

BOAC General Reports on Services

Bold items are additions, usually clarifications or estimated dates, not in the original ledgers. Red S indicates classification Secret Information was entered into ledgers in manuscript in the Air Ministry Civil Aviation Department Intelligence Section from signals, memos, news items in magazines and minutes of meetings.

- 08/01/41 British Forces in Middle East allowed to send 1 letter by air to UK at Christmas. S30 "Clare" (**G**- Summary 82 **AFCZ**) arrived UK from W Africa on 21/12/40.
- 10/01/41 Air mail from UK to Brazil takes 3-4 weeks P & TC General report
- 08/01/41 British Forces in Middle East allowed to send 1 letter by air to UK at Christmas. S30 "Clare" (**G**- Summary 82 **AFCZ**) arrived UK from W Africa on 21/12/40.
- 01/01/41** Use of BOAC School for training of Ferry Pilots. Operational control of school to be transferred to CO ATA and administrative control to remain with BOAC who are to be given facilities for training their own personnel. **S R629 no date**
- 07/01/41 Possibility of BOAC being granted landing facilities in Philippines. Writer thinks that BOAC's position is different from that of KNILM and Japanese who were refused landing in Manila. CIL409 from Frank Hodson, Los Angeles to BOAC
- 30/01/41 A survey flight Chungking-Delhi made by CNAC just made Flight
- 13/02/41 Frank Hodson is IAL agent in Manila. Burkett
- 22/11/40 KLM to despatch mails for Far East from Switzerland, Sweden and Unoccupied France by rail to Baghdad to proceed thence by air. Postal authorities in Baghdad refuse to hand over any mail to KLM as there is no agreement with them, all mail will be handed to BOAC. CIT523 Extracts from Palestine Security Summary nos 122-24, no 404 week ending 22nd/20th Nov 40
- 27/01/41 BOAC must continue to call themselves BOAC and not British Airways. Min 10 on 949229/40
- 21/02/41 Possible weekly W Africa-S America during 1941. Aeroplane
- 06/03/41 6 Flamingos used to ferry pilots from Khartoum-Takoradi. Min from S of S to US of S on SNAC304 **S**
- 30/01/41 Special free arrangements for Christmas mail for British forces in M.E. Highly popular. "Clare" (**G-AFCZ**) brought 735 lbs of mail to England. Flight
- 27/02/41 Rebate for scholars up to 19 years between Cairo and Singapore. CIT729 from BA to KLM Batavia & CIT752 5/3 from KLM to BA

11/04/41	Special air mail p. C. Service to forces in M.E. To be introduced, charge 3d.	Aeroplane
01/04/41	Philippine Islands in relation to civil air services in W Pacific. Prior to War BOAC had it in mind to operate Singapore-Manila-Hong Kong. BOAC had accepted in principle, provided that reciprocal facilities were granted by British Government for Philippine aircraft.	IC48028 no date or reference
13/04/41	Training in Canada of pilots for ferry pool.	IC S 297 to DO from HC Canada
01/04/41	Proposed use of Dili instead of Koepang.	S R589 no date
07/04/41	DC3s offered to Britain. US of S asked if US could help with crews and received reply that flying boat crews might help on UK-W Africa route.	IC48019 Notes on meeting with American Mission
25/04/41	Major McCrindle DDG of BOAC is back in England, he has made a tour of 50,000 miles on Empire routes.	Aeroplane
25/04/41	Special air mail post card service now in operation in M.E., price 3d.	Aeroplane
02/05/41	BOAC have recently (between 22/4 and 1/5) been carrying out at request of AOC in C M.E. A number of special flights between Egypt and Crete for evacuation purposes. BOAC carried from Crete to Egypt 469 armed forces and 9,000 kgs of stores. Aircraft were "Cambria" and "Coorong" (G-ADUV and G-AEUI)	6A on S R766; IC53308 BOAC Annual Report 1941/42
07/05/41	Inaugural flight by Californian Clipper from Manila to Singapore about 9/5/41.	Encl 94A on S R571
18/04/41	BOAC closed Hong Kong office end of March as Indo-Chinese Government refuse guarantee to use Indo-Chinese airfields.	CIT780 from HK
02/05/41	Experimental airgraph system to be introduced shortly. Homeward service to begin first. interchange agreement has been made between BOAC, QEA, KNILM and KLM on routes between Lydda (Palestine) and Australia.	An Aeroplane
31/01/41	Special facilities on Empire routes, arranged or contemplated, for conveyance of air mail from and to Imperial troops.	Notes
01/01/41	Air mail scheme service to and from the Forces in the M.E. Airgraph system to commence shortly.	S R5688 Memo for War Office

<p>16/06/41 HM Government and Governments of India and Burma have agreed that a Chinese Company to be approved by them have permission to operate a postal and freight service Between Chungking and Calcutta via Kunming, Lashi and Chittagong. In return HM Government propose that the Chinese Government should give permission for a British company to be approved by Chinese Government, to operate in principle a service from Calcutta to Kunming and vice versa, and from Kunming on to Hong Kong and Shanghai as soon as conditions permit.</p>	<p>S R628 from Barnes to Under Secretary of State</p>
<p>21/05/41 First airgraph mail from M.E. Arrived UK 13/5/41.</p>	<p>67A memo by P.O on S R714</p>
<p>16/05/41 Mr A Lloyd-Taylor has been appointed British Airways Manager at Bermuda, vice Mr Erik Nelson, who was appointed last November, and is returning to England where he will take charge of Boeings. (Boeing 314s)</p>	<p>Aeroplane</p>
<p>30/05/41 Air mail to Burma, Ceylon, NEI, India, Malaya and Thailand may now go via USA instead of by sea to S Africa. Also mails for Australia, New Zealand and Philippines.</p>	<p>Aeroplane</p>
<p>30/05/41 Airways (Bermuda) Ltd changed to British Airways (Bermuda) Ltd on 3/5/41.</p>	<p>Aeroplane</p>
<p>23/05/41 50,000 airgraph letters arrived London 13/5/41. Outward service to start soon.</p>	<p>Aeroplane</p>
<p>01/05/41 Shell, Lisbon supplies BOAC.</p>	<p>Burma Censorship report 77 no date</p>
<p>07/05/41 Understanding between BOAC and PAA at Lisbon should be enhanced.</p>	<p>CIL1019 Bermuda Censorship</p>
<p>16/06/41 Chinese Government has agreed that permission be granted to a British company to operate a service from Calcutta to Kunming and from Kunming to Hong Kong and Shanghai as soon as conditions permit.</p>	<p>S 69A letter to FO on S R628</p>
<p>19/06/41 Duties of Middle East Air Reinforcement Route Controller</p>	<p>IC S 612</p>
<p>01/07/41 Forecast on services to and from England and Scotland. To connect with the Foynes-W Africa route, a shuttle service between Eire and UK (Poole or Whitchurch) will operate.</p>	<p>IC S 726 no date</p>
<p>22/07/41 16/17 July a Lockheed 14 (G-AGBG) arrived in UK from Stockholm, it had been delayed by weather since 8/7. A converted Hudson III bomber flew to Stockholm on 17/18 July and returned 18/20 July.</p>	<p>ADCO Movement reports IC S 690; IC S 693</p>
<p>18/07/41 Air mails from India to Japan and Manshikuo are sent by BOAC to Bangkok where Japan Airways take over.</p>	<p>Aeroplane</p>

09/08/41 Asmara- possibly to be servicing and maintenance centre for BOAC on regular and ferry services. IC S 814

21/07/41 Authorises transfer of "permit" granted to IAL for transatlantic service to BOAC 18/7/41. IC49071 from CAB

01/08/41 Misr Airworks. SAE does repairs for BOAC, British technical staff from Misr to be absorbed by BOAC in a local air service, and will minister to RAF re repairs, etc. S 43238 no date

13/08/41 P. Sec to MAP said BOAC administer some activities of Air Transport Auxiliary. Expenditure for this repaid by MAP vote. IC49027 Press Summary

17/06/41 Moorings being put down near Shuwaikh for a possible emergency port of call. CIL1454 S

08/08/41 Airgraph service England-M East should be operating soon. Letters to prisoners of war carried to Lisbon and then on by DLH. Aeroplane

13/08/41 Operational questionnaire relating to proposed extension of UK-Stockholm service to USSR. IC49026 draft signal to AA Moscow.

