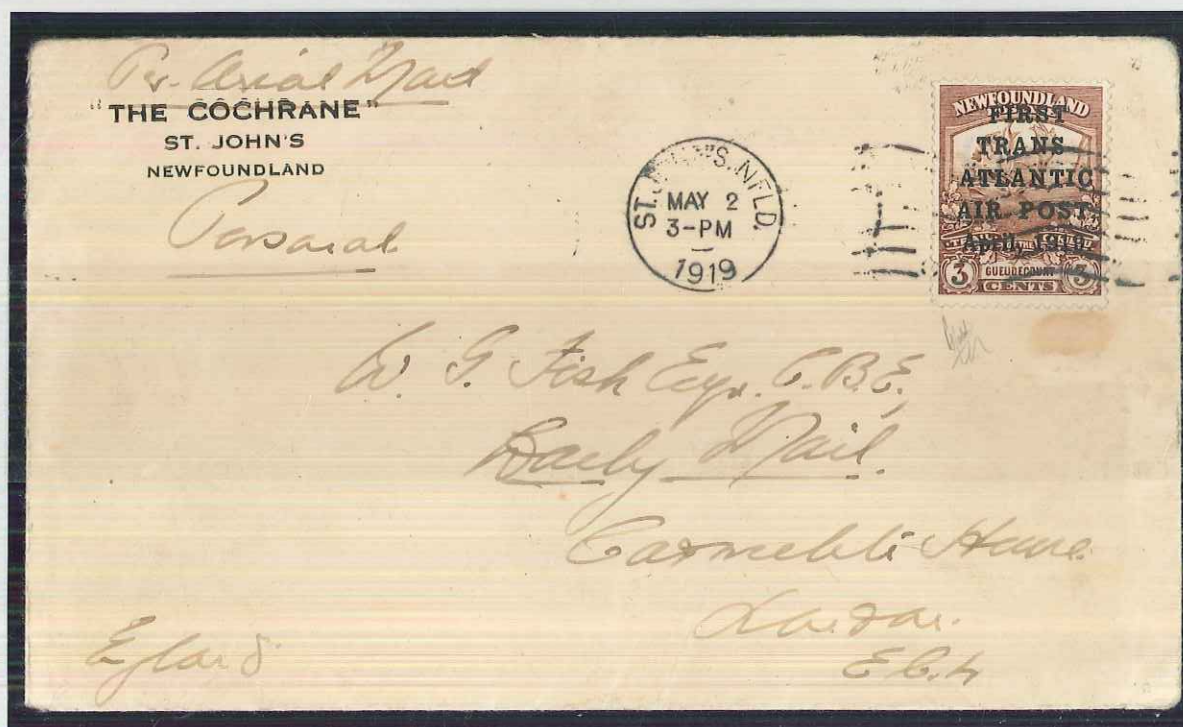


FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT ST. JOHN'S - IRELAND BY HARRY HAWKER AND K. MACKENZIE-GRIEVE

May 18, 1919

Harry Hawker, K. Mackenzie-Grieve and their Sopwith "Atlantic" were the first competitors to arrive in St. John's, Newfoundland, at the end of March 1919. After two successful trial flights on April 11 and 12 it was expected that they would start the Atlantic flight within days. However, a bad weather period delayed a take off for several weeks. They finally took off from Glendenning's Farm, St. John's, on May 18, at 3.42 p.m. (local time), being the first crew to attempt the flight to Ireland. After an eventful flight of some 1100 miles Hawker and Mackenzie-Grieve were forced down into the sea on May 19, 8.30 a.m., due to a lack of water which evaporated from the engine's radiator. Fortunately, they spotted a small Danish steamer, the "Mary", and they were rescued in a difficult salvage operation in heavy sea. The Danish ship was not equipped with wireless and news of their rescue was only received seven days later, on May 25. The "Atlantic" kept afloat in the sea and was salvaged on May 23, together with the mail bag, by the American ship "Lake Charlotteville". Wreck and mailbag were delivered to Falmouth on May 28, and the mailbag was received in London on May 30.



"THE COCHRANE" hotel envelope, posted in St. John's on May 2, 3.00 p.m., with overprinted stamp **FIRST / TRANS- / ATLANTIC / AIR POST. / April, 1919.**

200 copies of the current 3c. Caribou stamp were overprinted in black with the overprint **FIRST / TRANS- / ATLANTIC / AIR POST. / April, 1919.** Some 90 % of all mails were posted in St. John's on the day the overprinted stamps became available, on April 12, 2.00 p.m., but a few "late" covers with the special stamp were posted in St. John's on May 2, 3.00 p.m. *It is assumed that a total of 80 covers with overprinted stamps were carried together with six covers bearing ordinary postage, in addition to a package of photos.*



1919
May 2nd
St. John's
1919

PETER HOLCOMBE
PHILATELIC EXPERT
LUZERN, SWITZERLAND.

