

**THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 73

July/August 98

EDITOR'S COMMENTS

Hi, welcome to this edition of our Newsletter. I hope everybody had a great summer. The weather here in St. John's has been excellent, so we think we are living in Florida!

During the summer months philatelic awards have been given to some of our members in St. John's. These are mentioned elsewhere in the Newsletter.

Everyone enjoy the balance of summer as we look forward to the opening of philatelic activities in September.

This Newsletter contains:

<i>Page 2</i>	<i>Robert Pratt Award</i>
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CONGRATULATIONS TO:

J. Don Wilson will soon have to use #10 envelopes for his return address stickers to be affixed properly. Don was awarded the prestigious "Fellow of the Royal Philatelic Society of Canada" at the Royal Convention in Hamilton. His return address sticker now should read Dr. J.D. Wilson, O.T.B., F.R.P.S.C. The St. John's Philatelic Society, the Nova Scotia Stamp Club plus all of our readers wish Don all the best in his many contributions to philately in Canada and the U.S.A.

NEWSLETTER DUES

Please note that dues for the 1998-1999 season are now due. A form has been put on page 10 for your use. Please return it as soon as possible to our treasurer.

SUPPORT OUR DEALER MEMBERS

*Gary Douglas, Terra Nova Stamps, P.O. Box 42094, 128 Queen Street South, Mississauga, Ontario, L5M 4Z0
R.J. McGillvary, STANLEY STAMPS, 1096 Richard's Street, Vancouver, British Columbia, V6B 3E1
J.C. Michaud, Box 31248, Halifax, Nova Scotia, B3K 5Y1
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*Chairman & Editor: John Butt, 264 Hamilton Avenue, St. John's, NF, A1E 1J7
Treasurer: Martin Goebel, 79 Highland Drive, St. John's, NF, A1A 3C3*



AUG. 14, 1998

1029 NORTH DEARBORN STREET

CHICAGO, ILLINOIS 60610

DEAR MR. WALSH AND BUTT,

IT IS WITH PLEASURE THAT I INFORM YOU THAT YOU ARE THIS YEARS WINNER OF THE COLLECTORS CLUB OF CHICAGO, PRATT AWARD, FOR YOUR NEWFOUNDLAND SPECIALIZED STAMP CATALOGUE. THE PRATT AWARD IS NAMED AFTER THE LATE ROBERT PRATT, A LONG TIME NEWFOUNDLAND COLLECTOR AND WRITER, THE AWARD IS \$1000 U.S. ENCLOSED FIND A CHECK FOR \$1000 U.S.

I HOPE THIS FINDS YOU IN GOOD HEALTH AND GOOD CHEER,

YOURS
George Fabian

62 Graiglwyd Road
Cockett
Swansea
U.K.
SA2 OXA
8 July 1998

Dear John,

I read with interest Ron Battersby's article in Newsletter No.72 about his L(oad)ing W(harf) cover to Scotland. I offer two covers from my collection for comparison, and both addressed to Miss Handley at Roslin and in the same hand as Ron's.

Loading Wharf was a small Post Office (or was it a Way Office) at Loon Bay, Notre Dame Bay and was open from 1892 to 1898 (Walsh & Butt Specialized Cat. p.103). When this office closed, a new post office was opened at Loon Bay. My first cover has the same manuscript datestamp format as Ron's, but mine is two weeks earlier, March 10 1892. Other hammers on this cover are:

Backstamp transit: Little Bay March 10
Backstamp transit: St.John's March 23
13 days transit to St.John's probably as a result of bad weather.
Backstamp transit: Galloway Sorting Tender April 11
Backstamp receiver: Roslin April 12
Backstamp delivery office: Rosslyn Castle April 12

The second cover (a mourning envelope) was postmarked with a metal hammer on August 24 1892. Note the wording of the hammer: Load'g Wharf, L(oon) B(ay). Other markings are:

Backstamp transit: Little Bay August 24
Backstamp transit: Coastal T.P.O. August 25
Backstamp transit: St.John's August 29
Backstamp transit: Glasgow September 8
Backstamp receiver: Roslin September 8
There is no Rosslyn Castle strike on this cover.

