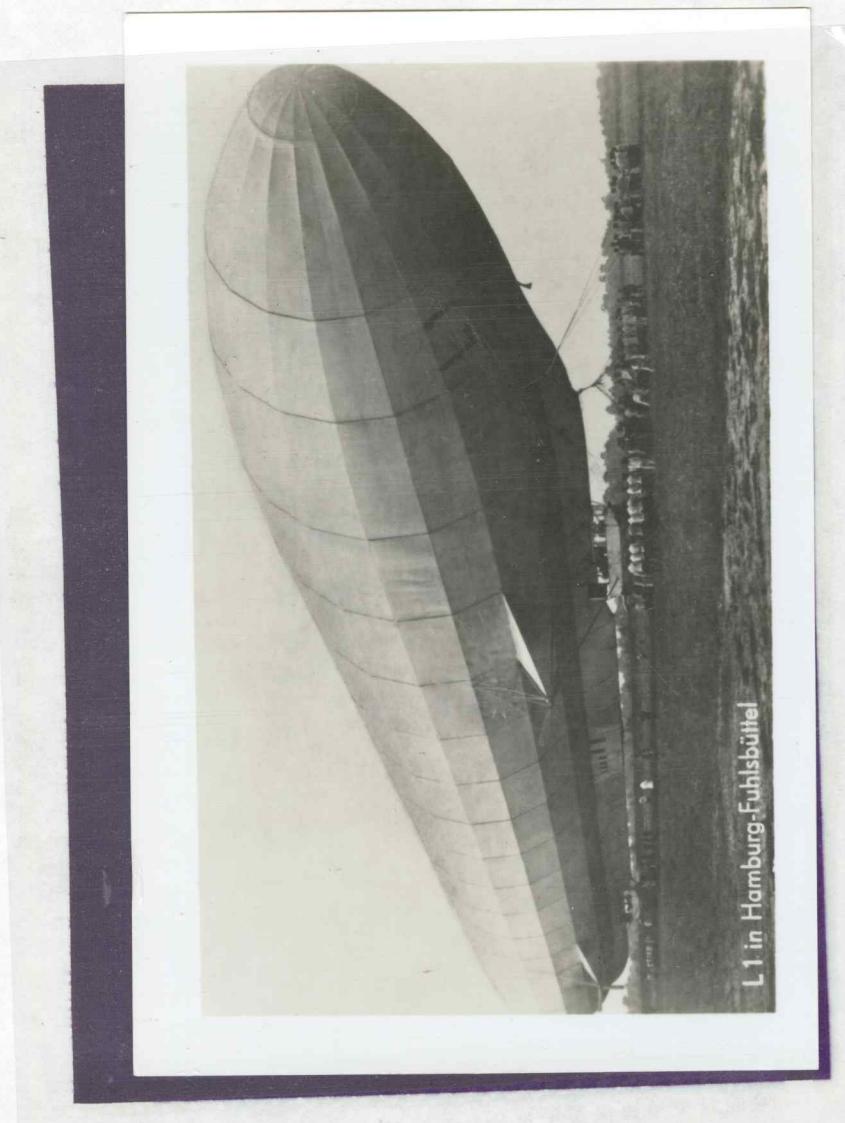
PLEASE TURN PAGES CAREFULLY

COUNTRY Graf Zeppelin at Friedrichshafen, Germany
 Dr. Hugo Eckener in oval
 UNUSED OG USED BLOCK PL BLK
 CPL SET SHORT SET V.F. FINE AVE
 CAT. NO. NOTES
 CAT. VAL. SELLING PRICE \$10.00



PLEASE TURN PAGES CAREFULLY

COUNTRY Zeppelin bombing Antwerp
 UNUSED OG USED BLOCK PL BLK
 CPL SET SHORT SET V.F. FINE AVE
 CAT. NO. NOTES Air Fleet Union Card
 CAT. VAL. SELLING PRICE \$10.00



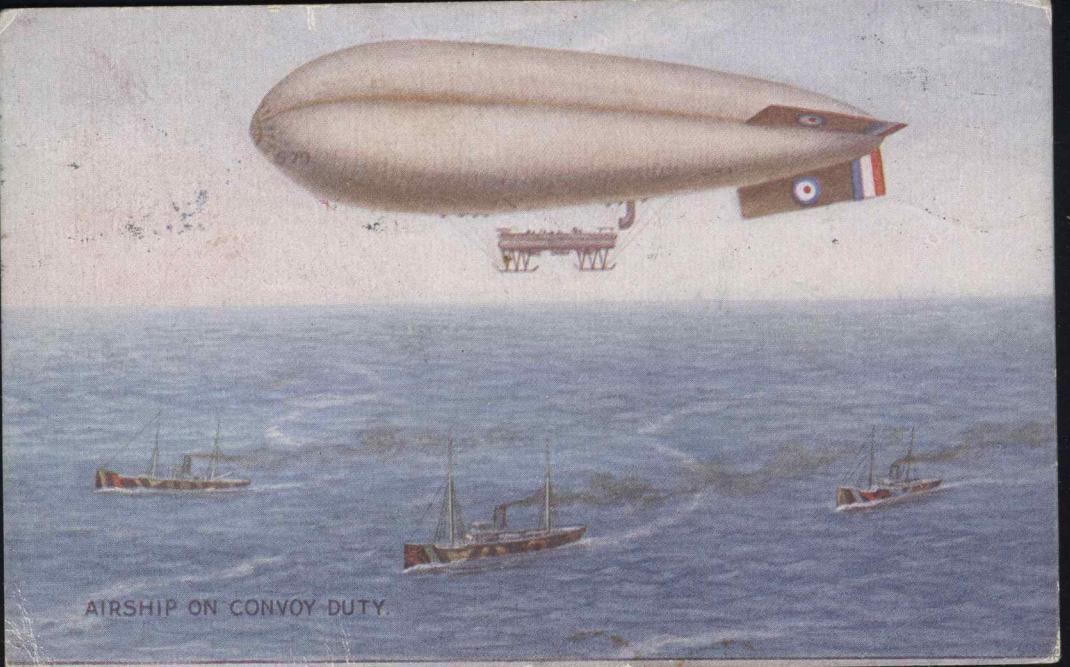
PLEASE TURN PAGES CAREFULLY

COUNTRY German Zeppelin L-1 at Hamburg
 UNUSED OG USED BLOCK PL BLK
 CPL SET SHORT SET V.F. FINE AVE
 CAT. NO. NOTES (Repro.)
 CAT. VAL. SELLING PRICE \$1.00

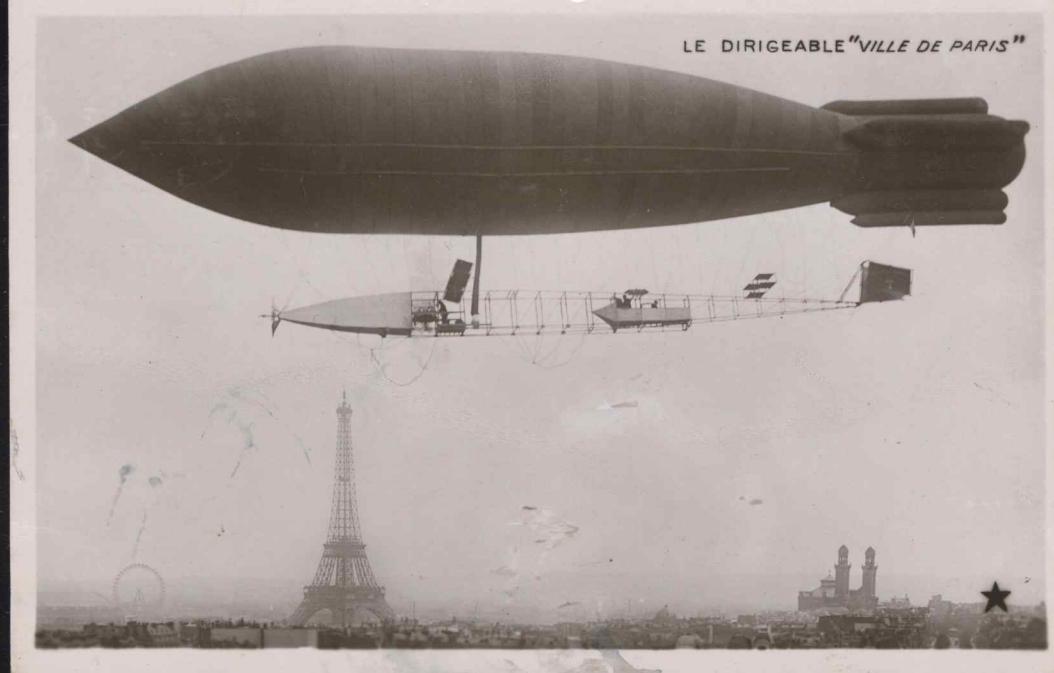


PLEASE TURN PAGES CAREFULLY

COUNTRY U.S.S. Los Angeles over Goodyear-Zeppelin Airship Factory
 UNUSED OG USED BLOCK PL BLK
 CPL SET SHORT SET V.F. FINE AVE
 CAT. NO. NOTES Postmarked-Akron, Ohio Sept. 24, 1931
 CAT. VAL. SELLING PRICE \$5.00

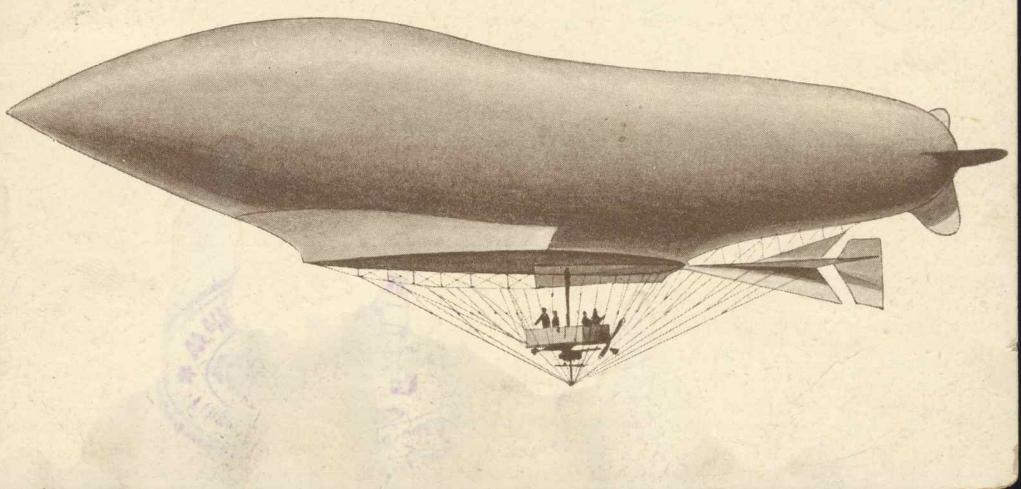
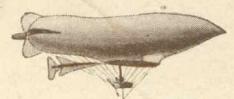


LE DIRIGEABLE "VILLE DE PARIS"



Dirigeable "République"

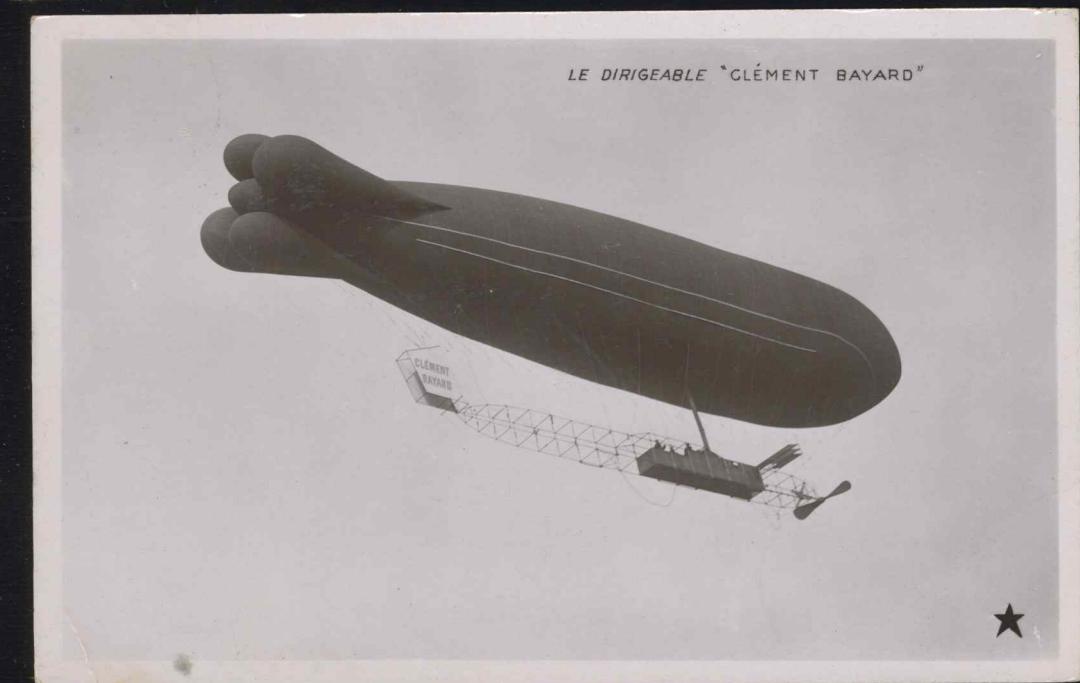
Remplace le "Patrie". Constructeur, Lebaudy. Longueur 60 m., diamètre 10 m., volume 3650 m. c., moteurs 80 chevaux.



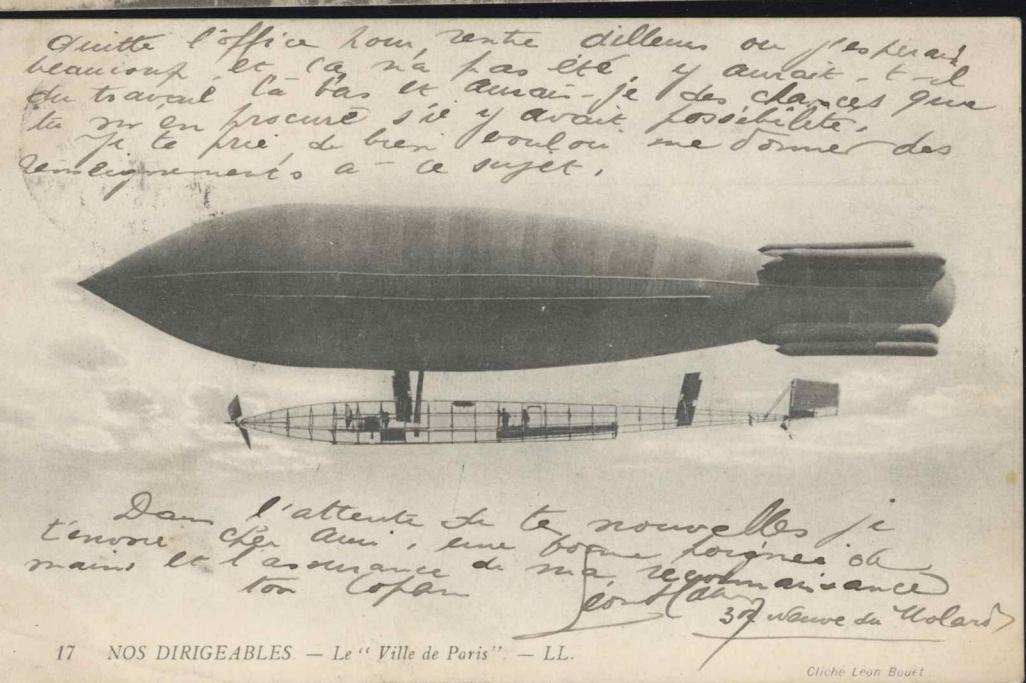
Le Dirigeable « Ville de Nancy » au-dessus de la Place Stanislas



Bürgenstadt. Der Lift mit Ballon

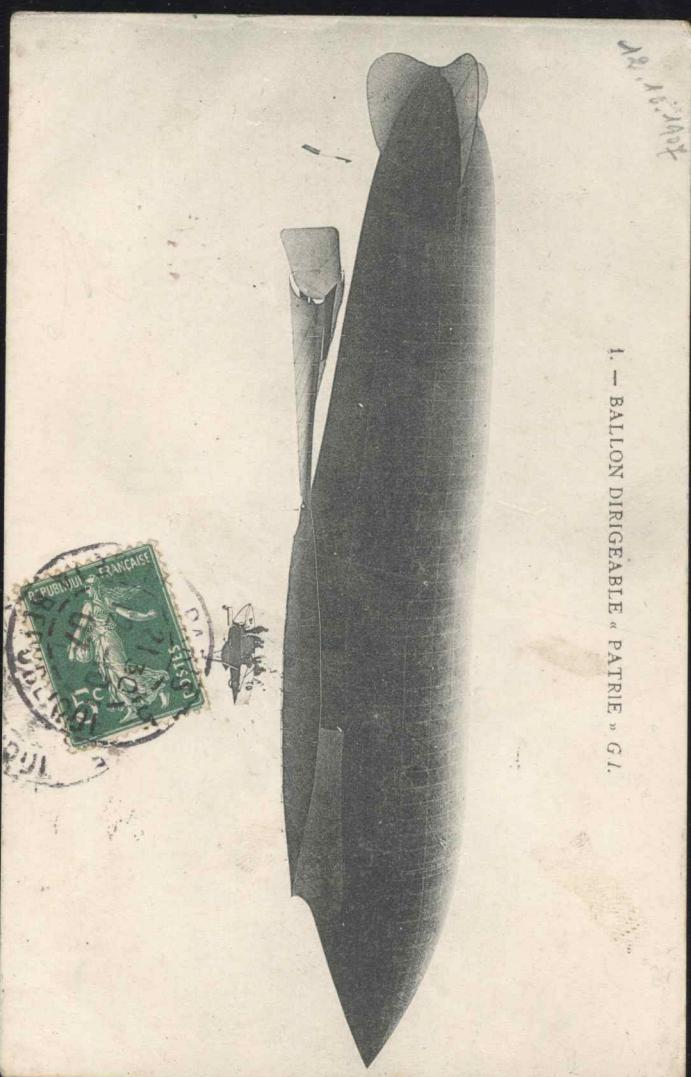


LE DIRIGEABLE "CLÉMENT BAYARD"

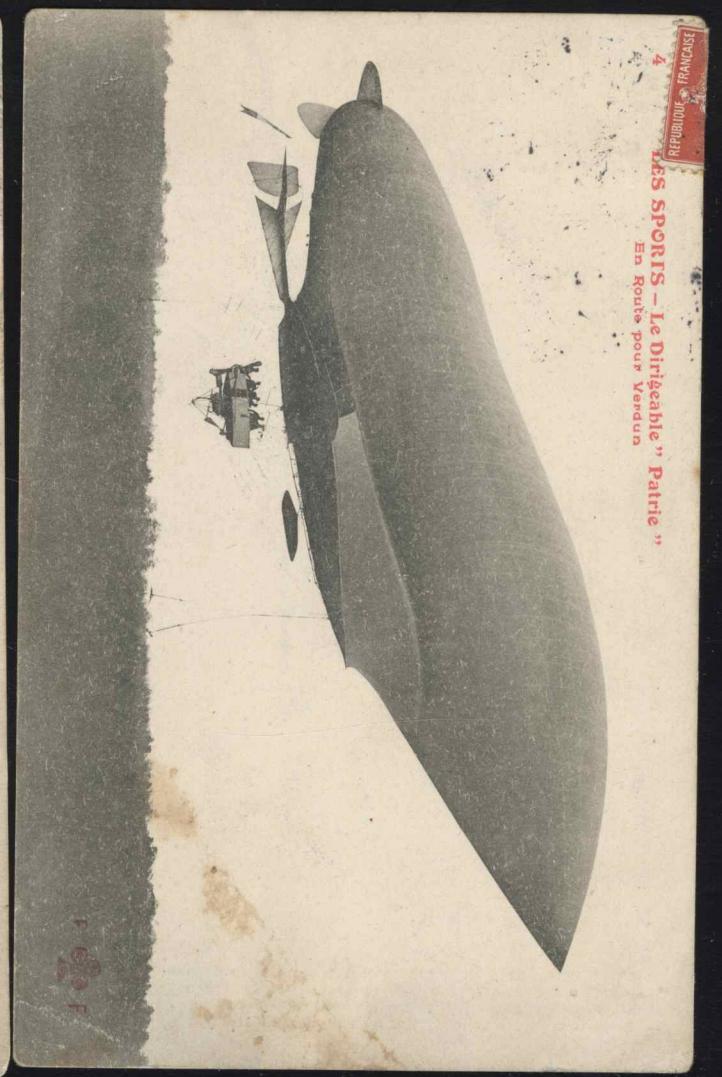
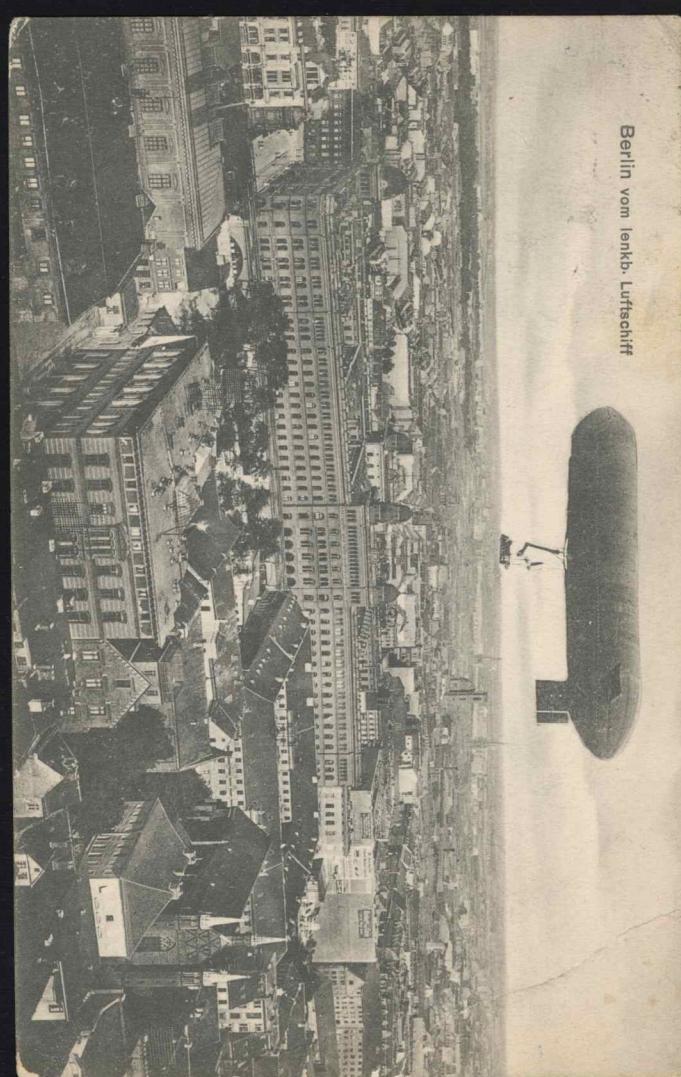


17 NOS DIRIGEABLES — Le "Ville de Paris". — LL.

Cliche Léon Bouet



4. — BALLON DIRIGEABLE « PATRIE » G.I.

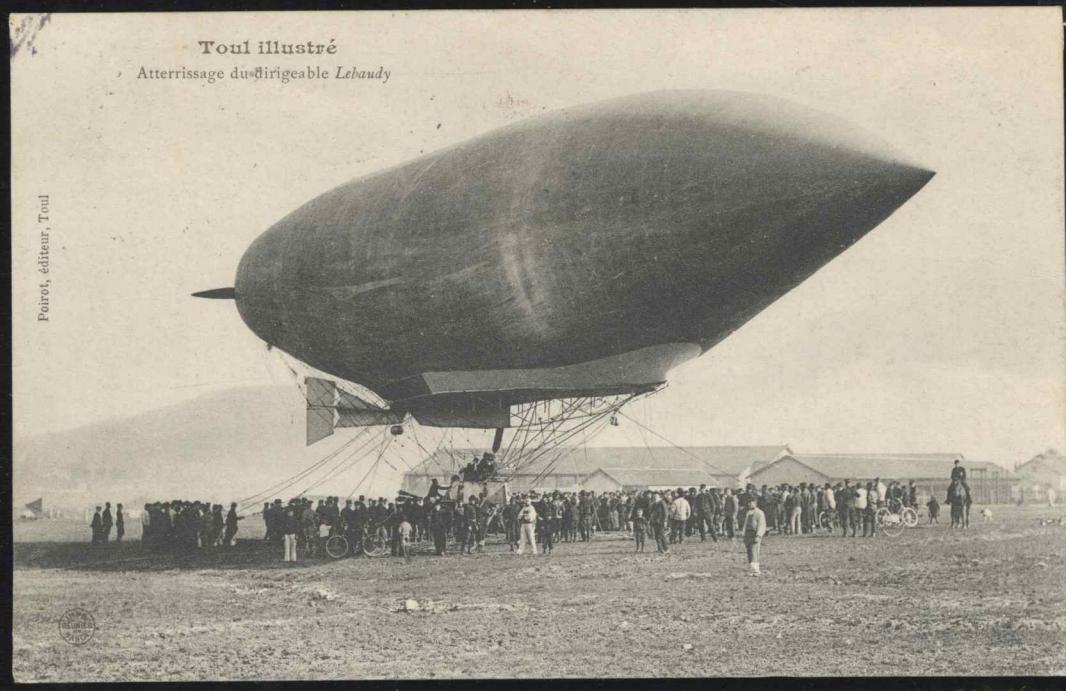




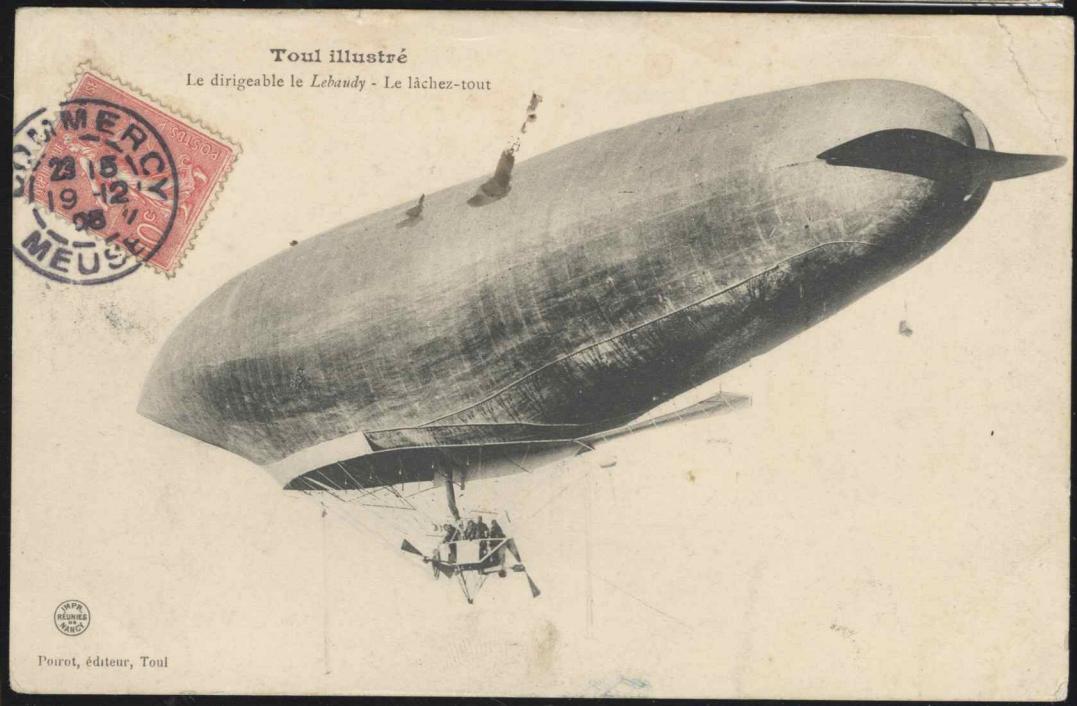
9 - MEUDON (Seine-et-Oise) - Le dirigeable " République " évoluant au-dessus de Meudon. -



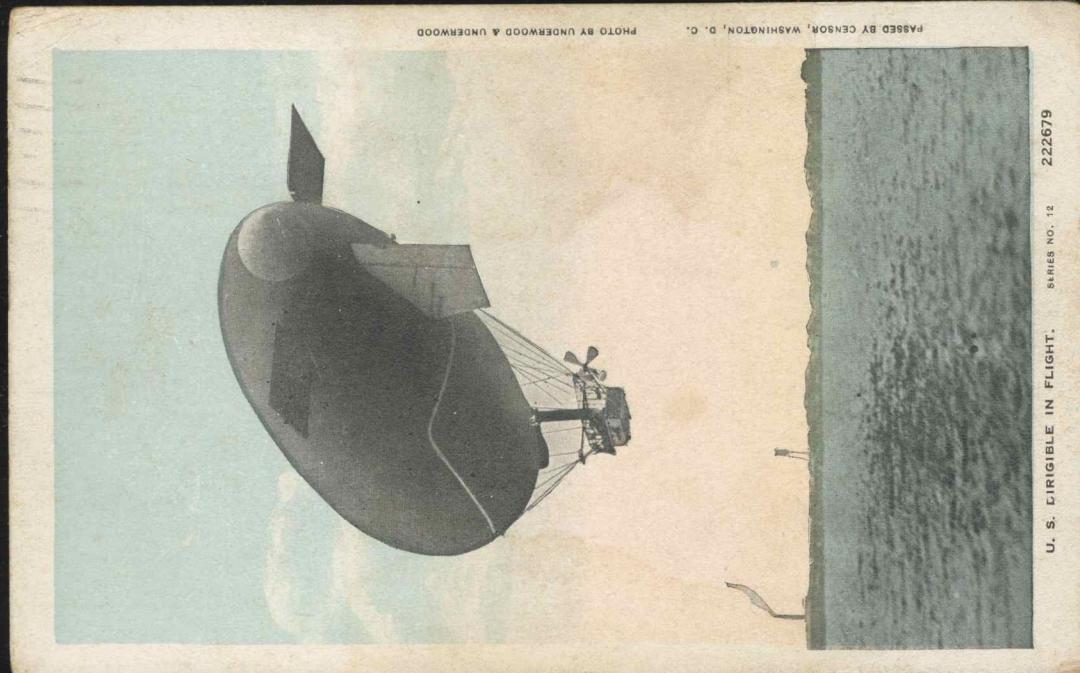
SELOOM VIEW OF THE
NAVAL AIRSHIP - PARSEVAL 6
1910-1914 USED MII \$ 15.00