Certificate No. 6192/91

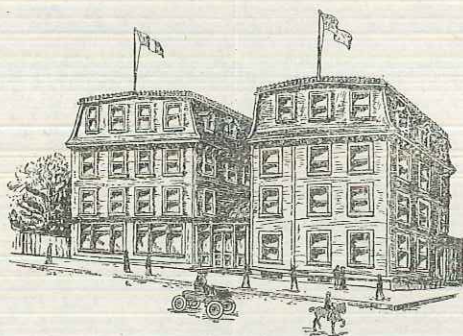
March, 11th 1991

NEWFOUNDLAND. 1919, First Trans-Atlantic Flight (Hawker), 3c. red-brown, overprinted First Trans Atlantic Air Post, April, 1919, signed in manuscript on the reverse J.A.R., S.G. 142, Scott C1, used on a cover with the original letter enclosed to the "Daily Mail" London, cancelled by the cds. of St. Johns, N'FLD, May, 2. 1919 and wavy lines. It is in my opinion genuine.

Harry Hawker and Commander Mackenzie Grieve in a Sop with biplane took off from St. Johns on May, 18. to attempt to fly to Ireland, after 1100 miles they were forced into the sea and rescued by a Danish Tramp-steamer "Mary". The mail was emerged in sea-water, 4 days later it was rescued by an other ship, most of the stamps were washed off the covers but werelater replaced.

[Handwritten signature]

PROPRIETOR
W. V. DRAYTON



"The Cochrane"

ST. JOHN'S,

NEWFOUNDLAND

Sept. 25th 1919.

Dear Mr. Fish,

I have arranged with the
Post Office General to re-open the
air mail so that this may be
included in I thought you would
like a personal memento of the first
flight. I understand that Hellier has
already included a letter for the
Chief & the Editor.

With regards

Sincerely
L. P. Drayton

**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
"ONLY" HALF SUCCESSFUL BUT STILL ALIVE!**

May 18, 1919

DAILY COMMUNIQUE. MAY 20th 1919 / NOON/.

TRANS-ATLANTIC FLIGHT.

HAWKER and Commander GRIEVE left NEWFOUNDLAND for IRELAND and BROOKLANDS in their Sopwith Biplane at 6.42 p.m. BRITISH Summer time on Sunday. Thus although the AMERICAN Seaplane N.C.4. reached the AZORES on Saturday on her way from NEWFOUNDLAND to LISBON and FLYMOUTH, it is still possible that BRITAIN will gain the honour of accomplishing the first trans-ATLANTIC flight.

A Martinsyde biplane was prepared for the journey at the same time as the Sopwith, but met with a mishap at the start and was badly damaged.

HAWKER'S attempt is the most daring in the history of flight. ATLANTIC weather reports are unfavourable and he lacks the great organisation and the chain of 64 warships, which are being used in the flight of the AMERICAN seaplanes.



PHOTO BY
CENTRAL NEWS.

MR. H. G. HAWKER & COM. GRIEVE.
AFTER THEIR HEROIC ATLANTIC FLIGHT.

168 D.
BEAGLES POSTCARDS.

Daily Communiqué of the British Army, giving news of Hawker's take off for *Ireland*. Postmarked *Army / Signals* on April 20, 1919. Origin of Communiqué uncertain but probably from British Army in Northern Russia.

First attempt of a transatlantic flight from Harbour Grace to Ireland by Harry Hawker and K. MacKenzie Grieve on May 18, 1919. They were forced in the sea due to engine failure after a flight of some 1100 miles. Fortunately, they were rescued by a small tramp steamer, but news of their rescue was only received seven days later due to a lack of communication means.

