

Lot nr.: L251270

Country/Type: Europe

Germany Bund collection, in 3 binders, with covers with special cancellations, from 1991 to 1992.

Price: 30 eur

[Go to the lot on www.sevenstamps.com]





Seven Stamps Philately - Stamp lots and collections





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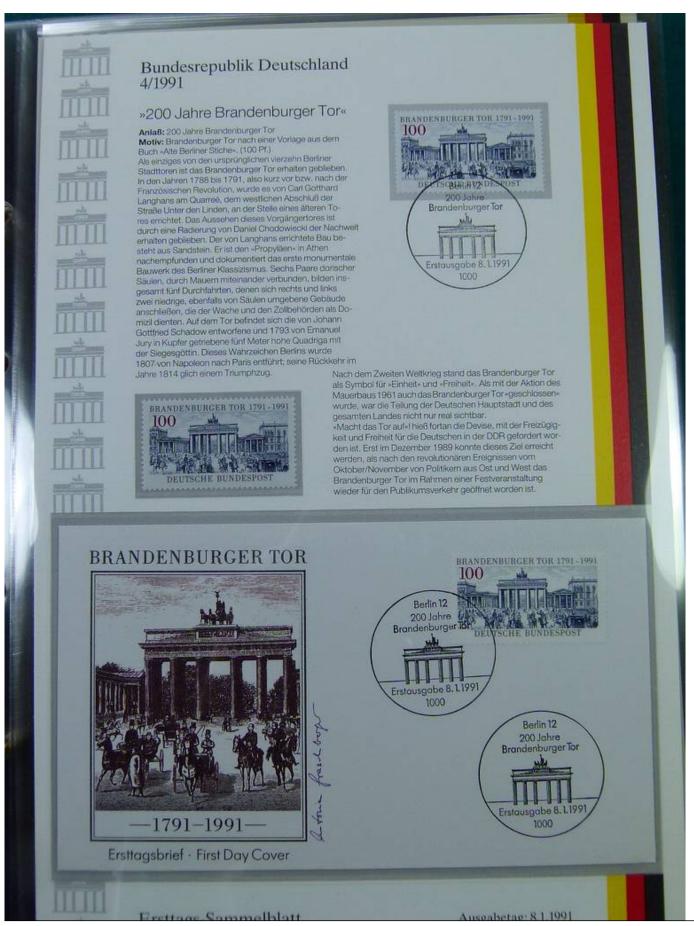


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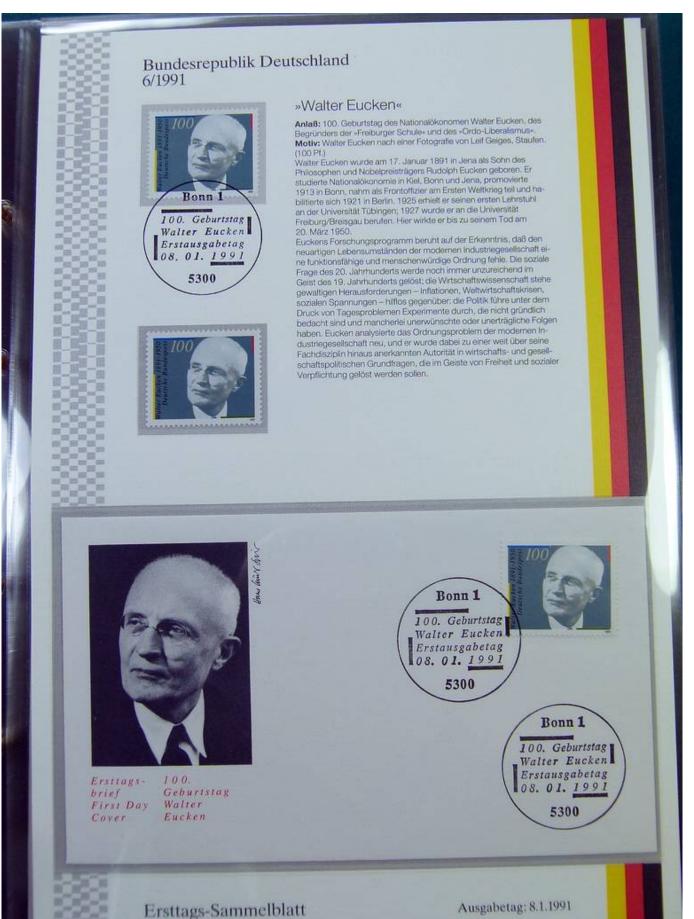


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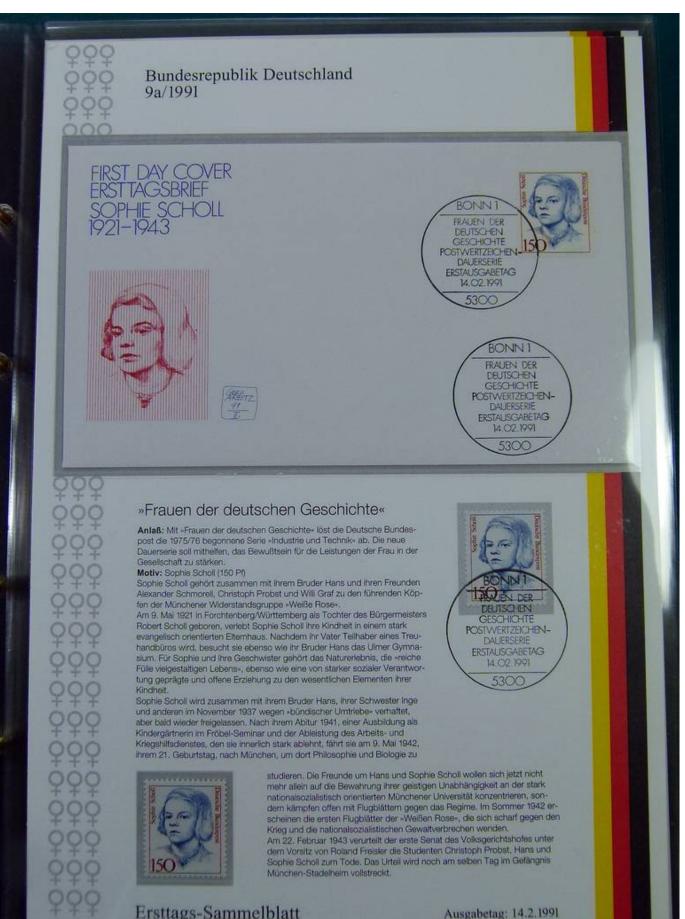