Toul illustré
Atterrissage du dirigeable *Lebaudy*



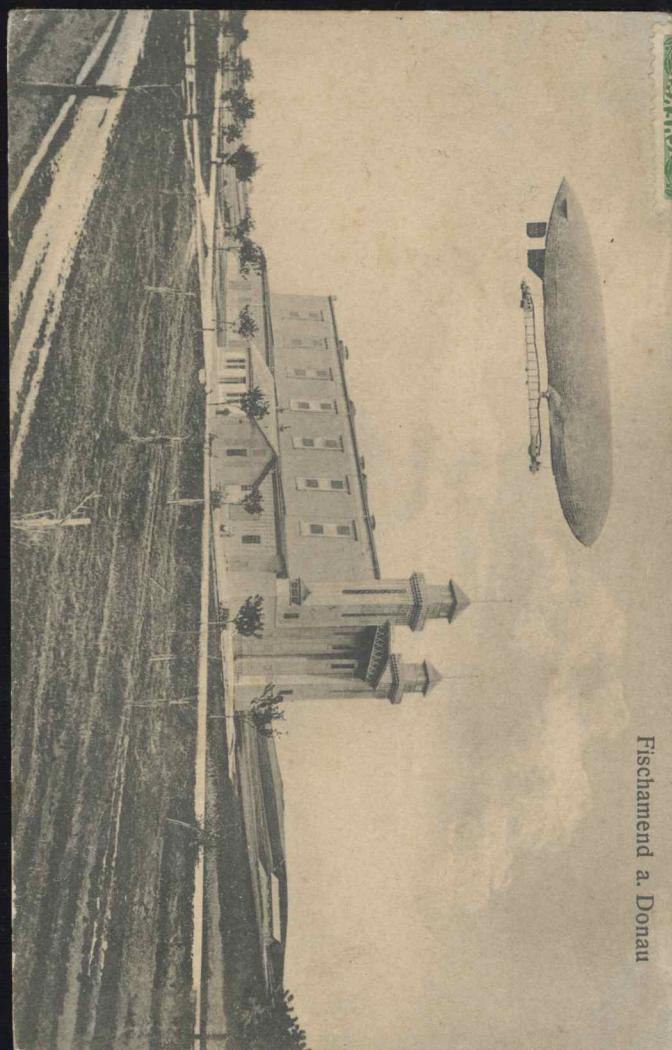
Toul illustré



PASSED BY CENSOR, WASHINGTON, D. C.
PHOTO BY UNDERWOOD & UNDERWOOD



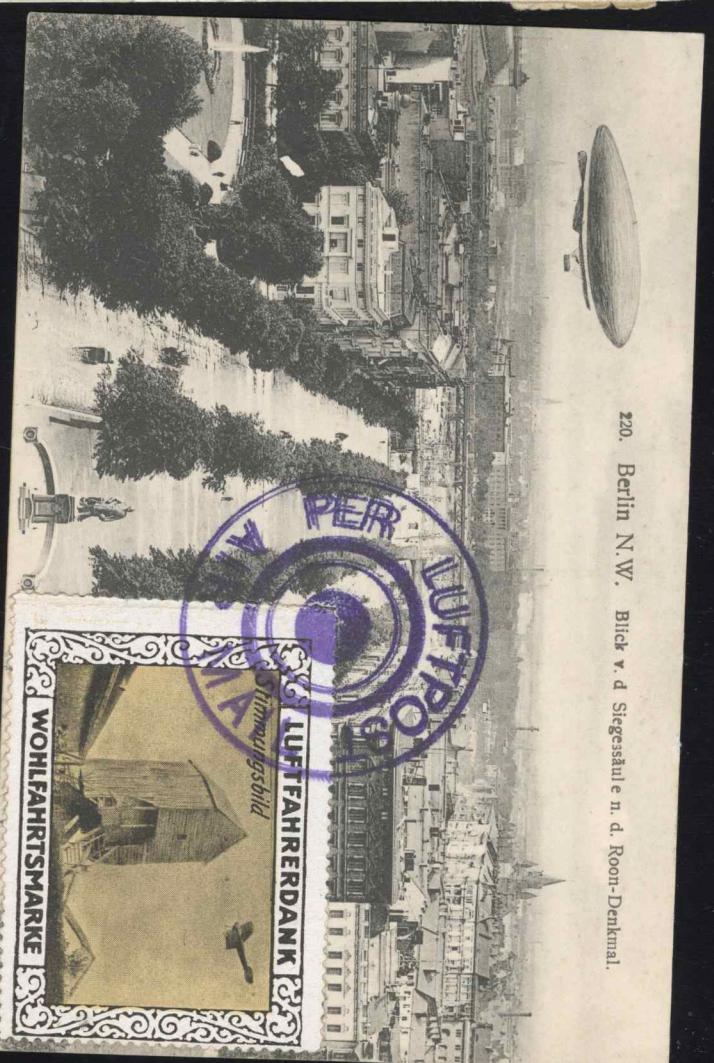
BIRDS EYE VIEW WILTON IOWA



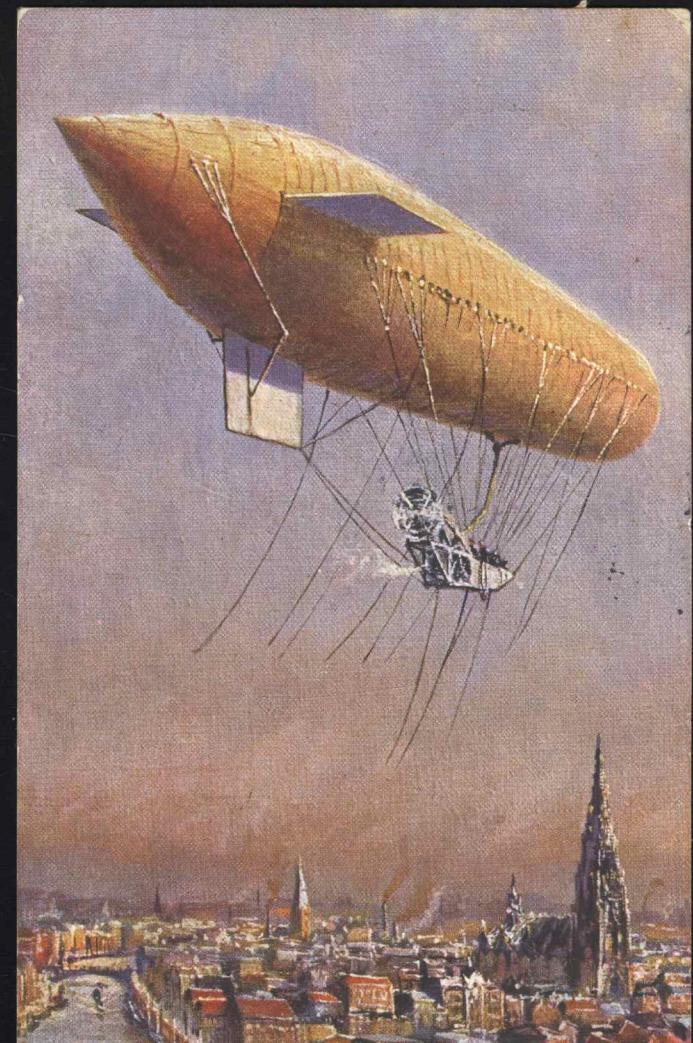
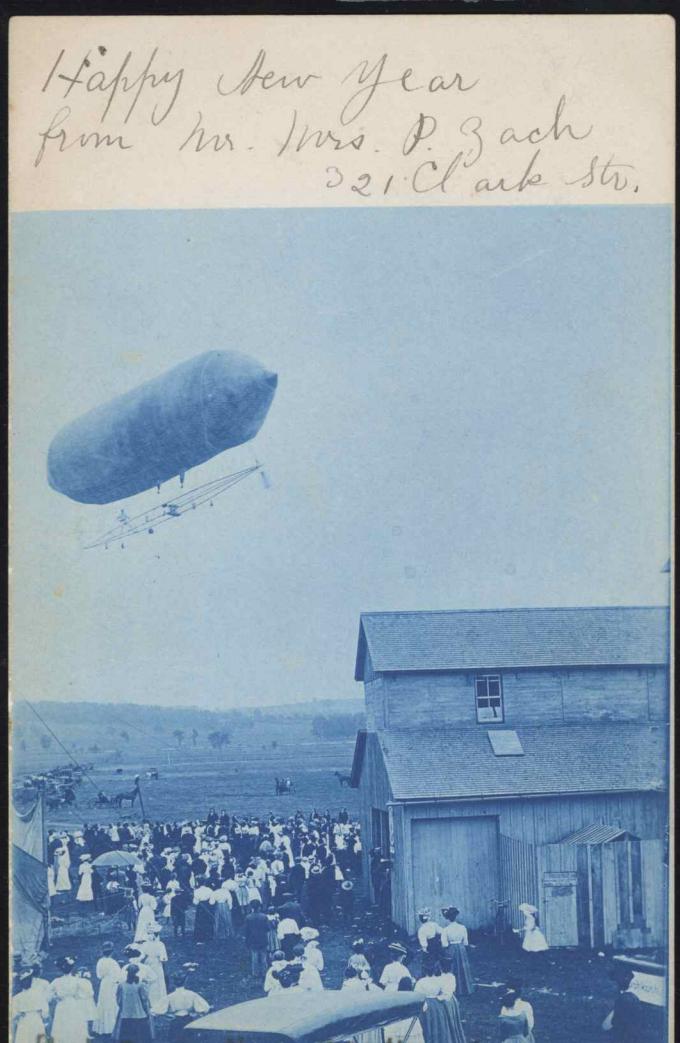
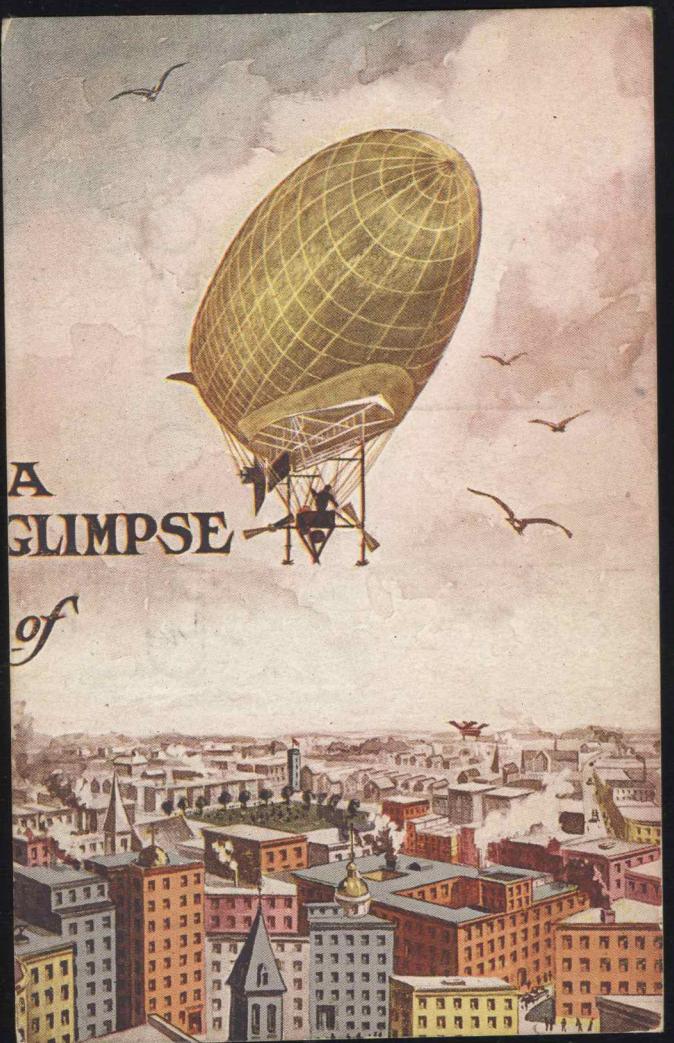
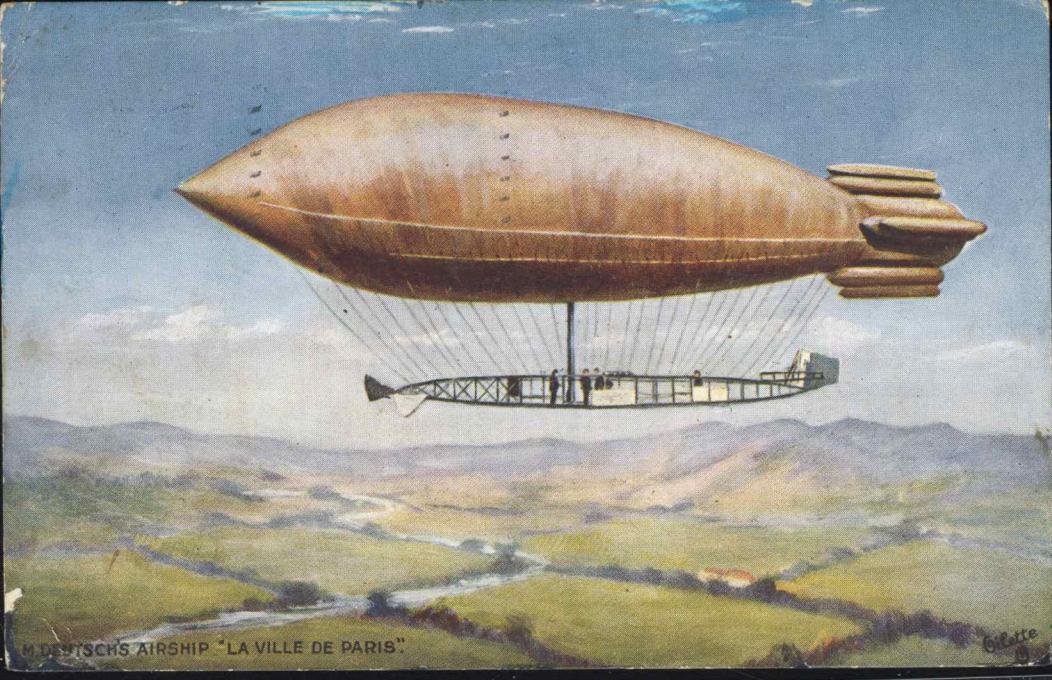
Fischamend a. Donau

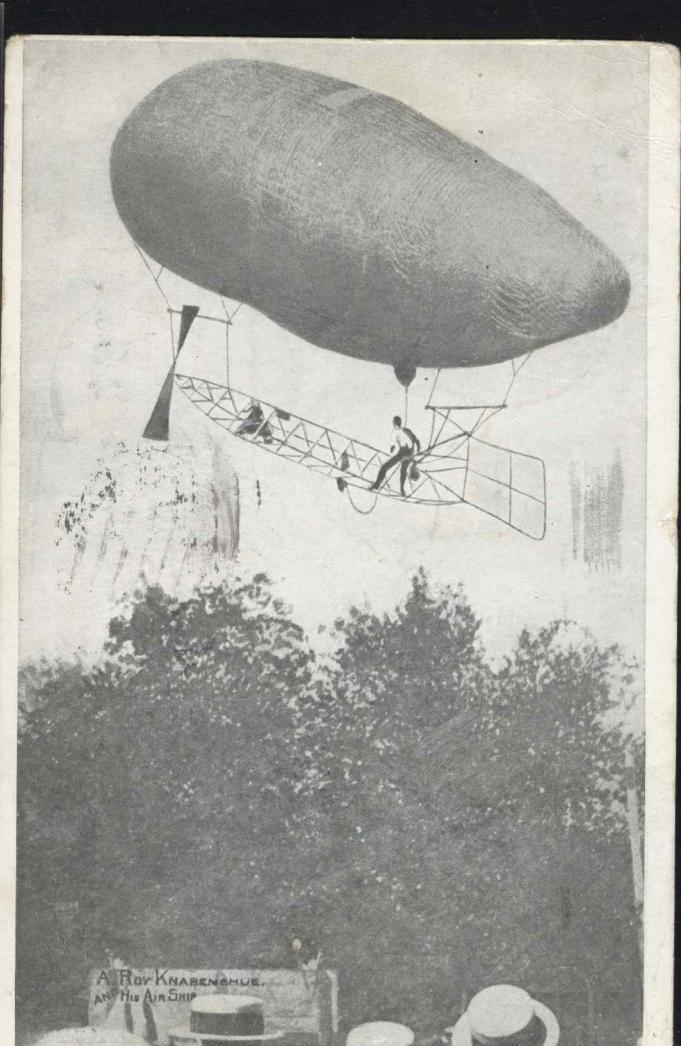
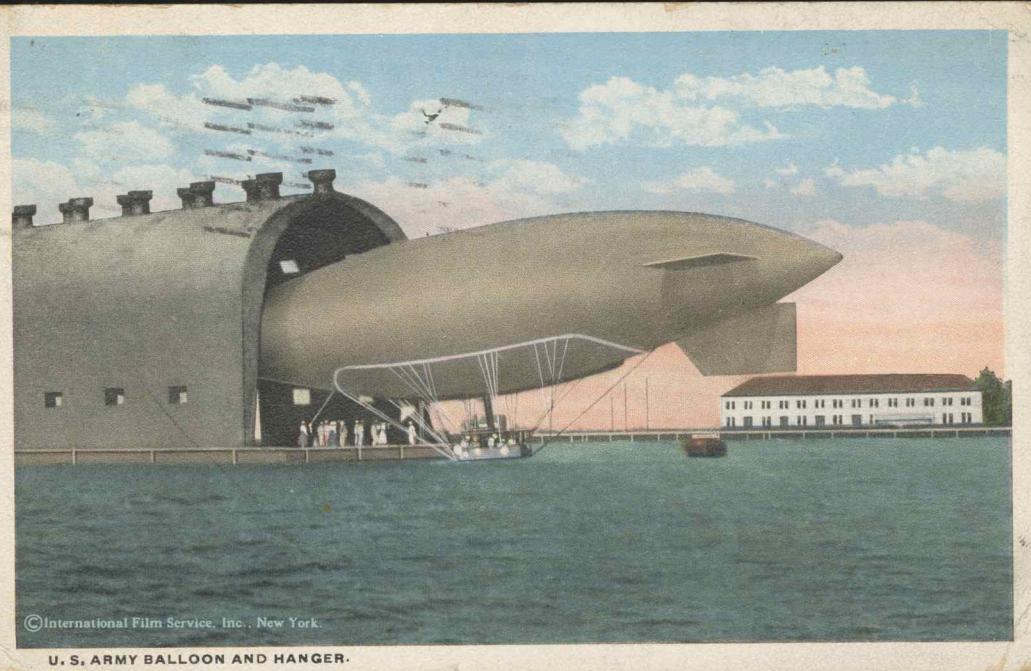
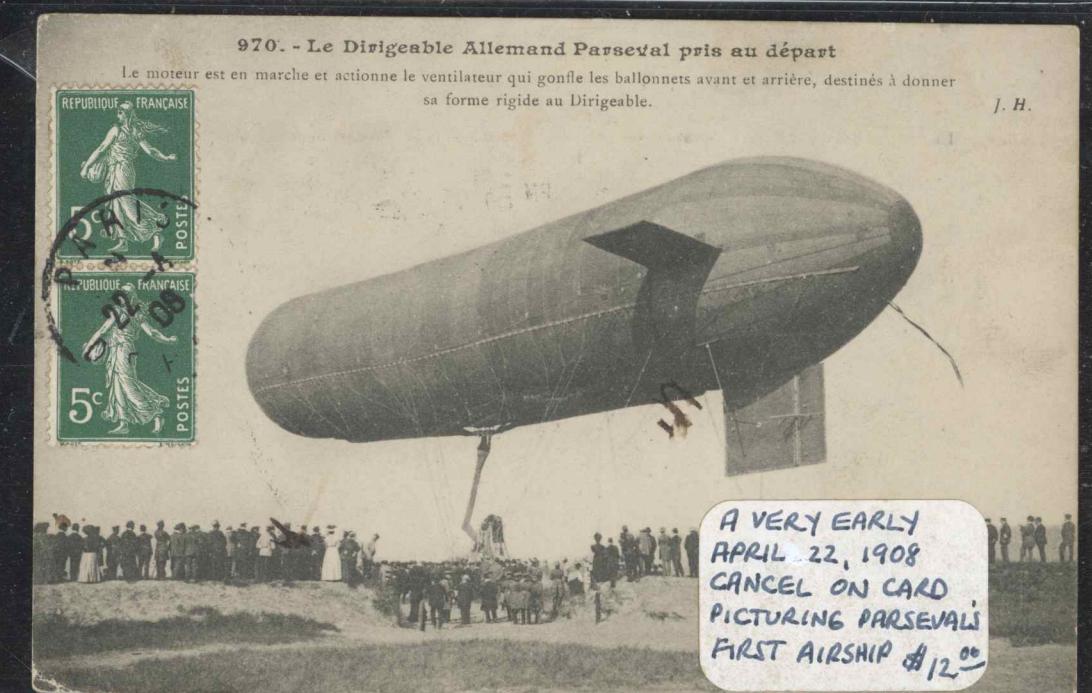


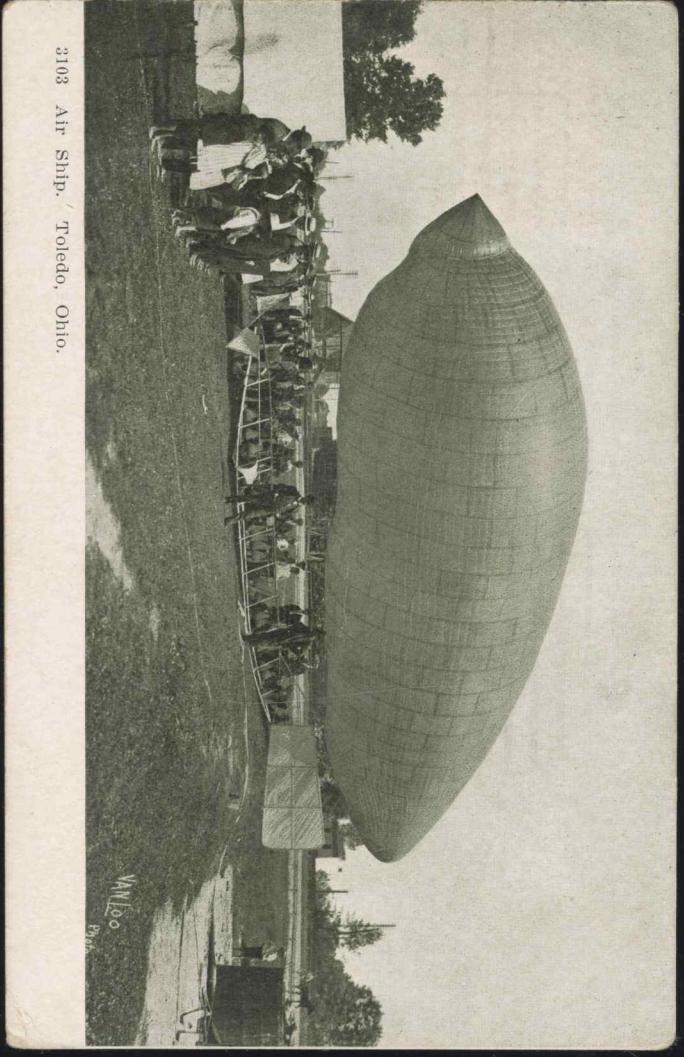
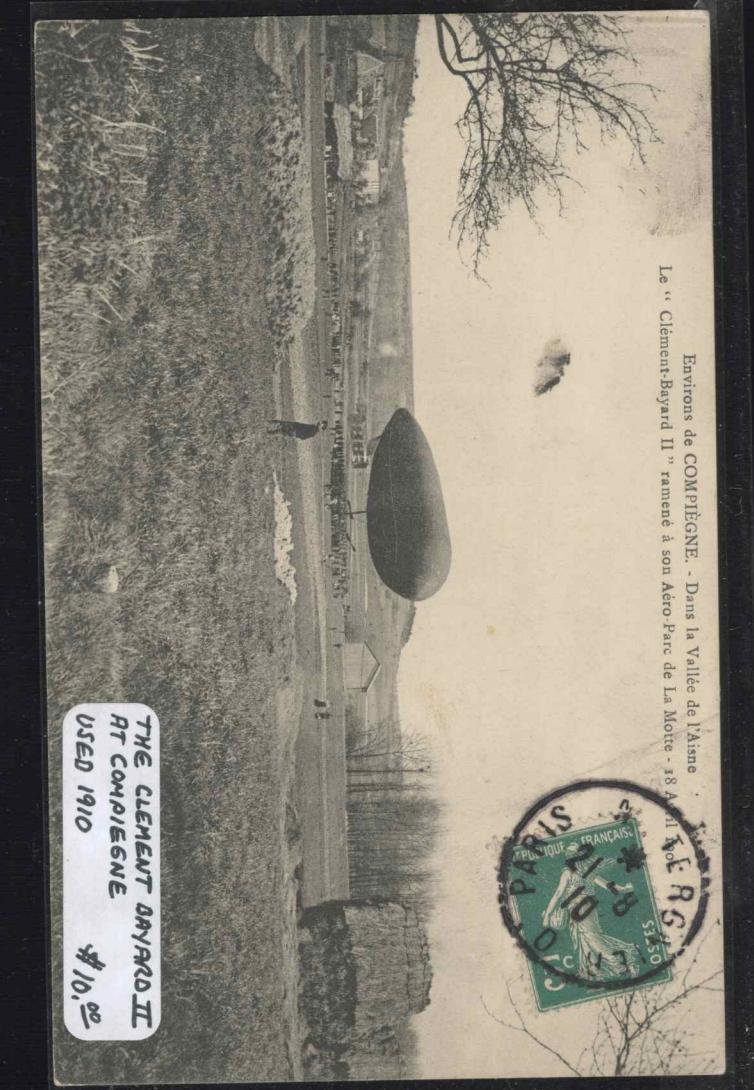
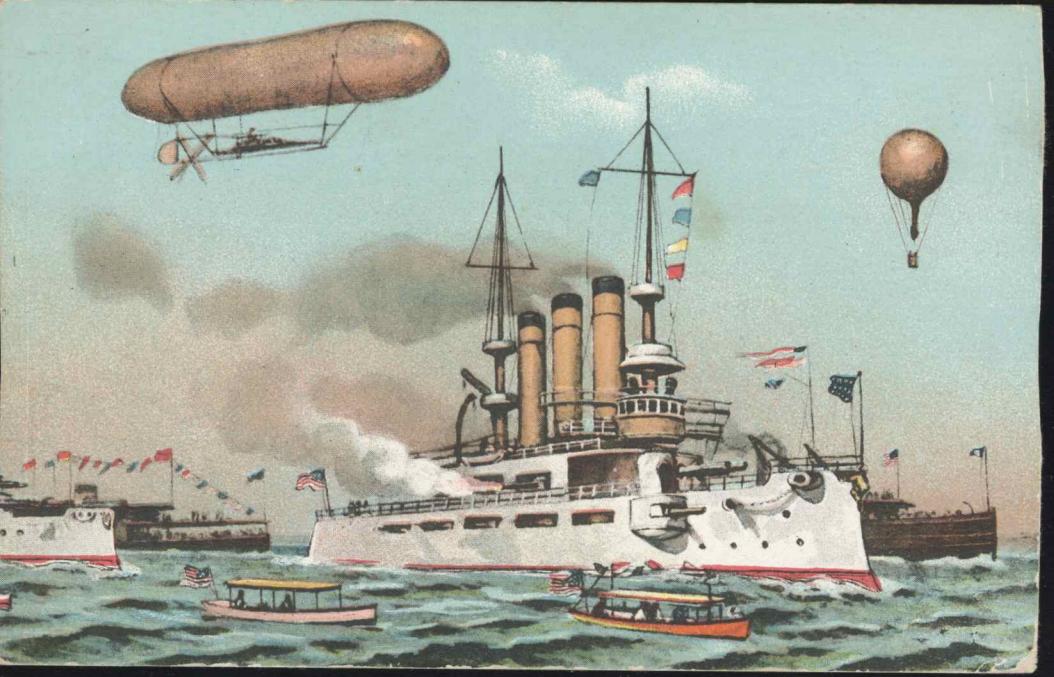
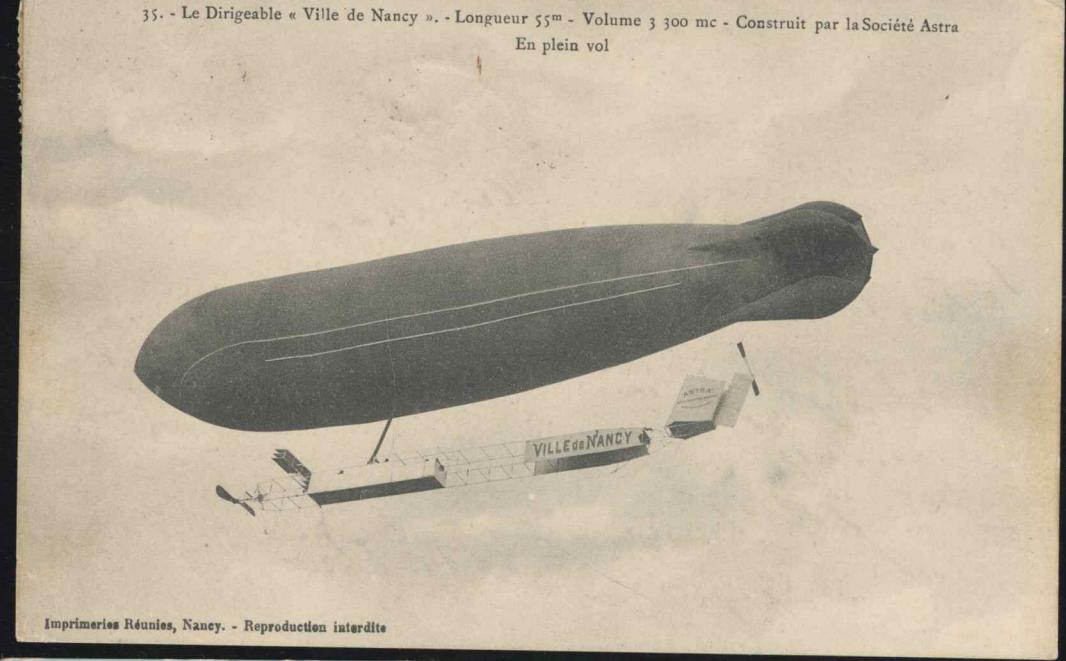
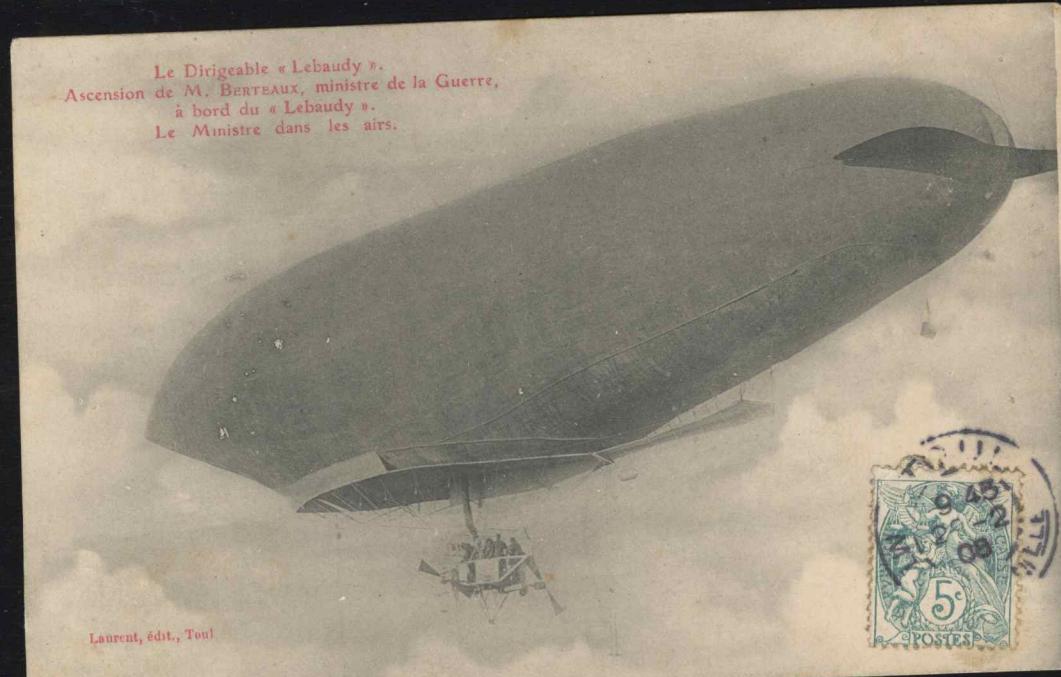
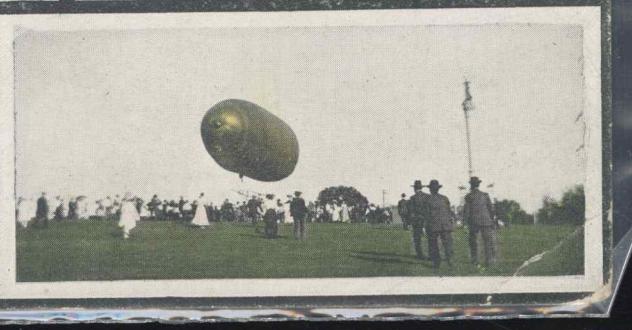
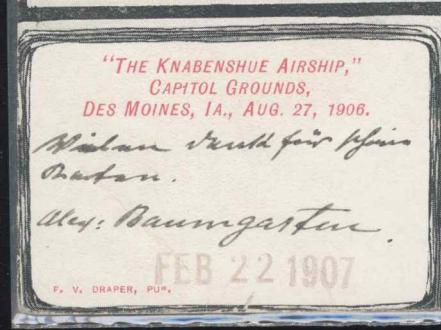
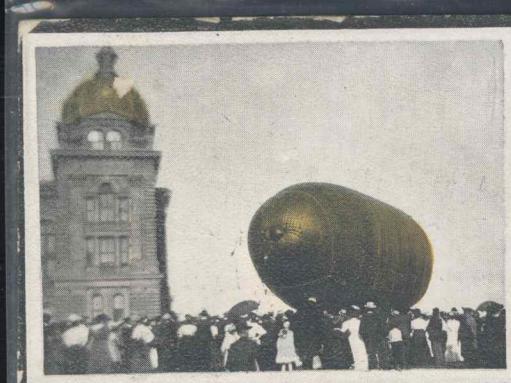
卷之三



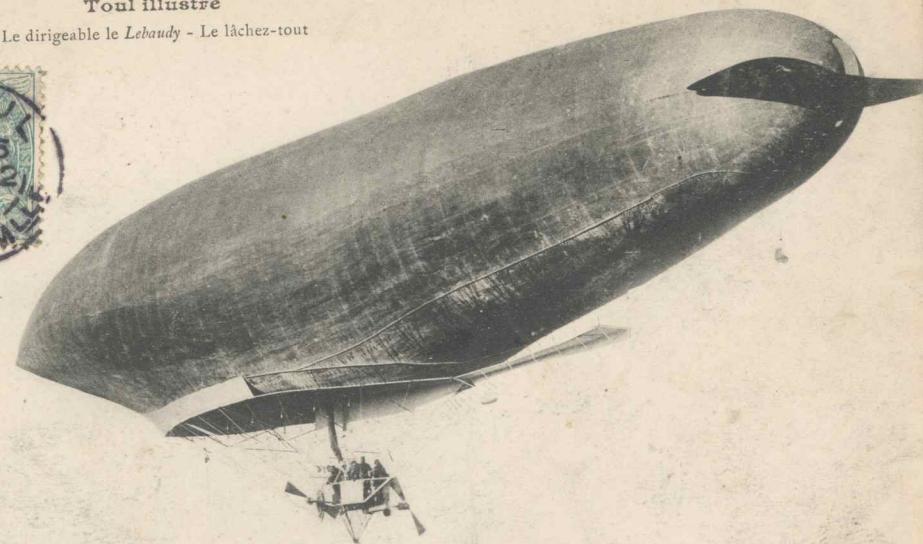
220. Berlin N.W. Blick v. d Siegessäule n. d. Roon-Denkmal







Toul illustré
Le dirigeable le Lebaudy - Le lâchez-tout



Pourot, éditeur, Toul

520

2453



Seeing Ithaca, Mich., from an Airship

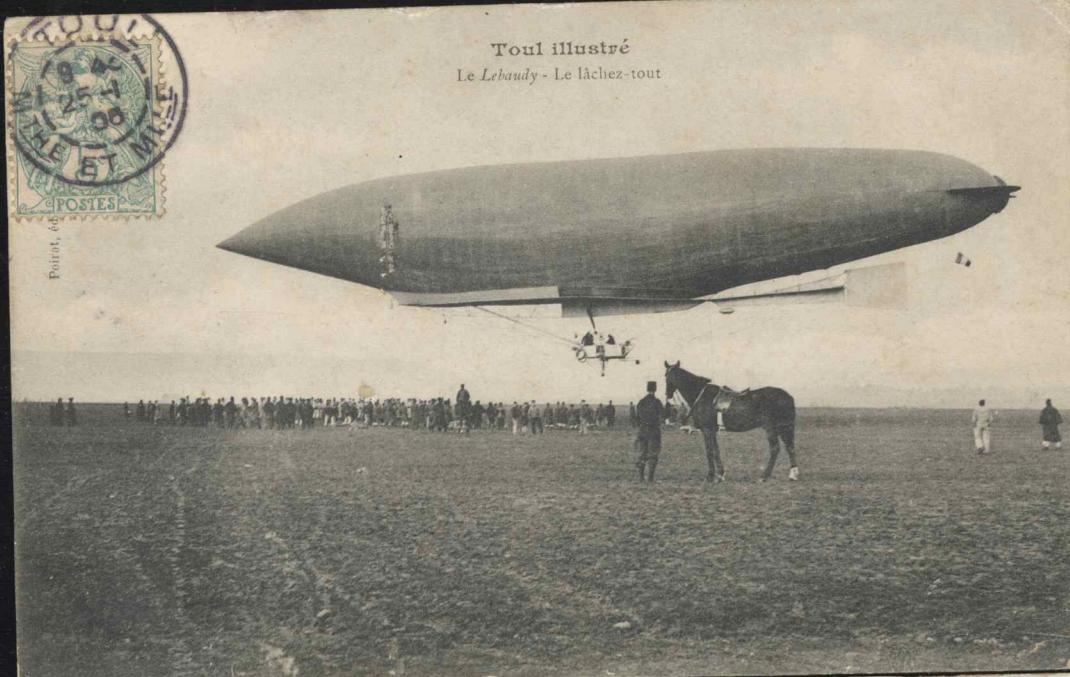


Nürnberg Volksfest 1904.