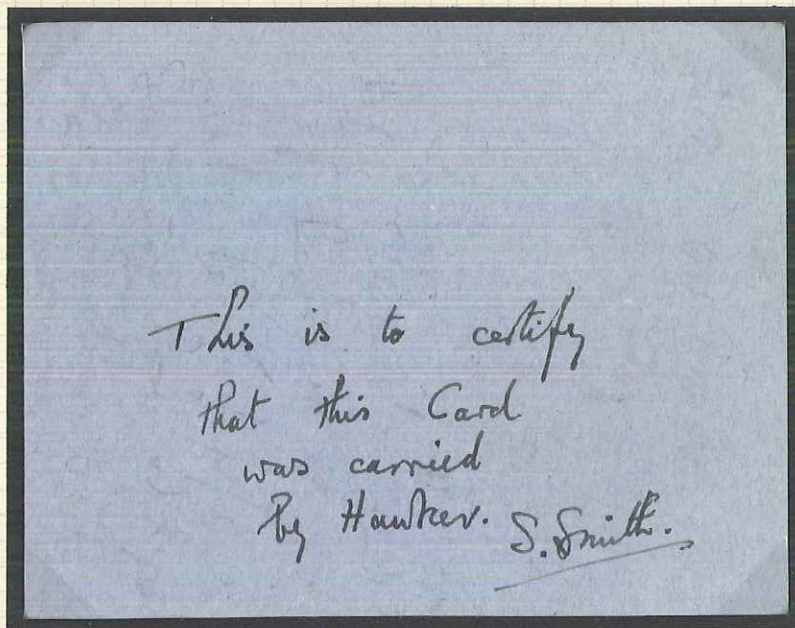
Harry Hawker, pilot, and K. MacKenzie Grieve, navigator, after their attempt to fly from Newfoundland to Ireland.

**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE – IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
LEAFLET SUPPOSED TO HAVE BEEN CARRIED BY HARRY HAWKER**

May 18, 1919

First attempt of a transatlantic flight from Harbour Grace to Ireland by Harry Hawker and Kenneth Mackenzie Grieve on May 18, 1919. They were forced in the sea due to engine failure after a flight of some 1100 miles. Fortunately, they were rescued by a small tramp steamer, but news of their rescue was only received seven days later due to a lack of communication means.

Pioneer airman Harry Hawker made his trans-Atlantic crossing attempt from Newfoundland in 1917. His fuel ran out and he landed in the sea beside a ship. Hawker and his small bag of mail were picked up. "Hawker Covers" are a rare item.



Please turn over carefully.

S. SMITH
WANTED RAGS ETC.
CALLING BACK 1 to 2 HOURS
 If no waste, Please return card
THERE IS GREAT DEMAND FOR WHITE AND COLOURED RAGS
 I deal in RAGS dirty or clean, BRISTLE CARPET and VELVETEEN
 HEMP, WOOL or COTTON whether GOOD or ROTTEN
 Please look up your useless lumber which you may have left to slumber
 If only a handful just give a glance you may never have a better chance
MY PRICE IS RIGHT I NEVER ASK FOR TRUST
I also buy BRASS, COPPER, LEAD & ZINC
 Old Sewing Machines, Car Inner Tubes, Old Records, Old Iron
Best Prices Paid for Old Car Batteries
OLD RAGS GAS COPPERS HORSE HAIR
FEATHER BEDS NEWSPAPER
SLOT MACHINES
 Do not part with this Circular until you see name on Van

Most amazing and unusual advertising leaflet **"WANTED RAGS BY S. SMITH"**. A possible explanation might be that a clever St. John's business man, S. Smith, convinced Hawker to carry this small leaflet as "cockpit mail", either as a souvenir for S. Smith or in high hopes that Irish rags would be delivered in due course to St. John's.

**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
MR. & MRS. H.G. HAWKER & COM. GRIEVE -
"ALL SMILES AFTER THE ATLANTIC FLIGHT"!**

May 18, 1919

First attempt of a transatlantic flight from Harbour Grace to Ireland by Harry Hawker and Kenneth Mackenzie-Grieve on May 18, 1919. They were forced in the sea due to engine failure after a flight of some 1100 miles. Fortunately, they were rescued by a small tramp steamer, but news of their rescue was only received seven days later due to a lack of communication means.



PHOTO BY
CENTRAL NEWS.

MR. H. G. HAWKER & COM. GRIEVE.
AFTER THEIR HEROIC ATLANTIC FLIGHT.

168.D.
BEAGLES POSTCARDS.



PHOTO BY
CENTRAL NEWS.

MR. & MRS. H. G. HAWKER & COM. GRIEVE.
"ALL SMILES" AFTER THE ATLANTIC FLIGHT.

168.C.
BEAGLES POSTCARDS.