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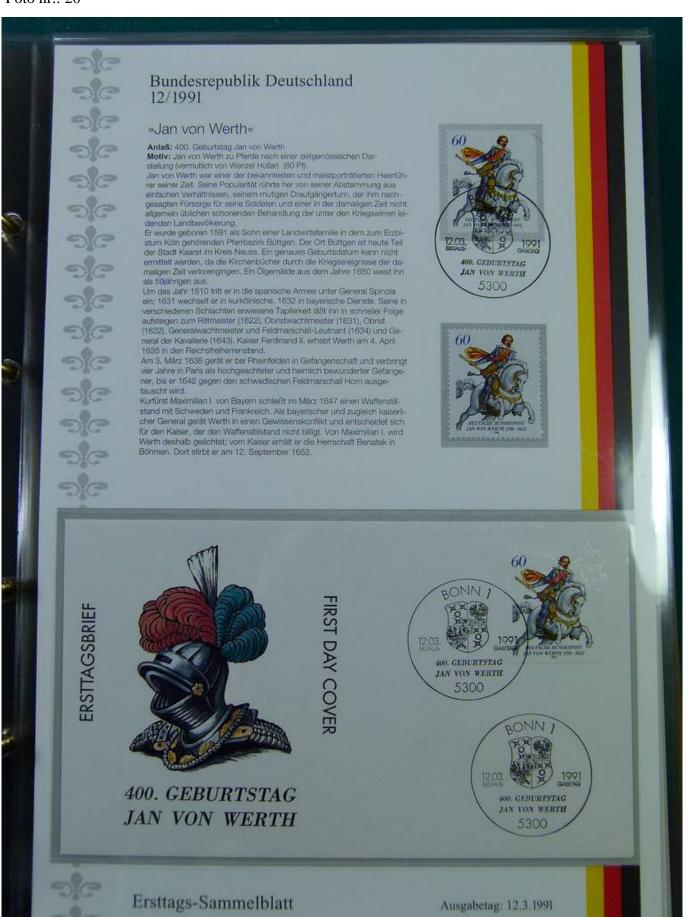








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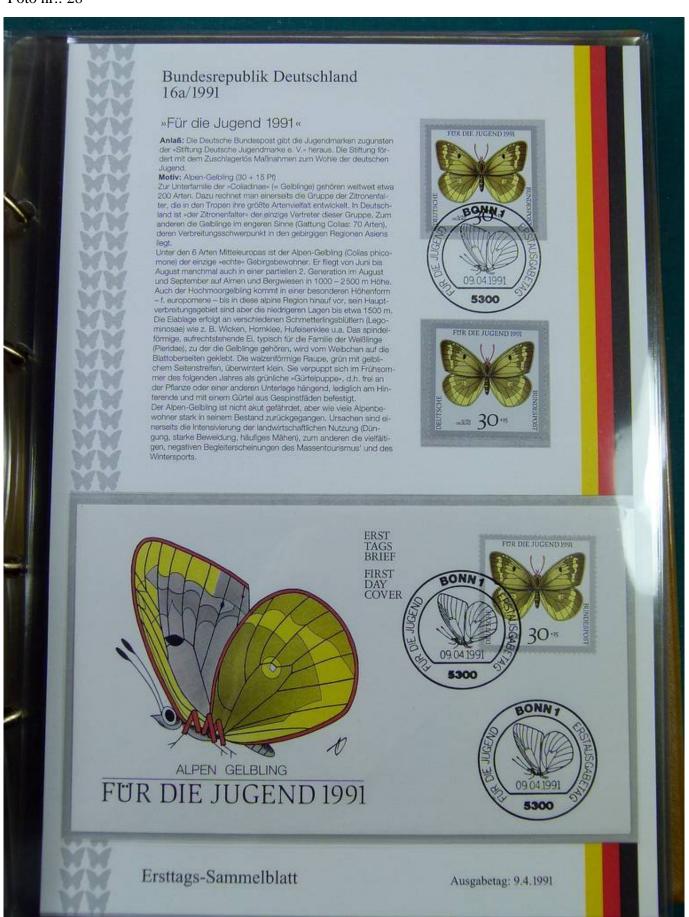