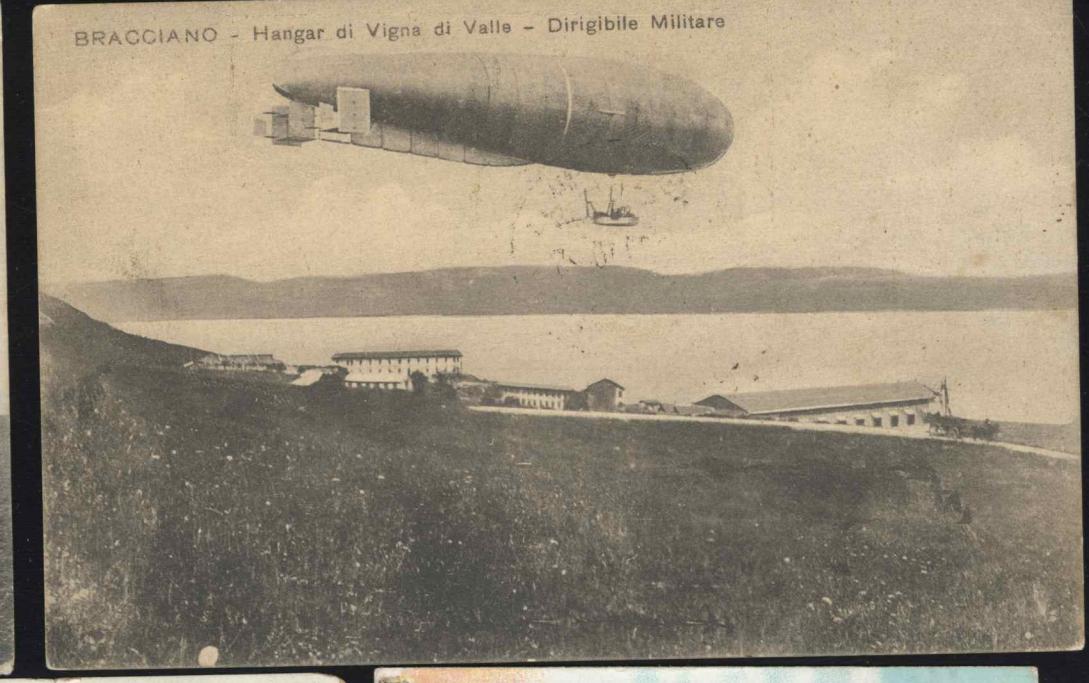
Momentaufnahme mit Ballonaufstieg und Fallschirmabsturz.



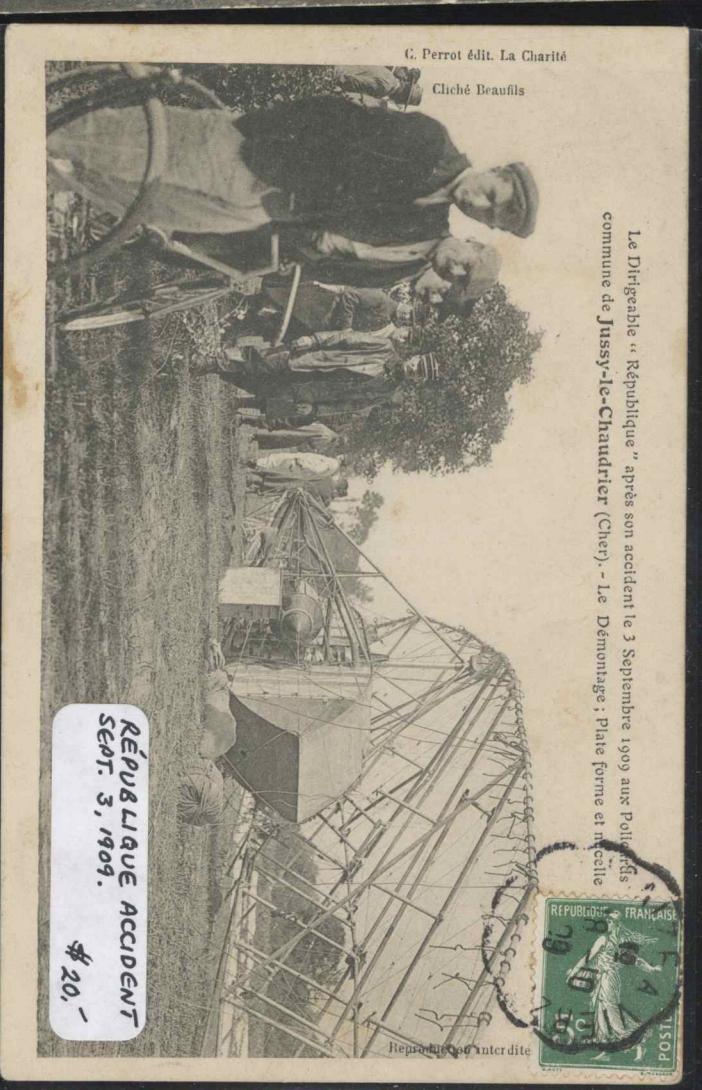
39. Aérostation Militaire - Le Ballon dirigeable « RÉPUBLIQUE »
Manœuvre de sortie du hangar C. M.



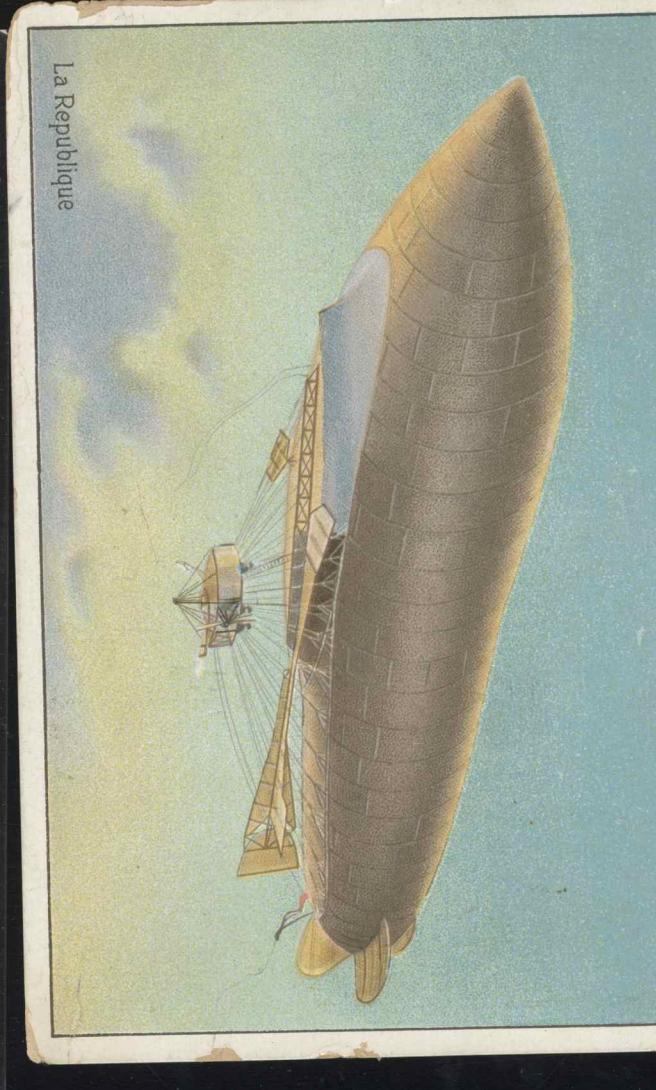
Toul illustré
Le Lebaudy - Le lâchez-tout



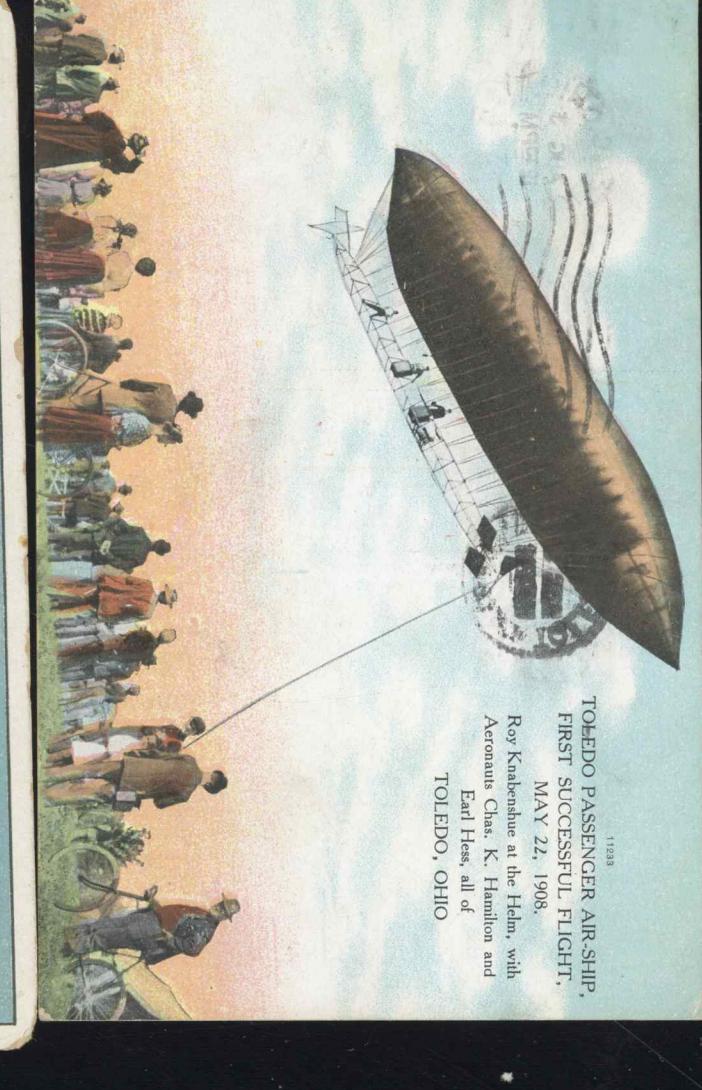
BRACCIANO - Hangar di Vigna di Valle - Dirigibile Militare



RÉPUBLIQUE ACCIDENT
SEPT. 3, 1909. \$20.-

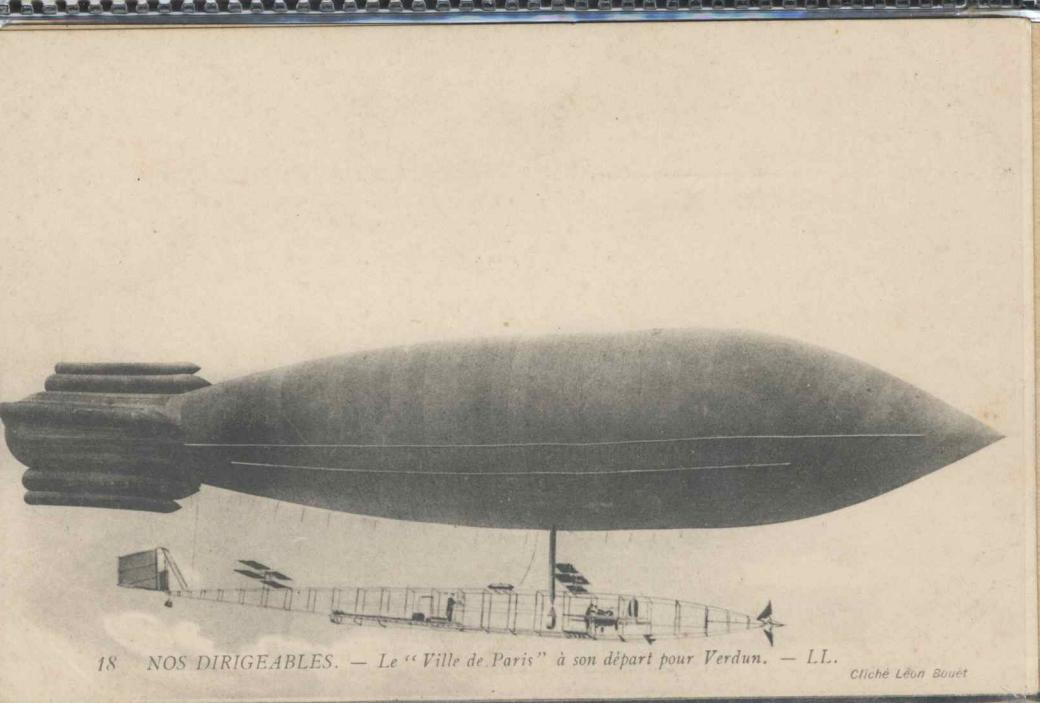
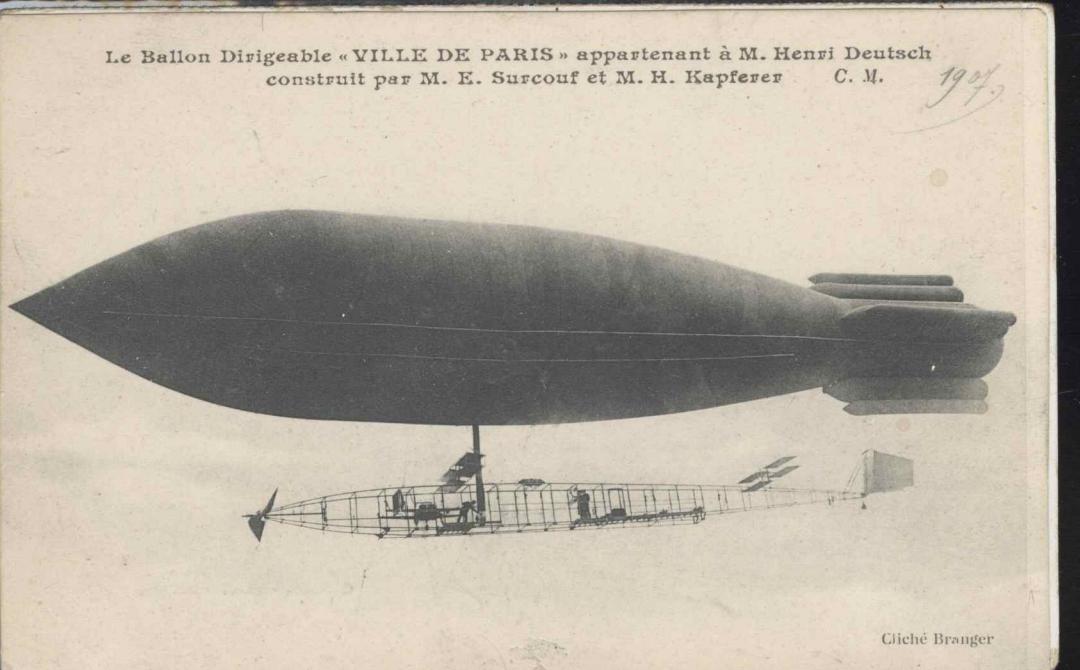
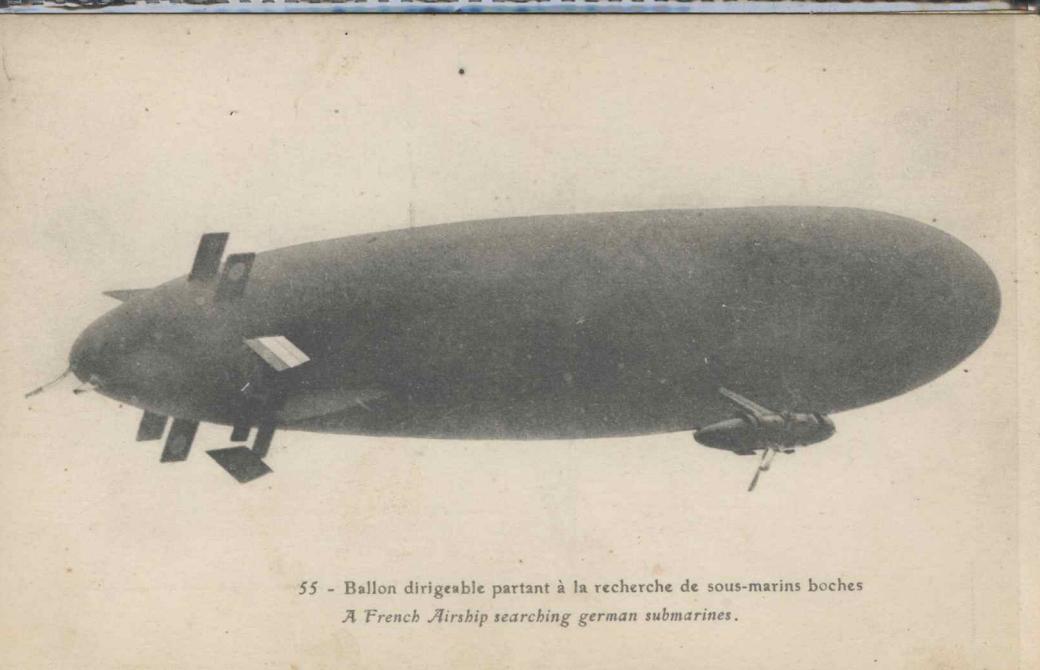
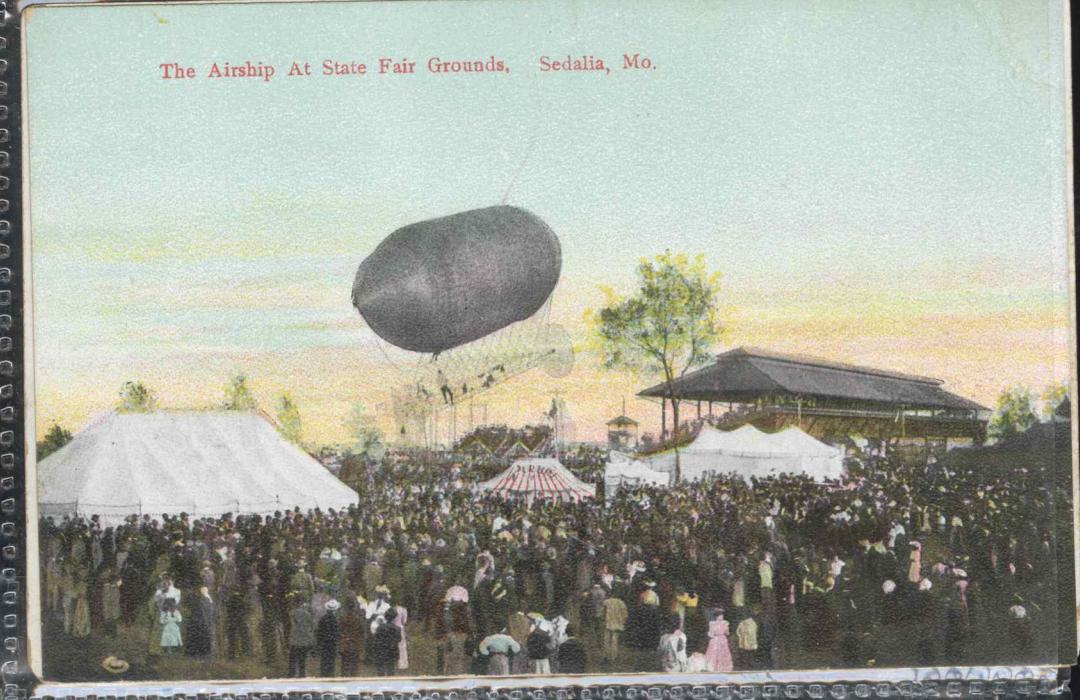
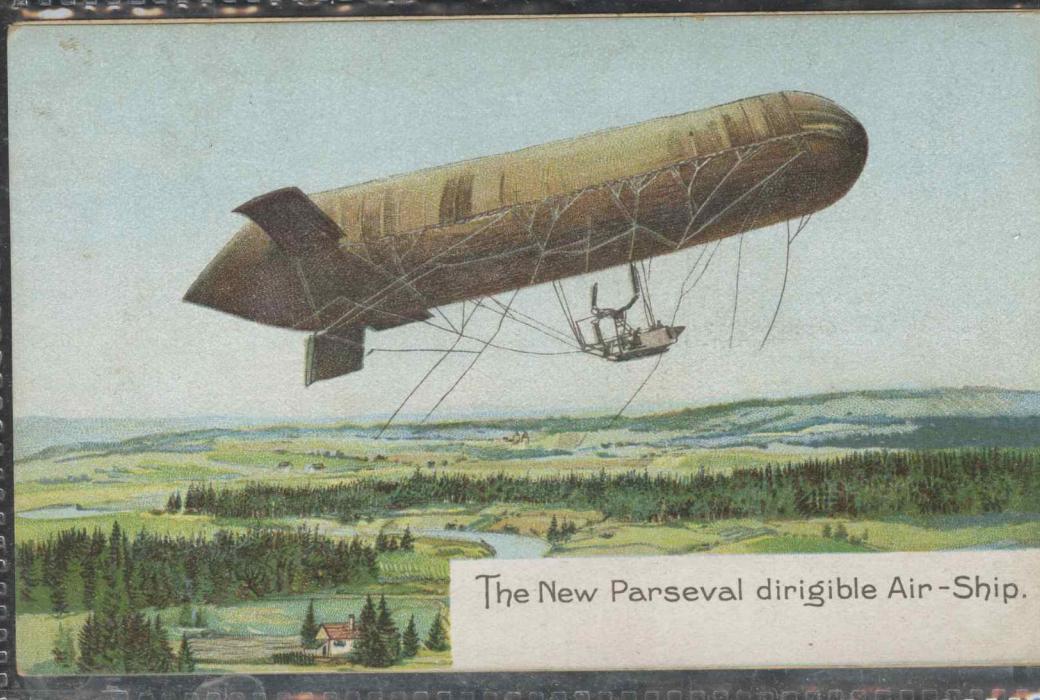
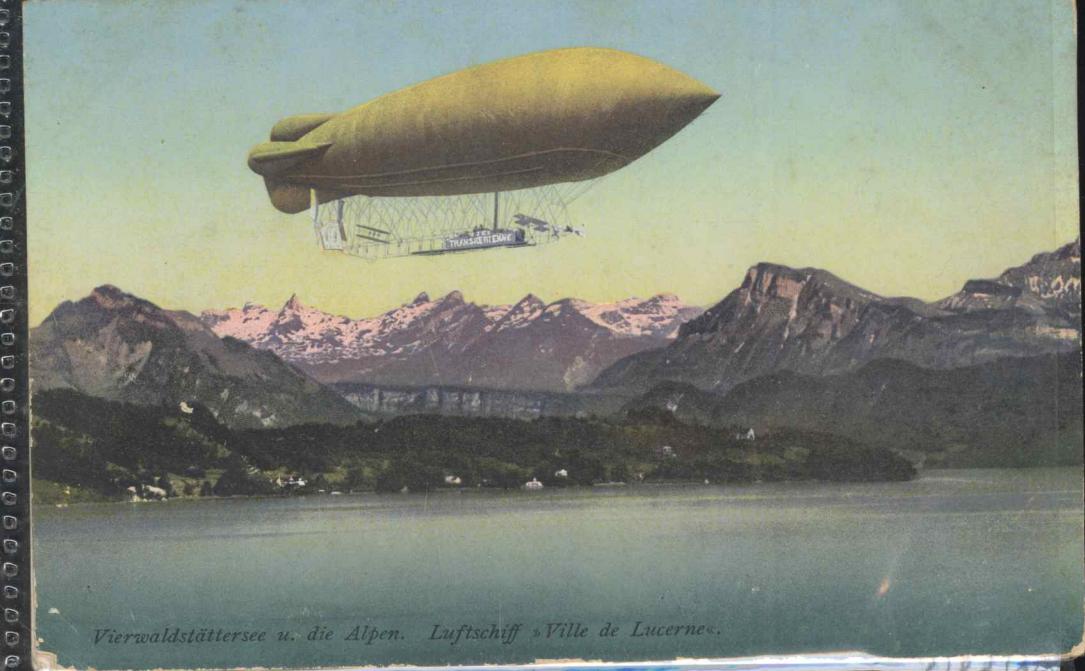
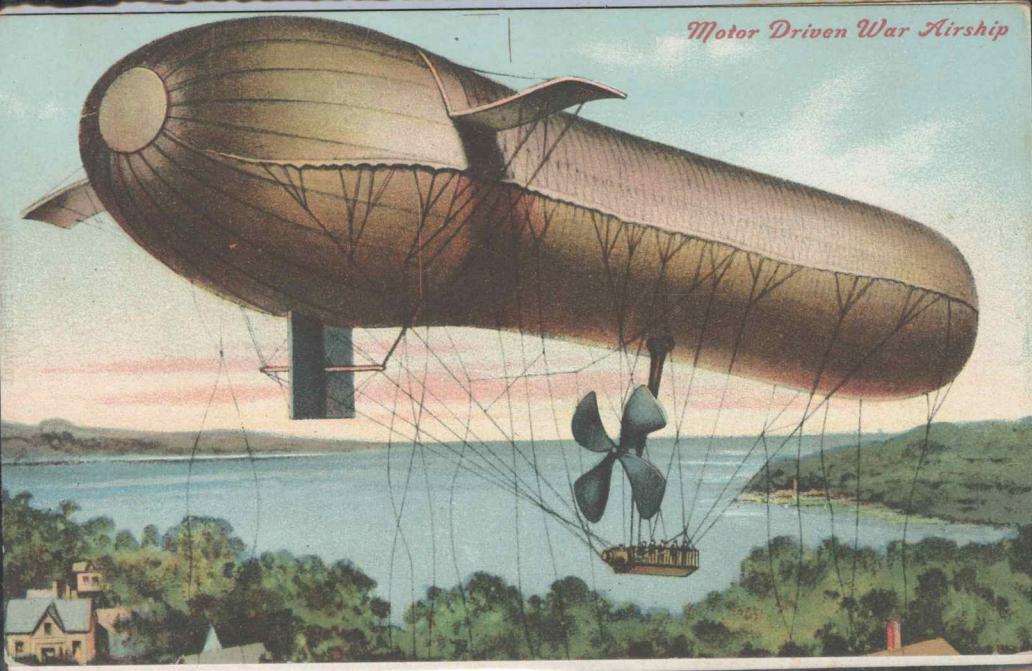


La République

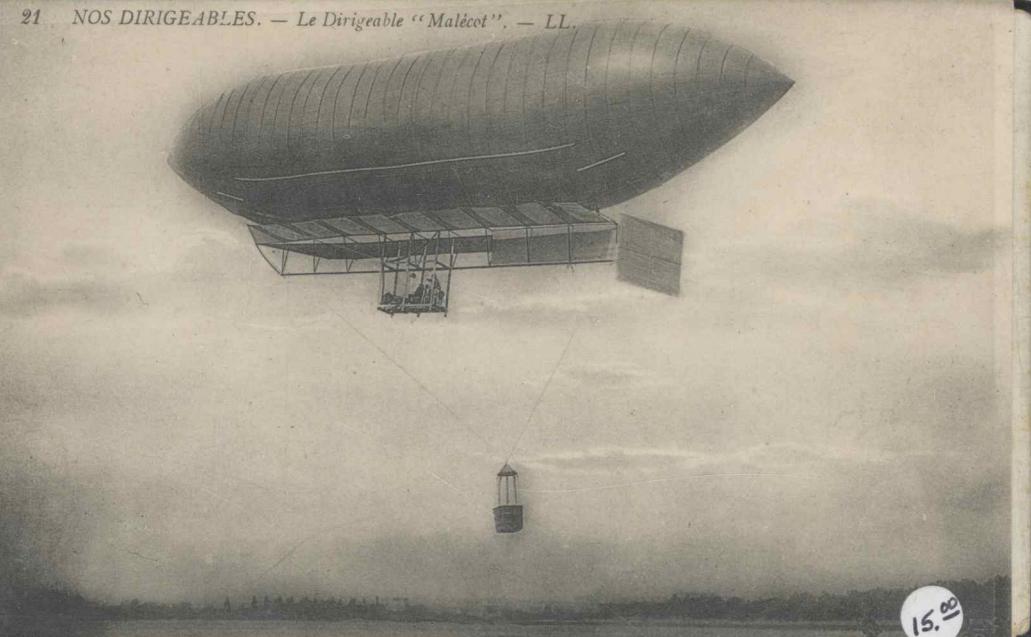
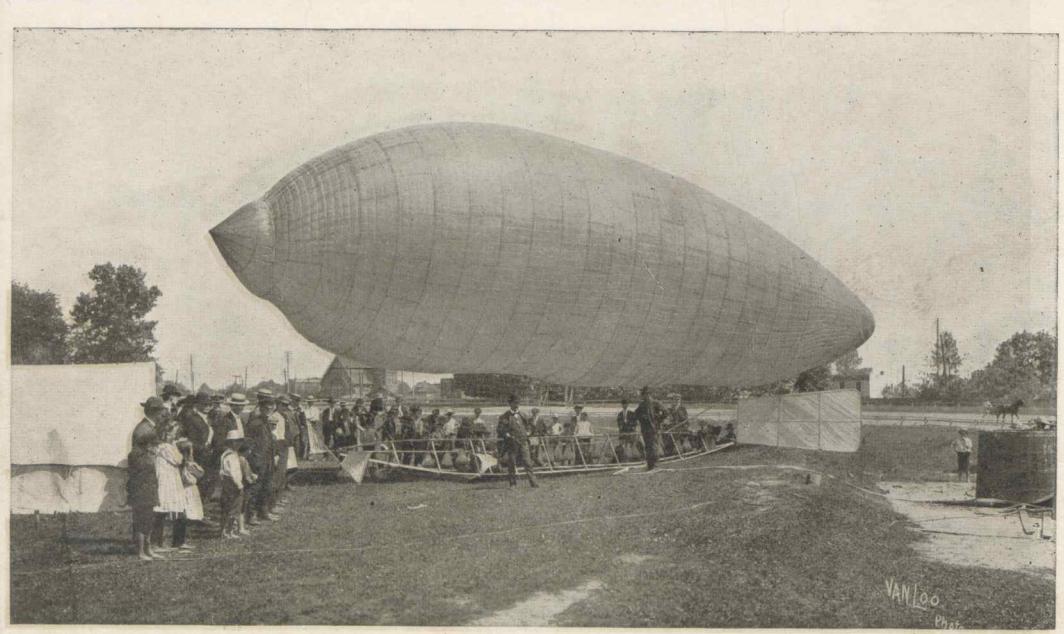
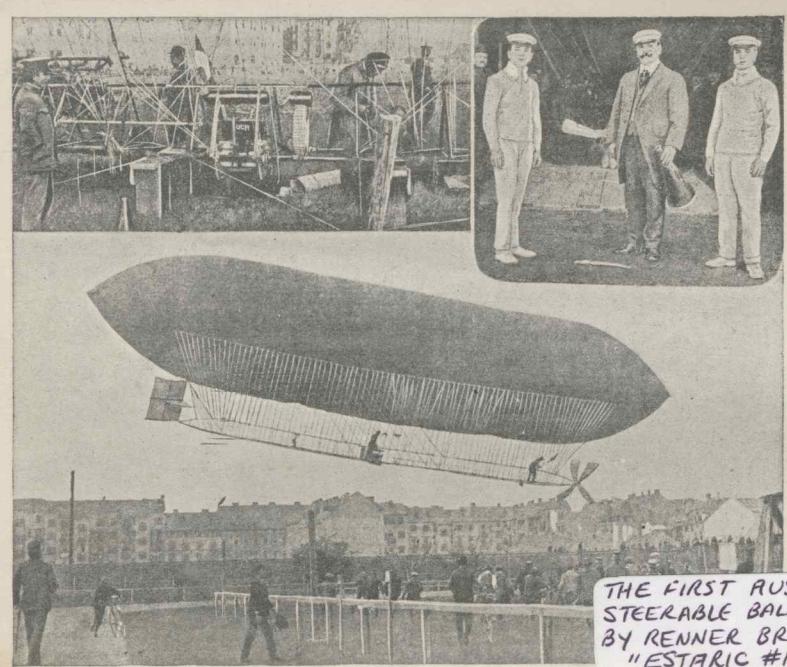
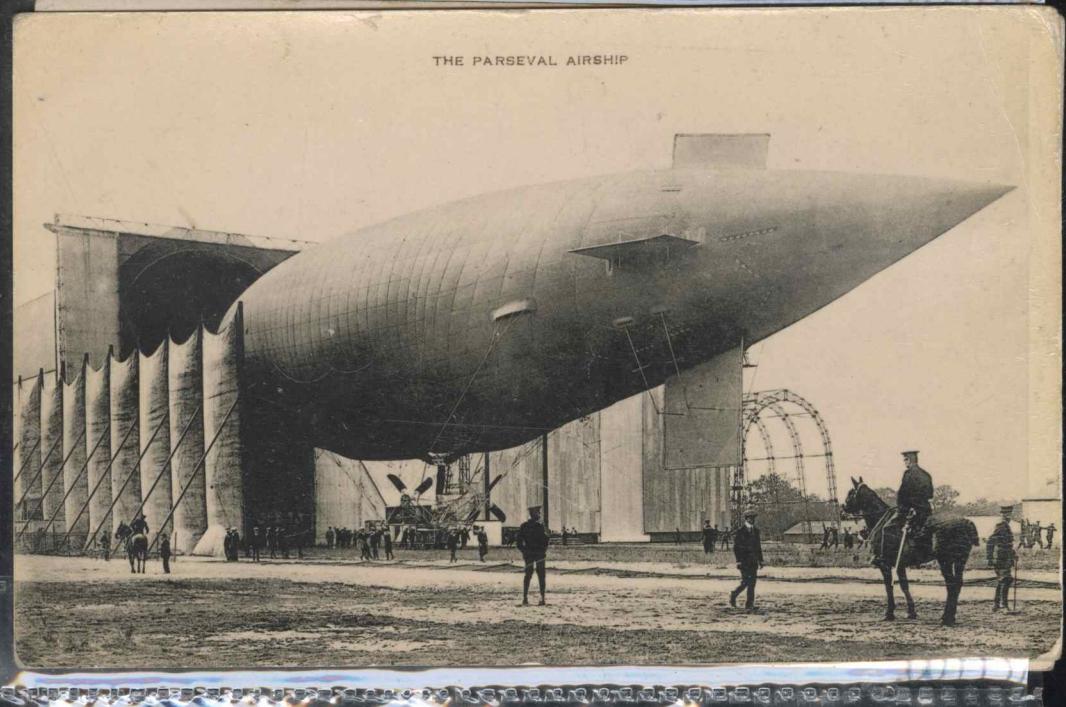
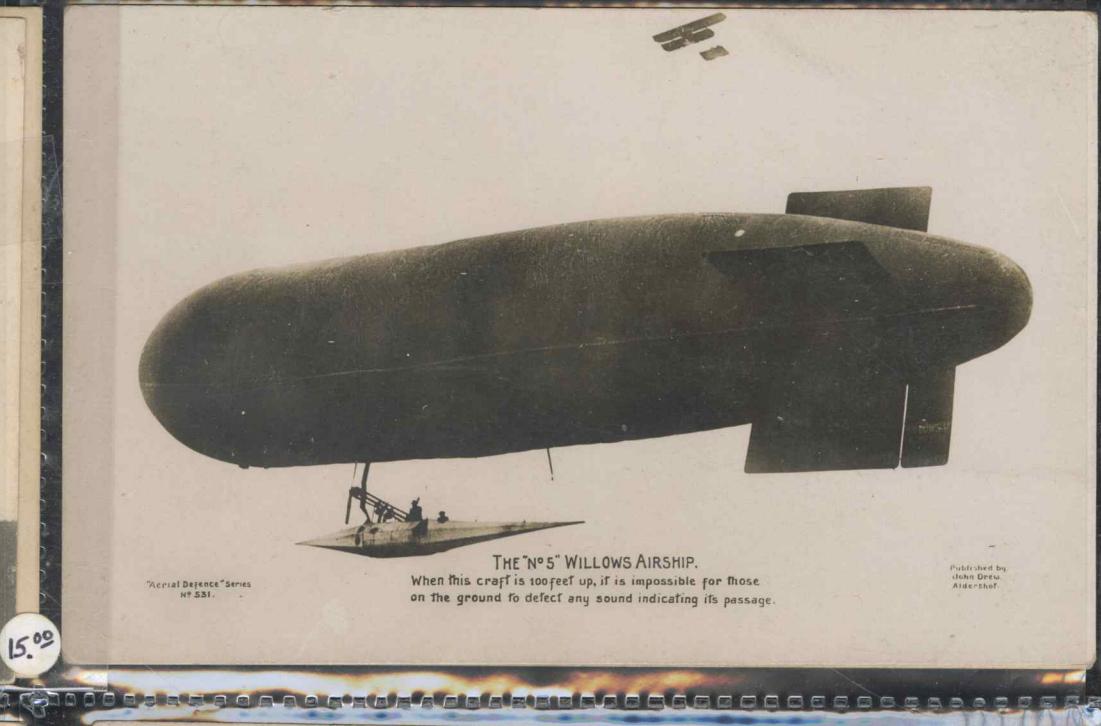
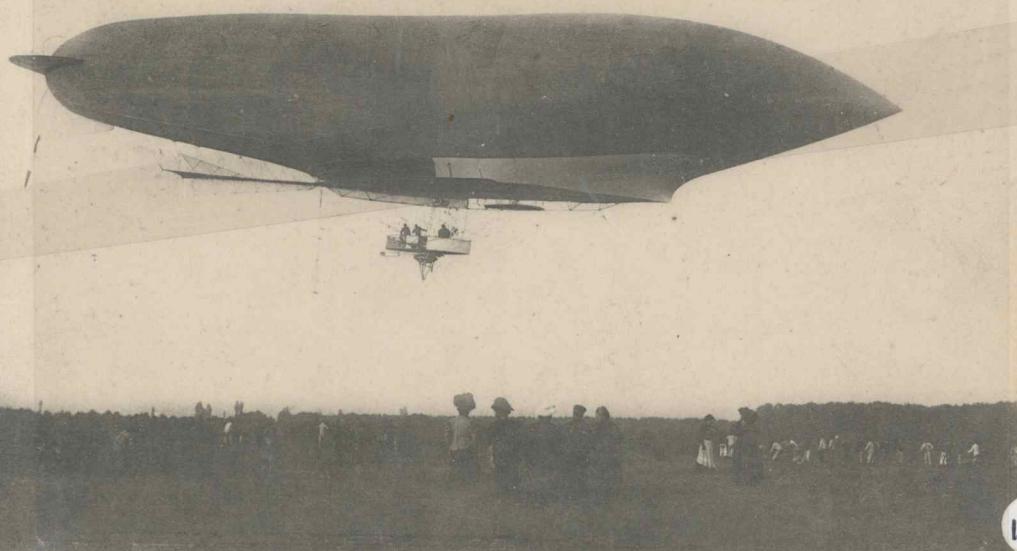