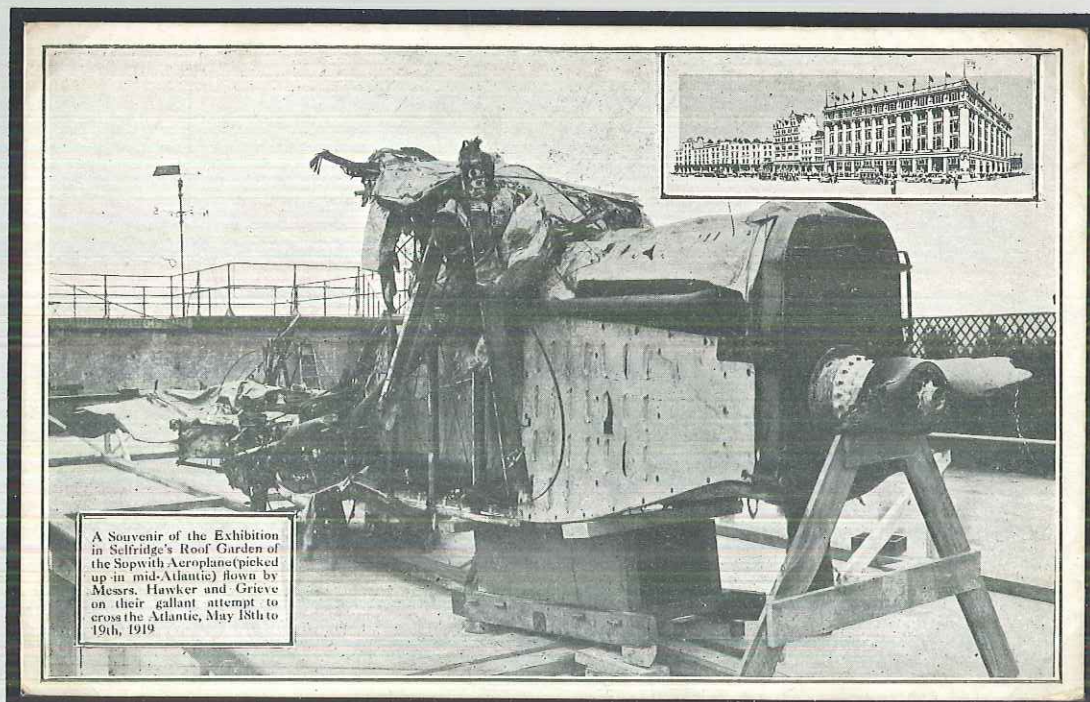
**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
"ONLY" HALF SUCCESSFUL BUT STILL ALIVE!**

May 18, 1919

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"Hawker's Aeroplane at Falmouth", a modified Sopwith B1 bomber, called "Atlantic".



The Sopwith aircraft "Atlantic" (or what remained of it after ditching into the Atlantic) of Harry Hawker and Mackenzie Grieve.

**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
"JOYOUS ARRIVAL IN LONDON AFTER HIS ATLANTIC FLIGHT"!**

May 18, 1919

First attempt of a transatlantic flight from Harbour Grace to Ireland by Harry Hawker and Kenneth Mackenzie-Grieve on May 18, 1919. They were forced in the sea due to engine failure after a flight of some 1100 miles. Fortunately, they were rescued by a small tramp steamer, but news of their rescue was only received seven days later due to a lack of communication means.



"Hawker's Aeroplane at Falmouth", a modified Sopwith B1 bomber, called "Atlantic".



**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
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Harry Hawker in his Sopwith Atlantic, a modified B1 bomber, called "Atlantic".
Note wrong date: May 8 instead of May 18.



Harry Hawker's and Mackenzie-Grieve's arrival in London.

**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
"ONLY" HALF SUCCESSFUL BUT STILL ALIVE!**

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Harry Hawker in his Sopwith Atlantic, a modified B1 bomber, called "Atlantic".
Note wrong date:
May 8 instead of May 18.



EARLY ATTEMPTS OF TRANSATLANTIC FLIGHTS BY HARRY HAWKER AND K. MACKENZIE GRIEVE AND BY FREDDIE RAYNHAM AND C.W. FAIRFAX MORGAN

May 18, 1919



FIRST TRANS-ATLANTIC FLIGHT

THE DAILY MAIL

£10,000 PRIZE



Mackenzie

Hawker

Handwritten signatures: H. G. Hawker, Mackenzie-Grieve, etc.



Handwritten signature: Mackenzie-Grieve

Luncheon to

Mr. H. G. HAWKER

and

Com. MACKENZIE-GRIEVE

R.N.

Savoy Hotel

London

May 28, 1919

W. B. Marlowe, Secy.



Map labels: LONDON, IRELAND, AMERICA, ST. LOUIS, NEW YORK, etc.

Mr. Hawker and Commander Mackenzie-Grieve at the Savoy Hotel receive the Daily Mail £5,000 Consolation Prize. The front of the menu card autographed by Mr. and Mrs. Hawker, Commander Mackenzie-Grieve, Mr. T. O. M. Sopwith (the machine), Mr. Claude Johnson (the Rolls-Royce engine), Commander H. E. Perrin, Secretary, Royal Aero Club, and Mr. Thomas Marlowe, of the Daily Mail who presided in the absence, through illness, of Lord Northcliffe.