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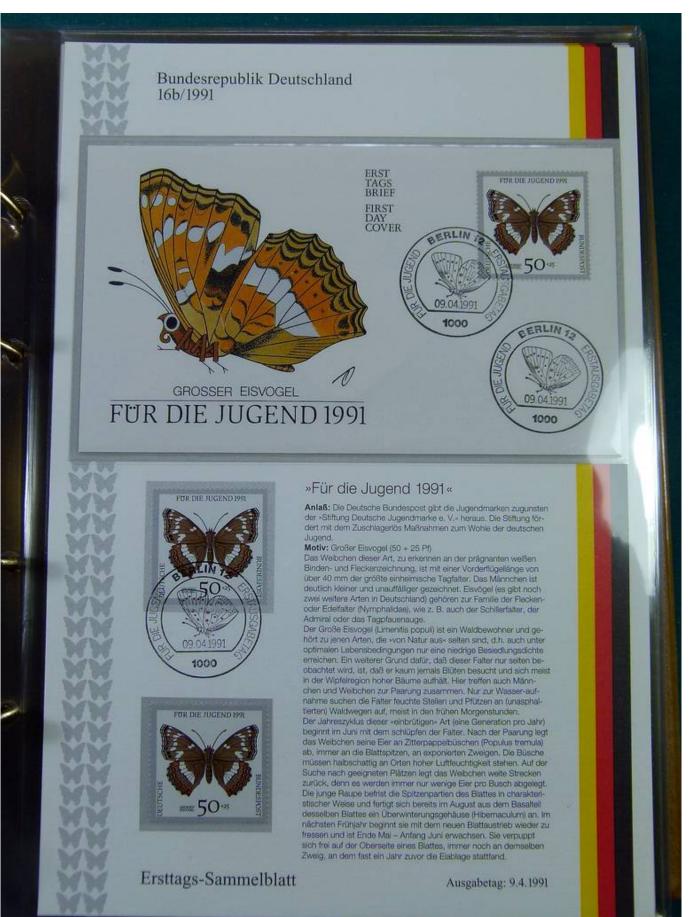








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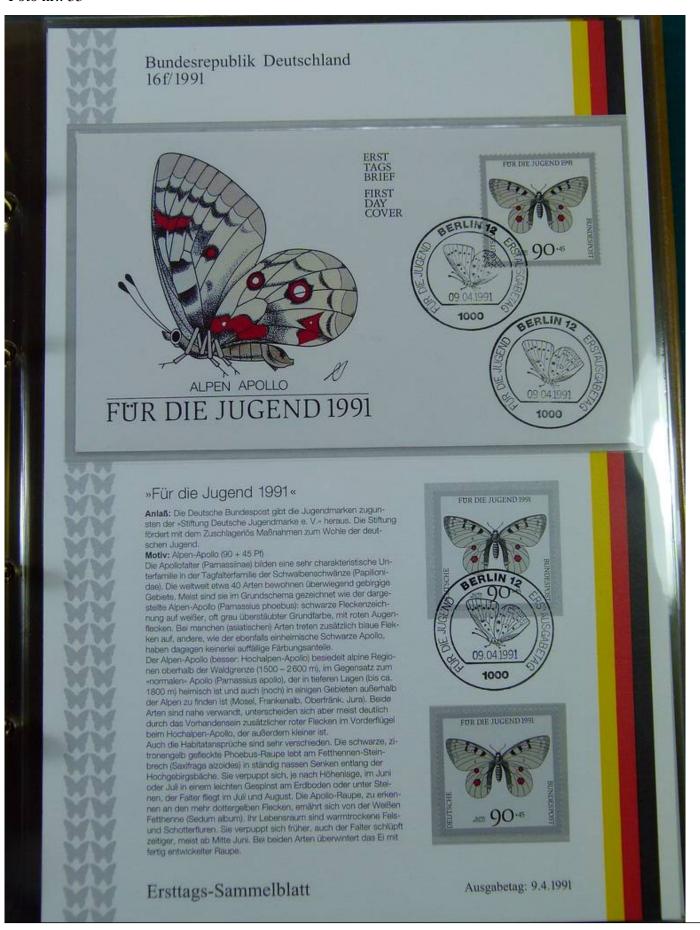
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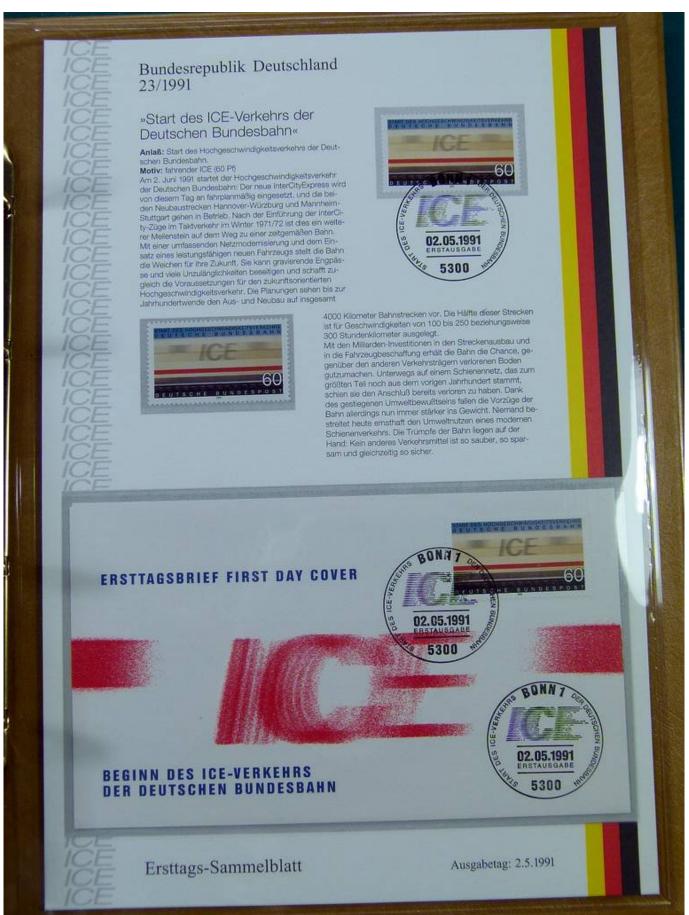