08/07/41 Congestion of traffic on S Africa-Cairo routes due to military traffic. SAAF have commenced a 4 times weekly service Pretoria-Cairo with Lockheeds - presumably Lodestars. S R827

04/08/41 BOAC granted permission to amend air carrier permit to Baltimore instead of New York. CAB Washington 4-9/8/41

25/08/41 Letter from Street re proposed BOAC service to S America to replace LATI. No suitable aircraft available however. S R579

13/09/41 Cairo-Lydda-Adana is running. BOAC are considering a possible extension to Port Sudan-Asmara-Aden. First service replaces Misr Airworks service. S R876

15/09/41 New air service about to be formed for ferrying supplies of British and American goods to Russia. Daily Digest no 789

29/08/41 An airgraph service to HM Forces in the M.E. started 15/8/41, charge 3d a letter, 20,000 a day. Aeroplane

12/09/41 From Minister of State. Air authorities here suggest that approval being given to rights to operate civil air lines with terminus Tehran, we should press for pledge to develop as and when opportunities and resources permit transit services through Persia, long term policy being to establish British air routes to the Caucasus, through Persia and Afghanistan to India and, via east coast of Persian Gulf, from Iraq to India. Tel. From Cairo to Foreign Office Copy W 11112/316/802

18/09/41

IC S 980; S R 848

It is reported that a route via Nicosia in Cyprus and Ankara to Sevastopol appeared to be operationally possible. Three balanced stages of about 350 miles each were offered which would give a payload with a Lodestar service of about 3000 lbs. Sevastopol was not on the Russian airline network but if the Russians would not agree to connecting with our service at Sevastopol then our own service could easily be extended to Simferopol which is the terminal of an air service via Kharkov to Moscow. Alternatively, if the Crimea was considered to be too near military operations around Odessa and Nikolaev our own service could operate from Ankara to Sochi on the north eastern shore of the Black Sea from which point there should be a Russian air service to Moscow via Rostov and Kharkov. Meeting held 12/9/41 re air service to Russia: agreed that although a route via Egypt, Baku and Moscow (5000 - 1600 miles approx.) the Mediterranean route during winter months offered better weather conditions and during summer months more hours of darkness. Link between Egypt and Baku entered Russia behind front line instead of over it and danger of interception was therefore smaller; also this link avoided passage over Turkish territory. Use of B24 for direct flight England to Egypt and one or more Lodestars for Egypt to Baku, assuming Russians would complete section Baku-Moscow themselves, if not, it may be necessary to complete round trip with B24s.

10/09/41 £3,000,000 of BOAC stock in P.O. Savings Bank. The balance of £1,250,000 is held by Trustee Savings Bank. BOAC also have temporary borrowing powers of up to £2,250,000. Financial Times from Press Summary 17/9/41

05/09/41 Two Empire flying boats and crews were borrowed by the RAF during the evacuation of Crete where they did some fine work taking as many as 85 people aboard. Aeroplane

25/09/41 Re Karachi-Aden air route - proposed developments of route to be Indian responsibility. IC S 1056 SofS to Government of India

03/01/41 Mails to and from prisoners of war - proposed conveyance by air. R949156

01/10/41 Proposed new service Baghdad-Tehran. IC S 1052; S R841 2/9/41

02/10/41 Cairo-Wadi Halfa-Port Sudan-Asmara thence direct or via Aden to Addis Ababa. Shuttle service Khartoum to either Port Sudan or Asmara. Cairo-Lydd-Baghdad-Tehran-Baku. Basra-Tehran. These are proposed new services for BOAC. "E" Class aircraft to be used IC S 1060 from Rashbrook

02/10/41	Reported inauguration of airmail service for British prisoners of war in Germany to Lisbon. BOAC to carry mail from Lisbon here.	CIL1888
09/10/41	The UK-M.E. Part of service UK-Russia is to be operated by the RAF.	IC S 1092 from Burkett
08/10/41	DDOSI telephoned BOAC to ask why Boeing 314 flying boats do not use Freetown on UK-W Africa service. Answer was that the swell at Freetown was too great. The other flying boats, however, find no difficulty in landing there.	IC49436
03/10/41	Russians favour route via Mosul and Baku and that they normally operate route between Baku to Moscow but that British Lodestars may complete flight to Moscow if circumstances demand. Russians suggest Adjikabul, Makhach Kala, Stalingrad, Savatov, Moscow. Lodestars to hand over to Russian Douglasses at Adjikabul.	IC S 1103 for Street from Collier (HM Rep Moscow)
21/08/41	Re proposed new services, see above, 8 Lodestars required. Cairo-Nairobi (Jo'burg-Cape Town) and beyond might be operated with Ensigns as and when delivered to Africa. Since PAA may not be able to take over trans Africa route yet, BOAC to operate with landplanes via Port Lamy and with flying boats via Congo including Belgian charter service via Congo. Cairo-Port Sudan-Asmara one service weekly rising to 3 weekly. Asmara-Aden-Addis Ababa 2 services weekly. Soon training unit at Accra will move to M.E.	IC49445 note by DG B. Airways on prposed services in M East June 1941.
13/10/41	Whitchurch-Rineanna not operating. Whitchurch-Collinstown (Dublin) is running irregularly as a feeder service to meet the Boeing when going to Lisbon. Operated with Frobishers.	DDOSI
05/10/41	A survey flight has been flown from Cairo to Tehran, 5/10/41.	CIT1562 from Cairo to Min of Int Tehran
07/06/41	Empire air mail route is operated via S Africa-Egypt-Iraq and India. Via USA as an alternative route, mail is sent to Burma-Ceylon-Dutch East Indies-India-Malaya-Thailand, also NZ and Australia. An accelerated service from Karachi-NZ has been announced in Simla, this service will save from 3 to 7 days.	Interavia
07/06/41	Baron John Cadman died 2/6/41. Cadman report contained in Blue Book March 1938.	Interavia
01/10/41	Liberator no 914 (AM914)to be taken over by BOAC for trans Atlantic operation. Remaining Liberators belong to the Ferry Command RAF and will not therefore have civil registration letters. The aircraft will be operated by BOAC on behalf of Ferry Command. The future of the registration of G-AGCD is under discussion.	IC49527 no date

- 17/10/41 Report from Tehran states that civil air service is to be established shortly by British Airways between Cairo and Tehran. One of the calls is expected to be Baghdad. Aeroplane
- 01/10/41 BOAC propose to send to Gibraltar by "Guba" (**Catalina G-AGBJ**) Engineer Catchpole and Traffic Officer Nichols. These two members of the staff will represent BOAC at Gibraltar in connection with the new routeing of the flying boats through the Mediterranean. PUS said arrangements would be necessary to coordinate the flights of the civil flying boats with those of the Sunderlands of Middle East Command. The Sunderlands would operate a service once a week between Egypt and this country. C S 11132
- 17/10/41 Airgraph services for British Forces in M.E. Is extended now to Aden and Iraq. Aeroplane
- 23/10/41 Kabul-Cairo service operating (actually, if run at all it will go to Baku). Daily Digest no 789
- 22/10/41 Yugoslav crews training under RAF arrangements. S79s in use by RAF at Khartoum for occasional journeys East and West Africa carrying supplies. Maintenance apparently difficult. S R 765 from HQ RAF ME
- 20/10/41 Accumulation of traffic at Lisbon serious. 5000 kgs mail and freight on hand and further 1120 kgs expected on Clipper arriving on 20th. No prospects of accommodating any but priority passengers for several weeks. On several of Southbound flying boat services we have been able to obtain a greater payload than Load Control Sheet from Bristol has shown. Comments from passengers to effect that catering on our services is superior to that supplied on PAA. S CIL2056 letter from S/S Lisbon
- 01/10/41** British Airways ceasing Cairo-Takoradi twice weekly services and using these Lockheeds Cairo-Khartoum to bring forward the loads from PAA with extension alternate services to Asmara for maintenance. IC S 1250 fro HQ RAF ME (not dated)
- 31/10/41 BOAC propose 4 Lockheed services weekly Cairo-Khartoum extending to Asmara commencing 1/11. Suggest seaborne passengers via West Africa be informed that they will travel rail Khartoum-Cairo unless air accommodation available. IC S 1276 from HQ RAF ME