The precise date that Loading Wharf office was opened is not known, but initially it would not have had a metal hammer to cancel mail etc. What is known is that between March 24 and August 24 1892 a metal hammer was supplied to this office. It was normal Post Office procedure to issue new stores around April every year (based on U.K. practice), but was this the situation in this instance.

Ron poses the question where is Roslin, Rosslyn or is it Rosslyn Castle? The correct name of the small market town is Roslin and it is situated 7 miles south of Edinburgh. Its main industry at the end of the 19th century was coal mining. At Roslin is a castle and this is spelt Rosslyn. At Rosslyn Castle was a railway station which was also called Rosslyn Castle, whilst Miss Handley, the recipient of these letters, lived near the station at Lea Bank House. Miss Handley was a schoolmistress who taught at the local school.

The Rosslyn Castle hammer on my first cover was probably struck at the railway station before being delivered to Miss Handley's home. This CDS also explains the partial strike of the same hammer on the reverse of Ron's cover.

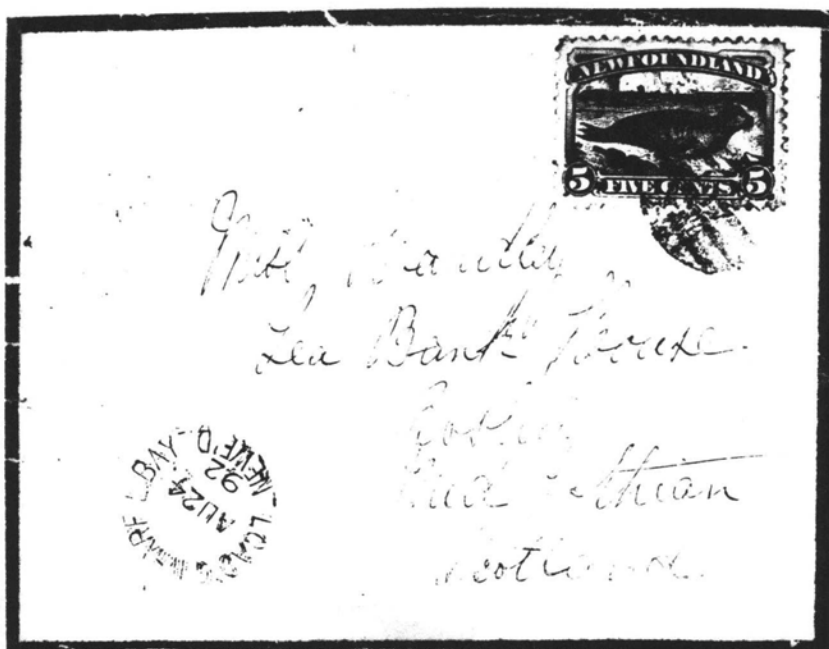
I have been unable to establish who the writer of the letters was but it could have been her brother or possibly a suitor who went to Newfoundland seeking work in the mining industry. Needless to say Miss Handley remained a spinster.

The derivation of the name Roslin/Rosslyn is from the Celtic Ross meaning rocky promontory and Lynn meaning waterfall.

It is probable there was substantial correspondence between these two people and I would ask if any other members have covers, to write with details to the Newsletter.

Best regards to everyone.