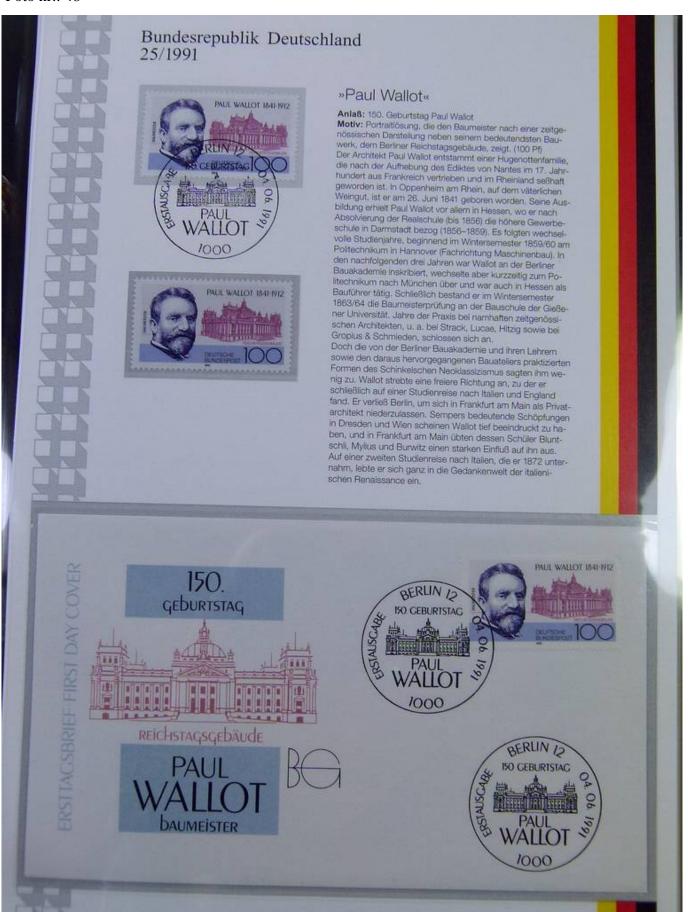






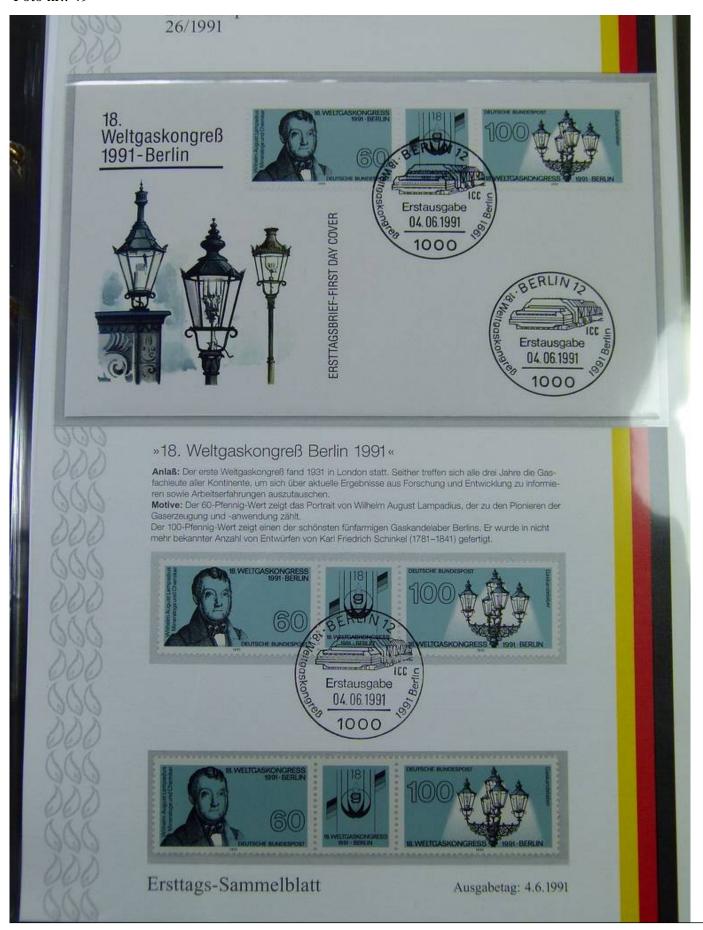


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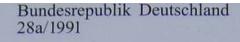








Foto nr.: 58





»Otto-Lilienthal-Ehrung 1991«

Motiv: Ein Block der Deutschen Bundespost würdigt das Jubiläum =100 Jahre erster Menschenflug durch Otto Lilienthal= und weist zugleich auf die Europäische Luftpostausstellung «Lilienthal '91» in Dresden hin, Im Motiv vereinigt sind ein Portrait des Flugpioniers, eine seiner Flugapparate und das Signet der Ausstellung, das einen stillsierten Menschen zeigt, dem neben ausgebreiteten Armen und Beinen gleichsam Flügel wuchsen... Anlaß: Otto Lillenthal, der am 23. Mai 1848 als Sohn eines Tuchhändlers in Anklam geboren wurde, gehört zweifellos zu den großen Plonieren der Luftfahrt. Bereits in seiner Jugend verbrachte er gemeinsam mit seinem anderthalb Jahre jüngeren Bruder Gustav Stunden sei-ner Freizeit in der Karlsburger Heide bei der Beobachtung von Störchen, Möwen, Hablichten und Bussarden und träumte davon, sich eines Tages den Vögeln gleich in die Lüfte zu erheben. Er war gerade 14, als er seinen ersten »Flugapparat» baute – ein paar Flügel aus Leisten und Buchenspanbrettern. Fliegen freillich konnte er da-mit nicht, doch der uralte Menschheitswunsch, die Er-denschwere zu überwinden, ließ ihn nicht mehr los. Als 18jähriger absolvierte er die Gewerbeschule in Potsdam, arbeitete als junger Ingenieur in einer Berliner Ma-schinenfabrik und vervollkommnete sein Wissen wenig später an der Königlichen Gewerbeakademie in Berlin. Nach der Teilnahme am Deutsch-Französischen Krieg 1870/71 war er in verschiedenen Unternehmen tätig, konstrulerte eine Schrämm-Maschine für den Bergbau, einen Steinbaukasten für Kinder und einen Spezial-dampfkessel, auf den er ein erstes Patent bekam. Das war der Ausgangspunkt für die Gründung eines eigenen Unternehmens, das bald bis 60 Arbeiter beschäftigte und bereits eine Gewinnbeteiligung der Arbeitnehmer kannte - lange vor Zeiss in Jena.