- 24/03/41 Re Cairo-Cyprus (Nicosia)-Adana service. In view of suspension of this service by Misr, suggestion made that BOAC operate such a service. New service has commenced over route Cairo-Lydda-Adana with Misr aircraft on charter to British Authorities in Egypt. When conditions permit an intermediate landing may be made at Beirut (Syria) on stage between Lydda and Adana. Inaugural flight made on October 8th by Minister of Communications and Minister of Finance to open new aerodrome at Elazig. **S R749**
- 30/10/41 Qantas Empire Airways have come to assistance of BOAC by lending crews to help on the twice weekly service between Singapore and Karachi. The Australian crews take their own aircraft as far as Singapore and there change over to those of the British Corporation flying them as far as Karachi. **Flight**
- 01/10/41** The waiving of charges for the landing and housing of aircraft of BOAC at RAF aerodromes or civil aerodromes which are under the administrative control of the RAF is now extended to cover aircraft of the Royal Dutch Air Lines (KLM) **AMO's A835-A840/1941 no date**
- 01/10/41** Question of permission from the Portuguese Government to land American military aircraft at Lisbon when engaged on transportation of personnel and diplomatic mail. The plan is apparently that these aircraft should fly from the States to Bathurst or Freetown and thence to this country, making a stop at Lisbon. **IC S 1287 from Eden to Viscount Halifax no date**
- 16/10/41 Joint RAF - British Airways survey of Tehran reports: Ground organisation requires strengthening but is adequate for fair weather service. Runways essential during the rains period, due to commence three weeks. Qualehmurgheh aerodrome now used by Russians considered most suitable at Tehran. **IC S 1288 Tel. From Cairo**
- 01/11/41 Service to Russia via Middle East: Russians have agreed to operate Tehran-Baku section for time being as sufficient Lodestars are not available to enable BOAC to operate. Liberators are unlikely to be available until the third week in November. Meanwhile Cairo-Tehran section will be fed by flying boats which have recently been routed through the Mediterranean. **Tel. From Foreign Office IC S 1286**
- 05/11/41 The inaugural flight of the British airline from Cairo to Tehran, capital of Iran, is scheduled to start today (5/11) **Daily Telegraph; also see IC S 1060**

03/11/41 War Cabinet agreed that provision of an adequate air service to Middle East was important military interest. Took note that owing to service conditions, great difficulty was anticipated in making aircraft available in near future to bring this service up to standard proposed.	IC S 1289 108th Conclusions of War Cabinet.
07/11/41 Mr J V Wood has now been appointed Assistant Operations Director instead of Controller, Home Landplanes Operations, as was announced recently Mr Neil Richardson is to be Operations Superintendent at Lisbon.	Aeroplane
22/10/41 PAA will use BOAC as traffic agents outside Bathurst-Leopoldville, Takoradi-Khartoum routes. PAA intend running service commercially identical lines their other services. Will accept warrants for Government loads and payment through packings at fixed sterling dollar exchange. Fares as in agreement with 25 kilos free baggage and all excess per kilowat one per cent of passneger fare.	IC S 1229 Tel. From HQ RAF ME
29/11/41 Track followed by BOAC aircraft between Lisbon and Bathurst passed 20 miles West of both Cape Blanco and Cape Verde but it has been reported that BOAC Captains now cut off a corner by flying direct between St Louis and Bathurst. Advising BOAC Captains to keep well outside Vichy waters when flying between Lisbon and Lagos, for security reasons.	IC S 1376. Letter to A C Campbell-Orde
25/10/41 Re future use of Rineanna by aircraft on services to and from Foynes to meet Boeings.	IC S 1368 from DGCA
23/11/41 To get a through service to Russia it is proposed by RAF to connect their Liberator service with the Lockheed one of BOAC from Cairo to Khartoum.	IC S 1423 to DGCA from RAF ME
22/11/41 BOAC are contemplating using Prestwick instead of Leuchars for Swedish flights.	IC S 1385 to DGCA from Collins
24/11/41 Scheme for sending operationally tired pilots to BOAC is working well except as regards emolument of personnel lent.	IC S 1390 to AM from RAF ME
01/11/41 "914" (AM914) Liberator not to be allocated for operation by BOAC	IC49654 from DOSI to Nutts Corner
26/11/41 Runciman, DG of BOAC plans to bring S Africa and GB within 30 hours distance of each other, mail carrying aircraft to operate such a service = post war air mail plans.	Press Summary
25/11/41 Now that Cairo-Tehran service runs, connection with Russia exists - urgent mail can be carried. Telegram re expense of Persian aerodrome - Russian, Persian or British expense.	IC S 1388; Tel. From RAF ME 15/11/41

27/11/41 Coastal Command will allow Lough Erne to be used by BOAC. Possible that BOAC will operate a Liberator service through Mediterranean for the RAF. Possible start 14/12/41	22nd CA Progress Meeting
01/12/41 BOAC lending a pilot to Iraq Petroleum company - a Frenchman - director not keen.	CIT1937 to Iraq Petroleum Co from Director no date
01/12/41 No intention of extending Liberator service to Baku (RAF).	IC S 1483 to RAF ME from Air Ministry
11/12/41 If PAA make Foynes their terminal BOAC would supply a shuttle service.	24th CA Progress meeting
23/07/41 McCrindle said air transport operations on a commercial basis had ceased since outbreak of war. Empire services for maintenance of communications in connection with the war effort.	Interavia
15/12/41 Service from Cairo to W Desert with Lockheeds or Flamingoes. Congo service is cancelled and the boat transferred to make an service on the Horseshoe between Cairo and Basra for exceptional loads.	IC S 1572 from RAF ME to AM
06/10/41 Carriage of mail to W Africa and M.E., more mail than flying boats available. Recommendations for more services to M.E.	IC S 1579 Overseas Mail Committee report.
31/12/41 Work for MAP organisation called Propeller and Engine Repair Auxiliary. Air Transport Auxiliary. In Aug 1941 the British Airways Repair Unit, Cairo was started.	IC53308 BOAC Annual Report 1941/42
16/01/42 Need for additional services between India-Iraq and India and Rangoon and Singapore. Suggested use of landplanes, 2 services a week needed.	IC S 1767 from Govt of India to Sec of State India
08/01/42 Discussion re use of Pembroke Docks instead of Poole. Agreed useful for Boeings and S30s and Lough Erne to be an emergency and maintenance base.	CA Progress meeting
28/01/42 Liberator G-AGDR left Hurn 25/1 and arrived Cairo 26/1. No intermediate landings, journey completed in 11.5 hours,= first flight of service	CO2
05/02/42 Air mail to Australia and NZ is being sent via USA. Mail between Australia, Netherlands E Indies and Singapore resumed today. Mail between Aistralia and M.E. And Britain temporarily suspended.	IC50368 Daily Telegraph
26/01/42 BOAC shipped an aero engine to Eire for Aer Lingus from Lisbon.	CIL2858 from Lisbon to Limerick Shipping Co.
04/02/42 Asmara is the maintenance base, spares short. Karachi-Aden service may assume importance at any time. Government of India responsible for development as far as Salalah. (see 1941 Horseshoe notes for route), = reserve route to India.	Mr Runciman notes of his tour overseas
29/01/42 Air mail to India takes two months.	Daily Digest no 789