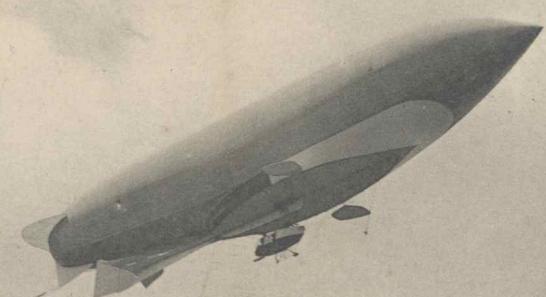
TOLEDO PASSENGER AIR-SHIP,
FIRST SUCCESSFUL FLIGHT,
MAY 22, 1908.
Roy Knabenshue at the Helm, with
Aeronauts Chas. K. Hamilton and
Earl Hess, all of
TOLEDO, OHIO

11338



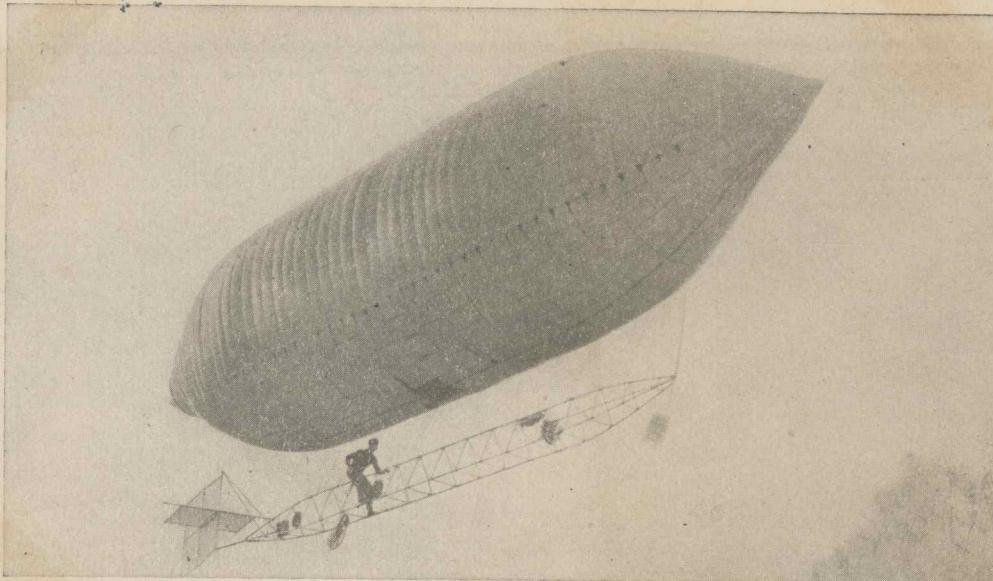
19 NOS DIRIGEABLES. — Le Dirigeable "République". — LL.





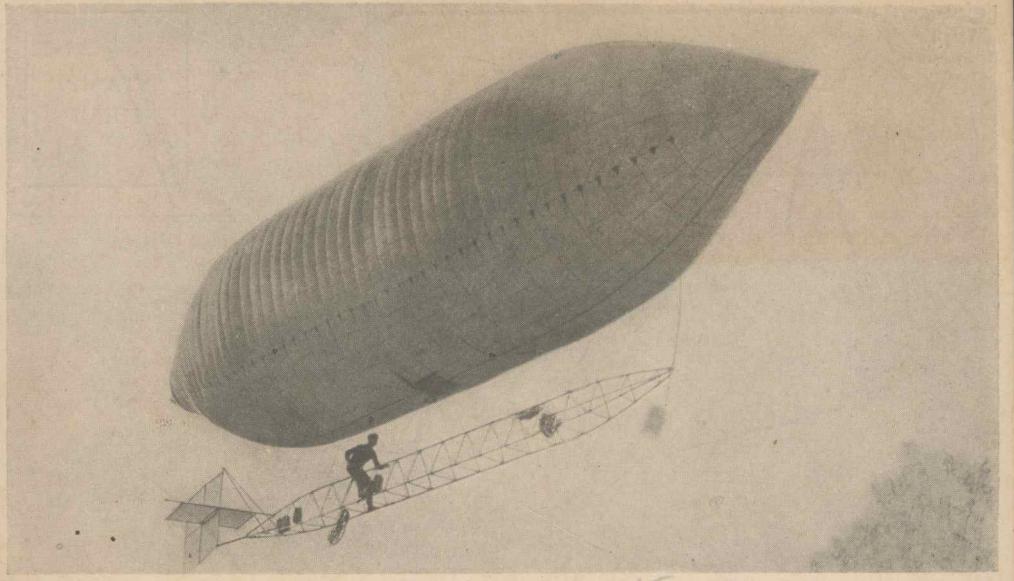
18 Le Dirigeable « RÉPUBLIQUE » au cours des essais définitifs de recette. Durée de l'ascension 2 h. 10' sans à-coup, sans panne. — En pleine route, une des phases de l'ascension

ND Phot



STROBEL'S AIRSHIP.

AERONAUT FRANK W. GOODALE.



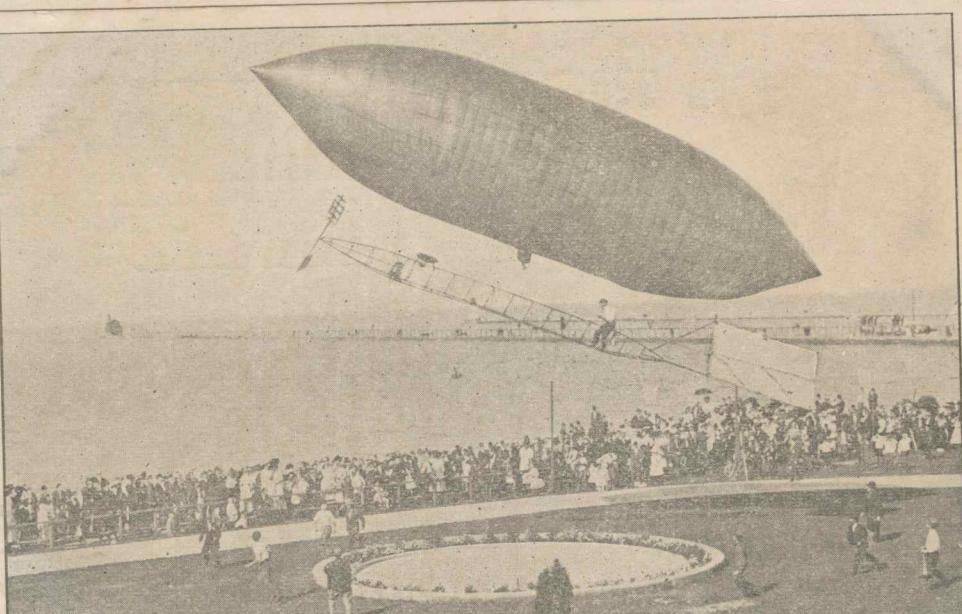
STROBEL'S AIR SHIP.

Dix Points or Bust

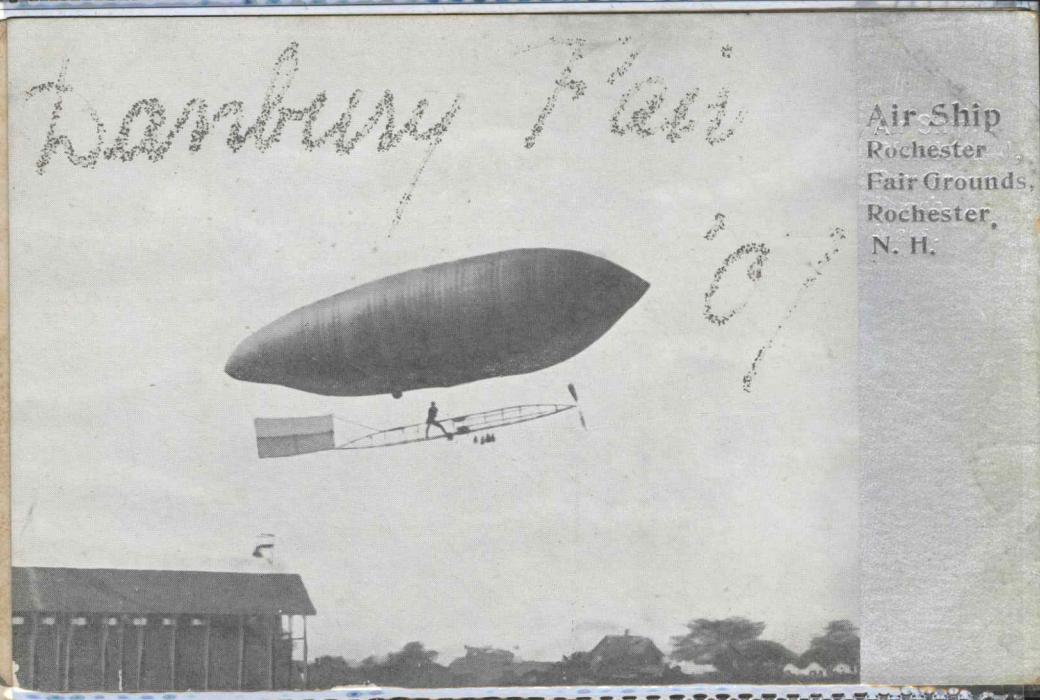
AERONAUT, FRANK W. GOODALE.

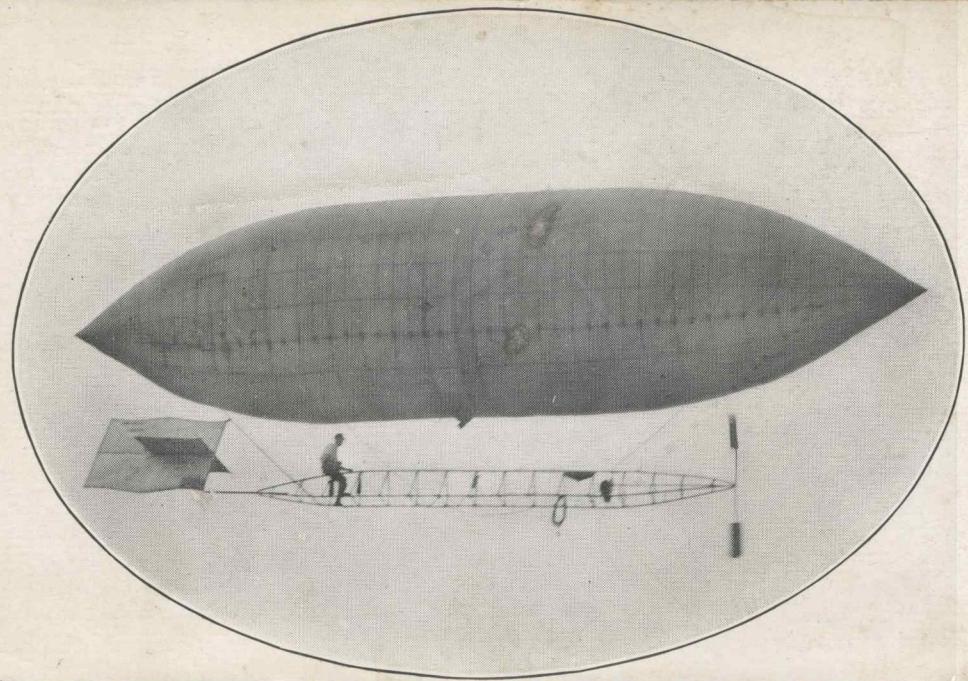


KNABENSHUE'S PASSENGER AIR SHIP

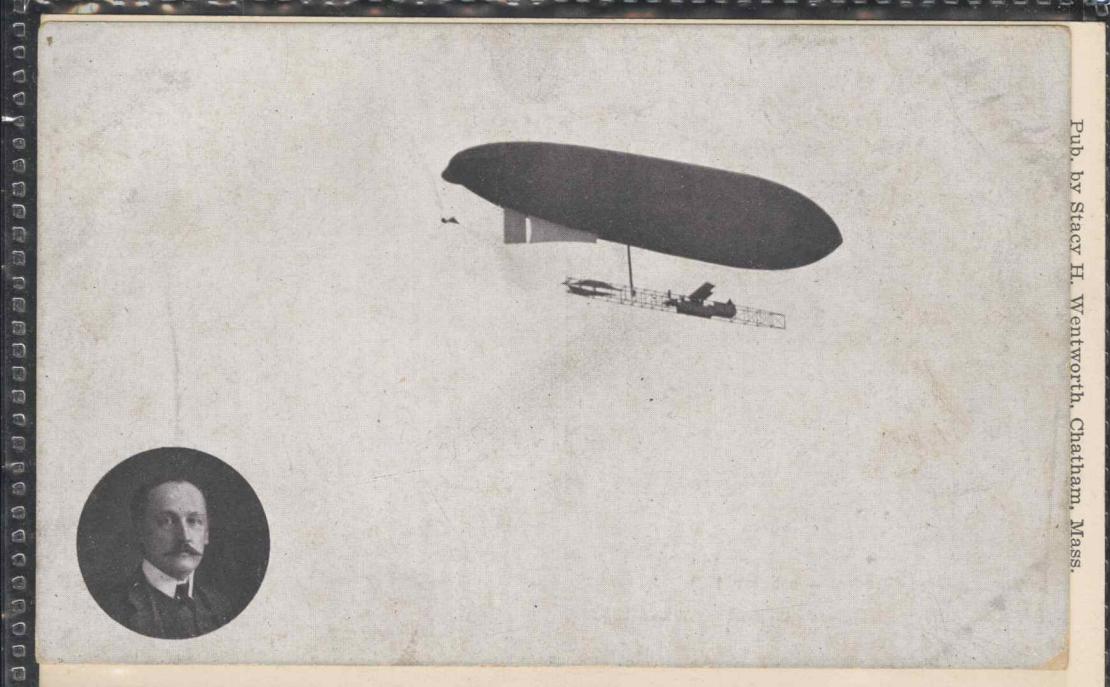
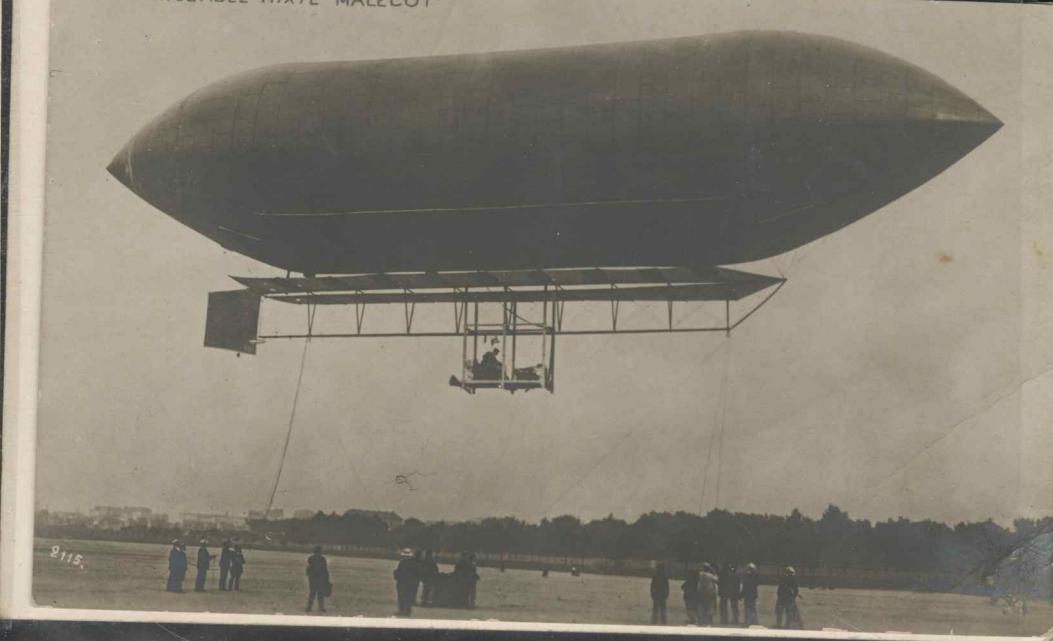


Major von Parseval
mit seinem lenkbaren Luftschiff.





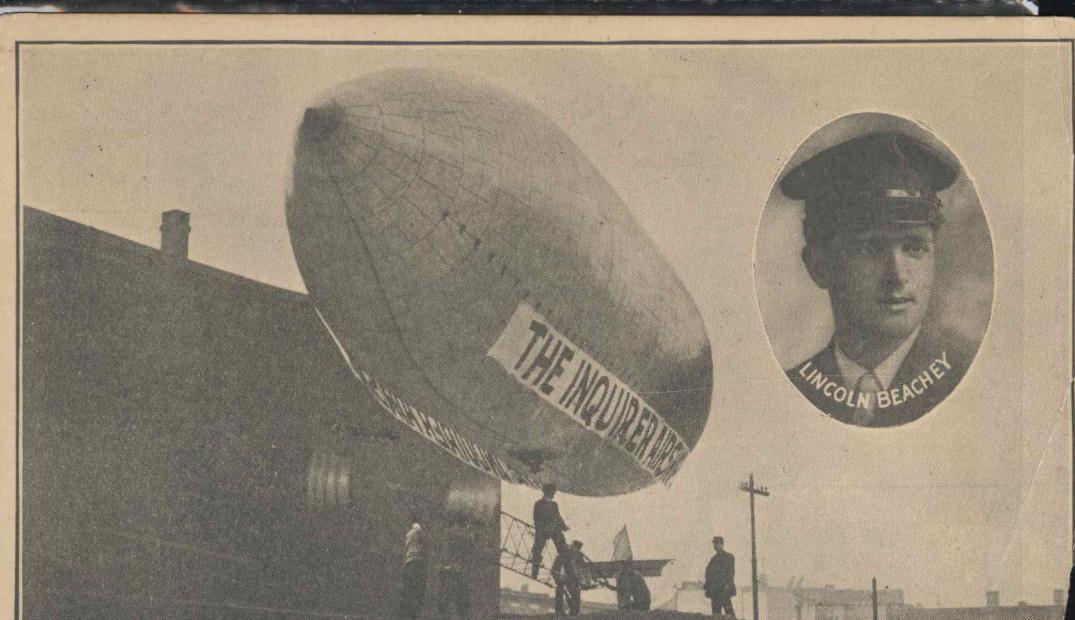
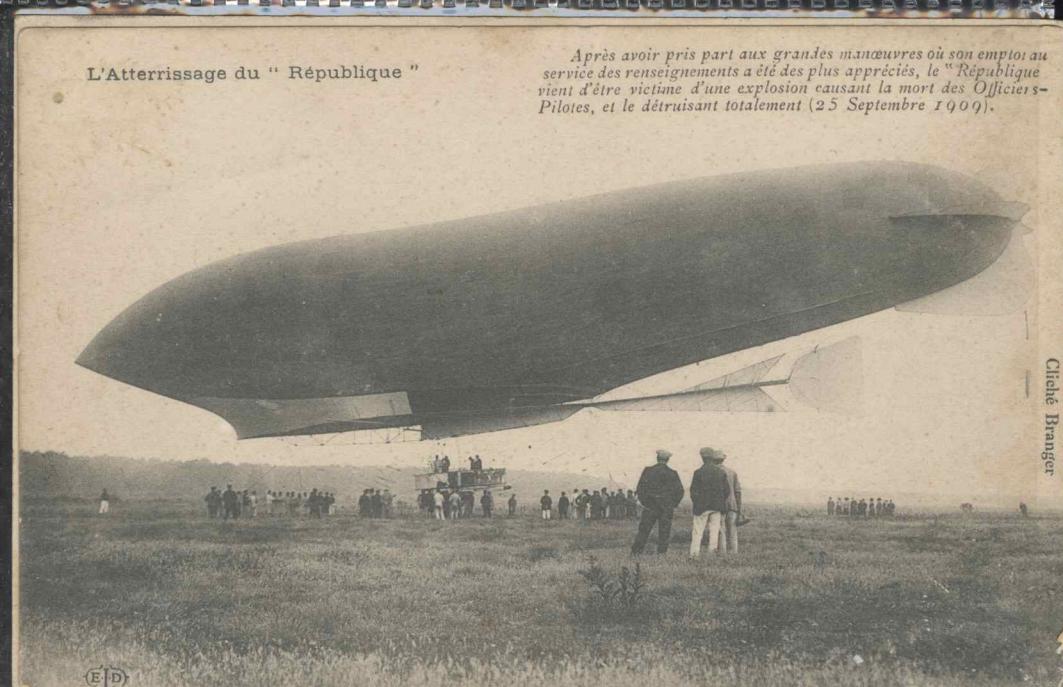
LE DIRIGEABLE MIXTE "MALÉCOT"

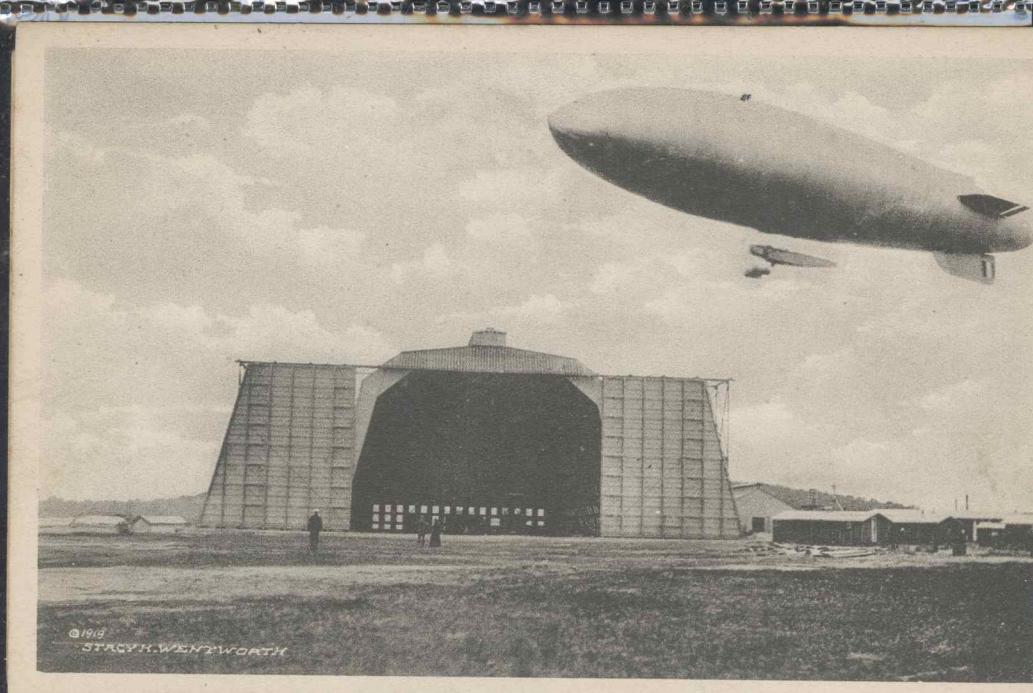


L'Atterrissage du " République "

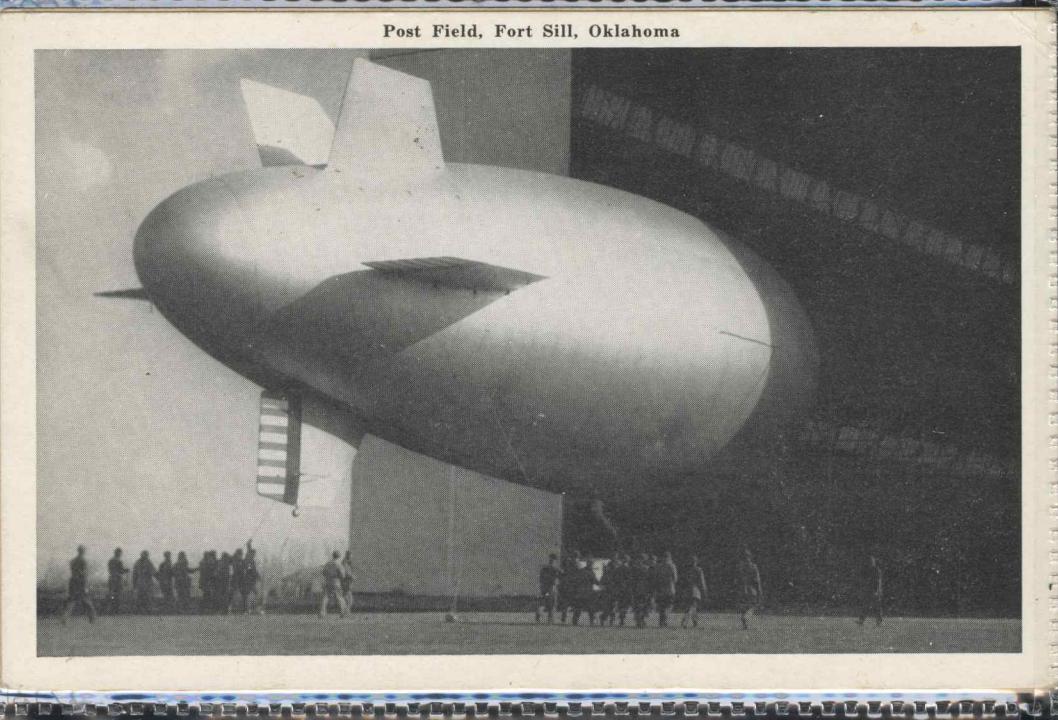
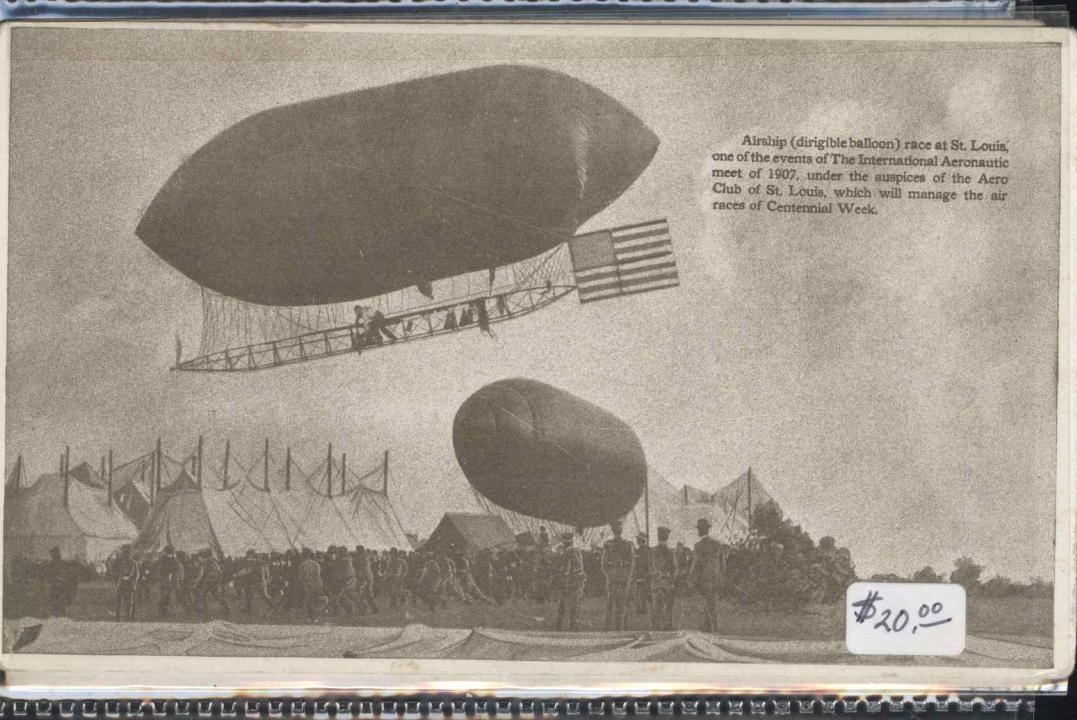
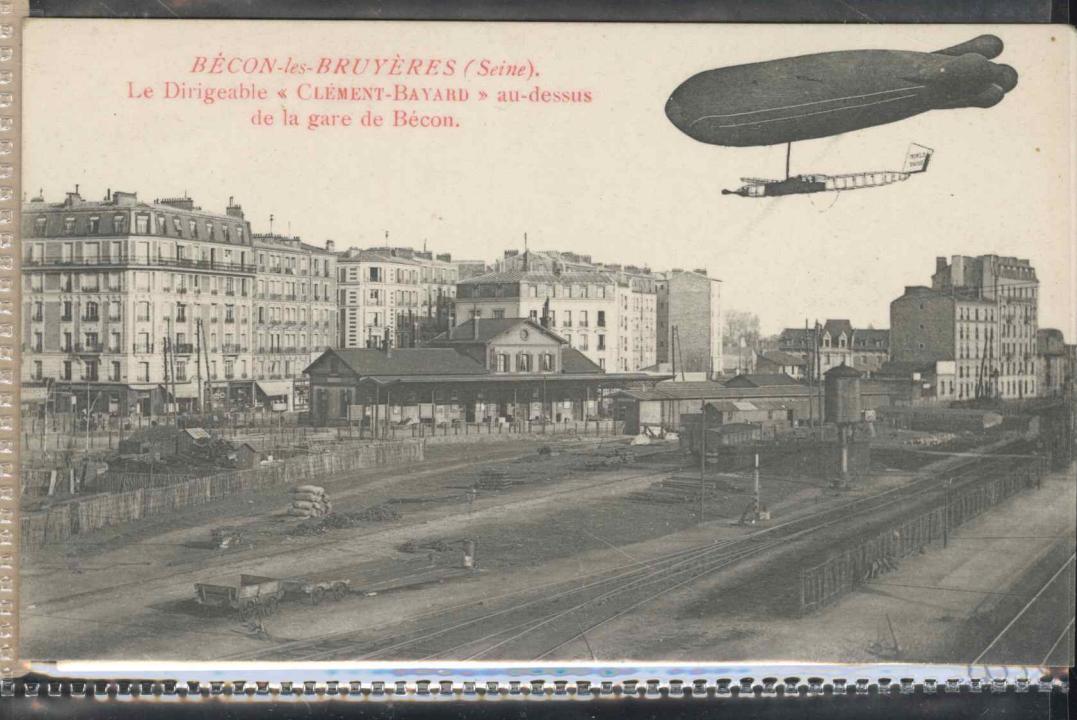
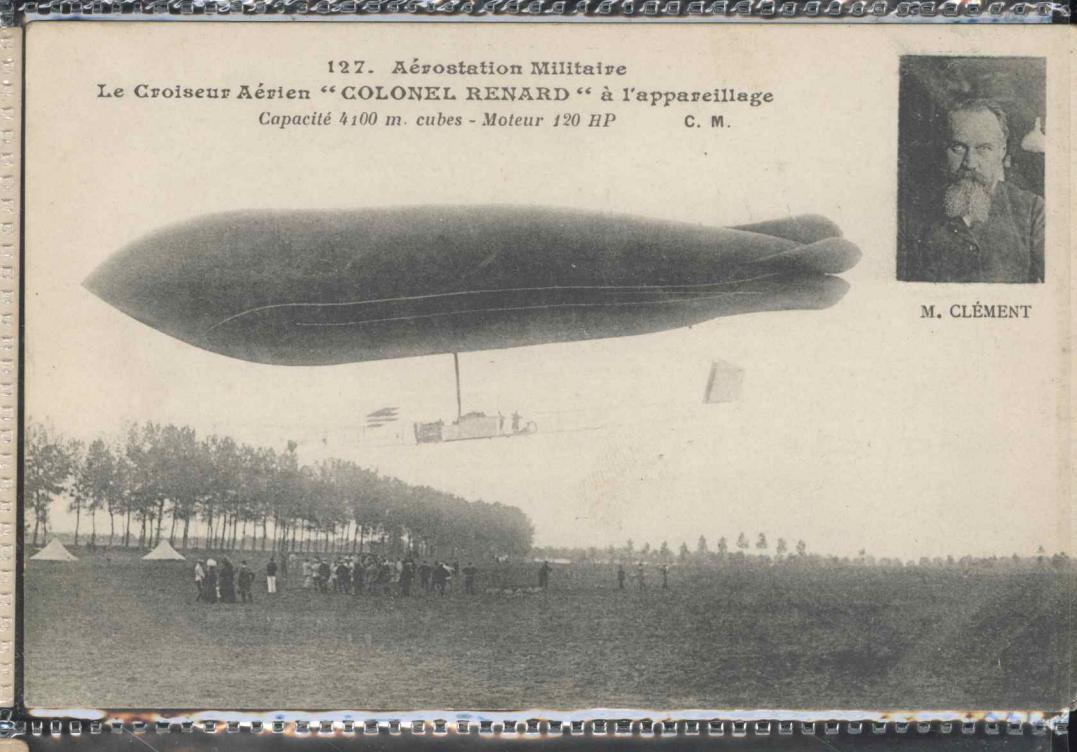
Après avoir pris part aux grandes manœuvres où son emploi au service des renseignements a été des plus appréciés, le " République " vient d'être victime d'une explosion causant la mort des Officiers-Pilotes, et le détruisant totalement (25 Septembre 1909).