Das Flugproblem beschäftigte Otto Lilienthal dabei immer nebenbei, und in den 80er Jahren wandte er sich ihm noch intensiver zu. 1889 faßte er den Stand seiner Forschungen und Erkenntnisse in einem Buch zusammen, das den Titel trug: *Der Vogelflug als Grundlage der Fliegerkunst – Ein Beitrag zur Systematik der Flügtechnik*. Der Autor schloß dieses Werk, das er auf eigene Kosten in einer Auflage von 1000 Exemplaren verlegte und von dem bis zur Jahrhundertwende nur 300 Stück verkauft werden sein sollen, mit den prophetischen Worten: *Aber dennoch für möglich müssen wir es halten, daß uns die Forschung und die Erfahrung, die sich an Erfahrung reiht, jenem großen Augenblick näher bringt, wo der erste frei fliegende Mensch, und sei es nur für Sekunden, sich mit Hilfe von Flügeln von der Erde erhebt und jenen geschichtlichen Zeitpunkt herbelführt, den wir bezeichnen müssen als den Anfang einer neuen Kulturepoche».

Fortsetzung auf Blatt 28b/1991



Ersttags-Sammelblatt

Ausgabetag: 9.7.1991

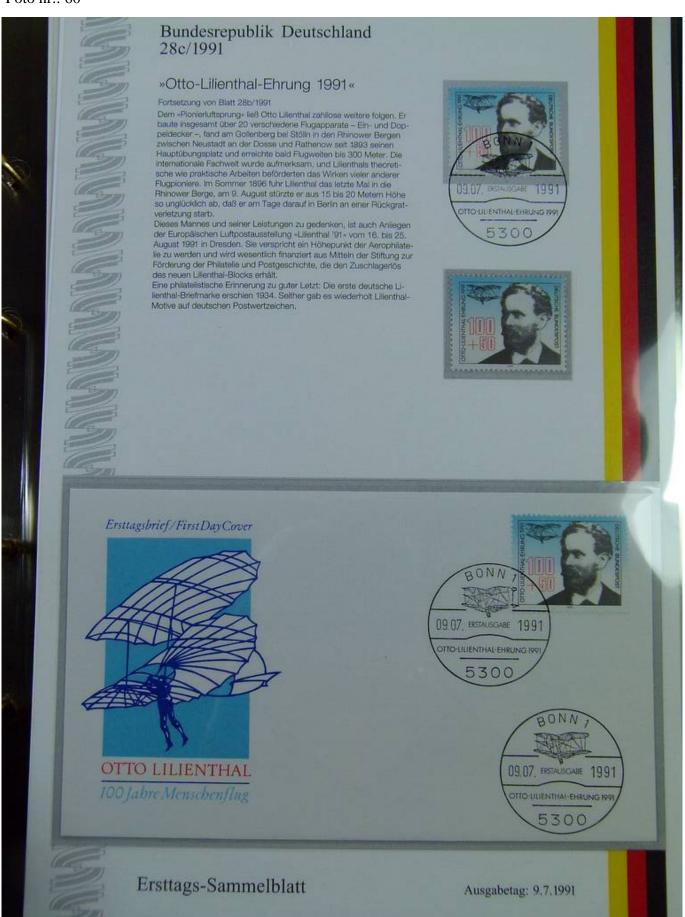


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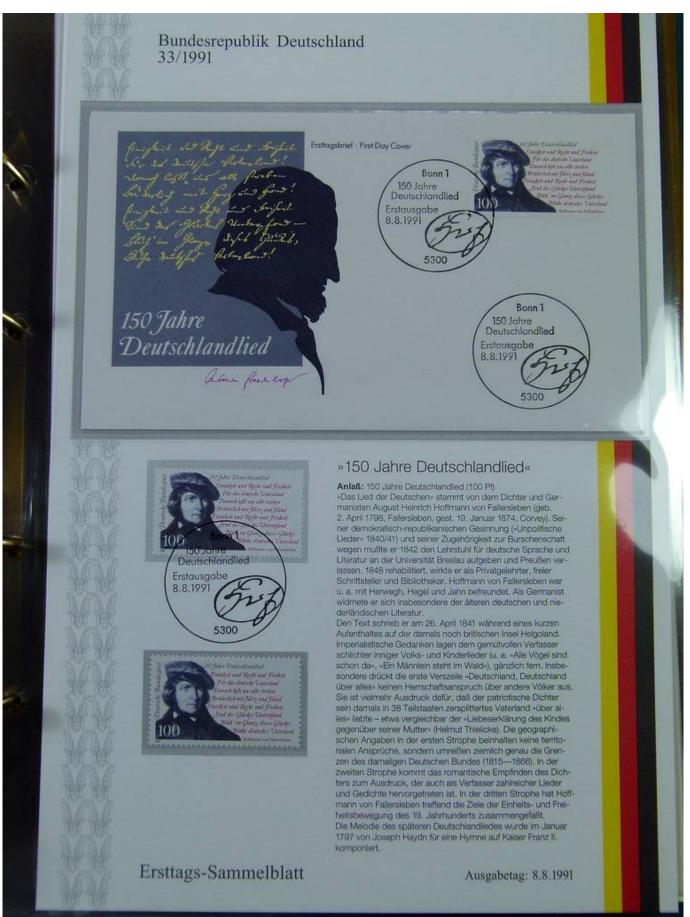