17/02/42	Landing ground 224 at Cairo is used by Liberators from UK.	OS Nav
12/02/42	Until further notice all landplanes will be routed to Malta only.	IC S 1973 to HQ ME from Gibraltar
05/02/42	Major McCrindle - mail destructors to be fitted to Liberators.	Progress meeting
05/02/42	Air communications between UK and Russia considered. Recemments either long range flying boats or haevy bombers to be used to N Russia either 1) around N Cape or 2) direct over N Norway and Finland as time of year and operational factors permit.	IC S 1980 to AM from British Staff Moscow
16/02/42	If "Airways" giving up charter are we to attempt to organise our own service?...if so we would like to take Wheeler over as a nucleus.	CIT2220 from Iraq Petroleum to Horsham Sussex
22/02/42	Catalina and Guba (when repaired) will continue to operate as far as Malta on the Mediterranean service alone. S30s transferred to W Africa.	S R1012
18/02/42	India's shortage of aircraft probably due to KLM ceasing Lydda-Batavia service.	S R981 from Whittuck
17/02/42	Reliable information states BOAC do not intend to renew Iraq Petroleum contract which expires in about 2 months.	CIT2249 from Baghdad to Airwork Hounslow Aeroplane
13/02/42	A number of RAF pilots have been temporarily loaned to the Corporation and civil and service pilots are flying equipment including L/L (Lend Lease) civil aircraft from USA. The services are civil still, but are operated for the Government only and for Government business.	
24/02/42	Possibility of setting up offices in Lisbon and getting Pinto Basto to continue to act as a contact with Poprtuguese authorities.	CIL3007 from Runciman to Pinto Basto
16/02/42	Arrival of BOAC aircraft at Foynes for past year have been uncertain, lately about four flying boats a week. In Spring flights increased further. So far it has not paid Foynes authorities nor compensated them for loss of usual shipping. Passengers taken by bus to Dunraven Arms Hotel 16 miles away - Adare.	CIL3020 from Provincial Bank to Patrick Bourke.
26/02/42	Draft agreement 26/2/42 between Russia and UK re service, and maintenance of, Kuibyshev- Tehran-London, came into force on day of signing subject to 3 months notice to end. Tehran not given much say in matter.	IC S 2096 from Kuibyshev to Foreign Office CS 10539
01/02/42	Re discussions between UK and Switzerland for a direct service or via Lisbon, but both Switzerland and Spain afraid of Germany. No objection to an occasional aircraft landing in Switzerland but possibility of friction with Germany. Liberator could be used for direct flight.	S 5710 -/2/42

21/02/42	Agreement 21/2 with Sweden for Swedish Airline Scotland-Stockholm to be kept secret, only special passengers agreed to by Embassy may travel. First neutral country line to UK during the war. Aberdeen (Dyce)-Stockholm	Letter from Florman to Thornton, British Embassy Washington DC
02/03/42	The Eirean meteorological organisations, invaluable to us re Atlantic and Lisbon flights so we have to take risk of any leakage of information to enemy. They have access of course to USA, UK and Canadian weather reports and codes	IC S 3000 from DDOSI
02/03/42	British authorities willing to give Italian prisoners in our colonies air mail facilities. Reciprocal facilities for British prisoners in Italian hands.	R949/56/41 letter to DG of Posts and Telegraphs, Berne
01/01/42	An agreement between PAA and Eire which allows PAA to operate to, through and from Eire for civil transportation. Period of 9.5 years from 1/1/42	Authorisation Enc 263B on S 56125 Pt III
06/03/42	Re possibilities for an air transport company in Ecuador, DOCA finds it impossible for a British company to take advantage of this under present circumstances.	R737 letter from Burkett to FO
05/03/42	BOAC to negotiate with KLM for operating a service from Cairo to Karachi on charter terms.	35th Progress meeting
01/03/42	BOAC have offered KLM manager Haas a job, now that his job at Jerusalem for KLM has finished.	CIT2317 from Haas KLM Manager to KLM no date
12/03/42	AM922 (Liberator) on Hurn-Cairo service came back via Kano and Bathurst because of weather. Proposal: Golden Hind (G-AFCI) operate to Gibraltar and Guba (G-AGBJ) Shuttle between Gibraltar and Malta.	Progress meeting
19/03/42	Re Stockholm service:- 3 Hudsons G-AGDC, G-AGDF and G-AGDK, (one more to come), 2 Lodestars G-AGDD and G-AGDE. From 17/18 March it is intended that a nightly service shall operate both ways if any aircraft unable to leave one night the service will be doubled the next night. Norwegian crews to replace British. Possibility of operating from Dyce (Aberdeen) instead of Leuchars.	PLA 23/3271 from F/O Gill
02/02/42	Suggestion that Squadron Leader Pattison at Gander should be appointed BOAC representative there.	CIL3109 from Harvey Newfoundland to McCrindle BOAC
15/01/42	Macdowall to be special representative for DG of BOAC in USA. Chief function to be liaison between US, British and Canadian government officials and the Corporation HQ and New York. Formerly he was Finance Director of BOAC. He has spent some months in S Africa as overseas director.	American Aviation
19/03/42	Hurn-Cairo Liberator has flown via Bathurst and Kano and favourable report given of the route.	37th Progress meeting

05/03/42	Catalina to operate from UK to Malta, frequency 1 in 20 days. G boats suitable only for runs to Lisbon.	Memorandum by Sec of State for Air on meeting	
28/02/42	A file on future of USA and UK aerodromes in Iceland.	S R 923 Memorandum	
26/03/42	Special air mail post card service has been introduced for HM Forces in Aden, Burma, Ceylon, India, Iran (Persia) and Iraq. 3d	Flight	
01/03/42	Re receipts and payments for spares, etc.	CIT2413 to BOAC from Wakefield, BOAC New York no date	
24/03/42	No scheduled services to Stockholm. 36 hours notice needed of arrival of aircraft. No objection to using any Swedish aerodrome in emergency. Swedes friendly!	IC S 4100 to AM Whitehall from Air Attache Stockholm	
05/04/42	Reference to an agreement between American Export and BOAC to allow former to operate across the Atlantic.	CIT2430 from Brown to American Export	R949
20/12/41	As result of Japanese attack on Malaya, menace to Singapore and Hong Kong and in particular due to British evacuation of the air base at Point Victoria in Burma, BOAC services have been interrupted. No services to Malaya, Australia or N Zealand. Emergency service from East Africa across Indian Ocean to Australia would lead from Mombasa in East Africa via Seychelle Islands, Chagos Island and Cocos Island to Onslow in Australia, surveyed but not taken into operation.	Interavia 796/97	
20/12/41	BOAC announces following appointments: Assistant Operations Director, Mr J V Wood; Operations Superintendent at Lisbon, Mr Neil Richardson	Interavia 796/97	
12/04/42	Re Liberators, it is considered that a fast service from Hurn to Cairo changing crews at Bathurst and Kano would be profitable.	S R985 Enc 44A to AM Whitchurch from RAF ME	
12/04/42	Re Hurn Cairo, high altitude flying over enemy territory was satisfactory. Suggestion to fly over sea to Bathurst with Liberators only as this would reduce altitude necessity and increase payload. If call could be made at Lisbon, further increase in payload. PAA could carry on from Bathurst to Cairo or Liberator could carry on to Cairo.	IC S 4136 to AM Whitchurch from RAF ME	
13/12/41	The Society of British Aircraft Constructors now have Mr A F Sidgreaves as their President	Interavia 794/95	
09/04/42	BOAC do not desire at present to move from Leuchars to Dyce.	39th Progress meeting	
15/04/42	8 engineers in UK to be sent to Montreal.	CIT2476 to BOAC Montreal from Bristol	