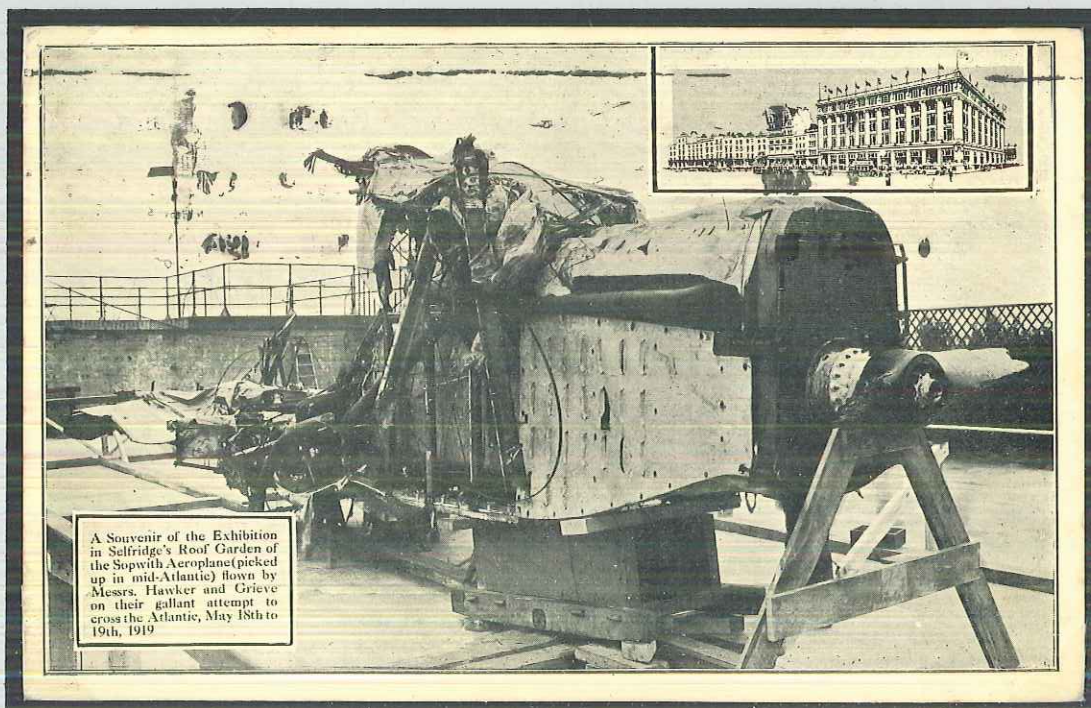
736



**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
G. HAWKER & COM. GRIEVE - "AFTER THEIR HEROIC ATLANTIC FLIGHT"!**

May 18, 1919

First attempt of a transatlantic flight from Harbour Grace to Ireland by Harry Hawker and Kenneth Mackenzie-Grieve on May 18, 1919. They were forced in the sea due to engine failure after a flight of some 1100 miles. Fortunately, they were rescued by a small tramp steamer, but news of their rescue was only received seven days later due to a lack of communication means.



**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
G. HAWKER & COM. GRIEVE - "AFTER THEIR HEROIC ATLANTIC FLIGHT"!**

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**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE – IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
"LONDON'S WELCOME TO MR. H.G. HAWKER & COM. GRIEVE"**

May 18, 1919

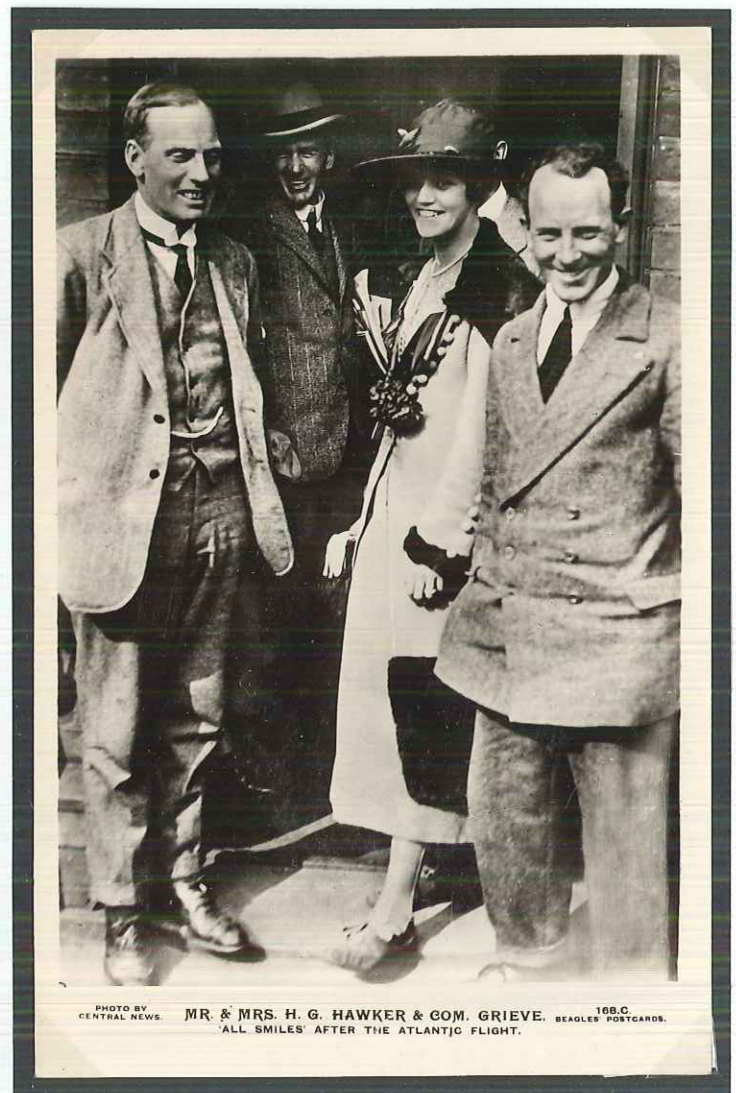
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**FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
"ALL SMILES AFTER THE ATLANTIC FLIGHT"**