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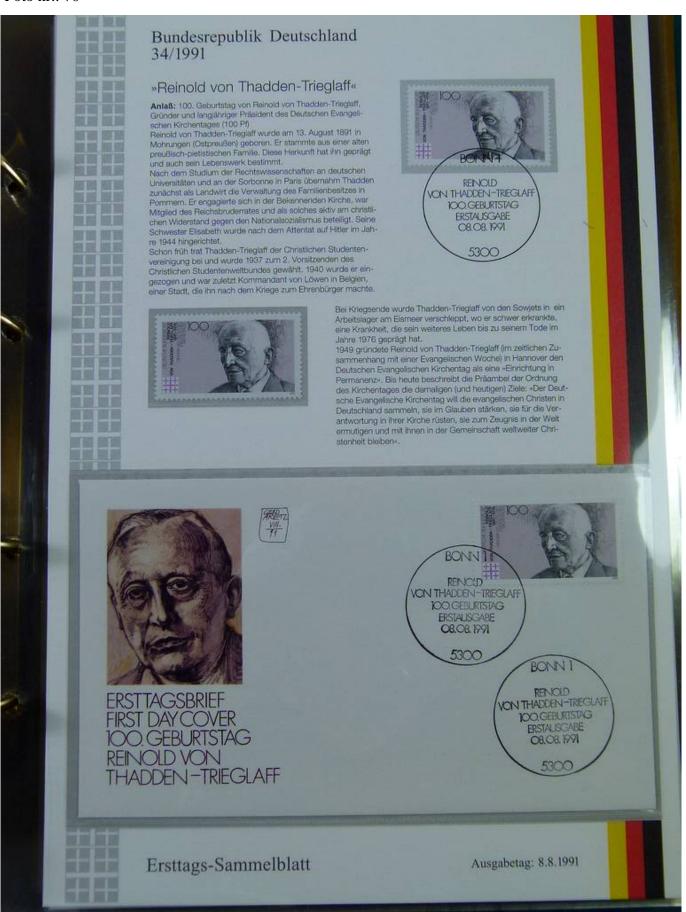


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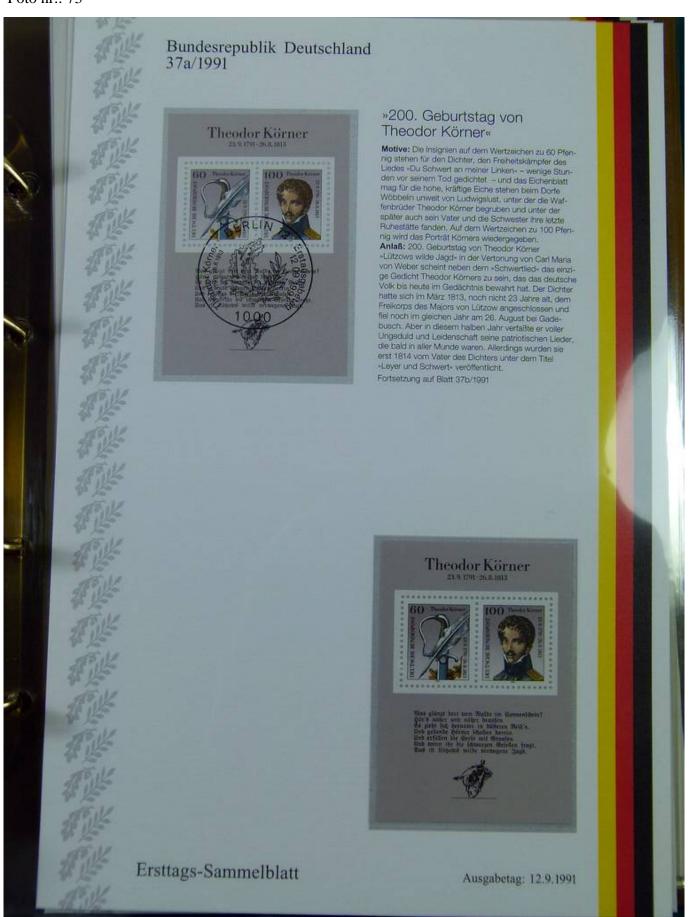


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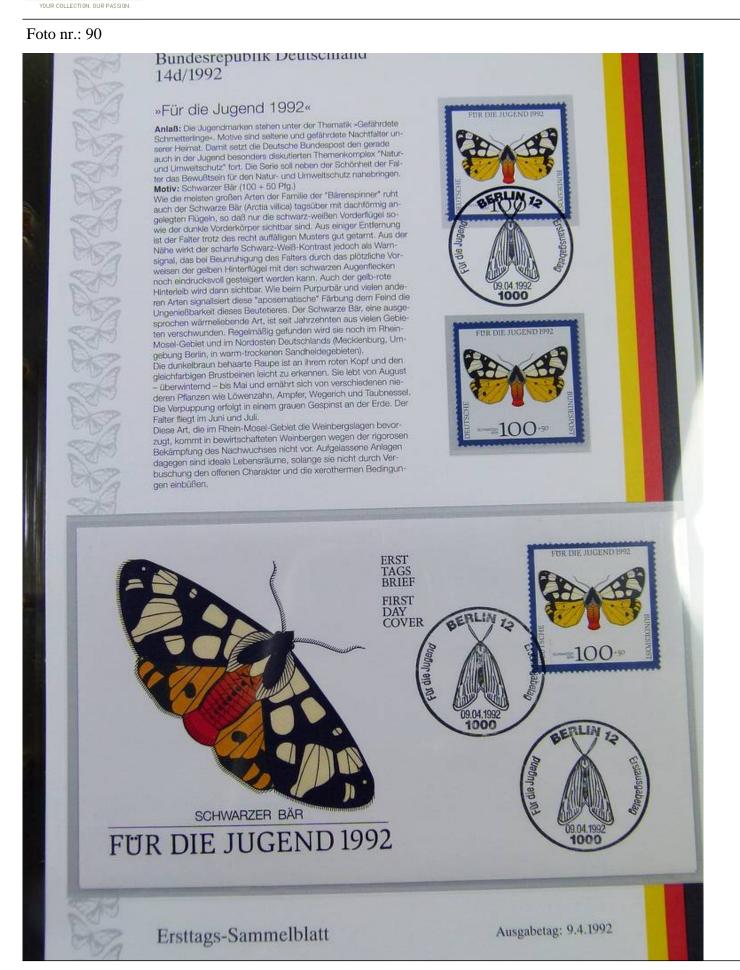