Colin Lewis

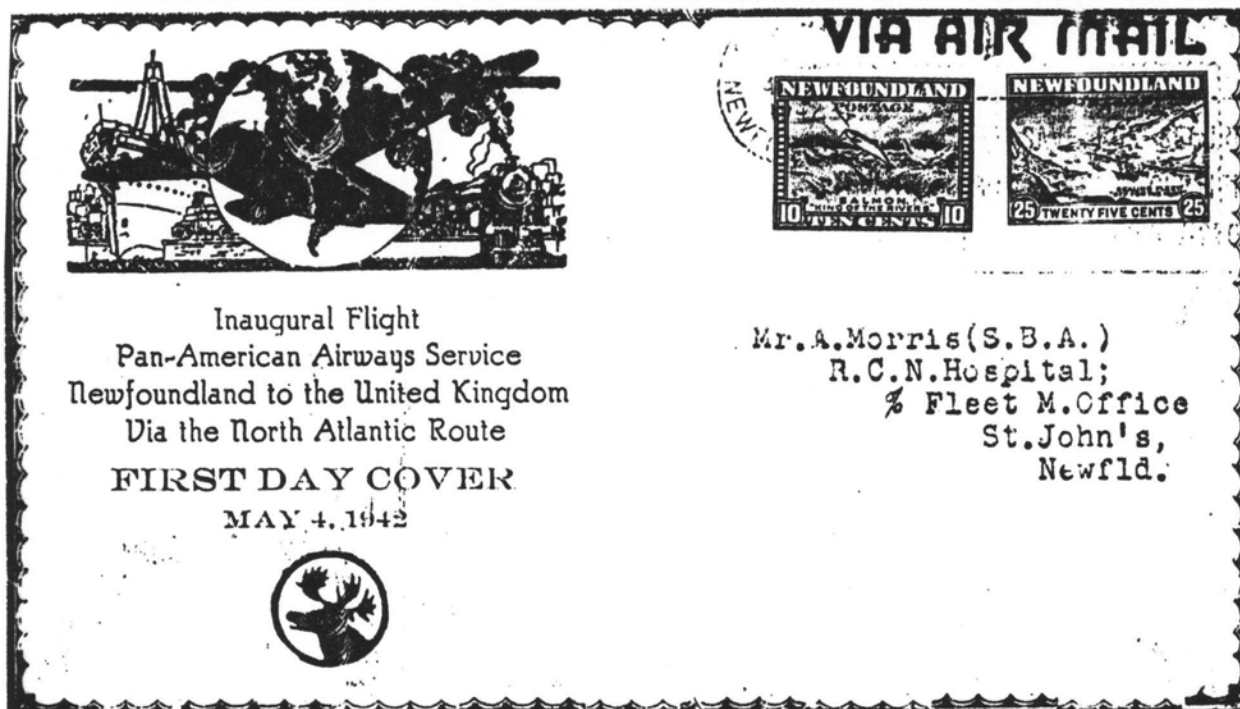


Miss Handley
Sea Bank House
Roslin
Midlothian
Scotland.

QUESTIONS

Any member who has a question about a stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a following newsletter.

INFORMATION WANTED - A WARTIME FIRST FLIGHT COVER !



Censored on back before the flight:

From H. M. C. SHIP

PASSED
BY CENSOR
MAY 4 1942

Signature *A. Brooke* Date

Indistinct Postmark, legible on a similar cover for this flight

[also addressed to Mr. A. Morris (S.B.A.)] as: St. JOHN'S / - AM / 4 MAY / 1942 / NEWFOUNDLAND
Printed Cachet and border are in red and blue ink.

In May 1942 the Battle of the Atlantic was at its peak, the Germans were advancing in North Africa, the Japanese were still expanding in the Pacific. Pan American re-introduced its North Atlantic service via Botwood to Eire, and SOMEBODY WAS PRODUCING FIRST FLIGHT COVERS! - BUT WHO?

Surely Pan Am were too preoccupied with wartime "business" to be producing First Flight Covers? (It is also unlikely to have been produced by Pan Am, since covers for the flight have only been found from Botwood, not New York etc.)

However, given the secrecy and censorship prevalent in wartime, how would anybody else have known about the flight in sufficient time to get covers printed and prepared? (The postmark is partially over the border, which is identical in shade to the inscription, so the inscription is unlikely to have been added after the flight!)