Cliché Branger



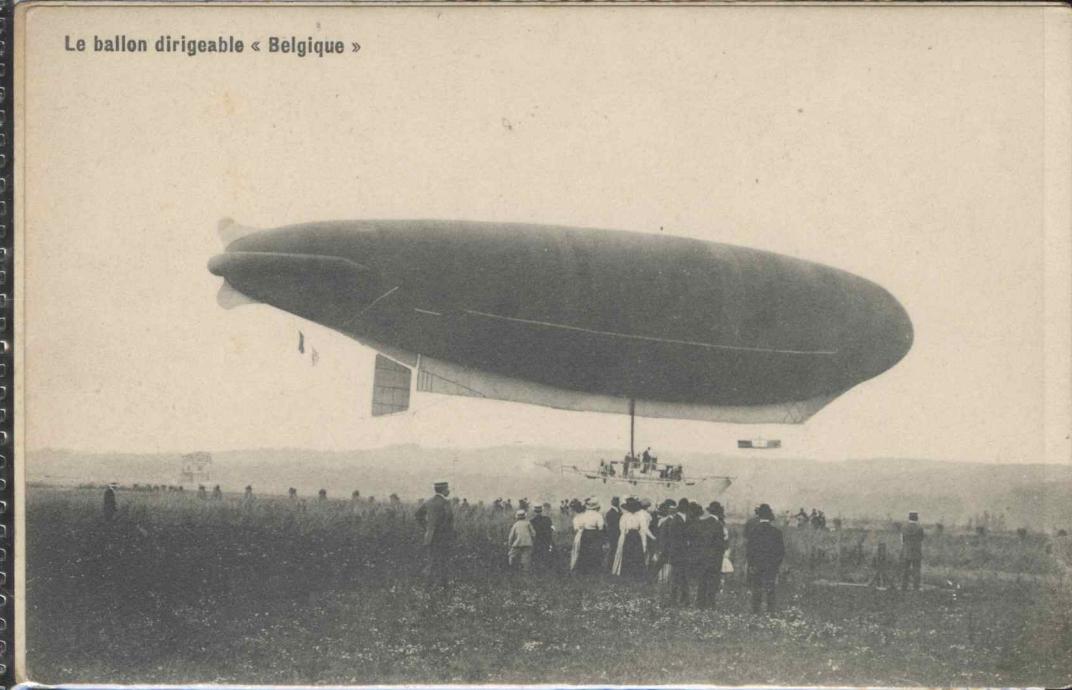


127. Aérostation Militaire
Le Croiseur Aérien "COLONEL RENARD" à l'appareillage
Capacité 4100 m. cubes - Moteur 120 HP C. M.





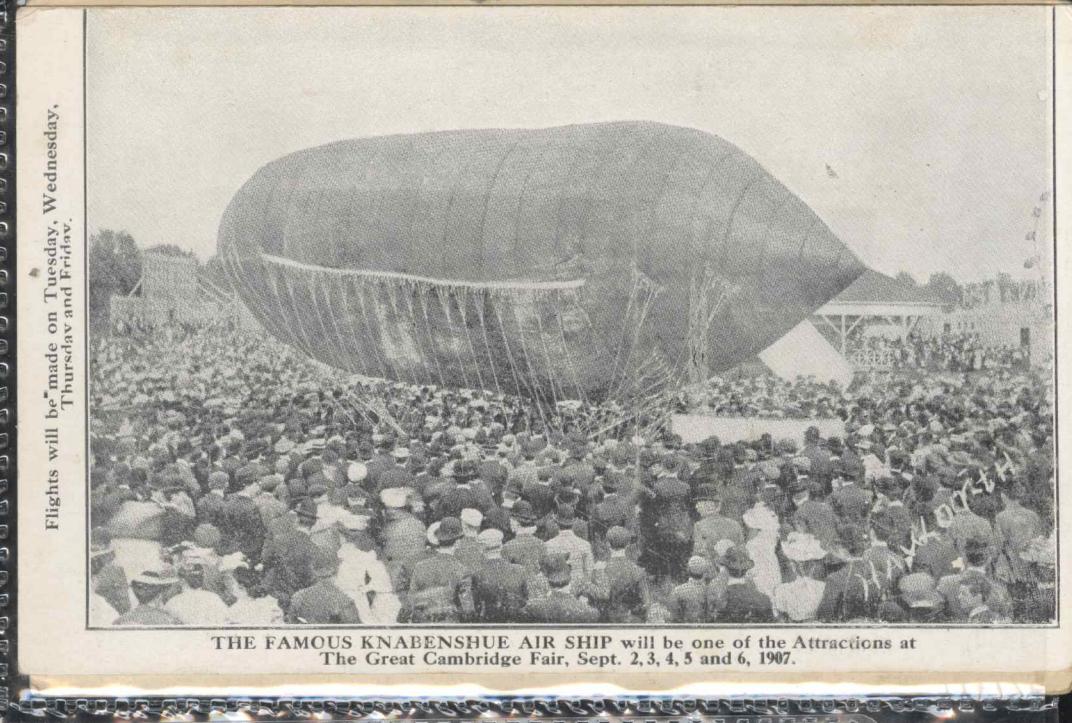
The Knox Air-Ship at the Central New York Fair, Oneonta, N.Y.
Published by the Oneonta Department Store



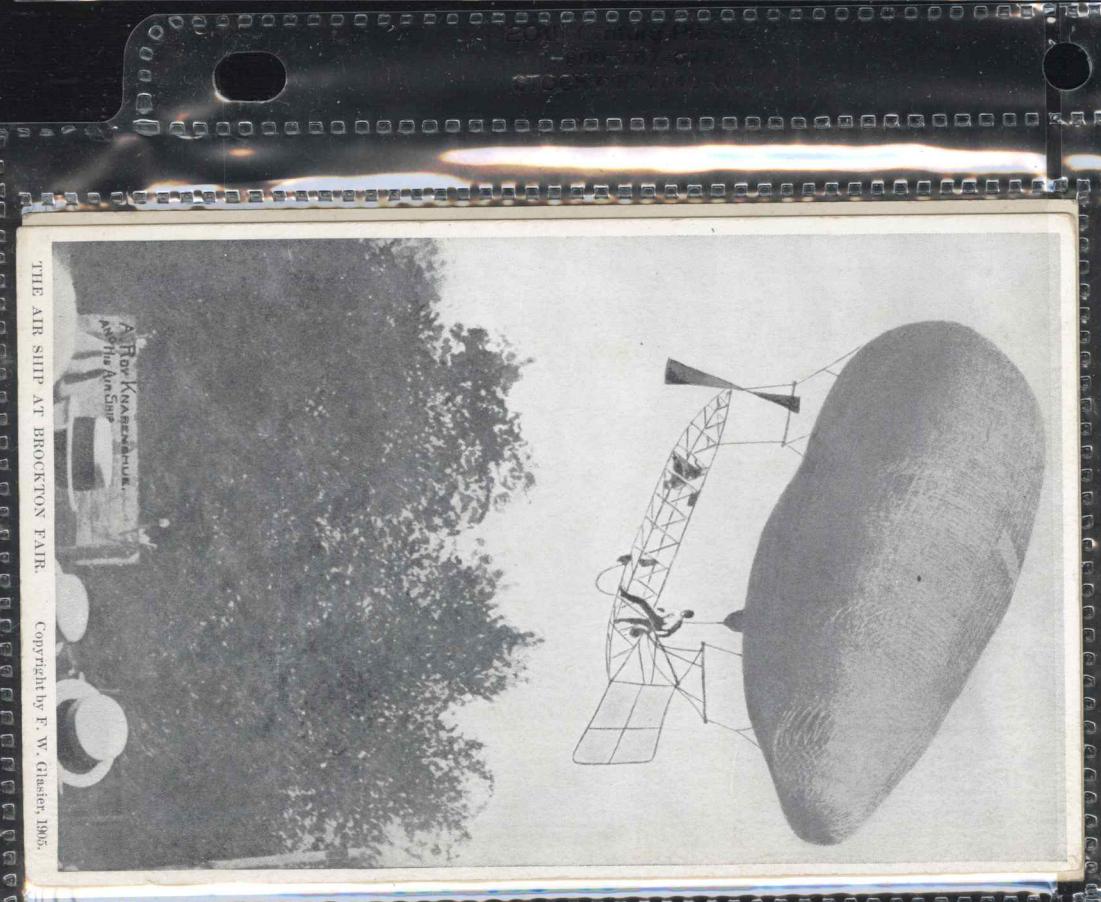
Le ballon dirigeable « Belgique »



Major v. Parseval u. sein Luftschiff vor dem Au⁸²



THE FAMOUS KNABENSHUE AIR SHIP will be one of the Attractions at
The Great Cambridge Fair, Sept. 2, 3, 4, 5 and 6, 1907.



THE AIR SHIP AT BROCKTON FAIR.
Copyright by F. W. Glaser, 1905.

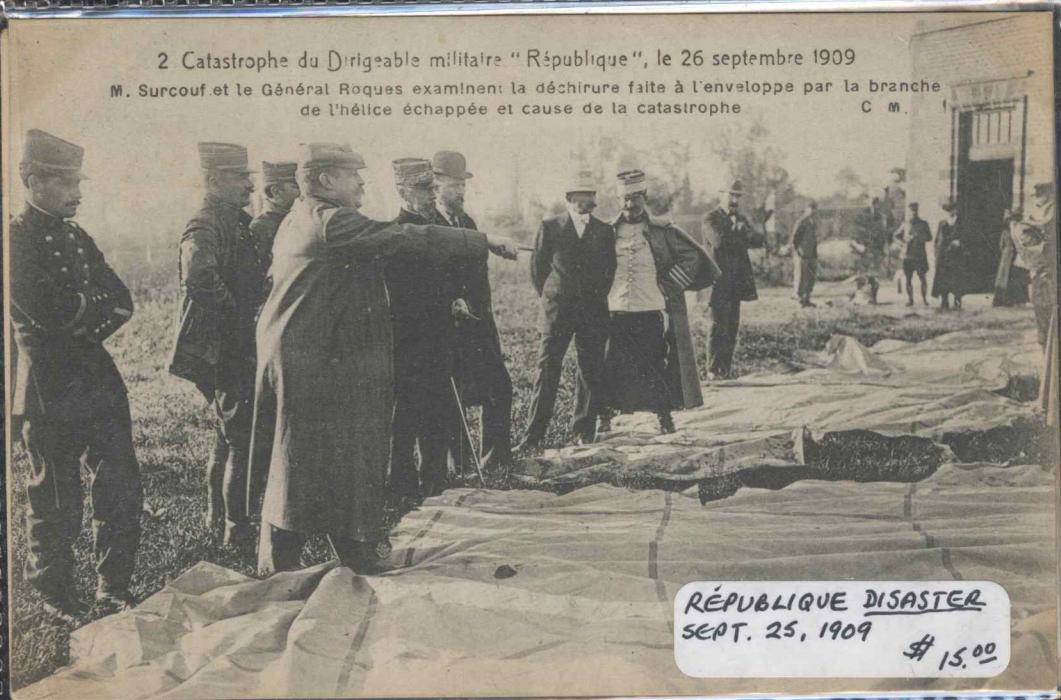
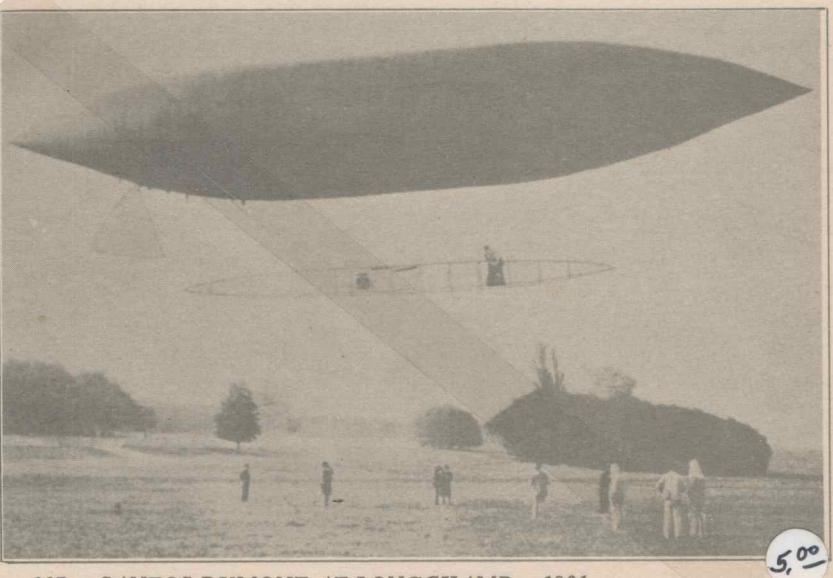
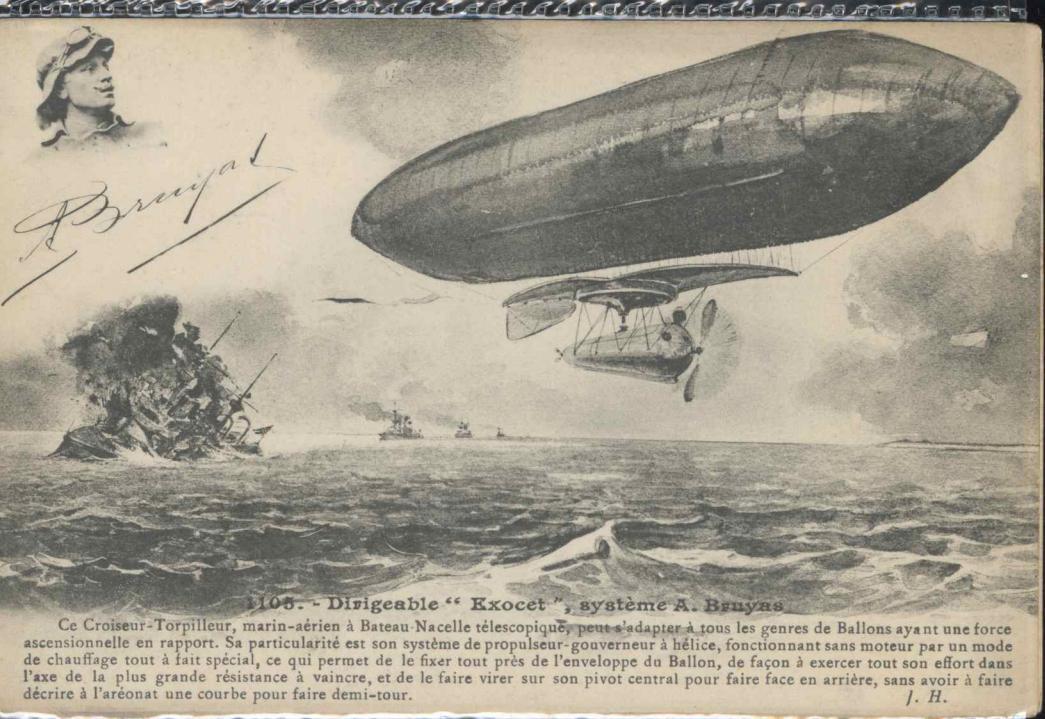
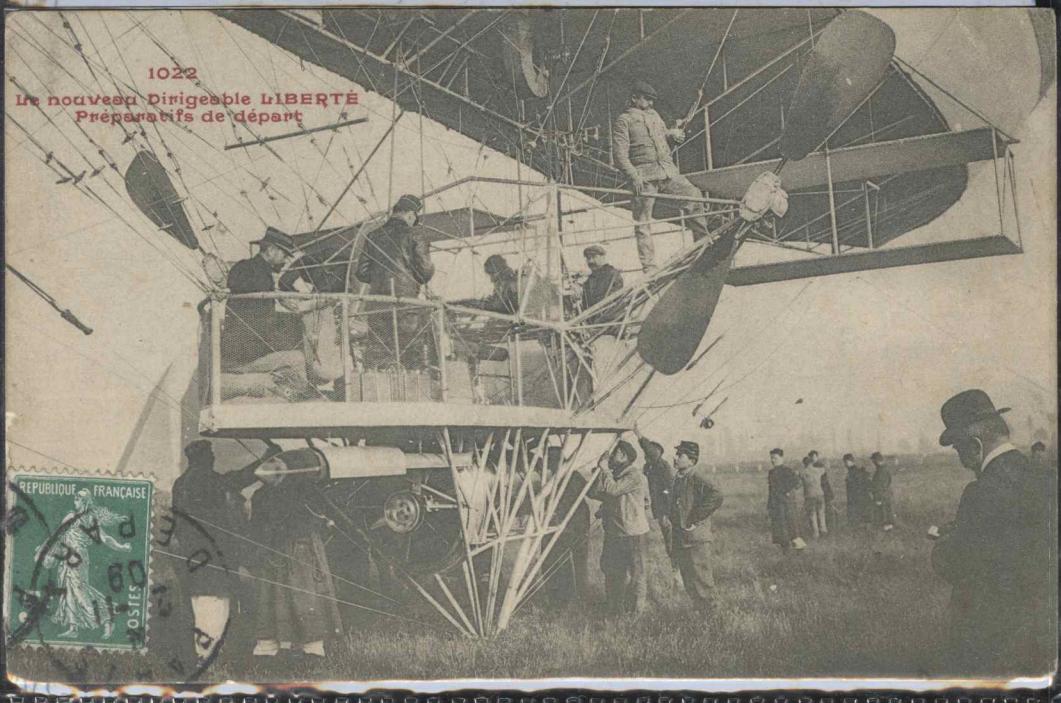


114 • SANTOS-DUMONT — DEUTSCH CUP
6, 80¹



THE FRENCH AIRSHIP
"ALSACE" OCT. 3, 1916
A. Wilmet, phot.-édit., Rethel
— Le Dirigeable "Alsace"
villé le 3 Octobre 1916.



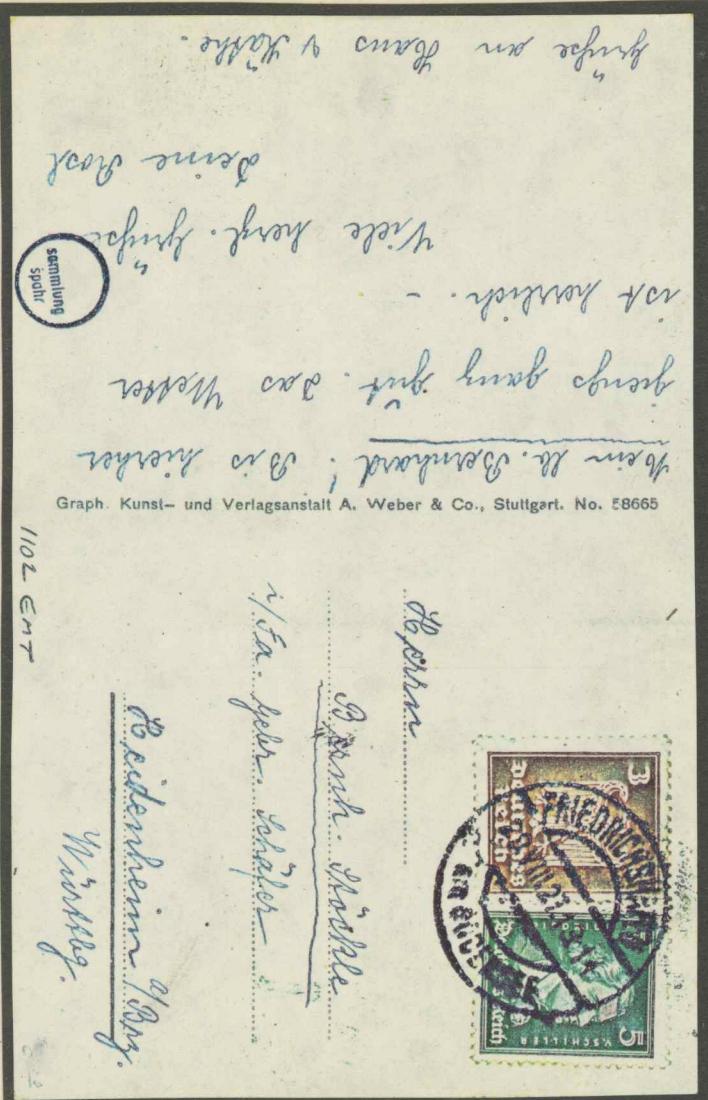


ZEPPELIN POST CARDS

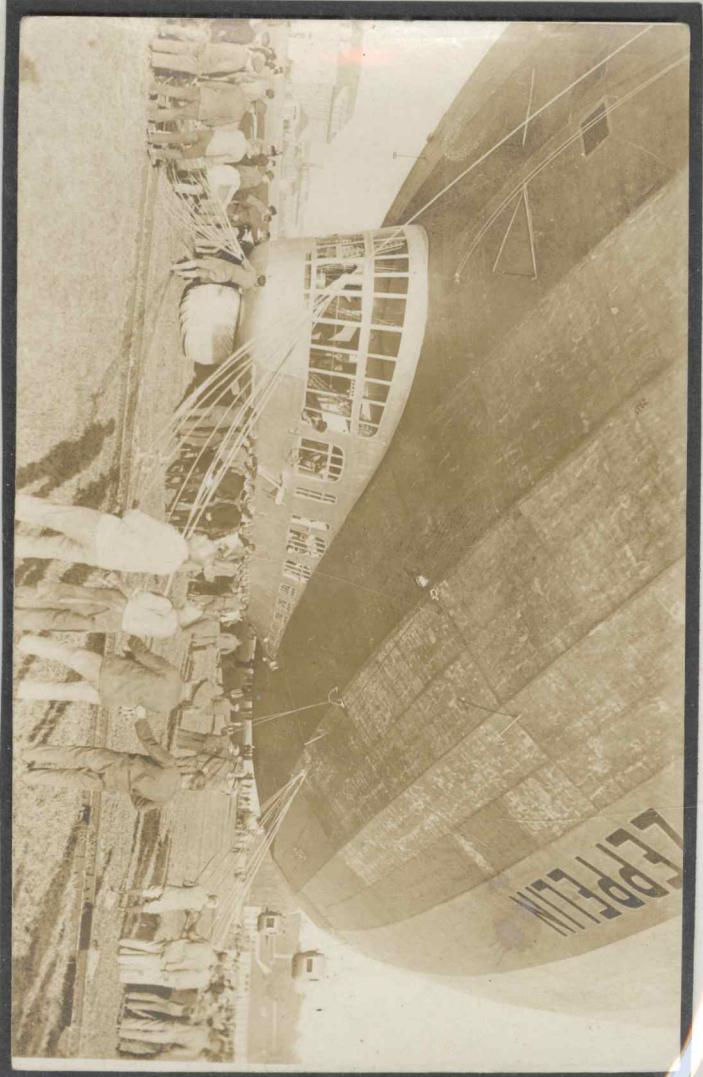
ZEPPELIN POST CARDS
THE "GRAF ZEPPELIN" LZ-127



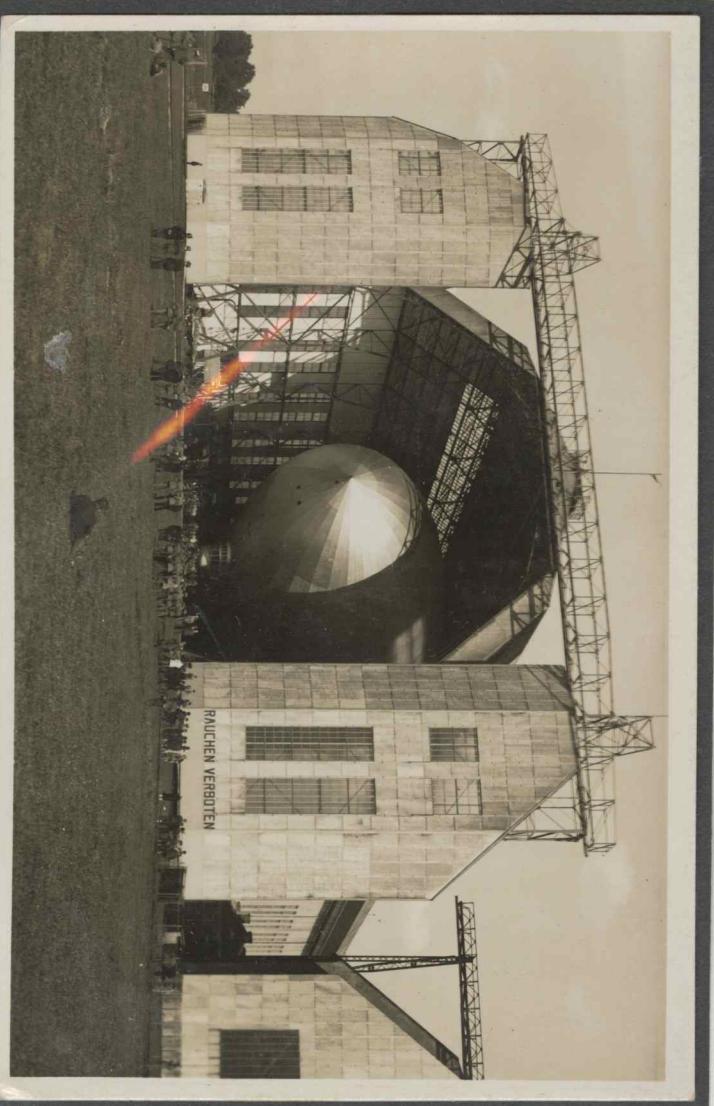
Zeppelin in flight over Friedrichshafen and Lake Constance.



Back of Card postmarked, Friedrichshafen, August 20, 1927.



Post Card showing holding ropes used by the ground crew.



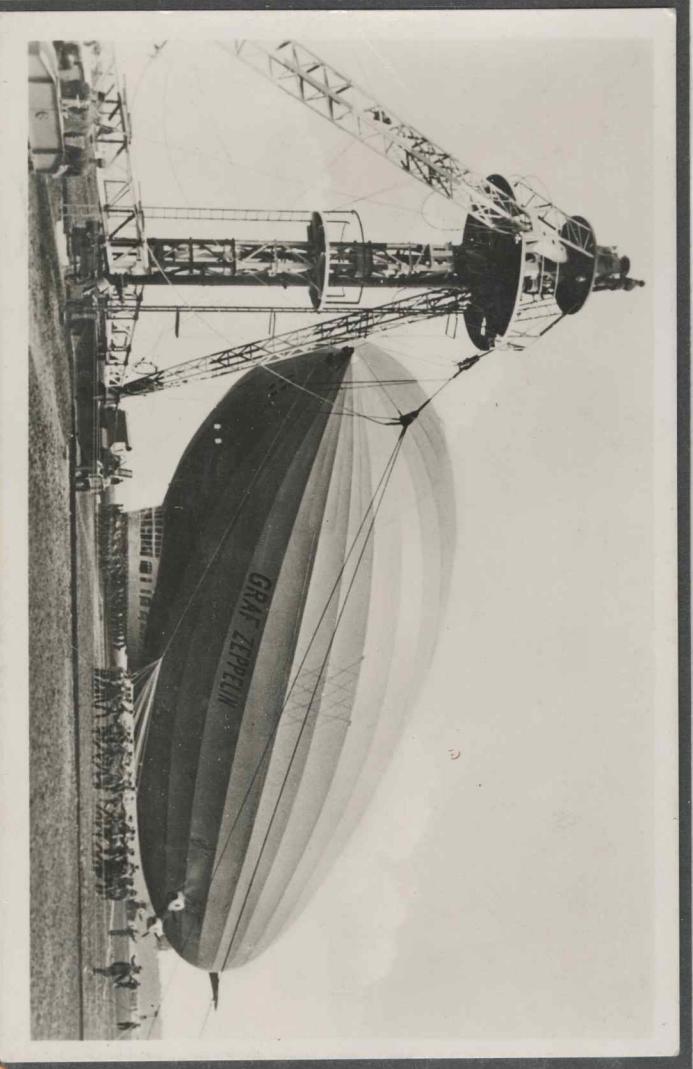
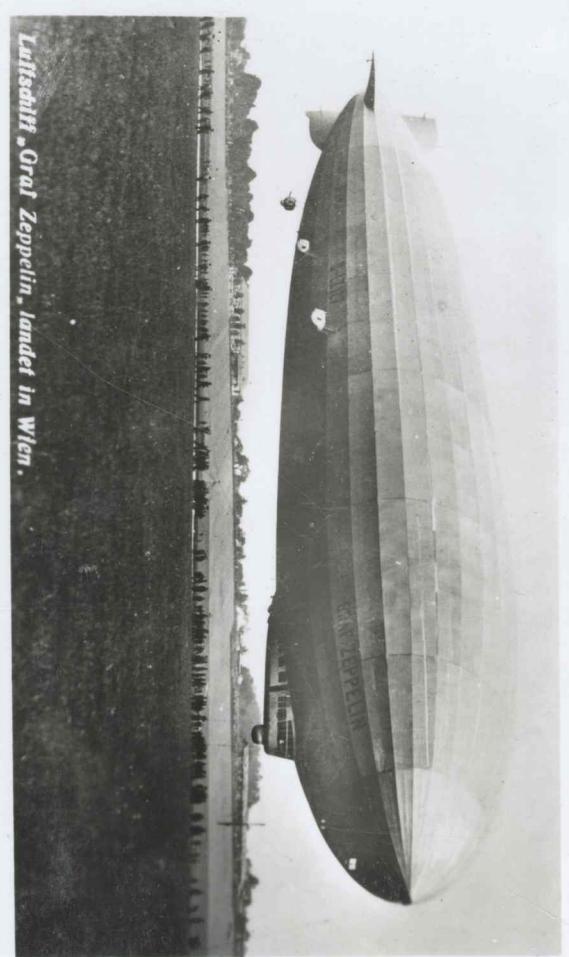
Post Card showing the Graf Zeppelin in hanger.

ZEPPELIN POST CARDS

THE "GRAF ZEPPELIN" LZ-127

FLIGHTS OF THE GRAF ZEPPELIN (LZ-127)

Card advertising VEEDOL Motor Oil by Tide Water Oil Company



This card was brought from Germany on the GRAF ZEPPELIN - voyage ending August 4, 1929.

Card carried on First 1929 American Flight, October 1-4, 1929.
These were carried in bulk and later distributed as souvenirs.

*Interesting Facts concerning
the "Graf Zeppelin"*

The "Graf Zeppelin" is the 127th airship built by the Zeppelin Works at Friedrichshafen in Germany. Total length 762 feet, height 111 feet, average diameter 100 feet. It carries approximately 3,200,000 cubic feet of hydrogen gas stowed away in 18 gas bags, which gives the ship its lifting power, 775,000 cubic feet of "Blaugas", a gaseous fuel used by the motors, 12 tons of gas-benzol mixture, 7,000 lbs. of VEEDOL Lubricating oil. Aside from this it carries a personal of 60 men inclusive of passengers, and in addition to this a small amount of freight.

The airship is propelled by 5 "V" type 12 cylinder Maybach motors, developing a total of 2,650 H. P., giving the ship maximum speed of 81 miles per hour.

On all its flights the airship has been lubricated with VEEDOL MOTOR OIL, another proof that VEEDOL MOTOR OIL is the leader wherever lubrication is concerned.

*To the Motorist
in America*

This card from Germany via the "Graf Zeppelin" is sent with our best wishes, and in the hope that you also will use VEEDOL Motor Oils, which the Luftschiffbau Zeppelin G. m. b. H., builders of the "Graf Zeppelin", find so satisfactory in the flights of this famous ship.

Made in Germany.