16/04/42	CW20 ready for service 25/4 and as G boats are idle till PAA operate to Foynes. Suggested that G boats take extra loads to Gibraltar and that CW20 and 2 Hudsons should shuttle between Gibraltar and Malta.	Progress meeting
19/04/42	Reserve route in case N route across India goes: Karachi-Bombay-Cochin-Trincomalee (Kandla-Baroda-Bhavnagar-Goa-Bangalore) by seaplanes. Alternative route to Far East. BOAC to operate as far as Trincomalee and Australian Catalinas will operate beyond. Brackets denote possible monsoon alternatives.	IC50959 from Shelmerdine
25/04/42	Re repatriation of British Nationals from Sweden, flight 5 miles up some of the way.	CIL3512 to Smith Lancashire from Stockholm
03/04/42	An airgraph service from E Africa to UK was officially opened for civilian use by the Governor of Kenya on 17/3. Airgraphs to be sent by special route, 2-3 weeks, cost 8.5d. Service to operate in both directions.	Aeroplane
23/03/42	Liberators between UK and Cairo use aerodrome Kilo 26, = same as Landing Ground 224.	Mr Runciman's notes on tour of M.E. 16/1-23/3/42
23/03/42	An Anglo-Egyptian Air Transport Company - formation has been proposed.	Tour of M.E. By Runciman, 16/1-23/3
06/05/42	British Airways have been requested by Government not to carry children back from USA to UK. Instructions required whether to book children's passages.	CIT2545 from Thos. Cook, N York
07/05/42	The Hurn-Cairo service is to be flown direct in future and not via Kano and Bathurst. On return journey to make a call at Gibraltar possibly.	42nd Progress meeting
15/05/42	May 13th 1941 the first 50,000 Airgraph letters arrived in UK from M.E. Since then 19,000,000 have been handled by GPO London. 9 million out and 10 in. Some 85,000 airgraphs a day are dealt with.	Aeroplane
22/05/42	Sinclair in H of C said that a new sub section had been substituted to BOAC on 17/11/39 which approved 3 instead of 11 as minimum number of members of the Board of the Corporation and 5 instead of 17 as the maximum.	Aeroplane
21/05/42	Hurn-Cairo service would probably call at Gibraltar both ways in future. Re Stockholm service, possibility of reducing frequency because Germans interested.	43rd Progress meeting
05/06/42	Flight on 24/5/42 was made during daylight for first time, no difficulty.	23/4155 S from F/Lt Gill

<p>12/05/42 Sir Archibald Sinclair, Secretary of State for Air said BOAC was established 24/11/39 with following membership. Sir John Reith, Chairman; Hon. Clive Pearson, Dep. Chairman; Hon. W L Runciman. On 28/11/39 Harold G Brown was appointed a member. On 6/3/40 Hon. Clive Pearson became chairman in place of Sir J Reith who resigned. I C Geddes was appointed a member and deputy chairman and Gerard d'Erlanger was appointed a member. Neither IAL nor British Airways, whose interests were acquired to form BOAC, had now any separate existence.</p>	<p>Financial Times; Press Summary 13720 May 1942</p>
<p>04/06/42 Hurn-Cairo to be operated by RAF, ie on armed aircraft by 1425 Flight.</p>	<p>44th Progress meeting</p>
<p>01/07/42 BOAC to represent American Export Airlines in Eire. Agreement includes handling of out traffic and freight as well as the transportation of both to GB.</p>	<p>CIL4929 from Am. Export Airlines to Traffic Manager BOAC no date</p>
<p>03/07/42 Special flights by Whitleys to Stockholm to collect small tools and roller bearings (up to 50 tons), urgently required by Russia.</p>	<p>R S 1126 Enc 24B from Min. Of Supply</p>
<p>10/07/42 Permission for aircraft G-AGEB and G-AGEC (Whitleys) to land at Bromma has been granted by the Swedish authorities.</p>	<p>R S 1126 Enc 27A from Stockholm to AM London</p>
<p>01/07/42 BOAC is using Whitley Vs on the UK-Malta to clear accumulation of mail and freight for Malta between 28/6-1/7 8 Whitleys flew between Portreath and Gibraltar.</p>	<p>Summary 159 no date</p>
<p>01/07/42 Projected route to Russia. Liberators I and II suitable, have to be maintained, however, in Canada. Best route via Stockholm with alternative possibly at Trondheim. Still awaiting Russian views however.</p>	<p>IC S 4652 note of discussion with BOAC</p>
<p>23/07/42 Cairo-Gibraltar service ceased because dangerous - German report.</p>	<p>Daily Digest</p>
<p>01/06/42 Last year BOAC flew 5,000,000 miles. In 1942 the figure is expected to reach about 8,000,000 miles.</p>	<p>Canadian Aviation 6/42</p>
<p>31/07/42 Mails from Sierra Leone to GB may now be carried by air, but no immediate prospect of air mail service GB-Sierra Leone. (Freetown (Sierra Leone)-West African service).</p>	<p>Aeroplane</p>
<p>07/08/42 Details of services in M.E. (BOAC)</p>	<p>IC S 4843 from Broad</p>
<p>05/08/42 Suggestion re formation of M.E. Ferry Command to carry back pilots who fly bombers out to M.E. (also aircraft will reinforce existing Lagos-Cairo service on way out). HQ of Command will be Cairo alongside BOAC who will give all assistance possible in management of air transport operations. Maintenance base of Command will be Asmara.</p>	<p>IC S 4842 from HQ RAF ME to AM</p>

06/08/42	Discussion re desirability of reinstating a regular BOAC service to ME to supplement 1425 Flight (Liberators). Now that Gibraltar aerodrome enlarged a flight UK-ME was an easier business. If BOAC started such a service the flights would come under operational control of RAF.	48th Progress report
24/07/42	Discussions in India with RAF re need for increasing capacity Delhi-Ceylon and Karachi-Ceylon. Suggestion that BOAC should employ Lodestars or DH95s. This request to be borne in mind as ME and Africa need all available aircraft at the moment.	IC S 4872 from ? Taylor
20/08/42	Suggested that BOAC should withdraw from Gibraltar-Malta route because of danger, 1425 Flight to take over. ?? Hudson to be restored to Stockholm service.	49th Progress report
01/03/41	Mr J W S Branckner, Regional Director British Airways India; Mr H J Ridgewell, Section Engineer, British Airways India	INA Gazette March 1941
24/08/42	No need for 36 hours notice to Swedes. Allowed now to operate 30 services a calendar month without notice. Need for machinery, tools, ball bearings, etc for Ministry of Supply. Aircraft allocated to this service:- 2 Lodestars plus 2 more being modified, 2 Whitleys (in substitution for withdrawn Hudsons), 2 Whitleys on special work for USSR, 1 CW20 (shortly to start flights carrying heavy machinery).	Notes of a meeting re UK-Stockholm service (Progress report folder)
28/08/42	Mr J W S Branckner, formerly BOAC Regional Director for India, Burma and the Far East, has been appointed Regional Director, West Africa	Aeroplane
03/09/42	Mr Churchill advocates increase in mail to M.E. Suggested that 2 Mark II Liberators to be added to 1425 Flight. Two Liberators ready in a month and to be attached to 1425 Flight, this would mean deliveries in 2 or 3 days of mail for troops. Agreed that BOAC should plan 4 more flights to M.E. RAF aim to operate a service to Malta with a frequency of 5 services per week. US of S said desirable to put Hudson back from Mediterranean to Stockholm route as soon as possible which would be when 24 Squadron was built up to strength.	50th Progress meeting
24/09/42	RAF service Lyneham-Gibraltar-Cairo started 14/7/42, irregular	COI
18/08/42	BOAC are losing their technical staff in Asmara to the Americans who offer larger wages.	CIL6266 from ? To his father in Egypt
11/06/42	BOAC and HH The Sultan of Salalah have an agreement re customs formalities.	IC51459 Station Report Salalah
25/09/42	Re the "revival" of British air transport	IC S 5099 to Runciman from QEA