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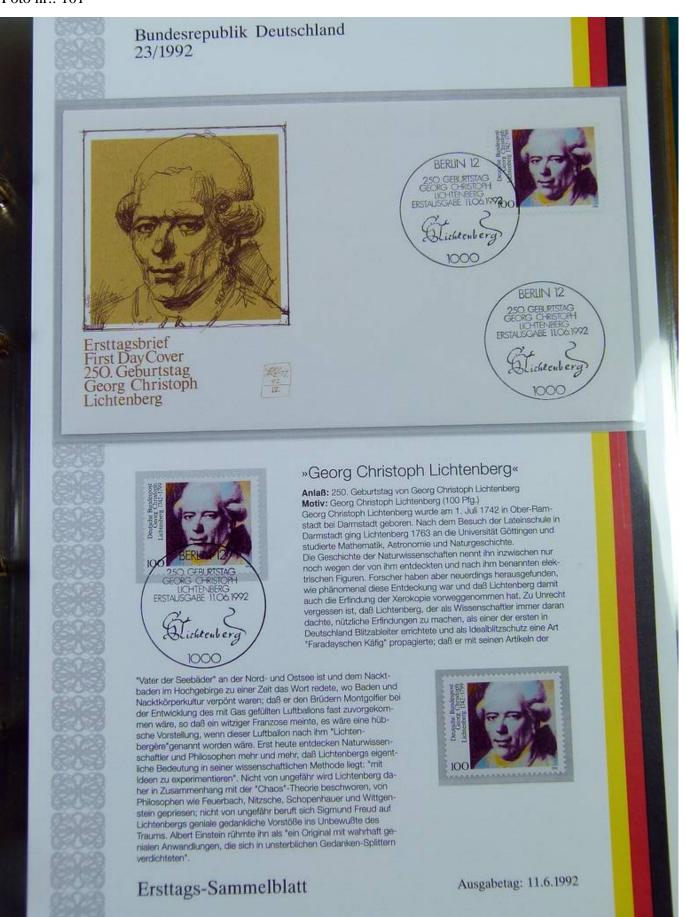


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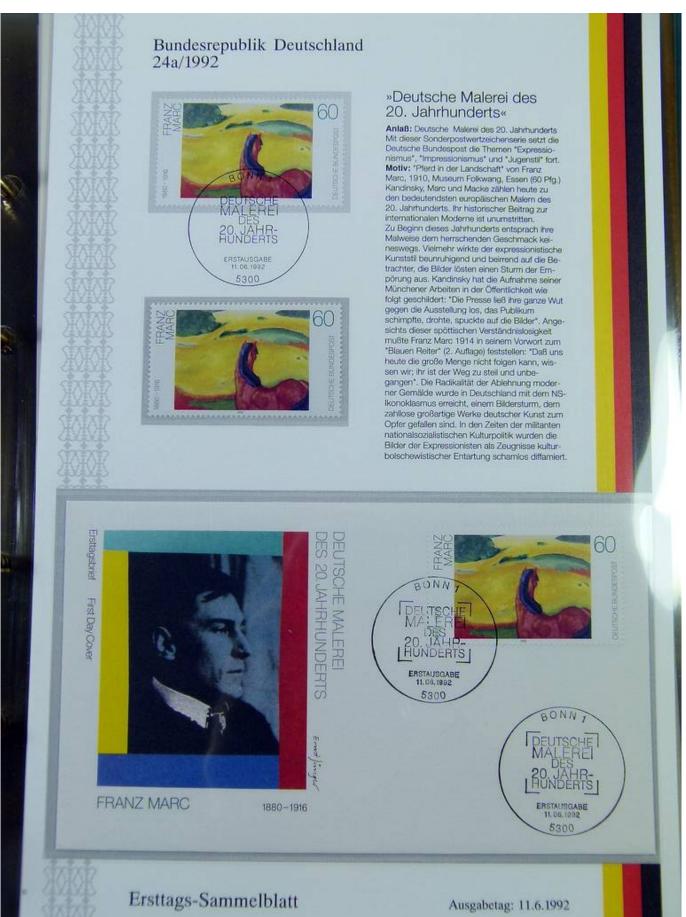