May 18, 1919

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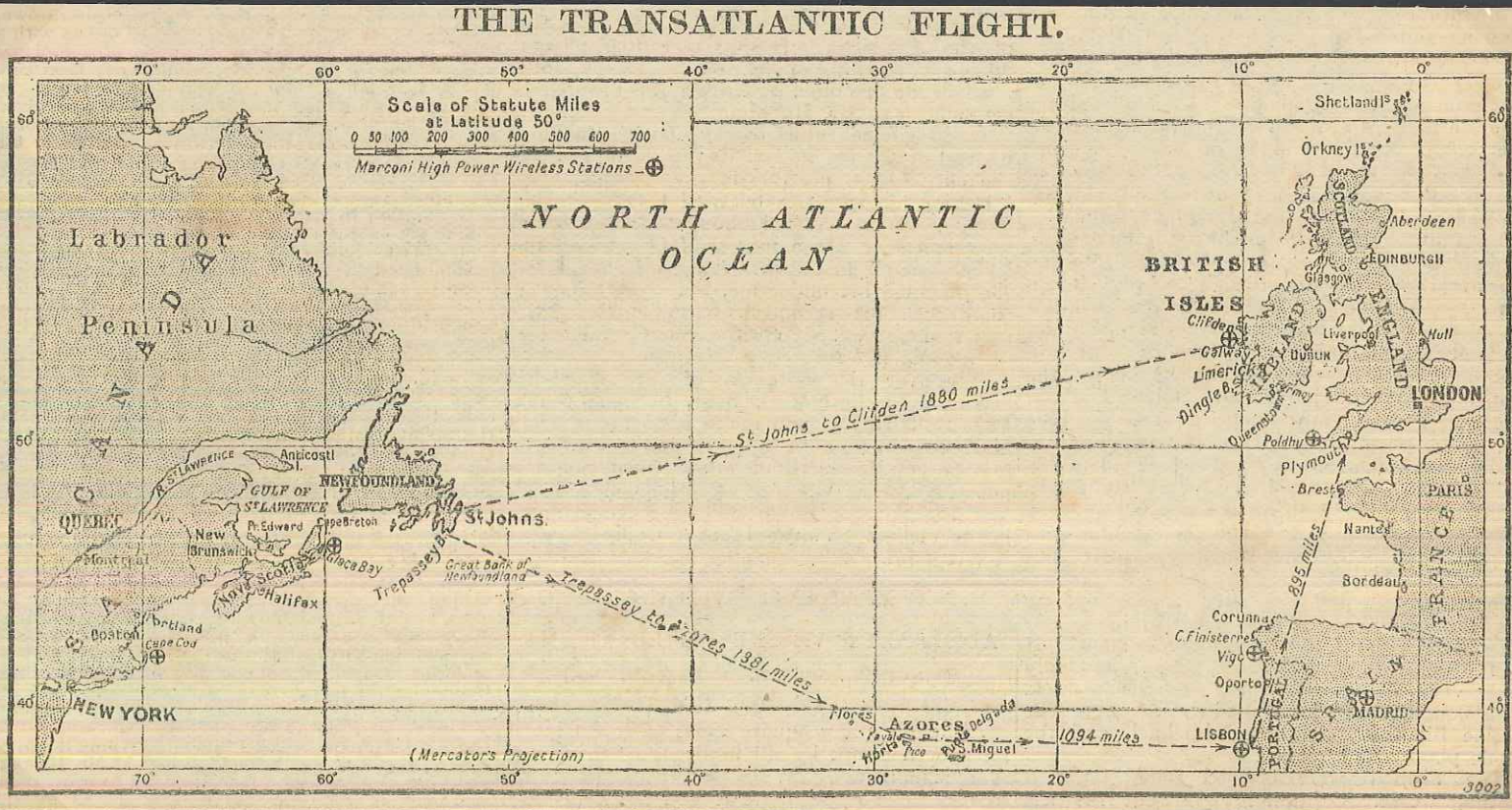


ARY OF THE WEEK.