- 01/09/42** Ibn Saud has agreed to BOAC running a regular air service to "Jidda" with civil aircraft which will visit "Jidda" not more than twice a month. Air Ministry Weekly Intelligence Summary no 139 (54) **no date**
- 01/09/42** 1B. At present time air mail from Canada is carried by ships of PAA but as these ships start from N York there is a heavy load of mail taken on board there and increasing number of "must ride" passengers is very likely to jeopardise Canadian air mail space. Writer (Jackson, Dorval) wondering whether there is available space in bombers which are being ferried over to UK which could be used for transportation of mail for soldiers, specially for Armed Forces. Approximately 700 pds air mail each week despatched from the base PO to forces in the UK. Innovations already introduced to reduce space - Airgraphs and Armed Forces Air Letters, 160 to the pd. Ferry bombers would be carrying mail which bears postage and therefore, if at all possible, writer would prefer to enter into contract for this mail so as to regularise transactions from a standpoint of orthodox postal practice. 1A. Space could be made available for 300-400 pds airmail per week. As Ferry Command is now carrying a great deal of the official correspondence between Dorval, Canada and UK as well as providing Canadian PO with airgraph service, writer **no date**
- 01/09/42** not certain whether extra facilities should be granted. 6A to RAF Ferry Command from AM - In favour of conveyance spasmodically whenever aircraft not filled to capacity with other important cargo. 7A to AM from RAF Montreal. Could handle 100 pds per service or total of 300 pds per week without notable displacement other cargo. Spasmodic conveyance contains serious disadvantages. 12A. Discussion with Bell of GPO 31/8/41 - GPO proposing conveyance rate for airgraphs, 41 shillings per lb across the Atlantic and payment of net postal revenue for destinations on Empire routes. Considered an allocation to Canada of space on Liberators in westbound direction might prove embarrassing to GPO from priority angle if in future GPO should want space for their own mails. 20A. When Catalinas operate via Dorval and Gander with complete beaching gear on board, there is still weight available for 1,000 pds freight and with one half beaching gear for about 1,700 pds. When Catalinas are despatched direct from Bermuda, there will be little if any space available. From AM to RAF Ferry Command, Montreal:- Agree in principle to carry 300 pds per week Canadian troopp mail Eastbound subject to urgent War requirements and to review in 6 months. Arrangements not to start till PAA unable accommodate this mail. File C S 16013 **Continued** Proposal to send Air Mail for Canadian Troops by Ferry Command North Atlantic flights. **No date**

21/07/42 Death of Commander Sir Walter Windham "inventor of air mail". First letter to be despatched by air was sent by him from France to England in 1909. 1911 he inaugurated an air mail service from Hendon to Windsor Castle - 100,000 letters despatched in 21 trips.	Interavai
01/10/42 Re "Clyde's" (G-AFCX) flight to W. Africa, Poole-Lisbon-Bathurst-Freetown-Lagos-Leopoldville, when France fell and communications with M.E. had to be effected. Captain Loraine in command of aircraft.	Flight
03/10/42 Services in M.E. Week ending 26/9 and 3/10 (no changes).	IC S 5194 from BOAC
13/10/42 Re M.E mails (letter cards)	S R 655 from Jones to Dolby
10/10/42 Proposal for an agreement between Brazil and UK re exemption from income tax for air navigation companies.	R1184 from Gallop
16/10/42 New BOAC offices at Lisbon opened 29/9/42. Offices at Avenida da Libertade.	Aeroplane
21/09/42 Re reciprocal aid arrangements which are applicable to any services rendered to USA by BOAC or RAF.	IC S 5312 from RAF ME to AM
22/10/42 Opening of BOAC offices in Lisbon.	Whitchurch
12/11/42 GPO plan to introduce a new air letter service for troops in M.E. On 7/12/42. Must not exceed 6,000 lbs per week, however. BOAC demanded further radio facilities for Russian service, 18th November selected for 2nd experimental flight. Possible future use of Casablanca and Bizerta.	Flight
23/10/42 History of development of civil aviation	54th Progress meeting
06/06/42 One Director of the Board of British West Indian Airways Ltd is to be a nominee of BOAC.	Aeroplane
01/11/42 From 1/1/43 Boeing crews will be based at Baltimore and not at Hythe.	SNAC 321/II draft agreement between ? And W Indies forwarded by HM Rep. Trinidad
13/11/42 Captain Foy, a BOAC pilot, died in Cairo 23/9/42, last on Horseshoe route.	CIL6757 from Shrosbole Bristol to Godfrey BOAC Foynes. No date
30/11/42 Prospect of a suitable aircraft being made available for non stop flights UK-Switzerland. Swiss get heavy consignment of currency notes from us via Lisbon at the moment.	Aeroplane
14/11/42 Mr Welles thinks USA and UK Governments should take steps to ensure an air service to Switzerland, even if they have to supply the aircraft to transfer to Swiss Government.	IC S 5524 to Berne from FO
	IC S 5532 to FO from Washington

30/11/42	Our proposal is to use Mosquito aircraft operated by BOAC to Switzerland.	IC S 5528 to RAF Washington from AM Whitchurch
10/12/42	Useless to approach Swiss re direct service to Switzerland. The DG Mosquito allocated to BOAC for this service is to be retained for the UK-Stockholm service. Russia had agreed to inform us re 2 further aerodromes equipped with adequate radio. Permission gained for one BOAC employee to be stationed in Russia.	56th Progress meeting
26/11/42	Suggestion made that UK presents Argentine with proposals for air services to, from and over Argentine by BOAC.	IC S 5701 to FO from B. Aires
15/12/42	Concessions desired by BOAC in Belgian Congo and French Equatorial Africa, ie exemption from registration, customs dues, etc.	IC S 5662 to FO from Brazzaville
31/12/42	Possibility of using Port Etienne in N. Africa as a flying boat base. Bottleneck occurred at Lisbon re flying boats moorings. DG to investigate. Albemarle unsuitable for Stockholm service. Mosquito for Stockholm run, great hopes of its success.	57th Progress meeting
14/01/43	AM259 (Liberator) slightly damaged at Ramenskoye before taking off for Prestwick. AM920 allotted to this route too. Russian crews brought back fly Albemarles to Russia.	58th Progress meeting
11/01/43	Re carriage of by USATC, as well as BOAC, in Africa and Asia. Decision to permit this because BOAC not adequate.	IC S 5810 Meeting re carriage of mail by USATC
26/01/43	Passengers carried: Durban-Singapore 1941 13,062; 1942 16,500. Trans Africa 1941 4,089; 1942 5,300. UK-W Africa 1941 1,556; 1952 3,500. UK-ME 1941 182; 1943 600, 600. ME Communications 1941 639; 1942 7,200.	IC52347 from DORA
08/01/43	Experienced pilots of BOAC. Perkins in HofC commented on fact that Churchill (and such eminent persons) should "fly British" and have British pilots.	Aeroplane
01/01/43	Re Albemarle (no unsuitable) for Stockholm run. Discussion re C47 in exchange for CW20 from USA. Mr Eden's note re desirability of enabling Norwegians to travel to UK to "join up".	SNAC 350 file Flights to Scandinavia by BOAC aircraft no date
18/01/43	Proposal India- China service.	IC S 5864 Planning committee
22/12/42	Criticism of Air Ministry policy on commercial aviation by a former Director of IAL.	CIL7139 from USA to G England Gen. Aircraft Ltd
22/01/43	Re air mail England-Sweden, traffic carried, war risk premium, etc	CIL7148 from Wilson AB Sweden to Meadows, London