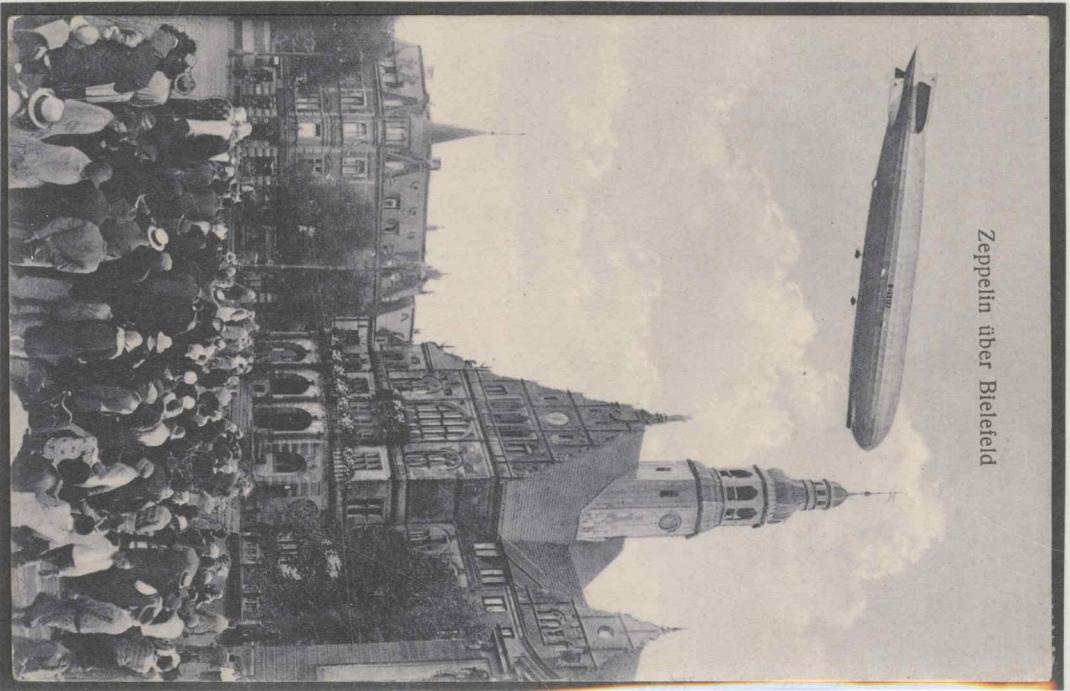
Hamburg-Amerikanische Mineralöl-Gesellschaft

m. b. H.

Distributors of
Tide Water Oil Company
Products in Germany.

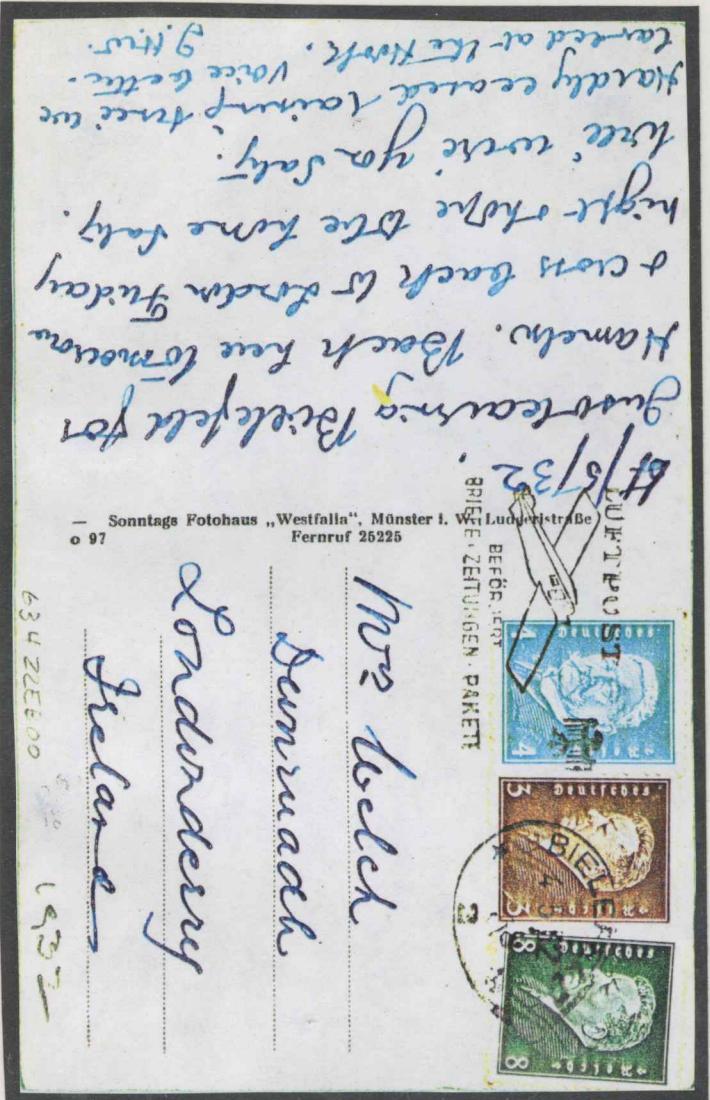
Back of card listing data on the Graf Zeppelin and with a message to the Motorist in America.

Zeppelin über Bielefeld



ZEPPELIN POST CARDS

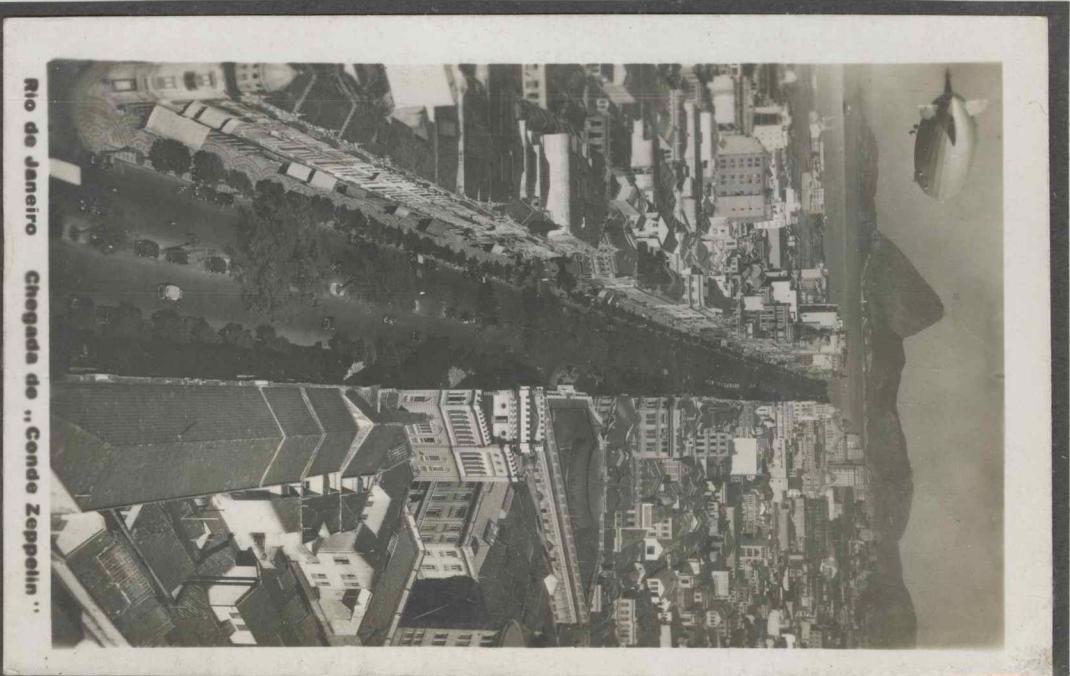
The Graf Zeppelin (LZ-127)
over Bielefeld, Germany.



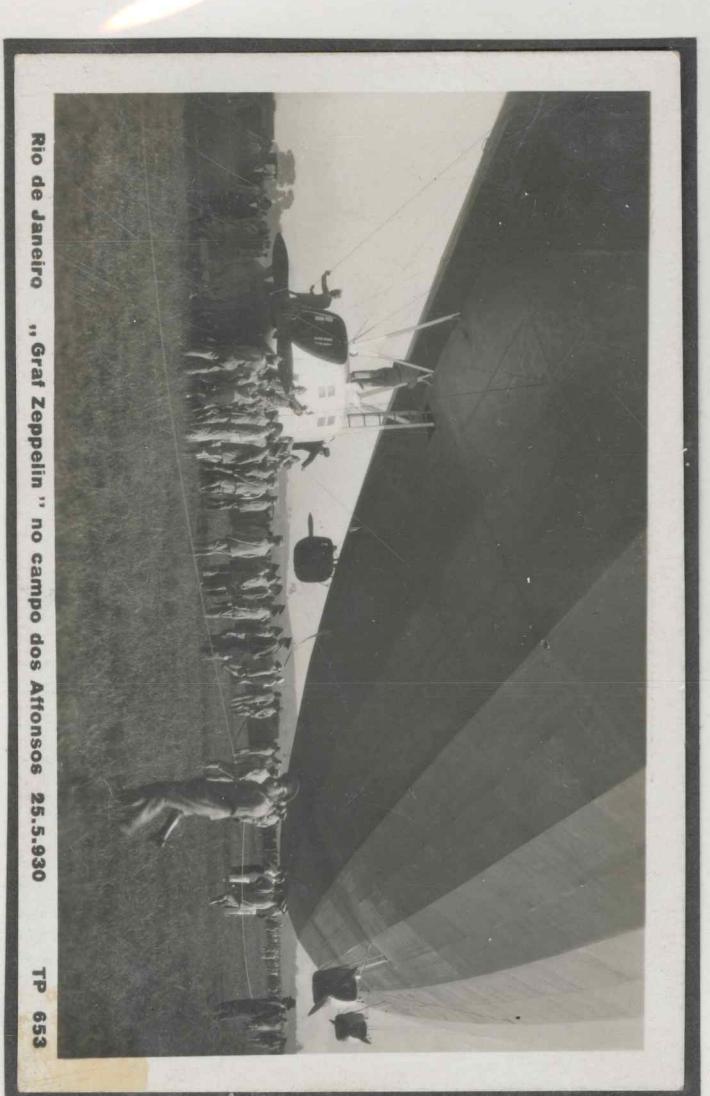
Back of above card.

ZEPPELIN POST CARDS

The Graf Zeppelin (LZ-127)
at Rio de Janeiro, Brazil.



Cards were printed in Brazil.

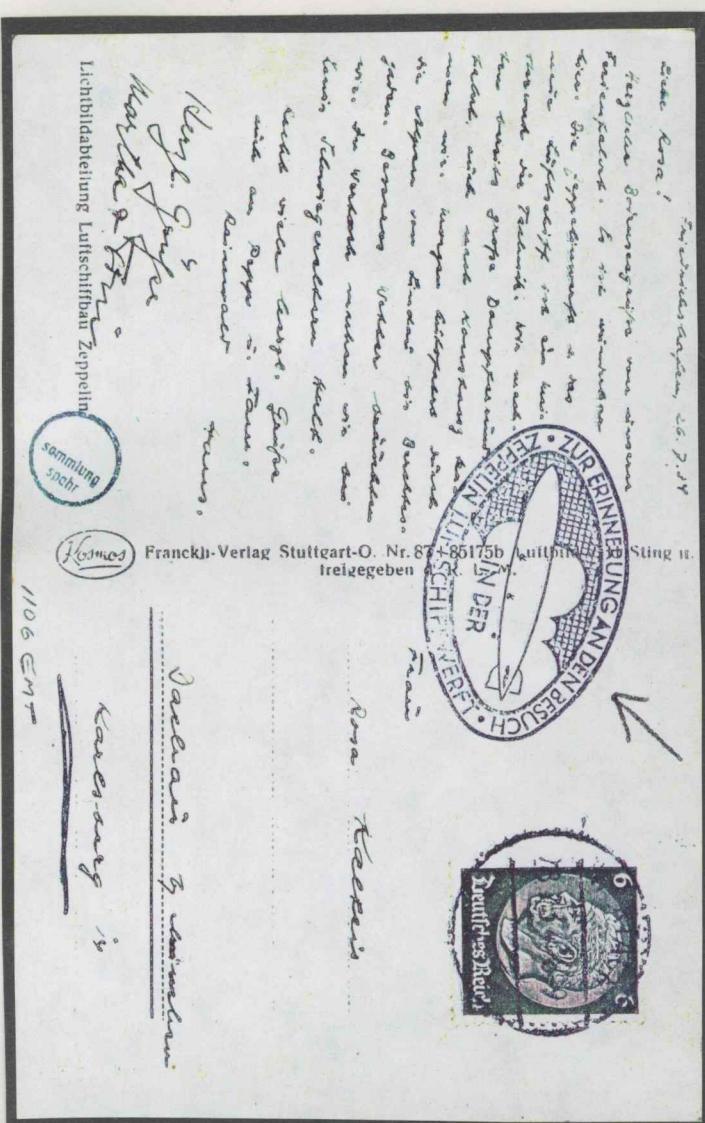


Rio de Janeiro "Graf Zeppelin" no campo dos Affonsos 25.5.930 TP 653

ZEPPELIN POST CARDS



Post Card showing Graf Zeppelin in flight over Friedrichshafen.

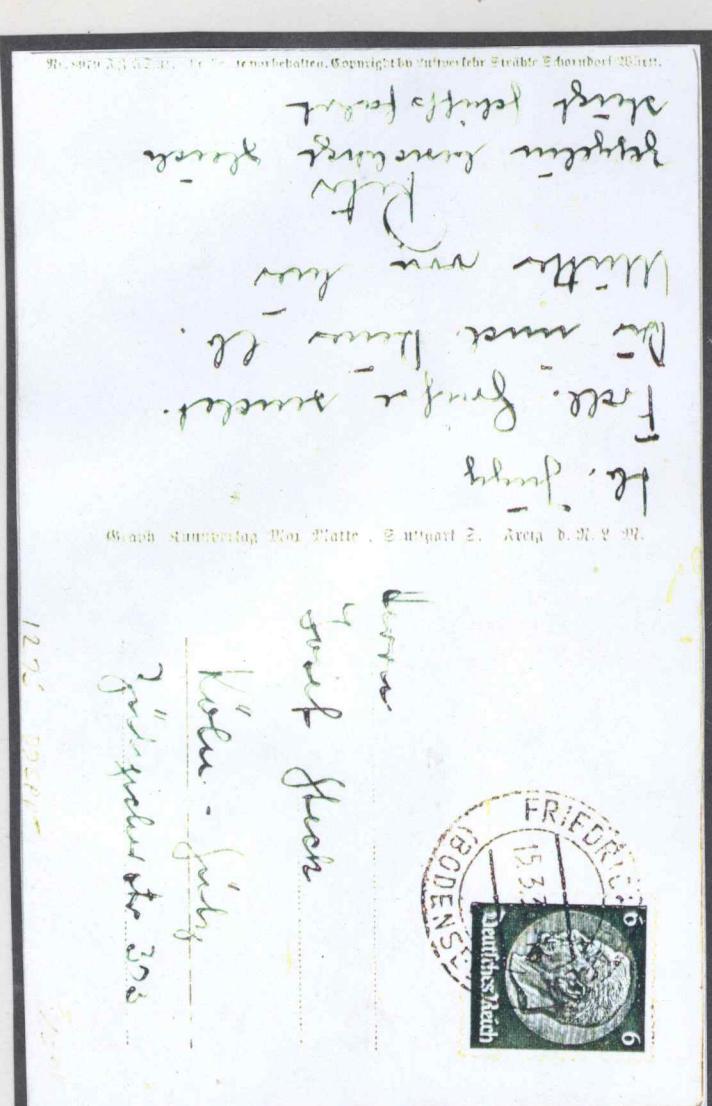


Back of Card - Mailed July 26, 1934. Message relates visit to the Zeppelin Works at Friedrichshafen. Tells of technical wonder (the Hindenburg) being built there. Has special rubber stamp cachet of the Zeppelin Works.

ZEPPELIN POST CARDS



Friedrichshafen a. B. „Graf Zeppelin“ in voller Fahrt vom Flugzeug aus gesehen



Back of Card - Postmarked Friedrichshafen on March 15, 1936

The Fate of the Hindenburg

ZEPPELIN POST CARDS

THE "HINDENBURG" LZ-129

En times during 1936, the giant Zeppelin *Hindenburg* made the round trip between Germany and the United States. Cruising quietly at 78 miles per hour, it gave its passengers, who paid \$720 apiece for the round trip, a voyage of the utmost smoothness and luxury.

The demand for reservations aboard the hydrogen-inflated airship was so great that eighteen flights had been scheduled for the 1937 season, and extra cabins had been built to accommodate more passengers. There were ninety-seven persons aboard on May 3, 1937, when the *Hindenburg* left Germany for its first voyage of the year to North America.

and thunderstorms delayed the landing. But shortly after seven o'clock on

Zeppelin prepared to moor at Lakehurst, New Jersey. Cables were lowered and the *Hindenburg* came down to less than two hundred feet. Then, suddenly, disaster struck.

cells of the upper stern, and within seconds, sheets of crackling fire enveloped the tail section. As spectators watched in dumb horror, and screaming passengers leaped from the ship, the Zeppelin fell to the ground in twisted, flaming wreckage. Thirty-six lives were lost in the holocaust, and many of those who survived were horribly burned.



ZEPPELIN POST CARDS

THE "HINDENBURG" LZ-129



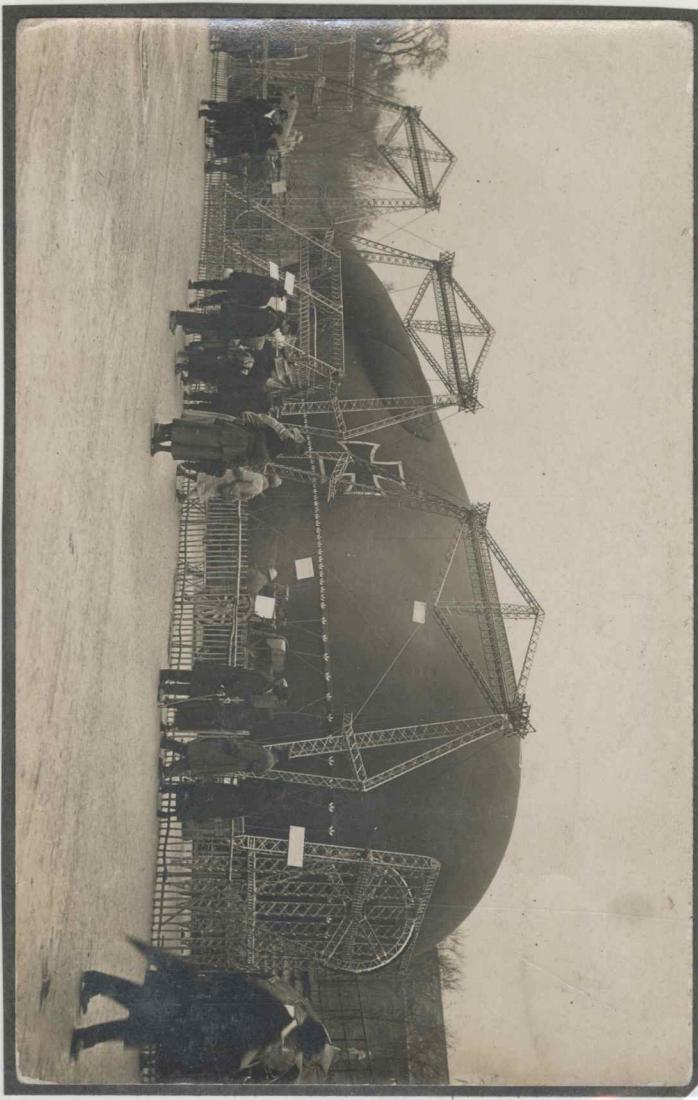
Hanger and anchor mast at Rhein-Main.



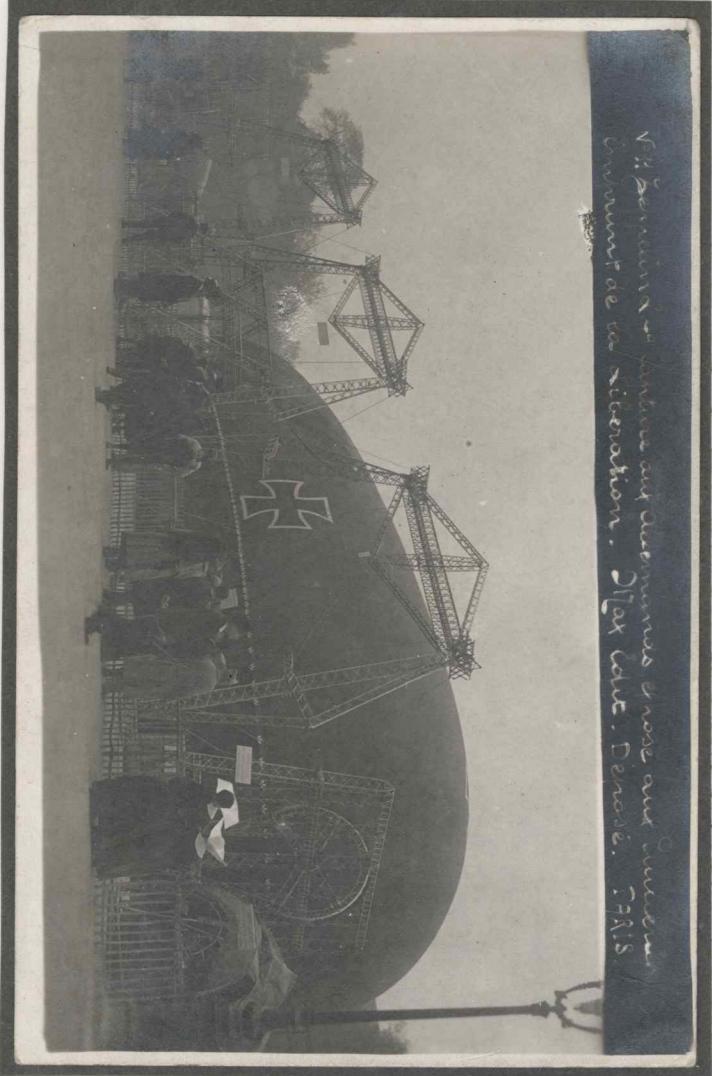
Back of card listing information on the Hindenburg. Mailed on May 13, 1937 one week after the disaster at Lakehurst.

ZEPPELIN POST CARDS

The L-49, the only Zeppelin captured intact by the Allies.
On Public Display.

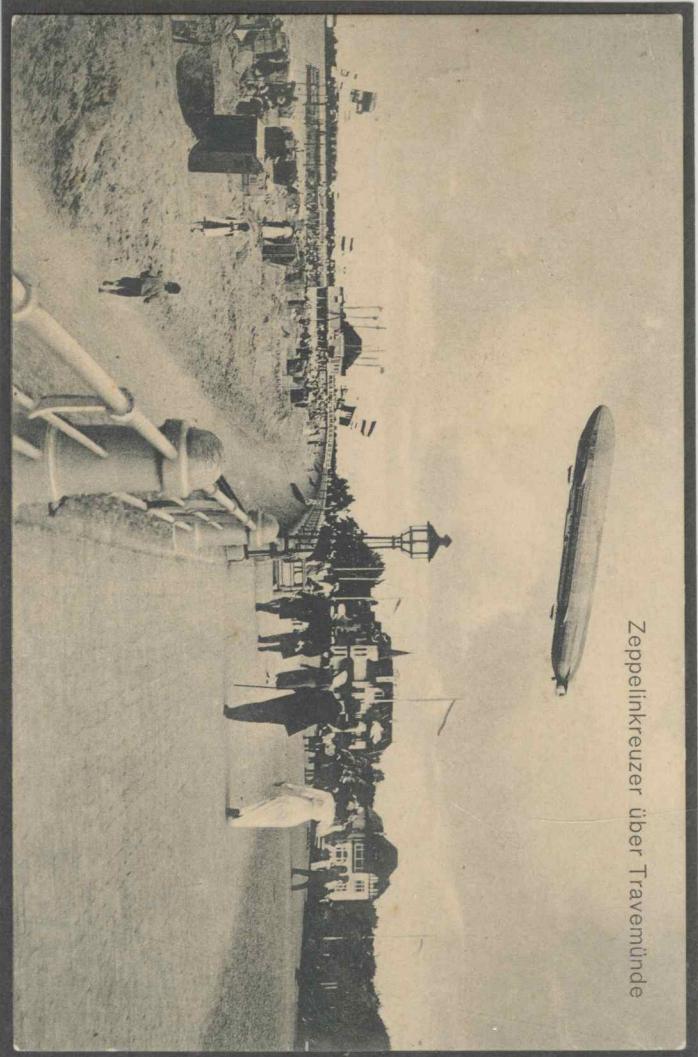


On the night of October 19-20, 1917 eleven Zeppelins made the greatest raid of the War on England. On returning to the Continent they encountered a severe storm. Six of the Zeppelins escaped safely to Germany - the other five met disaster over France. One, the L-49, landed safely and before it could be destroyed it was captured intact by French soldiers.

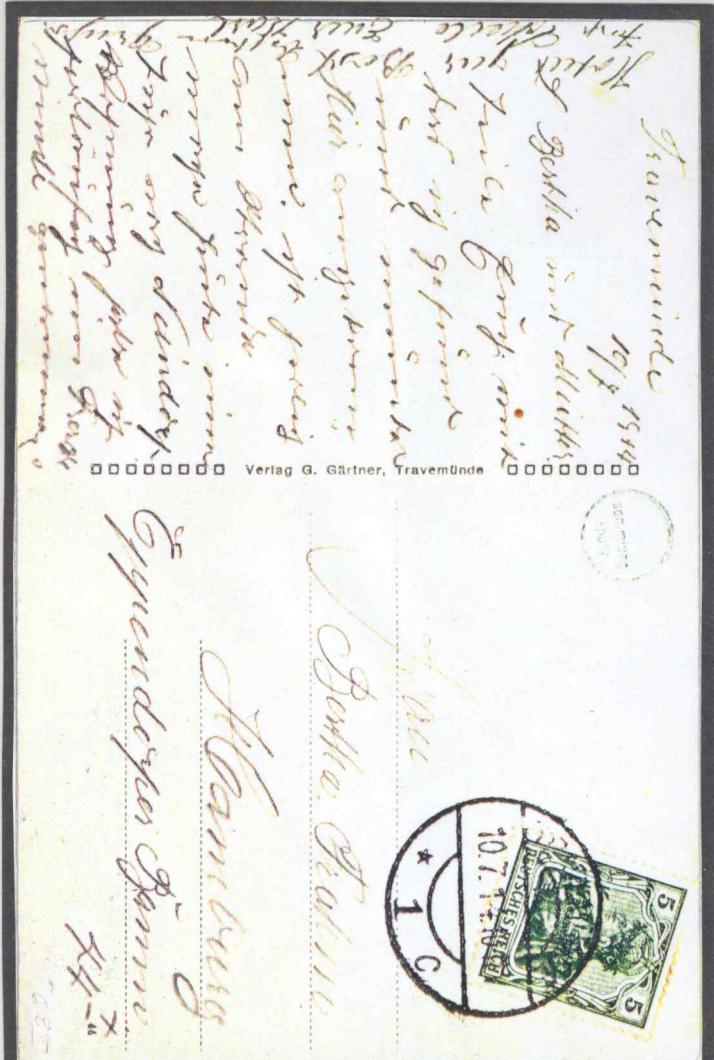


ZEPPELIN POST CARDS

Zeppelinkreuzer über Travemünde

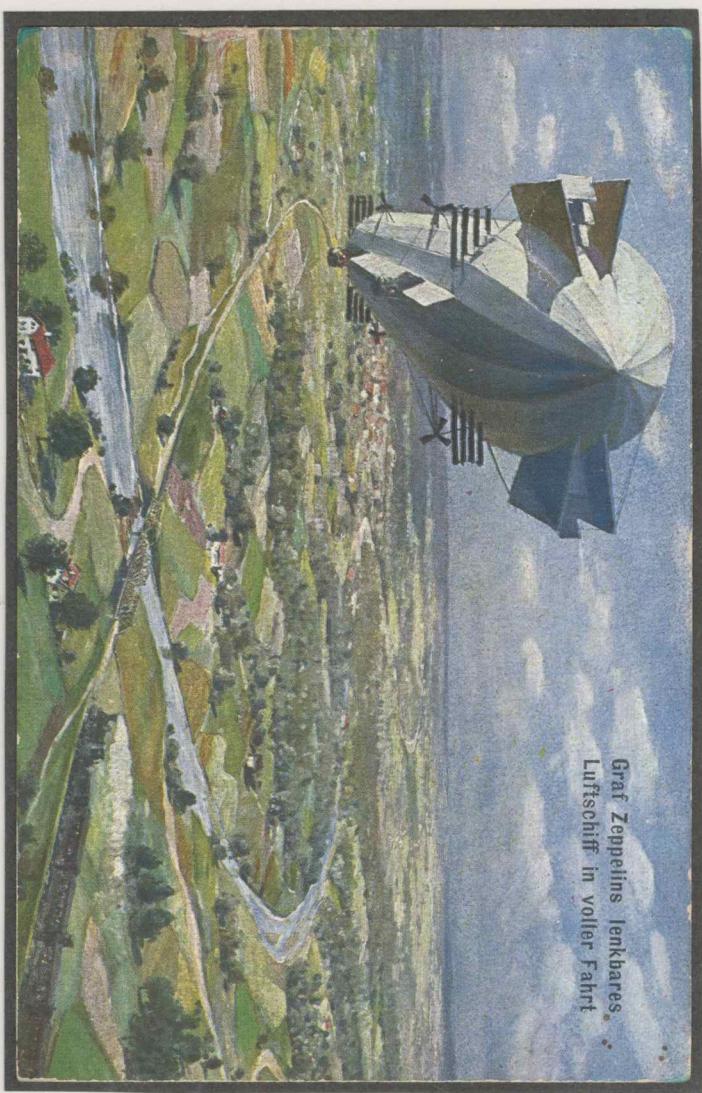


Zeppelin in flight over Travemünde.

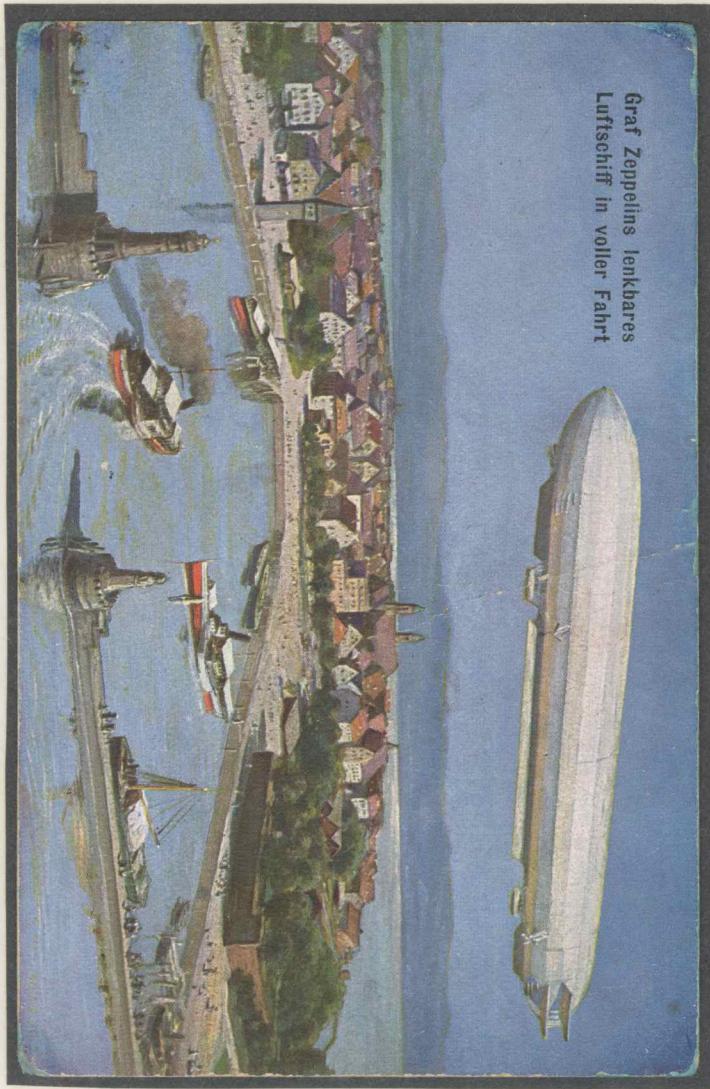


Back of Card - Postmarked Travemünde on July 10, 1914.

THE GERMAN ZEPPELIN LZ-3 (Z-1)



Very early color Post Card (1908) commemorating flights of the LZ-3.

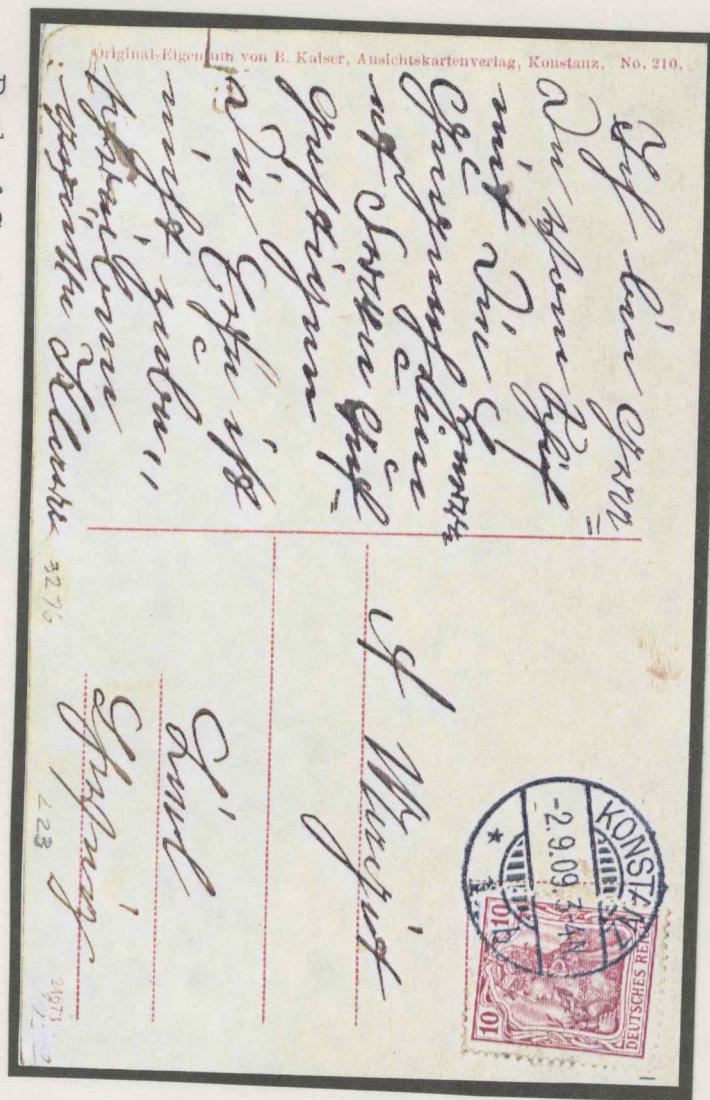


Post Card showing the LZ-3 in flight over Friedrichshafen and Lake Constance. Postmarked February 2, 1909.