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THURSDAY, May 15.
Count Brockdorff-Rantzau
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children.

FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT HARBOUR GRACE - IRELAND
BY HARRY HAWKER AND MAJOR K. MACKENZIE GRIEVE:
"NO NEWS AT ALL HAS BEEN RECEIVED OF MR. HAWKER....."
May 18, 1919



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LATEST NEWS.

GERMAN TIME LIMIT.

AN EXTENSION GRANTED.

The period of grace granted to the Germans for their observations on the Peace Terms, which should have expired on Wednesday, has been extended until May 29.

Further progress by the Estonian Army is announced. Along the railway line they are now over 30 miles east of Narva, and within 70 of Petrograd, while on the coast of Finland they are 20 miles nearer that city.

Bolshevists at Riga, are reported to have revolted and overthrow the Bolshevik régime there. Lettish Government troops advancing towards Riga are being hindered by the Germans.

President Wilson, in his message to Congress, urges the necessity for broader views of the problems of Labour in America, particularly urging the need for cooperation of employers and workers.

The message foreshadows relief of taxation, since the greater part of America's war costs consisted in loans, the burden of which will not fall on the American taxpayer. The President also indicated a possible revision of the tariff in the direction of making it an instrument of retaliation if necessary.

No news at all has been received of Mr. Hawker and Commander Grieve, and the worst fears are entertained. The seas are still being searched, but almost the only hope is that the airmen have been picked up by a boat which is not equipped with wireless.

The United States naval seaplane N.C. 4 yesterday flew from Horta to Ponta Delgada, whence she is expected to start for Lisbon this morning.

The Prince of Wales, speaking at a dinner given by the Canada Club to Lieutenant-General Sir Arthur Currie, announced that he hoped to sail for the Dominion in less than three months.

Winnipeg is so completely paralysed by the

OFF ON 'WIN TO IRELAND

Plane Soon Lost to Sight, Going at Terrific Speed With a
M., Boston Time, Today—Neither Hawker Nor His
—No Plans for Rescue in Case of Accident
—No Word Received by Wireless Since Start

Martinsyde Plane Starts but
Heavy Load Causes Machine
to Crash to Ground

FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT ST. JOHN'S - IRELAND
BY HARRY HAWKER AND K. MACKENZIE-GRIEVE:
"THE BOSTON POST" OF MONDAY, MAY 19, 1919