If you can help, please send information to the editor at 4060 Bath Road, Kingston, Ontario K7M 4Y4.

Dear John

I was interested to see mentioned in your newsletter No 72 an early cover from the LOADING WHARF in Little Bay for I have another of a later date from the same correspondence and a photocopy of both sides is enclosed

In the Newfoundland Pilot it said "there are large copper works and a wharf situated immediately west of the west entrance of Little Bay" (1911 edition)

I believe the first postmaster was appointed in 1891 and in 1893 the PM was William Garland with a salary of \$60 p.a. - a large sum for that period so it must have been a busy office. The Blue Book for 1893 lists it as LITTLE BAY, LOADING WHARF. It was not included in the 1909 U.P.V. list of post offices

The two Johns have the population at 129, opened 1892 and probably changed to LOON BAY in 1898

The March 1892 is a fascinating item, ^{the card} maybe produced before an instrument was issued

It is possible that the two covers - given the spread of dates - are from a father miner to his daughter

Roslin is about 12 miles south of Edinburgh and was important enough postally to have its own 1864 number "449" incorporated in its datestamp. At one time it boasted a carpet and a gunpowder factory. Is the latter factory a clue to this correspondence?

Sincerely
John FORREST



BOYHOOD MEMORIES OF FLIGHT

by Dr. Nigel F. Rusted

How many of you can remember 1919? My English relatives sent weekly bundles of the newspapers "Daily Mail", "The London Illustrated", "London Sphere" and other magazines to our home in Spaniards Bay. I had a large scrap book, in which I pasted all pictures relating to the trans-atlantic flights, the first flights to Capetown and Australia plus the flights of the "R34" and "R35" dirigibles. Unfortunately whilst I was away at university, the book must have been given away, as I was unable to find it. So was lost a valuable collection of the history of aviation.

In 1913, the "Daily Mail" offered £10,000 for the first successful non stop Trans-Atlantic flight. The outbreak of World War I interfered, so no attempts were made. The offer was repeated after the War. Calculations at that time stated that with a tail wind, flying from east to west, a trans-atlantic non stop crossing could be made. So for this reason Newfoundland was chosen as the starting point. Four planes came to Newfoundland.

First the Martinsyde with Raynham and Morgan. They attempted a take-off from Pleasantville (near St. John's) with too heavy a load of fuel. Their take-off was longer than expected, ending up in a ditch which was not covered. The plane was wrecked with no serious injury to the crew.

The second plane was the Sopwith with Hawker & Grieve. They took off from Mount Pearl (west of St. John's) dropping their landing gear outside St. John's Harbour. They struck bad weather, ditched their plane near a passing freighter and were rescued. The plane and mail bag was salvaged by an American ship and delivered to the London G.P.O.

The third plane was a Vickers Vimy with Alcock & Brown. They left Lesters Field (in St. John's) on June 12, crash landing in a bog at Ireland on June 14. They also had bad weather, but a fortunate tail wind.

The fourth plane, and topic for the night, was the Hadley Page V1500 named "Atlantic", which was one of three planes built to bomb Berlin, but were not ready before the War ended. The "Atlantic" was powered by four 350 H.P. Rolls Royce engines. The two front engines were traction (2 propellers) and the two behind, pusher type (four propellers), all water cooled. The wing span was 126 feet and with two thousand gallons of fuel aboard the plane weighed 32,00 lbs. The V1500 could travel with this load 1600 miles at a speed of 65 M.P.H.

The first pilot was Herbert Brockley D.S.O. The second pilot and publicity officer was Vice Admiral Mark Kerr. He had a long career in the Royal Navy and also served with the Royal Air Force and the tank corp.

Major T. Gran was navigator and standby pilot. He was a Norwegian who joined the Royal Air Force during the war. He had previously been with Scott on his Arctic expedition. The cockpit of the early aircraft were cramped so he devised a special sextant with two abney levels fitted with a battery and light, so the bubble was just visible. He gave one to Alcock & Brown and the only sight they were able to take was with this gift.