<p>01/02/43 Alternative landing grounds. Wick, Kinloss, Aberdeen (Dyce), Prestwick and, in Sweden, Satenas, Visby, Gothenburg, Karlsburg, Norrkoping.</p>	<p>ISF no 1 Flights between UK and Sweden by Allied Airways and BOAC no date</p>
<p>10/02/43 The aircraft of the London-Lisbon-Cairo air line have been requisitioned by military authorities, air mail suspended.</p>	<p>In French for France Daily Digest</p>
<p>30/01/43 Re carriage of airgraphs. Average time given by Morrison, Postmaster General, in H of Commons</p>	<p>Modern Transport</p>
<p>22/02/43 First flight to Stockholm by a Dakota will probably take place before end of the month (Feb).</p>	<p>IC52494 from ADOCA</p>
<p>12/02/43 On 1st March a new postal service will be opened from here to Palestine and is to take 3 days.</p>	<p>CIL7246 from Ernst, Eire to Zehner Engl.</p>
<p>25/02/43 Re troop mail, allocation of loads and by what routes it reaches N Africa, Malta, M.E. Etc. In future it is hoped to employ 12 aircraft on Swedish service:- 5 Dakotas, 4 Lodestars, 2 Hudson III and 1 Mosquito, frequency aimed at = 26.5 services a week.</p>	<p>60th Progress meeting</p>
<p>02/03/43 Swedish Government approves flights by 5 Dakotas to Stockholm and withdraws permission for flights by 5 Whitleys previously granted.</p>	<p>IC S 6019 to ADOCA Bristol from AA Stockholm</p>
<p>06/01/43 E Guest's suggestion that BOAC should float subsidiary companies to operate each route in the Empire.</p>	<p>R S 1345 from Min. Of Air S. Rhodesia to Sinclair</p>
<p>13/03/43 BOAC provided approximately 21,600,000 ton miles capacity compared with 12,587,294 in 1941 and 8,674,972 in 1940. In 1942 10,000,000 aircraft miles flown comprising 67,250 legs. They carried 43,000 persons, nearly 1,000 tons of letter mail and 2,250 tons of cargo and excess baggage. Passenger miles = 91,000,000.</p>	<p>IC52584 Daily Telegraph; Aviation April 1943</p>
<p>18/02/43 Re a service UK-Buenos Aires to be started after the war.</p>	<p>IC S 5982 to Buenos Aires from FO</p>
<p>18/03/43 Air mail letters to troops in M.E. - need for speeding up service. Additional aircraft have been assigned to carry troop mail to M.E.</p>	<p>IC52596 Daily Telegraph</p>
<p>05/02/43 BOAC £2,600,000 in and Internal Companies £15,000. Costs of services set out in detail.</p>	<p>IC52523 Estimates 1943, Vote 8 from Raby DCAF</p>
<p>22/01/43 Aerodrome stats for Khartoum for month ended 31/12/42</p>	<p>IC52599 to Sec of AM from Khartoum</p>

<p>25/03/43 4 of 5 Members of BOAC have resigned following disagreements with AM re relation with RAF Air Transport Command. The following Directors resigned:- Clive Pearson, Chairman; I C Geddes; Harold Brown; W L Runciman. New Board = Sir Harold Howitt, 57, member of Air Council since 1939, Chairman; Simon Marks of Marks and Spencer; John Marchbank, 60, retired from National Union of Railwaymen; Gerard D'Erlanger, a member of former Board and chairman of Air Transport Auxiliary.</p>	<p>Daily Telegraph and various magazines</p>
<p>11/03/43 Re establishment of RAF Transport Command. The RAF Ferry Command at Montreal would be subordinate formation. BOAC to continue as civil organization, its services integrated with those of the new Command.</p>	<p>Press Summary 183 quoting HofC Official Report; IC S 6092 to CinC Mediterranean from AM Whitchurch; Interavia 17/3/43</p>
<p>19/03/43 Re allocation of internal stations to Juin (?) Harkin and external (European) stations to Hardover from 1/4/43.</p>	<p>IC52612 from BOAC to ADOCA</p>
<p>20/02/43 Equipment on its way to North Africa to enable an airgraph service to be established. Possibly start in March.</p>	<p>Modern Transport</p>
<p>15/03/43 Spares required for Dakotas, none at present:- 2 further Mosquitos possibly obtained for fast runs UK-Sweden.</p>	<p>IC S 6067 5th Planning committee</p>
<p>19/03/43 Runciman on post war air transport.</p>	<p>Aeroplane</p>
<p>17/03/43 GPO propose to reduce the air postage rate from UK-Sweden from 1/3d (1 shilling, 3 pence) per oz. To 8d the first oz and 5d for each succeeding oz.</p>	<p>R1775/43 from GPO</p>
<p>30/03/43 BOAC to be replaced by Air Transport Command in N Africa except in regard to Summer Russian service (possibly 5 Liberator III will be returned). Libs or Ensigns for Russian service with a possibility of rest of Ensigns on Trans African service. UK-Sweden service to be operated in Summer by fast Mosquitos, request for 4 more. Ban on N Africa routes = Mediterranean coast only on Atlantic coast.</p>	<p>IC S 6148 from DG and DOCA 2/4/43</p>
<p>24/03/43 KLM planes to fill up at Gibraltar rather than Lisbon. Although Lisbon has sufficient petrol.</p>	<p>CIL7413 from Van der Vliet to Parmentier</p>
<p>14/04/43 Sinclair on BOAC Board of Directors and possible reconstitution of BOAC</p>	<p>IC52771 Daily Telegraph</p>
<p>12/04/43 6 Mosquitos allocated for UK-Sweden. 2 to be delivered almost immediately.</p>	<p>7th Planning committee</p>
<p>10/04/43 Experience of BOAC pilots, number of hours in the air, etc</p>	<p>Modern Transport</p>

07/05/43	1). BOAC crews have completed 400 flights between UK and Canada in 18 months on Return Ferry Service. 2) April 17th and 18th a meeting to safeguard rights and interests of air line pilots. 3) 13 Short C Class have flown 3,174,122 miles from March 42 to March 43. Capacity Ton/Miles = 10,440,000. Passenger miles 43,600,000.	Aeroplane; Flight 27/5/43 = 2)
03/05/43	UK-Stockholm run, 2 Mosquitos at Leuchars 30/4 and 1/5. Next 2 expected to be ready by 5/5, remaining 2 expected daily.	8th Planning committee
27/04/43	Re possibility of reduction or remission in tax on Prisoner of War mails.	CIL7577 from BOAC Bathurst to Bray London
26/02/43	During 42 BOAC flew 10,000,000 miles in 67,250 hours carrying 43,000 passengers, 850 tons of mails and 2250 tons freight. Passenger/miles 91,000,000, ton/miles 21,600,000. Resume of BOAC activities and new aircraft.	Interavia; Aeroplane 5/3/43
21/05/43	Viscount Knollys - full time Chairman. Sir Harold Howitt, deputy Chairman, Air Commodore A C Critchley chief executive. Miss Pauline Gower director. Viscount Knollys holds his appointment for 4 years.	IC52953 Daily Telegraph; Press Summary 193 and other magazines.
23/04/43	Article on future of BOAC:- reference to Air Transport Command. Thoughts of Parliament on temporary new Directors of BOAC.	Aeroplane
27/03/43	A biased account of BOAC and its forebears	Interavia
17/04/43	BOAC Directors unpaid bar Marchbank (£750).	Modern Transport
08/05/43	During 12 months ending 31/3/43 the flying boats, of which there are 13, have flown 3,174,122 miles, capacity ton mileage = 10,440,000. Load factor = 91%. Passenger miles = 43,600,000 (Figures = approximate)	Modern Transport
24/04/43	Mr Roderick Waugh on the future of airways.	Modern Transport
25/05/43	Lord Knollys coming back from Bermuda to be Chairman of BOAC.	R S 1435 from DG
02/04/43	Useful article on Transport Command and BOAC - functions of, also re BOAC Board of Directors.	Aeroplane
05/03/43	BOAC services operated in Dec 42 also 42 statistics.	Aeroplane
25/05/43	Re use of Abidjan. Poland to ask permission for its use from French. Primitive facilities there.	R S 1435 from ADOCA to Poland
20/05/43	Abidjan would be used for refuelling only.	CIL7706 to Bristol from RDWA Lagos
24/05/43	Mosquito only for UK-Sweden service, impracticable for Hudson III aircraft because of lack of cloud cover.	9th Planning committee