THE GERMAN ZEPPELIN LZ-3 (Z-1)

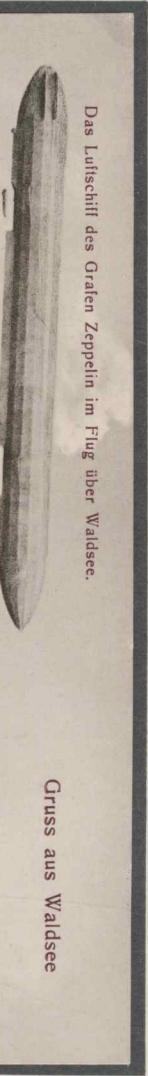


The LZ-3 in flight over Konstanz.



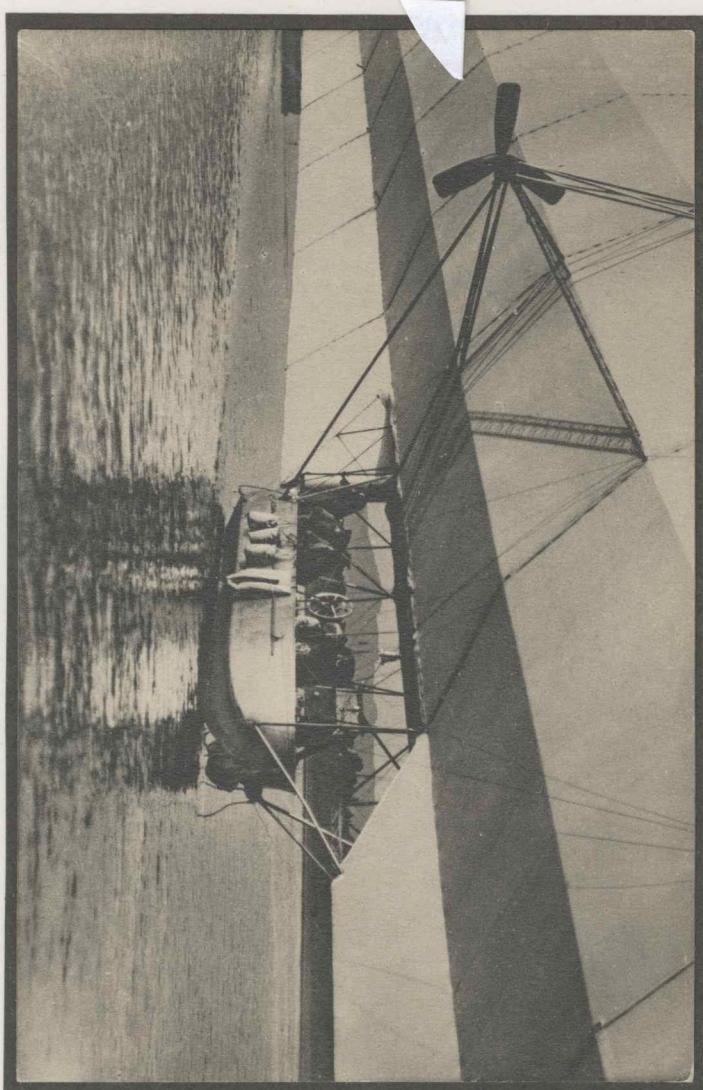
Back of Card - Postmarked Konstanz on September 2, 1909.

THE GERMAN ZEPPELIN LZ-3 (Z-I).



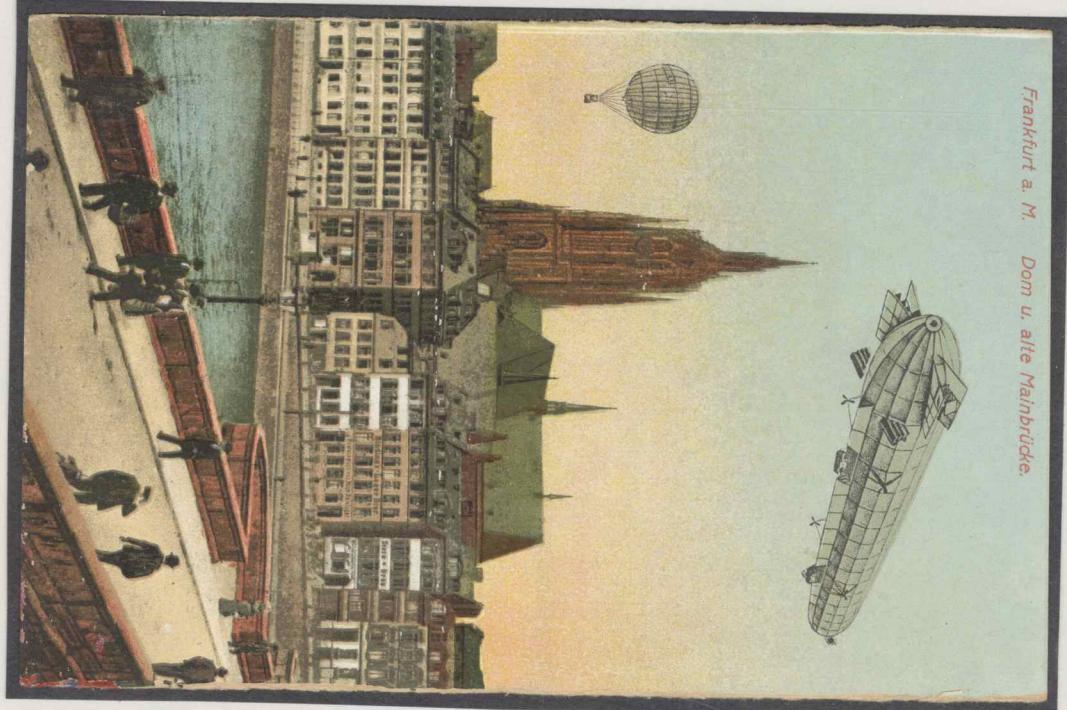
Das Luftschiff des Grafen Zeppelin im Flug über Waldsee.

Gruss aus Waldsee



A close look reveals Count Zeppelin's daughter in the gondola of the LZ-3 on September 26, 1907.

ZEPPELIN POST CARDS



Frankfurt a. M.
Dom u. alte Mainbrücke.

The LZ-3 over Frankfort.



Postmarked
Pairbury, Nebr.
Feb. 12, 1905.



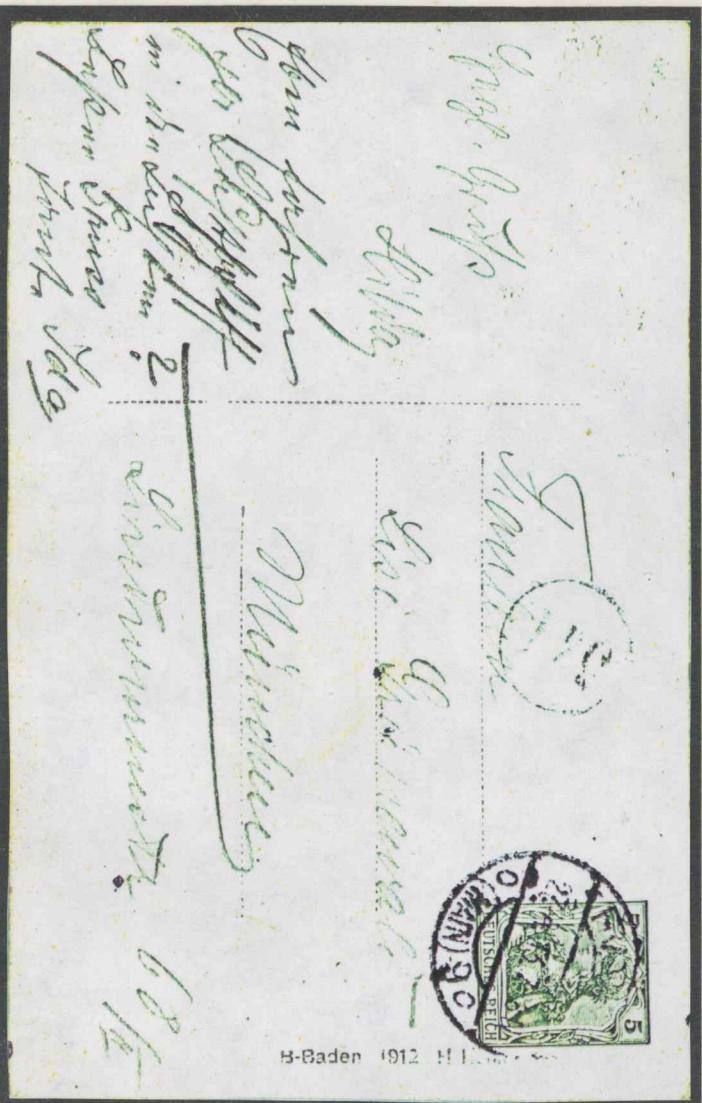
The LZ-4 in front of hanger
on Lake Constance.

ZEPPELIN POST CARDS

THE GERMAN ZEPPELIN LZ-6 (ZIII)

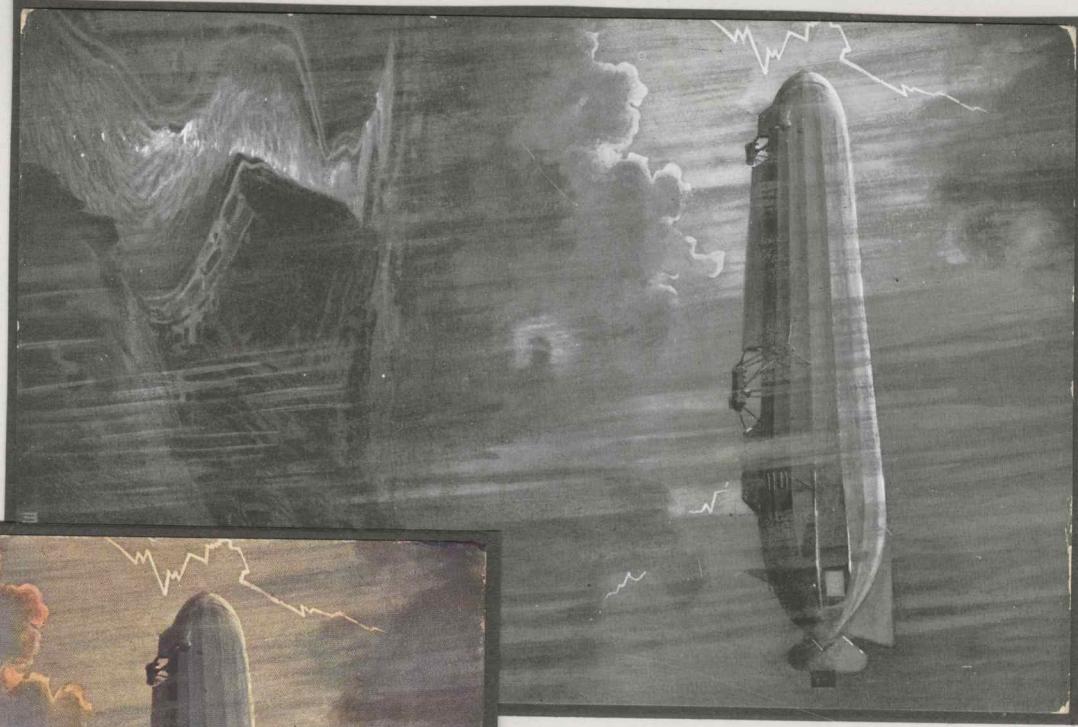


View card showing Zeppelin in hanger. It appears to be the "Hansa" (LZ-13).

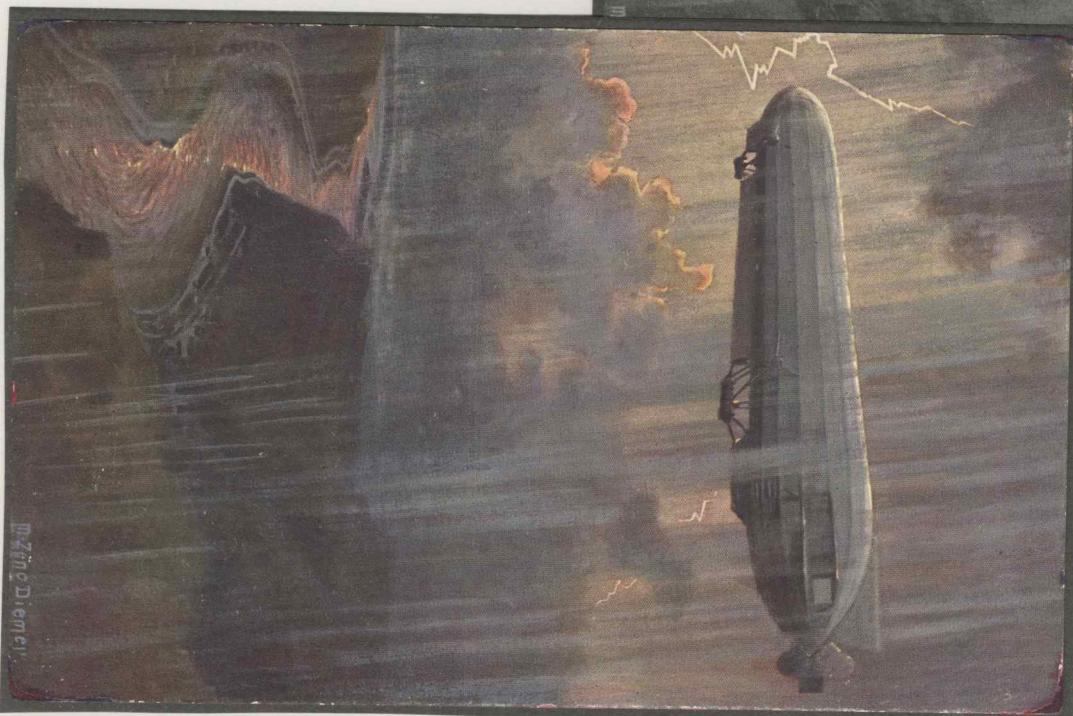


Back of Card showing postmark. It was mailed on April 27, 1913 from Frankfurt to Munich.

Gustav Eyb issued several Zeppelin Post Cards which are considered to be the most beautiful published.



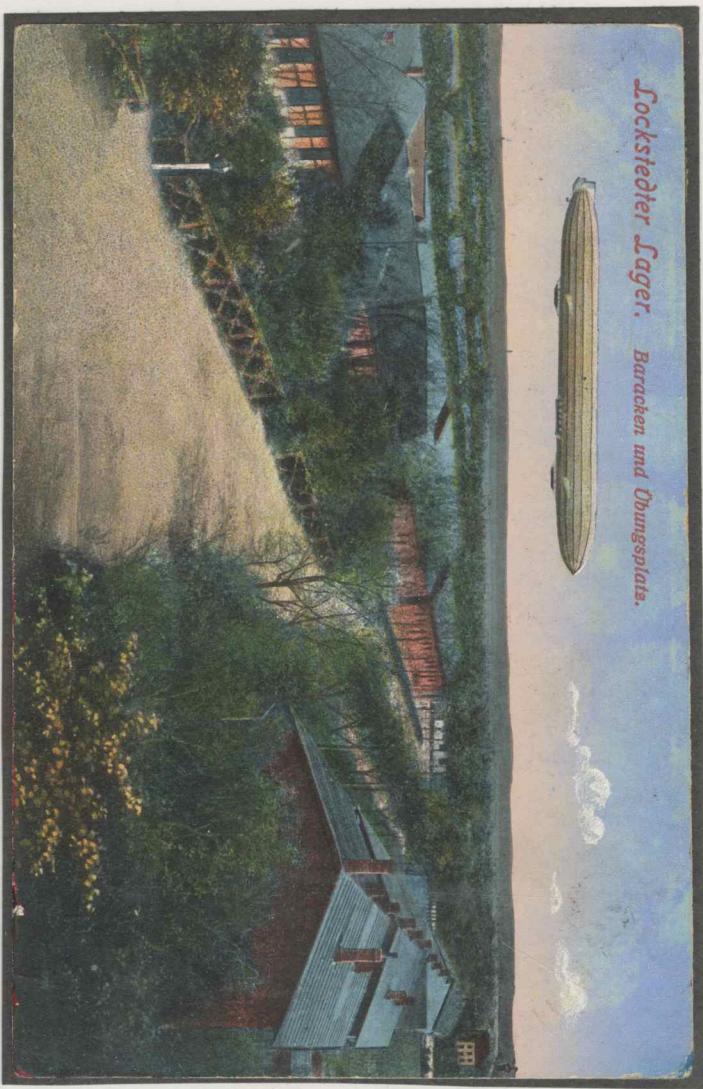
"IN A THUNDERSTORM"
Official Zeppelin Post Cards by Gustav Eyb. These were issued in both black & white and in color.



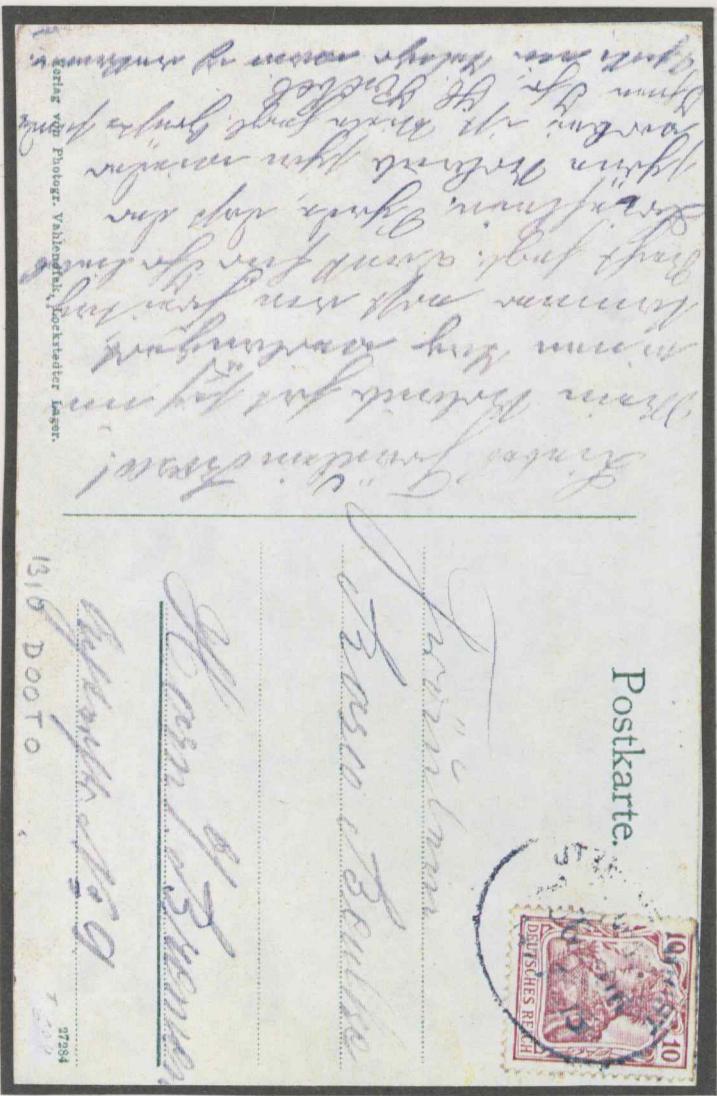
Printed in Germany

ZEPPELIN POST CARDS

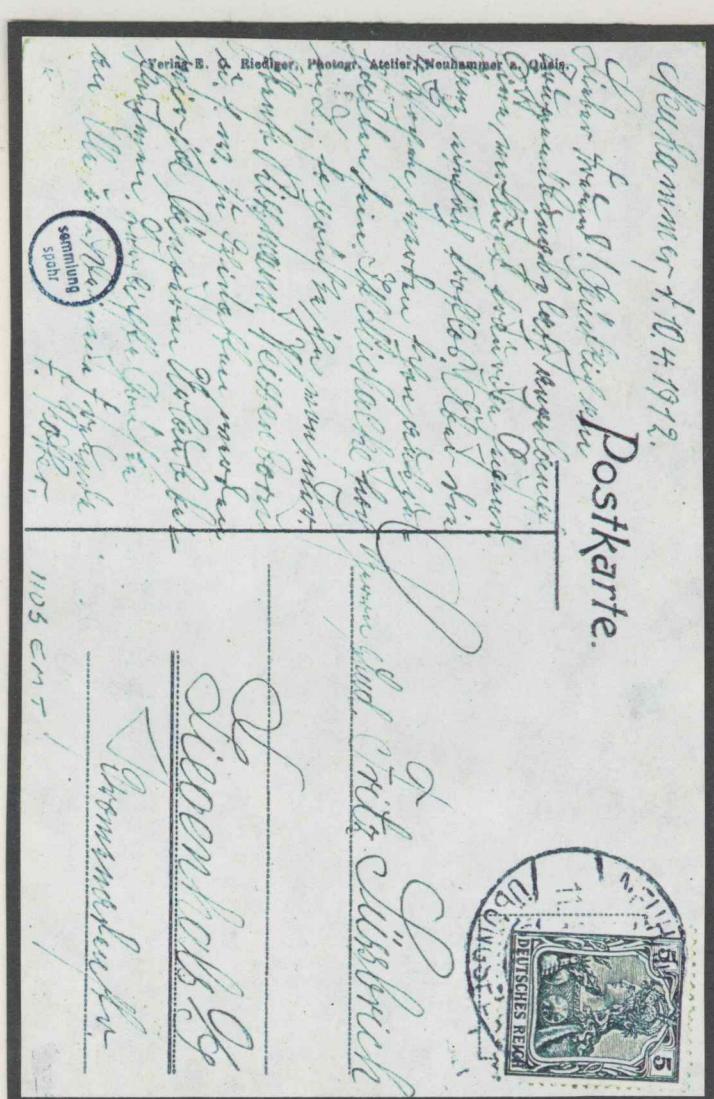
EARLY ZEPPELIN POST CARDS



Zeppelin in flight - Probably the "Victoria Luise" (LZ-11)



Back of Card - Postmark date not legible - Probably in 1912 or 1913.



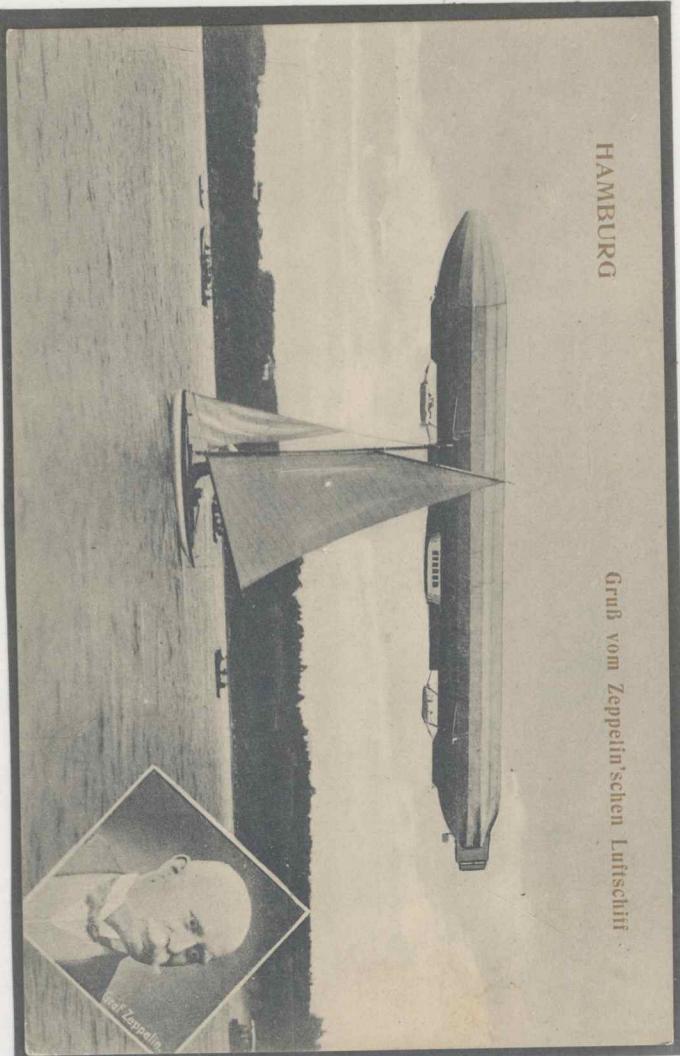
Back of Card postmarked Neuhammer, April 10, 1912.

ZEPPELIN POST CARDS

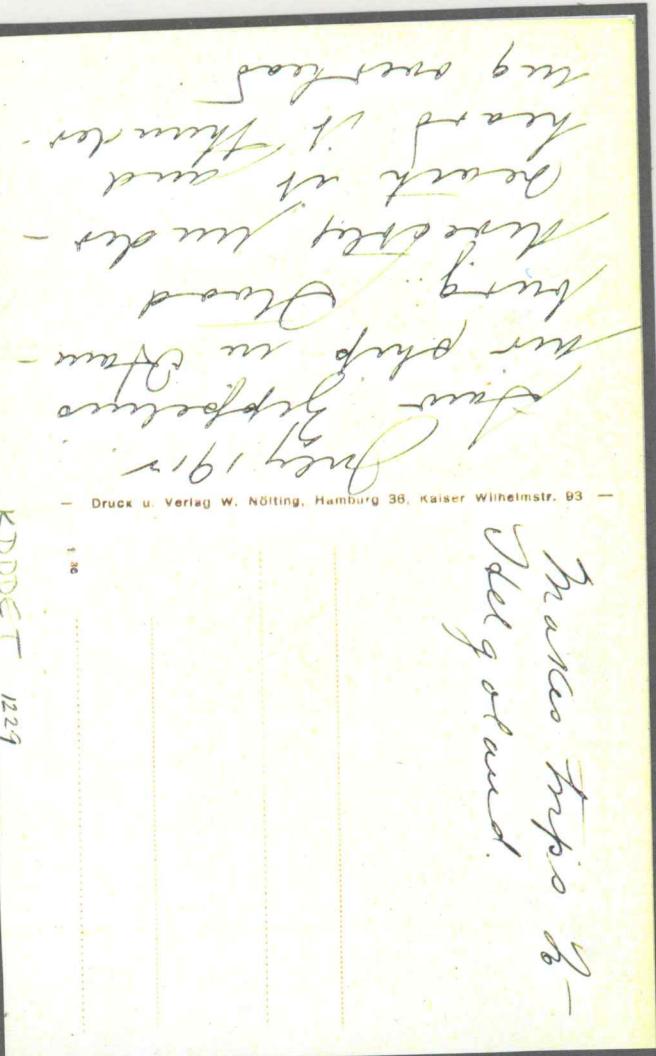
THE GERMAN ZEPPELIN "VICTORIA LUISE" (LZ-11)

HAMBURG

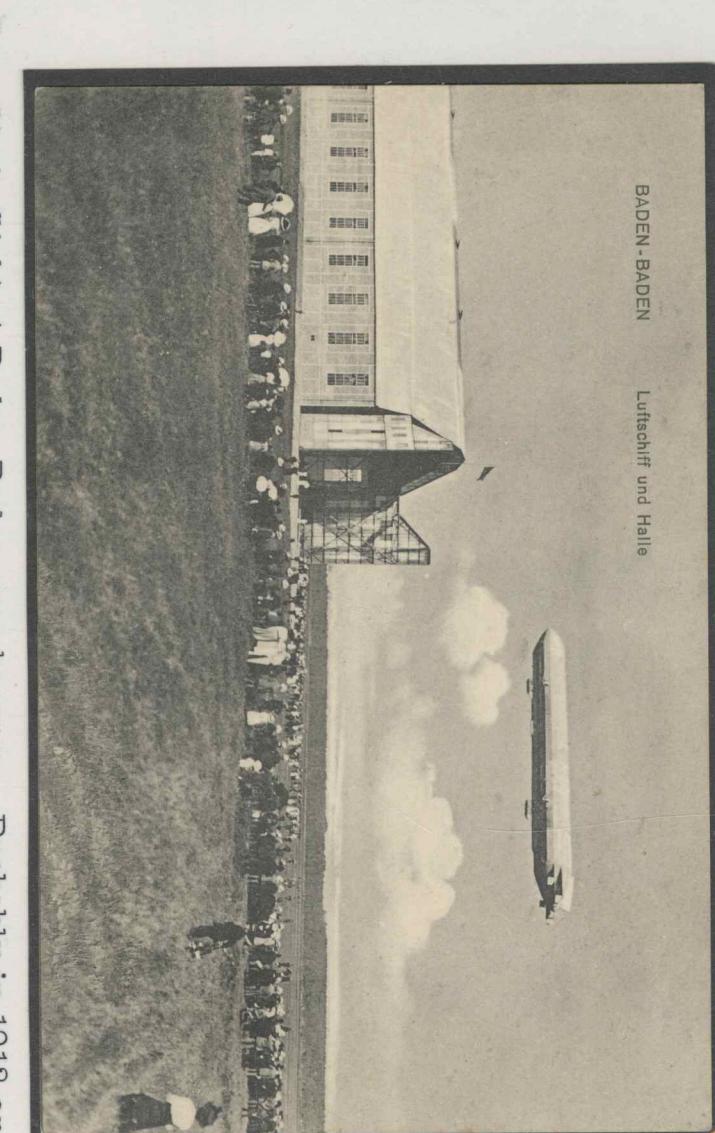
Gruß vom Zeppelin'schen Luftschiff



Post Card showing the Victoria Luise at Hamburg.



Back of Card - Note bit of recorded history.



Zeppelin in flight at Baden-Baden over hanger. Probably in 1912 or 1913.



Early Zeppelin entering hanger.

ZEPPELIN POST CARDS

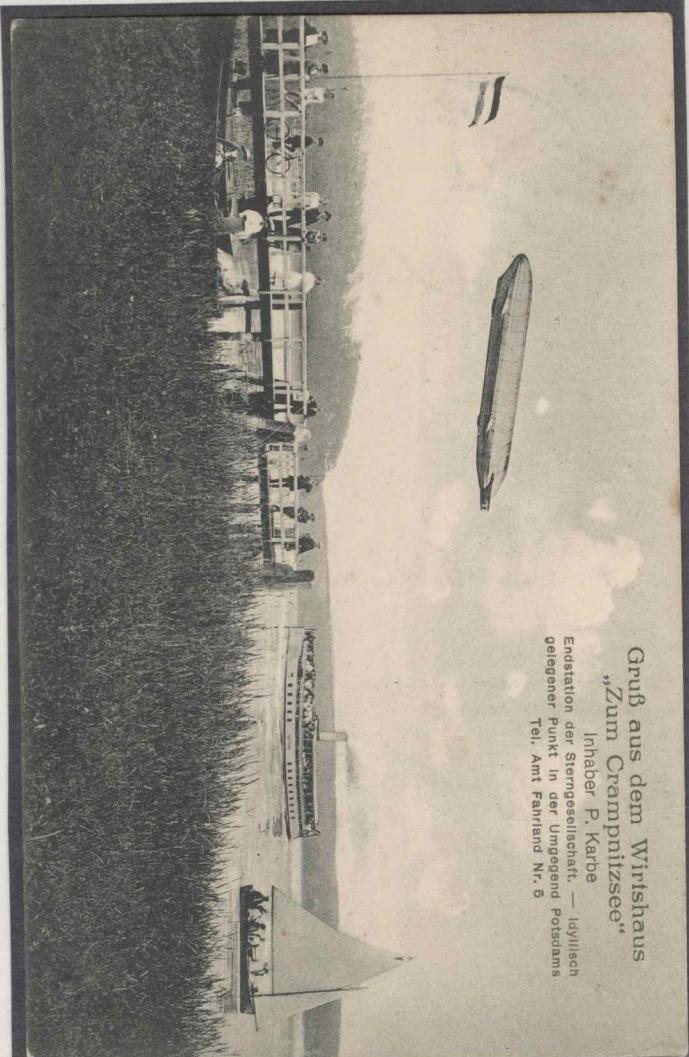
The L-49, the only Zeppelin captured intact by the Allies.
On Public Display.



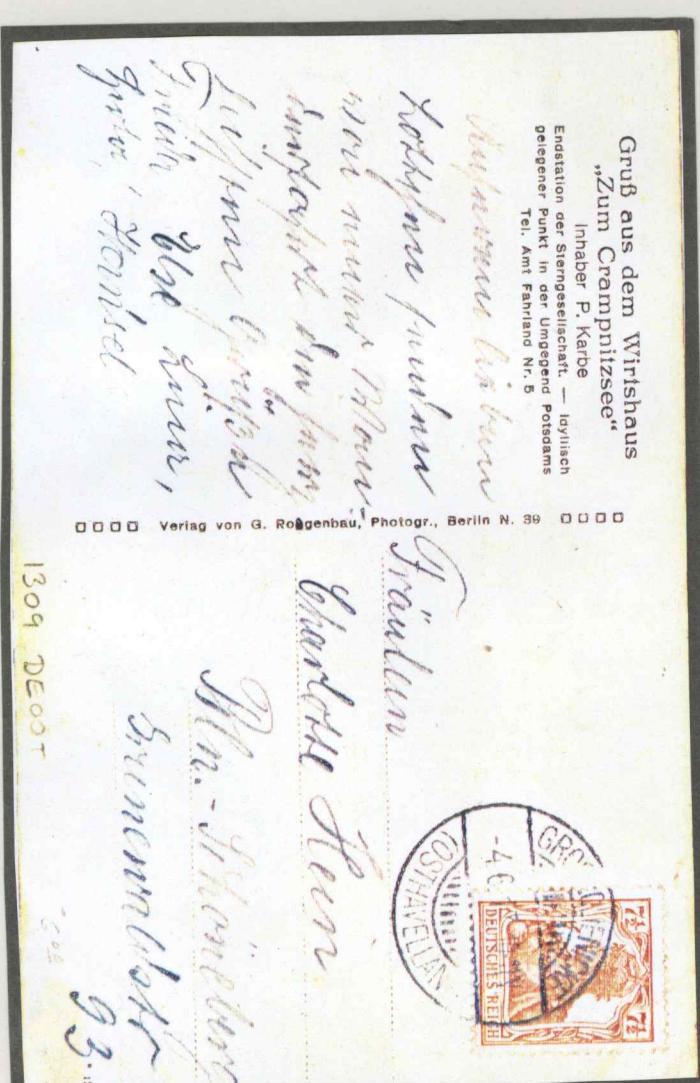
Years later the L-49 was to become the exact model of America's first homemade rigid airship, the "Shenandoah".