The fourth member of the crew was wireless operator Mr. F. Wyatt. He and R.H. White of the Marconi Company devised a unique method of installing aerial loops spanwise and lengthwise on the plane, to try and plot their position by listening to the broadcasting stations that were operating at that time.

Stationed at St. John's was Sir Geoffrey Taylor M.A., F.R.S., a meteorologist with experience in forecasting North Atlantic weather while working on ice patrol vessels. I may mention here that when it was found that the Hadley Page machine would not be ready, he phoned vice Admiral Kerr and told him that a good tail wind was building. Since they could not make use of it he asked permission to pass the information on to Alcock and Brown. Permission was granted, so they got the benefit of the information.

The air strip at Harbour Grace was 900 yards long, situated to the east of the Court House and behind the R.C. Cathedral. To prepare the site cost \$25,000. A house had to be removed, as were stone walls and trees, leaving a surface of mostly grass but a bit bumpy.

The Hadley Page left England on May 2, 1919, on board the S.S. Digby. The six crates that the plane was packed in were too large to go down in the ship hatches, so they had to be placed on deck. The fuselage was placed across the deck, hanging over both sides. Fortunately the ship had a smooth voyage, arriving in St. John's May 10, with cargo intact.

The six crates were loaded aboard a special freight train and sent to Harbour Grace. At one point along the route, the wings had to be off-loaded and slid along the tracks underneath a bridge and reloaded.

The Harbour Grace station was half a mile from the air strip. The ingenuity of the local workers came to the fore when offloading the crates. The planes wheels were offloaded first. Using them along with telegraph poles, a good trolley was made. The crates were at the strip on May 16.

Lt. Col. Steadman, chief engineer for Hadley Page was in charge of assembling the machine. He later returned to Canada in the 1920's, with the idea he would be the first aeronautical engineer to start a company, but became a director of the technical branch of the air board, drawing up the first rules for flying and safety aspects of planes. When the R.C.A.F. was organized in 1924, he joined the research department. During World War II he was Air Vice Marshall in this branch and was the first to suggest the formation of a research group to investigate jet propulsion. He retired in 1946 and joined the engineering department of Carlton University.

Col. Steadman was a keen philatelist. After the Hadley Page left Harbour Grace, he spent a night at our home talking stamps with my father. He corresponded with father up to the time of his death in 1957. Lt. Col. Steadman sent at least six postal cards from Parasboro, N.S., with the two cent King George V stamp and the cachet "Hadley Page Air Mail, Parasboro, Oct. 9". The card he sent to my father was back stamped "Greensport, Oct. 10, 11 A.M., N.Y.". The message on the reverse read, "This is the way mail will be sent in the future". The card father received was later sold for \$1250.

Our family was at Harbour Grace for the trial flight. My father was invited to be aboard, but we were delayed, so the plane was in flight when we arrived. We spent the day at the air strip. It was a hot and sunny day and in one of the photos taken, one can see my mother standing to the left of the plane with my brother Edward in her arms, his face burnt by the sun. Vice Admiral told my father that they were worried about the Vickers Vimy. As they flew over Quidi Vidi Lake, the Vickers crew were fueling up and ready to go. As for them, the engines were overheating and in the photo shown, one can see a ladder up by the engine with a machine removing the canvas coating off the radiators. A trial flight later in the day proved that it did not matter, as they would have to wait for new radiators from England. I was allowed aboard by climbing a step ladder and entering a square hole in the bottom of the fuselage. The seats were canvas and if I remember correctly, with no backs. The frame was small tubes with canvas covering, which was impregnated with a plastic compound.

The radiators arrived on June 18 and a test flight with eleven hundred gallons of fuel and six passengers was successful.

London decided that since the Atlantic had been conquered, they would try for Gibraltar. This was changed to New York for publicity purposes. Once they were under way there would be no air strips so they would have to reach New York.