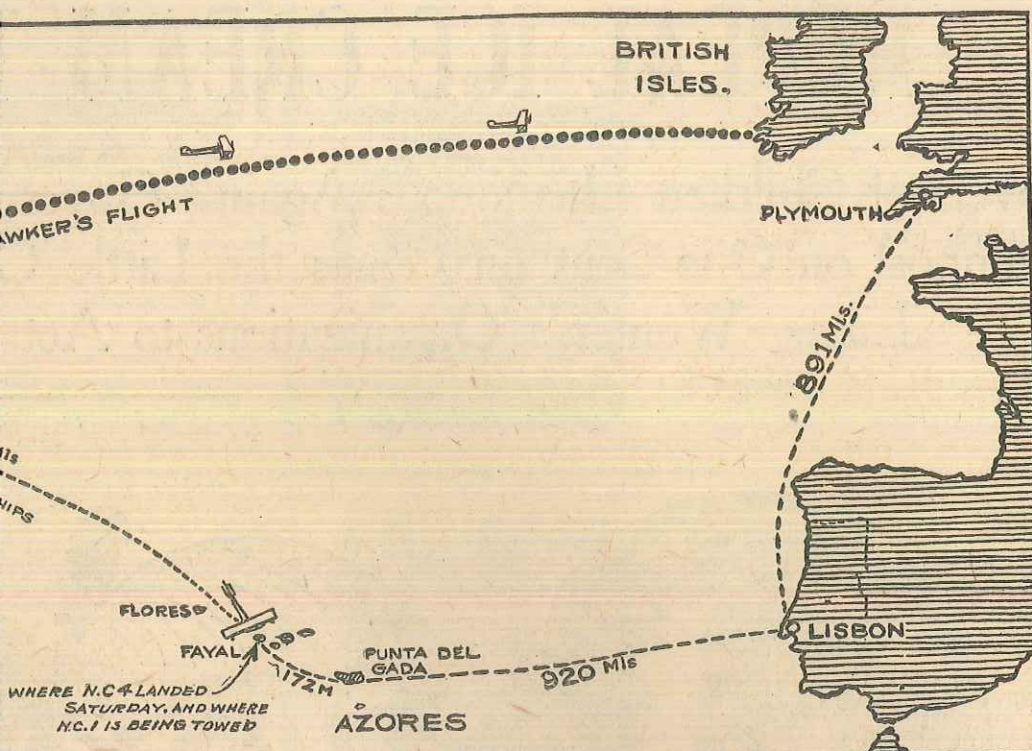
May 18, 1919

Off Ireland



MAY 19, 1919

to Reach Irish Coast at 9:55 Boston Time



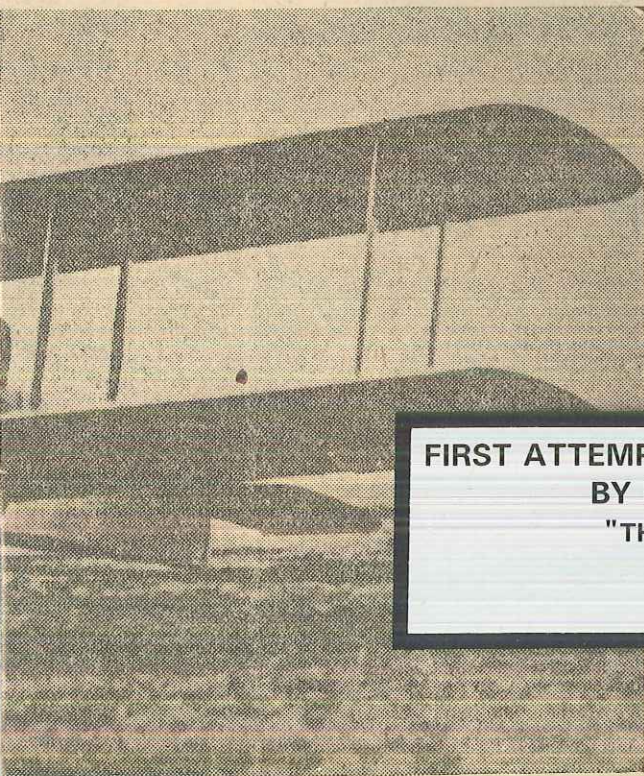
VANIMAN'S ATTEMPTS WITH DIRIGIBLES

The first attempt to cross the Atlantic via the air route was made by Melvin Vaniman in a dirigible balloon named the America, Oct. 10, 1910. He set sail from Atlantic City. Two days out, the craft encountered a storm and Vaniman and his crew were picked up on the 18th by the steamship Trent, 375 miles east of Norfolk.

Vaniman made a second attempt in the Akron, July 1, 1912, from Atlantic City. It resulted in his death and that of his four companions. The big gas bag of the dirigible exploded 500 feet in the air.

PRES. ZELAYA OF NICARAGUA DEAD

NEW YORK, May 18.—General Josefs Santos Zelaya, President of the Republic of Nicaragua for 16 turbulent years, died at his home here late Saturday night after a long illness, it was learned tonight.



CROSS THE ATLANTIC FROM NEWFOUNDLAND. Well they should reach Ireland today. If all does not go well on again.



hourly sun altitude in the day time and working with the North star at night. Should thick weather obscure the sky, we are prepared to use the clouds for calculating purposes, although we admit the results would be only approximate."

Every minute of the long flight will be a busy one. Watching thermometers, altimeters, wind gauges, oil pressure registers; using the sextant to "shoot" the sun or stars, and dropping smoke bombs overside, figuring bearings, and keeping a constant ear to the tiny wireless, will occupy all "spare moments."

Within the past few days Hawker had installed a radio

FIRST ATTEMPT OF A TRANSATLANTIC FLIGHT ST. JOHN'S - IRELAND BY HARRY HAWKER AND K. MACKENZIE-GRIEVE:
"THE BOSTON POST" OF MONDAY, MAY 19, 1919

May 18, 1919

with a very short run, he will smash his propeller and wreck the little craft at the conclusion of what may be the first transatlantic flight.

HAVE LITTLE HOPES OF RESCUE

If the Sopwith is forced into the sea Hawker and Grieve have little hope of rescue. Both men are wearing watertight suits which are designed to keep them floating many hours, but as their course is outside the lanes of shipping the chances of their being picked up are virtually nil.

Hawker's wireless set will allow him to receive messages from ships a long distance off, and the radio calls he will be able to intercept will aid his navigator greatly in keeping on his course. But the sending apparatus cannot