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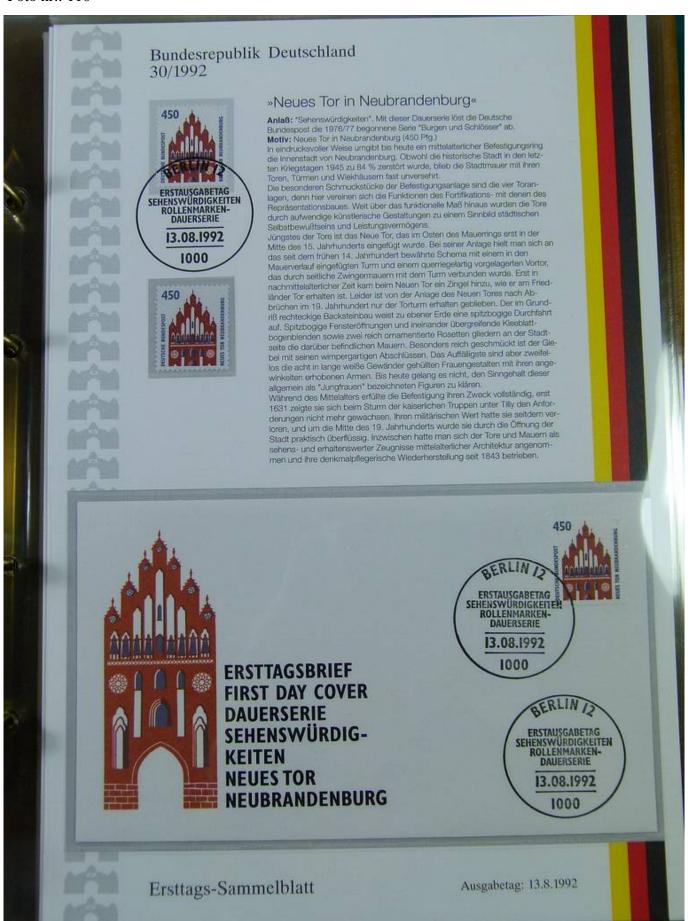


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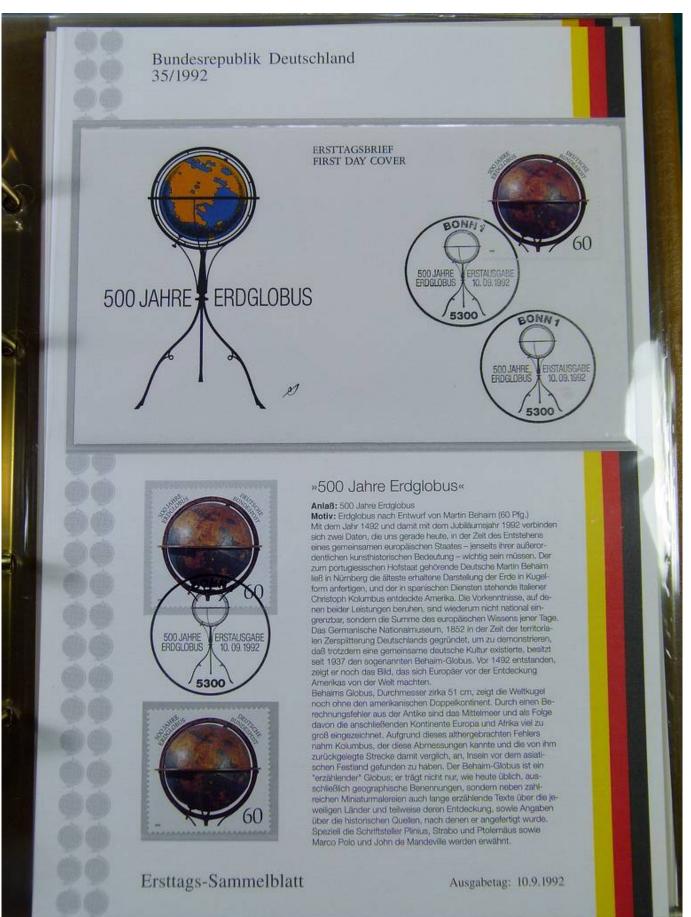




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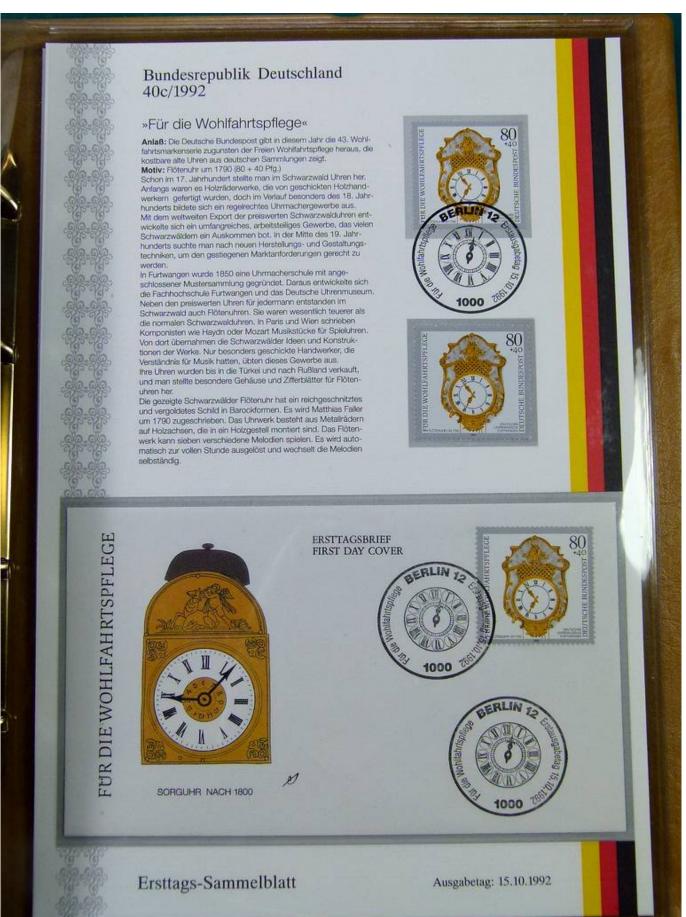


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