I was at Spaniards Bay when the flight left on July 4. The regular crew was aboard plus Arnildas as engineer and Clements as rigger. They left at 5:55 P.M., flying speed 65 to 70 M.P.H., at an altitude of two to three thousand feet. They seemed to be much lower as they flew over the northern ridge of Spaniards Bay. The noise from the engines could be heard in Spaniards Bay when they started in Harbour Grace.

They flew over part of Miquelon. After midnight they found that one of the engines was overheating. Two of the crew members crawled out on the wing and found oil leaking from a pipe which had separated from the oil container. The pipe had been welded unto the container from the outside and had shaken loose. Later one of the connecting rods came out of the crank case. They were unable to do anything about these problems, being hampered by the heat from the exhaust. The engine giving problems was shut down, so they continued on three engines. Suddenly they had to slip slide to avoid running into a mountain, the instrument panel came adrift, so Major Gran quickly tied it together. They noticed lights from a far size settlement at 2:45 A.M., so they circled at 1500 feet until daylight and noted a place that was suitable to land. While trying to land they missed two fences but the ground was bumpy, one large hole causing a wheel to collapse. The plane swung around and ended up on its nose with damage to propeller and undercarriage. The town they landed close to was Parasboro, N.S.

It took until October 9, to complete repairs and be ready for take-off to New York. They started there engines using hot cloths to thaw out the frozen areas, with the fourth engine having to be hand cranked, delaying take-off until 11 A.M. they had four passengers and five mechanics aboard beside the crew. Bucking headwinds all the way and running short of fuel, they were forced to land in Greensport, Long Island at 11 A.M. This was no mean feat without landing facilities. It took three days before the weather allowed them to proceed and land at Mitchells Field. This flight was a world record for carrying passengers over land and sea, but was not recognized, as they were not officially observed.

The flight to Gibraltar was to carry three pounds of mail. These letters were franked with the \$1.00 over printed stamp as used by Alcock & Brown. The letters were cancelled "St. John's, Nfld., June 9, 5 P.M., 1919". These were sent to Harbour Grace where Postmaster Foley added the local postmark "Harbour Grace, A.M., JU 14 - 19" and the oval cachet "Aerial Atlantic Mail, June 14, 1919, Hadley Page". When the Gibraltar flight was cancelled, the mail bag was reopened and mail was added for the U.S.A.

The flight to New York was to arrive in time for the mail to connect with the R34 dirigible which would arrive on July 6. When the Hadley Page became marooned at Parashoro, the St. John's Postmaster wired General Maitland of the R34, asking if they would take the Hadley Page mail. The reply sent was that they would carry the mail, not over twenty pounds, if it arrived within a half hour of take-off on July 9. The mail was rushed by train but did not arrive until July 11. The R34 had left at midnight on the 9th, so the mailbag was sent via surface aboard the "Maurentia".

Later on the Hadley Page took express freight from New York to Chicago. While landing at an empty race track, they found the buildings too close together which damaged the wings. The plane was dismantled and returned to England with the crew. So ended the flights of the luckless Hadley Page "Atlantic".

Dr. Nigel Rusted is a well known surgeon living in St. John's. He is the son of Rev. Cannon E.E. Rusted (deceased), a well known stamp collector and dealer. Nigel, at the young age of 91 years, has a super collection of newfoundland, among many others. I thank Nigel for this vivid recollection of a flight which happened almost 80 years ago.

This form means that your Newfoundland Study Group dues have not been paid!

Name: _____

Address: _____

Postal Code: _____

Telephone: Home: _____ Office: _____

Annual Fee: \$13.00 (Canadian), \$10.00 (US), £6.50 (Sterling)

Please make your cheque or money order payable to BNAPS Newfoundland Study Group
and remit to Martin Goebel, Treasurer, 79 Highland Drive., St. John's NF A1A 3C3 Canada