ZEPPELIN POST CARDS

Gruß aus dem Wirtshaus
„Zum Crampnitzsee“
Inhaber P. Karbe
Endstation der Sternpostseilbahn. — Idyllisch
gelegener Punkt in der Umgebung Potsdams
Tel. Amt Fahrland Nr. 6



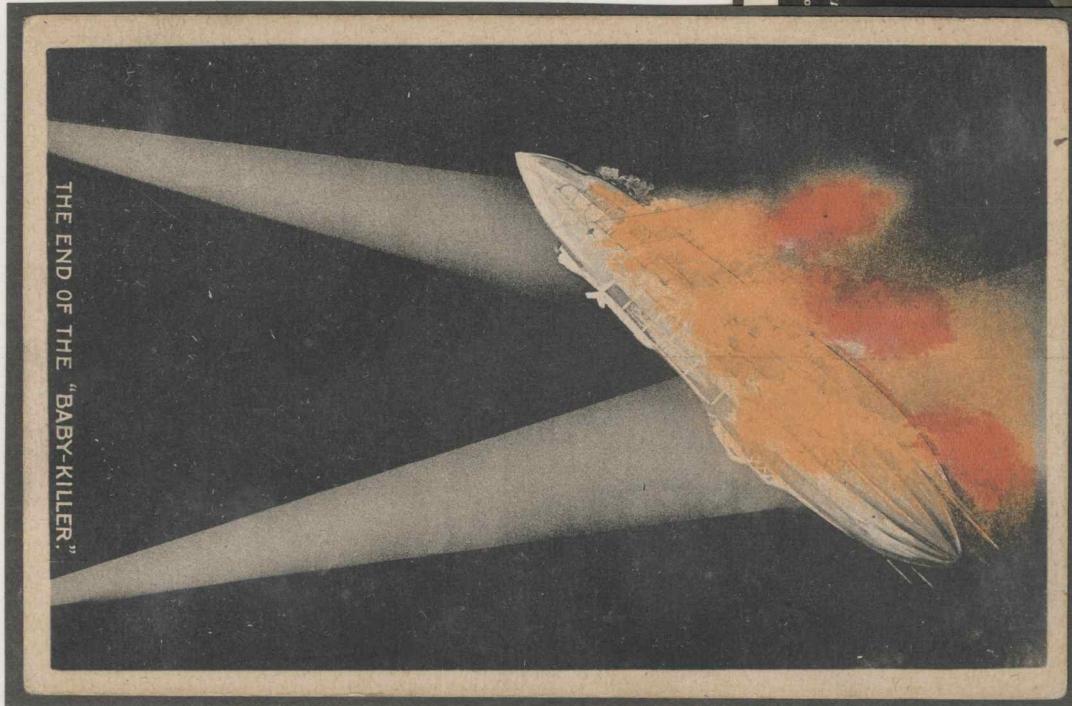
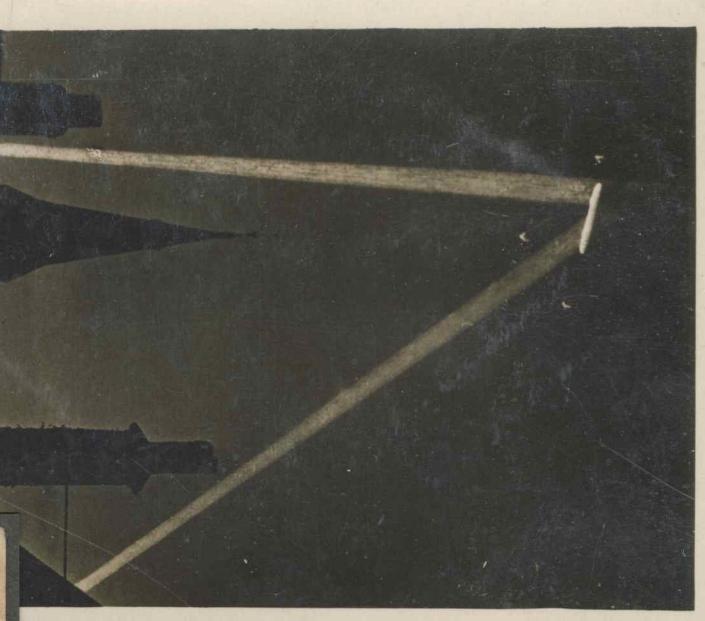
Zeppelin in flight over lake.



Back of Card - Postmarked Grosecienicke on June 4, 1917.

ZEPPELIN POST CARDS

Zeppelin raids on England



Air raids during World War I were such a shock that entire populations of some towns fled to find refuge in London which was well protected.

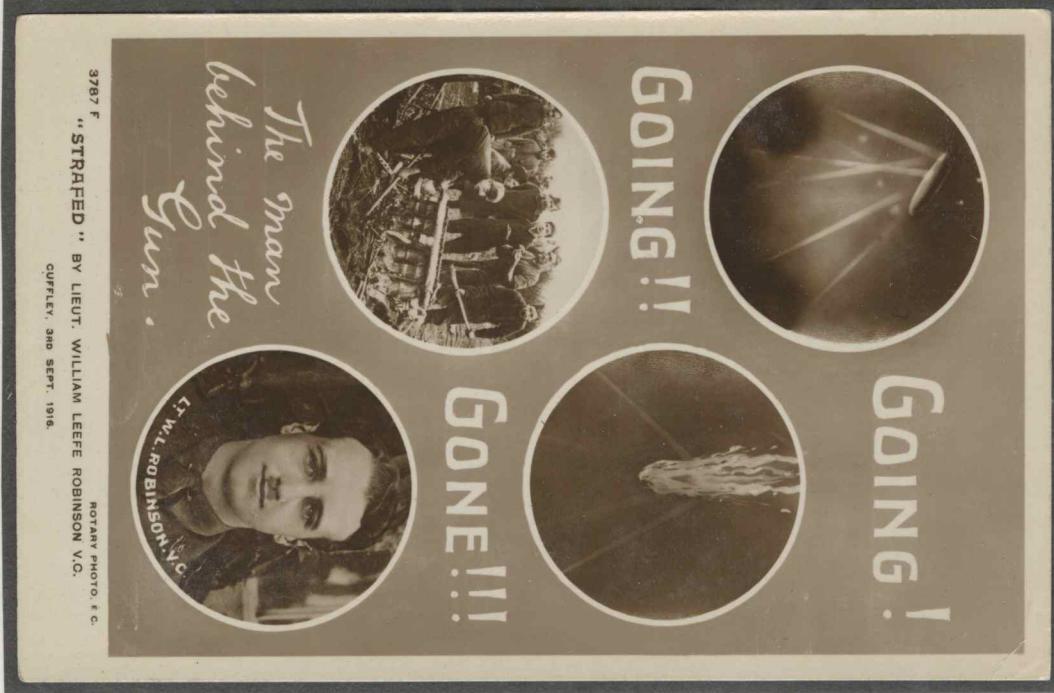
Zeppelins were filled with hydrogen gas and were very easily set on fire and subject to explosions.

ZEPPELIN POST CARDS

Air raids during World War I.



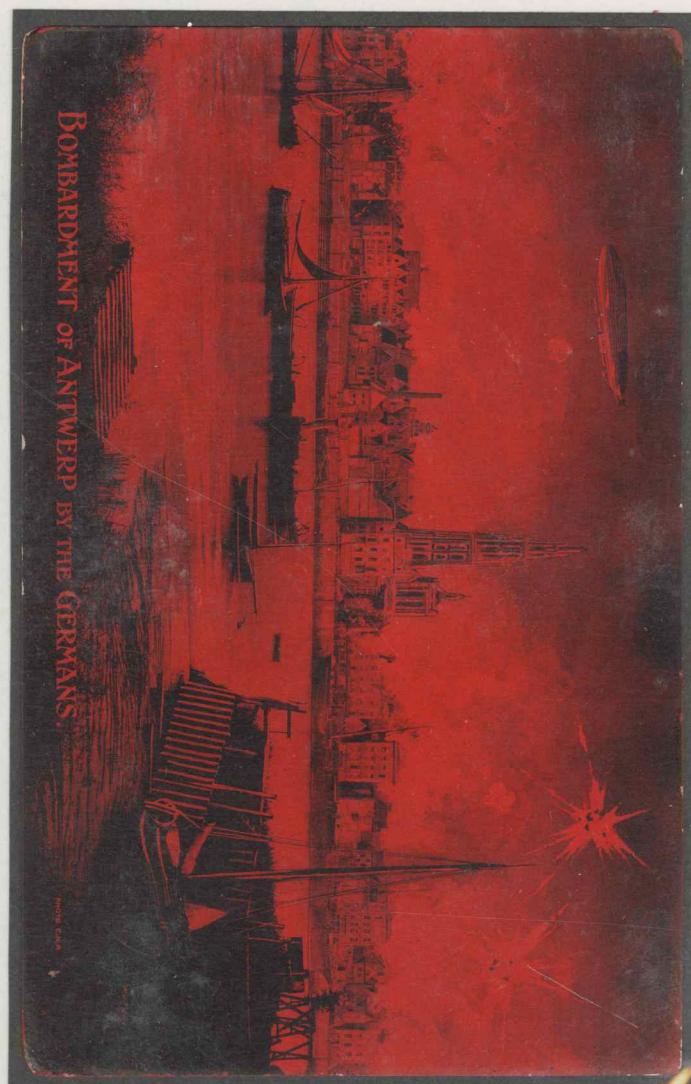
Cards honoring British flyer Lt. W. L. Robinson who shot down a German Zeppelin over England.



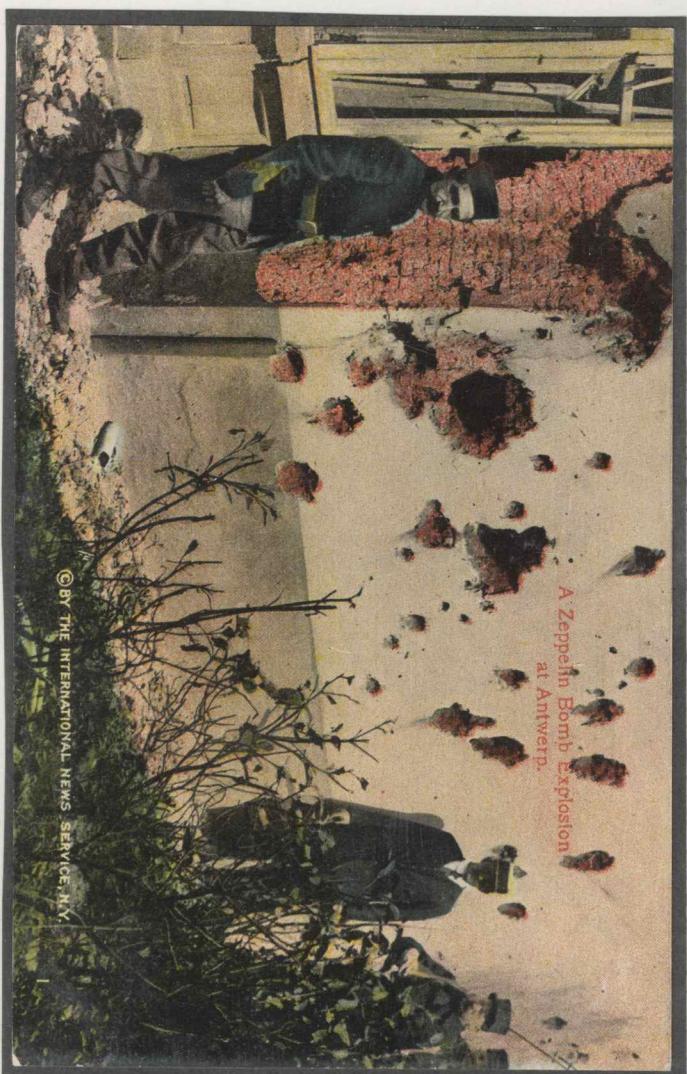
Lt. Robinson was awarded the Victoria Cross for this action.

ZEPPELIN POST CARDS

Air raids during World War I.



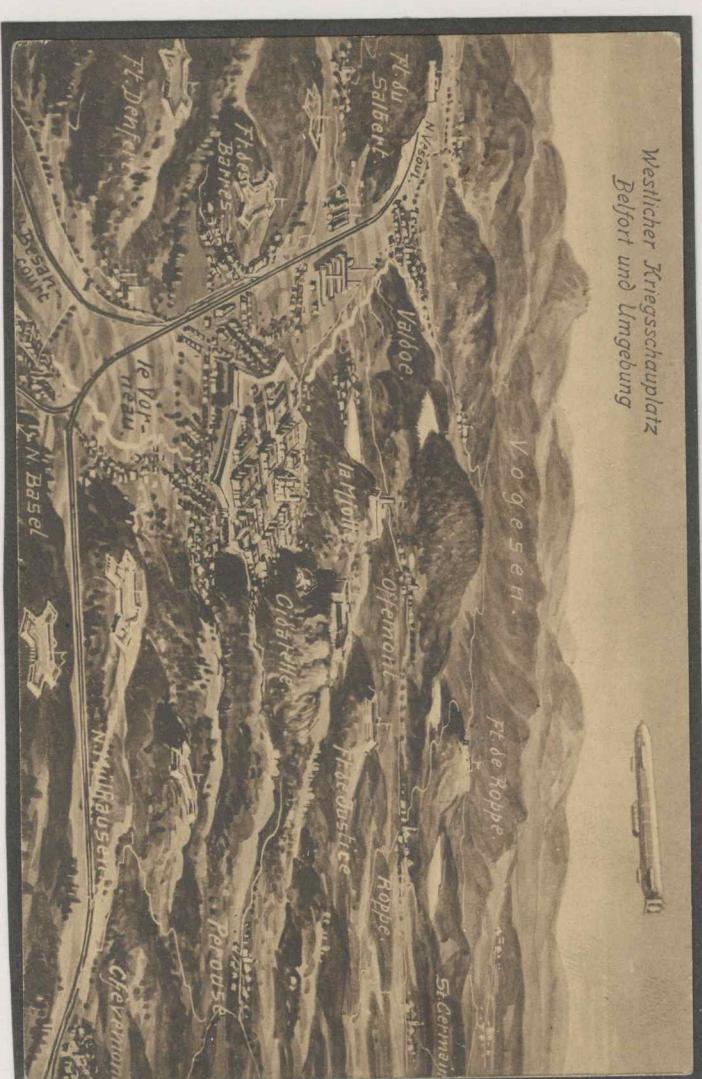
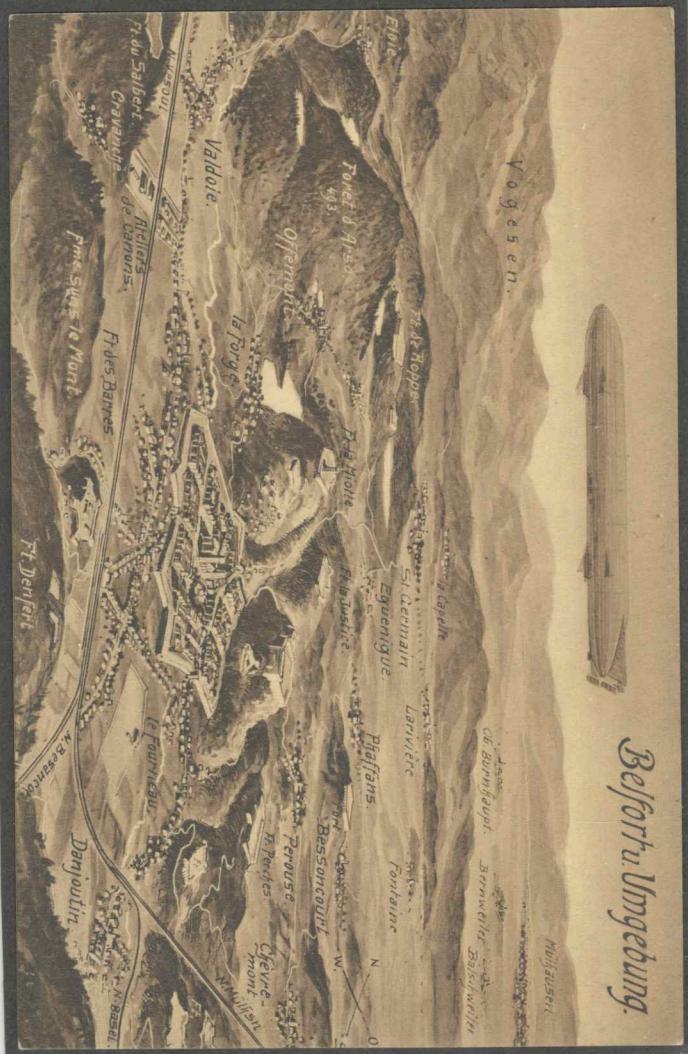
German Zeppelin bombing Antwerp, Belgium.



Damage caused by Zeppelin bomb in Antwerp.

ZEPPELIN POST CARDS - WORLD WAR I

These two post cards show Zeppelins over the battle fields at Belfort and Umgebung. Note details of fortifications.



ZEPPELIN POST CARDS - WORLD WAR I

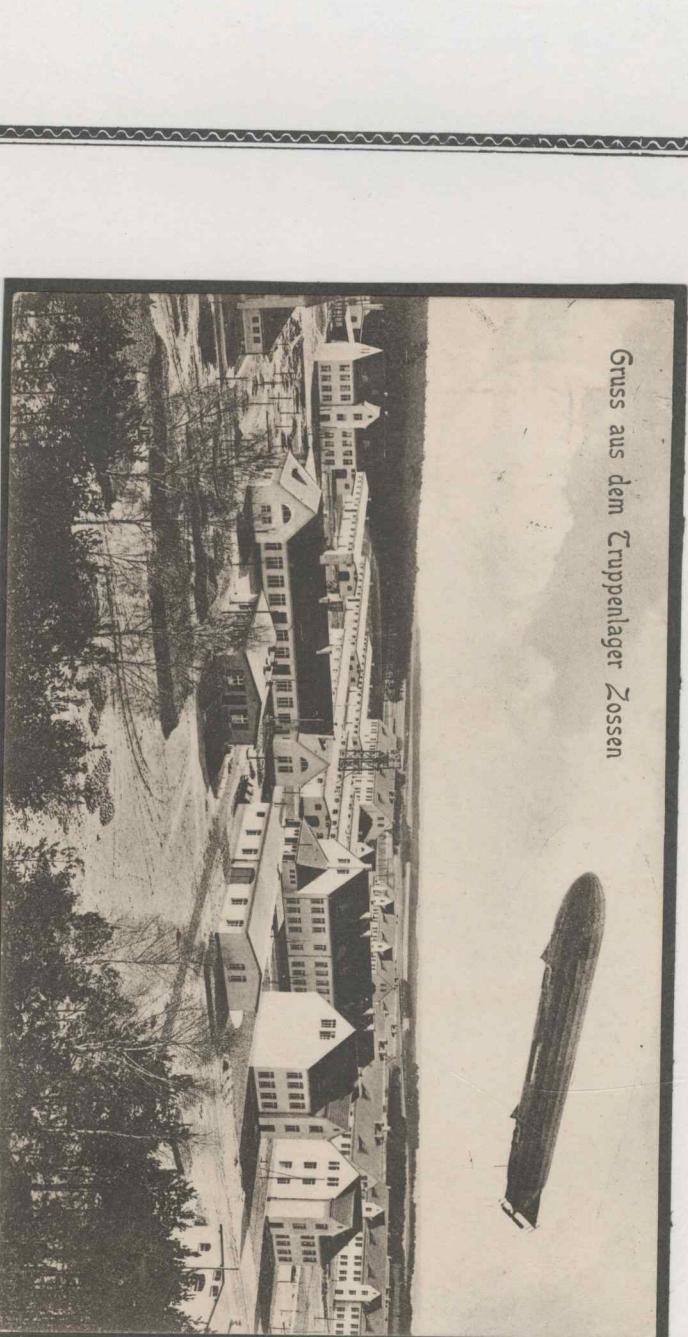
ZEPPELIN POST CARDS



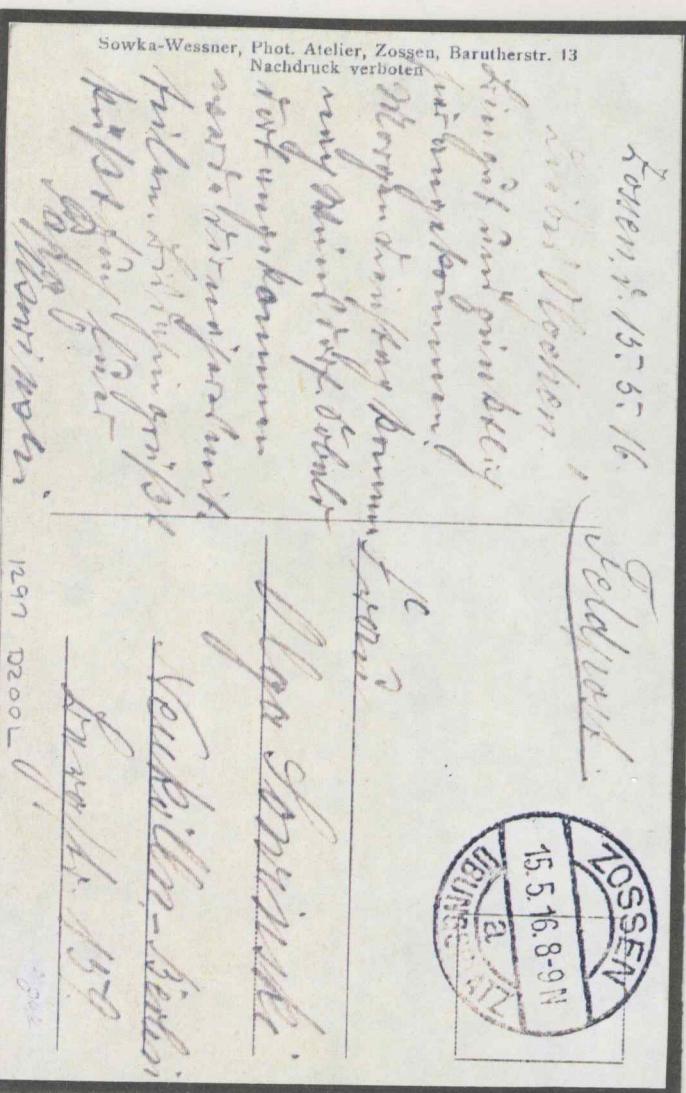
Zeppelin Raid Memorial Card



Post Card showing body of German Airman from Zeppelin L-8 which was shot down over Belgium.



Zeppelin in flight over Zossen.



Back of Card - Feldpost cancellation - Zossen, May 15, 1916.

ZEPPELIN POST CARDS

The ZR (ZEPPELIN RIGID) - 2

During the last days of World War I Great Britain was selected to build for the United States a big rigid dirigible costing about \$2,000,000. Designated the R-38 by the British, the ship was a copy of a German Zeppelin with an extra bay inserted in the middle to give it a ceiling of 25,000 feet.



In all the United States has had a total of four Dirigibles in service: the ZR-1 (the Shenandoah) built at the Philadelphia Navy Yard (and assembled in Lakehurst); also the ZR-3 (the Los Angeles) built by the Zeppelin Factory in Germany; the ZR-4 (the Akron) and the ZR-5 (the Macon) built at the Good-year Zeppelin Factory in Akron, Ohio. These ships were operated as a part of the United States Navy, but all of them carried mails at various times.

On the final test flight before crossing the Atlantic, the ZR-2 suffered a structural failure in the middle bay, broke in two, exploded and fell into the Humber River at Hull. Forty-four of the crew lost their lives on August 24, 1921.

EVENTS IN THE HISTORY OF THE U.S.S. AKRON (ZR-4)
Numerous covers, cachets and post cards were issued for the Akron.

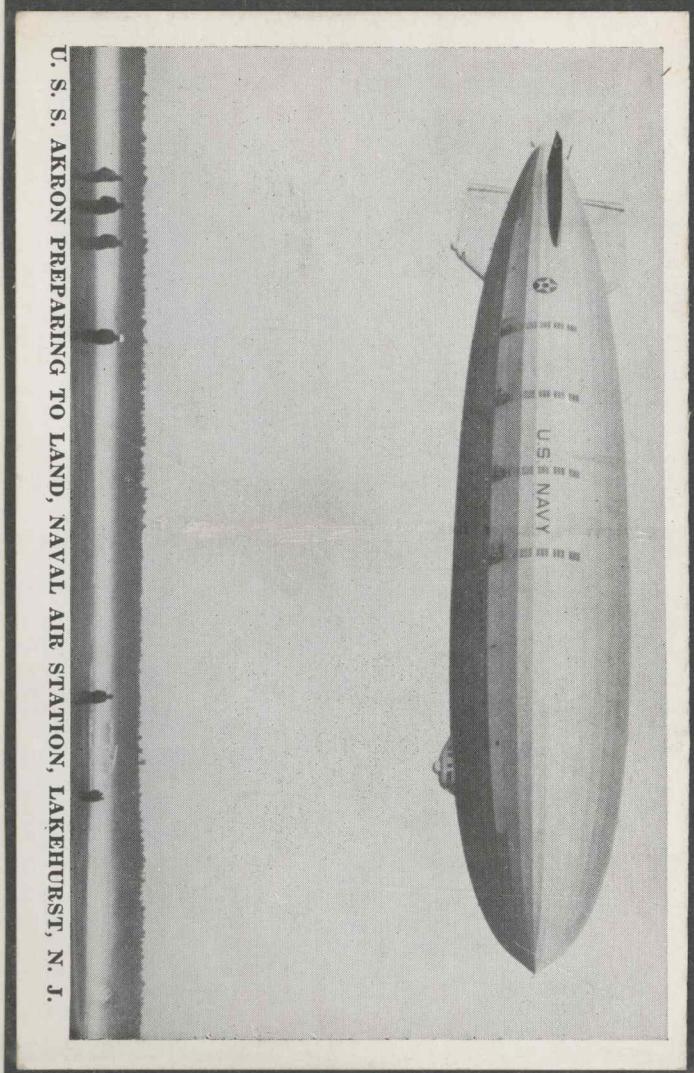


PHOTO BY STIVAS STUDIO

3A-111479

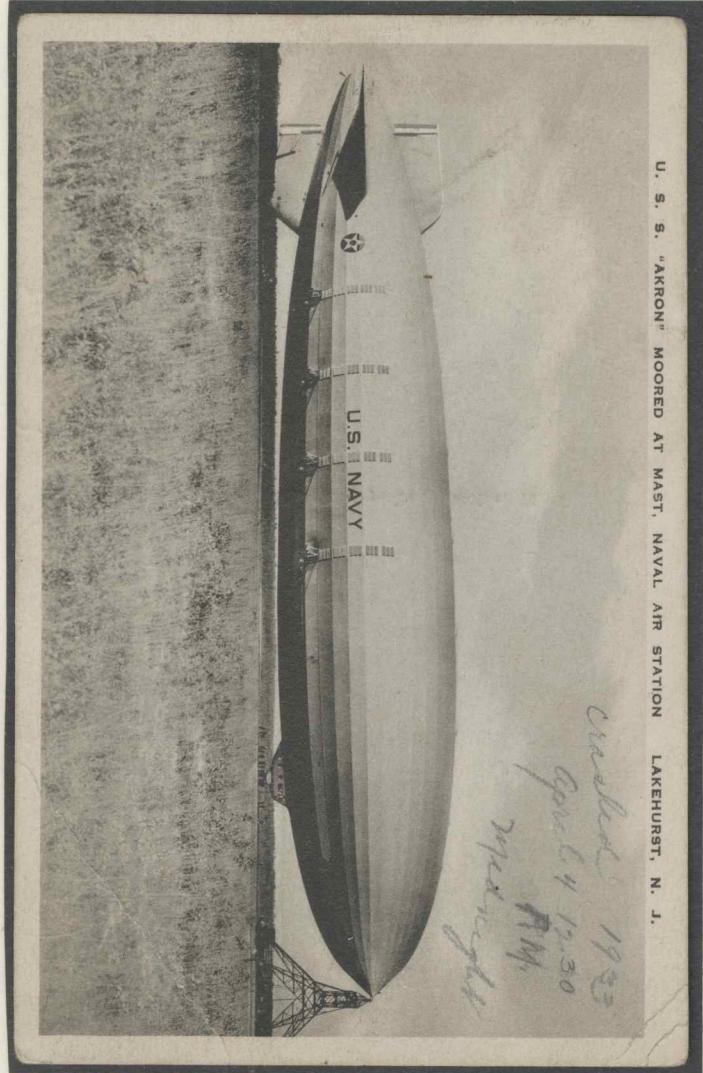


U.S.S. AKRON POST CARDS



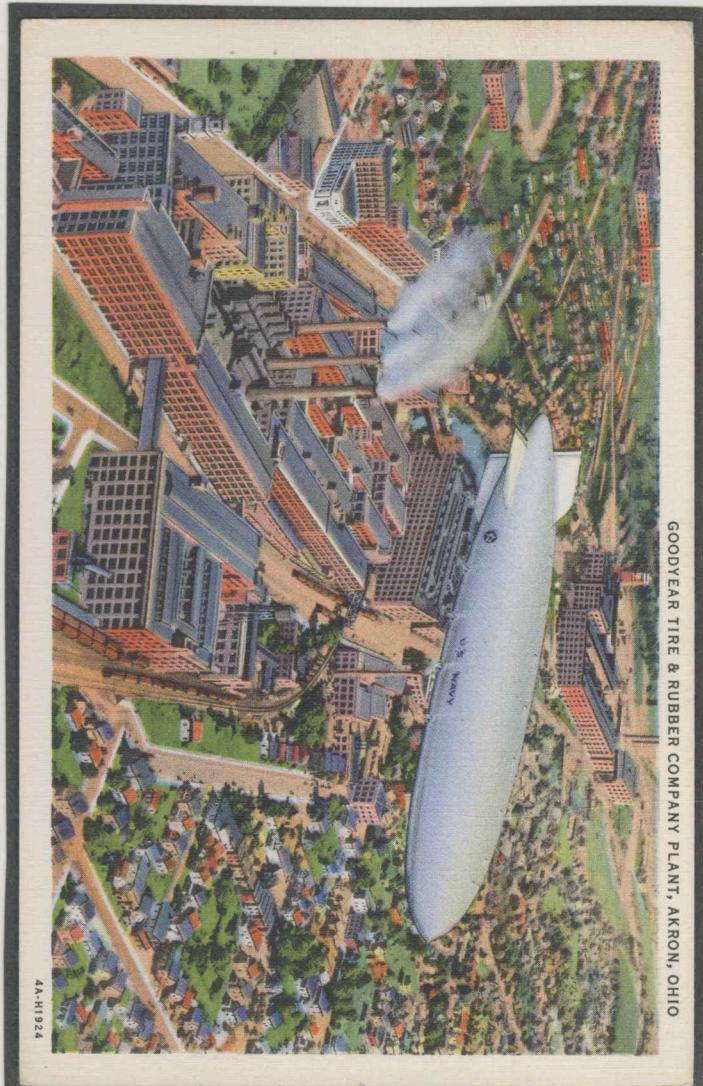
U. S. S. AKRON PREPARING TO LAND, NAVAL AIR STATION, LAKEHURST, N. J.

Post Card showing the Akron preparing to land at the Naval Air Station, Lakehurst, N.J. This was the home base of the Akron. Published by the Happy Landing Canteen, Lakehurst, N.J.



Post Card showing the Akron moored to mooring mast at Lakehurst, N.J.

ZEPPELIN POST CARDS



The U.S.S. Akron over the Goodyear Tire & Rubber Company Plant at Akron, Ohio. The Akron was built by this company.

SAN PEDRO
W E L C O M E S

VIA AIR MAIL

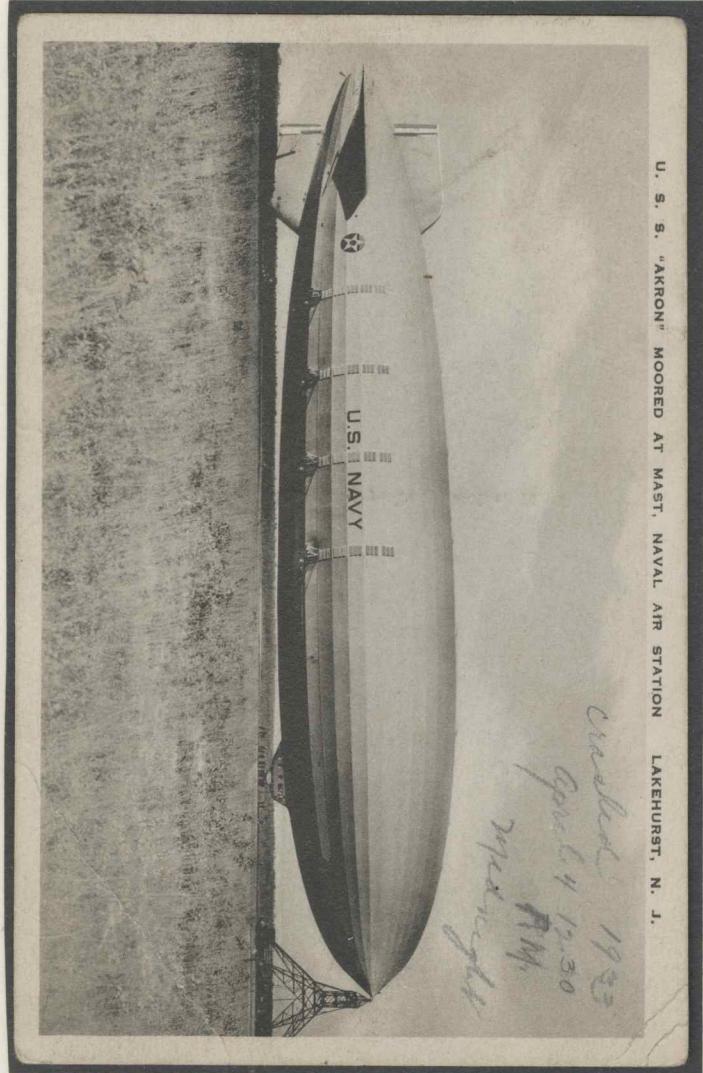
U.S.S. AKRON
CHAMBER OF COMMERCE
U.S.S. PATOKA

4:30 PM
JUN 11 1932
SAN PEDRO CALIF.

UNION AIR MAIL
POSTAGE
SAVES TIME
5¢
5¢

Robert P. Gearhart
348 West Ninth St
Erie, Pa.

Cover with special cachet welcoming the U.S.S. Akron to the San Pedro Naval Base at Los Angeles. The U.S.S. Patoka was a tanker equipped with a mooring mast. See cachet.



Post Card showing the Akron moored to mooring mast at Lakehurst, N.J.