01/04/43	Re routing of air mail to M.E.. It will generally go via N Africa rather than via West Africa and Trans Africa.	CIL7486 from BOAC Bristol to BOAC Cairo
05/04/43	BOAC employees sent a letter to S of S asking that Lord Reith should be reappointed Chairman of BOAC, letter now withdrawn.	Interavia
13/05/43	Plea for Empire Air Transport system to help in development of Imperial policy, the Dominions should be consulted.	Flight
09/04/43	On 1/4/43 (3rd Birthday of BOAC). Since April 40 BOAC aircraft have flown nearly 23 million miles. 10 million of which between Jan. And Dec. Of last year	Aeroplane; BOAC Newsletter April 1943
01/05/43	The Transport Command and BOAC policy means that the monopoly of BOAC has ceased to exist and the British shipping lines have prospect of success	Interavia
05/07/43	Money paid to BOAC for year ending 31/3/42	Modern Transport
03/07/43	Re corridor for Dakotas flying to Sweden over Norway.	IC S 6520 from DDOSI
22/06/43	Mosquitos good on the UK-Stockholm, BOAC wish to keep them there in Winter too.	Planning committee
21/06/43	If Swede's think we're obstructing their efforts to obtain aircraft for their service to UK, they might restrict our services to Sweden especially if Norwegians operate their 4 new Lodestars.	IC S 6486 to Washington from Foreign Office
02/07/43	BOAC stats, miles flown and route miles from beginning of War.	Aeroplane
16/07/43	Argentine air bases for use of RAF, British line to Carrasco Airport. New President of Argentine in a recent conversation with British Minister states that new modern air bases are now constructed at Carrasco near Montevideo (Uruguay) and Maldirido or Maldonado (last 3 words in pencil) and Rocha serving both sea and land planes and would be available to the RAF at any time. The new President also stated he hoped a British airline would soon be using the new Carrasco airport.	IC S 6580 AA Buenos Aires to AM London

- 19/07/43 UK-Stockholm service, proposed rerouting. Possibility of rerouting this service to provide a more secure route. In view of enemy action it may be necessary for crews and aircraft to operate under civil guise. Neutral route in question. With the acquisition of additional aircraft the number of services on this route will exceed the number for which permission has been given by the Swedish Government. DOCA should seek an increase in the permitted number of flights. Cairo-Tripoli. Proposal to transfer Ensign aircraft from the Trans-African route for this proposed service. Such reallocation must await the transfer of the Sunderlands from the West African to the North African route and the entry into service of Dakotas. Planning committee, 11th meeting
- 06/07/43 Removal of engineering base from Asmara to Almaza. AM wishes to remove BOAC's landplane engineering base from Asmara to Almaza, if full use is to be made of this base it must be able to accommodate large aircraft such as Liberators and Yorks. Negotiations between the Egyptian Civil Aviation Dept and the Heliopolis Oasis Co. which have broken down may be resumed if they are assured this matter is essential to the war effort. 1) It has now been decided to move to Almaza (Cairo, the extension northwards to Cairo will help BOAC as regards the maintenance of their Lodestars. IC S 6566 FO to Cairo; 1) IC S 6616 2nd meeting of Middle East Air Transport Board 2/7/43; Meeting of Air Transport Board 10/7/43
- 23/07/43 Summary of services as at 22/7/43 IC S 6601 BOAC
- 12/06/43 BOAC Board of Directors. BOAC (Temporary Provisions) Order 1943 revokes the Order of 1939 which provided that the Corporation should have a chairman, a deputy chairman and up to three other members and that the quorum of the Corporation should be two. The new Order provides for a maximum of 7 members apart from the Chairman and deputy chairman. Three members now form a quorum. Modern Transport, p 9
- 12/06/43 BOAC pilots on routes. Capt. Bennett on North Atlantic Ferry Service. Capt. Alcock on South Africa-India route. In Sept 1938 Capt. Pelly piloted Mr Chamberlain on his first visit to Munich. Modern Transport, p 9
- 23/07/43 UK-Stockholm service. Recommendation that Liberator III should be used this winter on this service until the Yorks are available even if the proposed extension to Moscow failed to materialise. Minutes of meeting to discuss Sealyham route to Russia.
- 01/07/43 There is to be an official film and book of BOAC war record. Men of the Merchant Air Service. British Airways Newsletter, no 42 July 1943

- 01/03/43** Correspondence dealing with the formation of ATC and consequent resignation of Geddes, Runciman and Brown IC53486 BOAC Further correspondence Feb-Mar 1943
- 02/08/43** Cairo-Nairobi-Salisbury-Johannesburg proposal. BOAC are not in favour of a connection at Kisumu with the Horseshoe route and propose a through service of landplanes from Cairo. It is proposed to use Lodestars when they are available. CIL7985 RE. Director BOAC
- 28/07/43** UK-Stockholm. BOAC intend putting large four engined planes on from Scotland to Stockholm and in that way to organise a line (eventually changing planes in Scotland) from New York to Stockholm and later to Moscow with four engined planes. ABA and SILA wish to join in on a 50% basis. CIL7986 Carl Florman to A Norlin
- 07/06/43** Directors of BOAC. Lord Knollys is 48 and has been Governor of Bermuda since Sept 1941. During the last war he won the MBE and DFC. He has held the position of Deputy Chairman of the Aviation and General Insurance Company. Air Commodore Critchley is 53. He was Air Commodore in the RAFVR and has been for some time AOC of no. 54 (Training Group). He was Chairman of the Greyhound Racing Association. Pauline Mary de Peaully Gower is 32 and the daughter of Sir Robert Gower, MP. She was the first woman to gain both A and B pilots licences and was a member of the pre-war committee investigating flying over towns and, on the outbreak of war was District Commissioner for London of the Civil Air Guard and has played an important part in the development of the womens side of ATA. Lord Knollys appointment is for four years. Times Trade & Engineering, p 35; Aeronautics vol 8 no 6 July 1943, p 61
- 01/07/43** In June L E Hough, BOAC Superintendent in Lisbon, was transferred to Baltimore. His successor is Lt. Commander Murray. New Letter July 1943; Aeronautics vol 9 no 1 Aug 1943, p64
- 08/08/43** Since the Allied successes Portuguese Government and authorities seem more amenable and BOAC have had excellent service from all sides. CIL8024 A D S Murray BOAC Manager Lisbon
- 01/08/43** UK-Stockholm. During the month ending July 24th 1943 BOAC aircraft completed 27 return services to Stockholm. CIL8015 BOAC Bristol to Gibraltar (**no date**)
- 04/08/43** J V Wood, Deputy Director of Operations arrived in UK on 3/8/43 CIL8015 BOAC Bristol to Gibraltar (**no date**)
- 01/08/43** BOAC proposed post war services and types of aircraft to be employed, carriage of mails, etc (see Post War Routes folder) 1st Report of 2nd Brabazon Committee. Copy no 25 (**no date**)

- 24/08/43 Diego Suarez service. Gurney states unofficially that loads carried on Diego Suarez service do not justify continuance of service. AM have signalled North for his views on this. BOAC Cypher Message L0004/N/NA
- 20/08/43 Lord Knollys and Air Commodore Critchley are starting to make preliminary tours of the overseas routes with a view to acquainting themselves with officials, etc re post war routes. Unfortunately they are making their journeys in Liberators and Boeing aircraft (American), British aircraft should be placed at their disposal. Aeroplane p 202
- 01/08/43 Lord Knollys air tour in the US, Canada and Bermuda. Lord Knollys arrived in England from Canada on July 21st, he flew across the US by United Air Lines to the Pacific coast and by TCA from Vancouver to Ottawa and Montreal stopping at Winnepeg, Dorval, Baltimore, New York, Washington and Newfoundland. News Letter 8/43 no 43
- 26/08/43 UK-Stockholm. Safety margin on above route inadequate. Swedish Government being pressed to agree to alternative route. Swedes may be influenced by the knowledge that we have some voice in the allocation of US aircraft. It is therefore desirable that no offer of US aircraft even on conditions previously suggested should be made until question of alternative route has been settled. State Dept. to consider and postpone reply to Norlin. IC S 6784 FO to Washington
- 10/08/43 Transfer of landplane school from Vaalbank to Almaza. This will take place as soon as present course is finished. Pilot and Radio Officer training at the Vaalbank school warmly commended by Turkey. CIL8013 BOAC Regional Director Cairo
- 03/09/43 Lord Knollys tour of African routes, he was in Durban on August 26th. 10 Returned to UK 15/9/43. Gives resume of flight and dates, etc Aeroplane p 279; 1) News Letter no 45 Oct 1943

- 31/08/43 UK-Stockholm service. British Minister in Stockholm has been asked to secure the agreement of the Swedish Government to an aircraft crossing the frontier over a specified corridor. BOAC will have Liberator Mark IIIs available for this service in about 3 weeks time. It was agreed that Mark IIIs could be used for this operation provided that the resumption of the service to Russia was not thereby prejudiced. 2 Hudson IIIs now allocated to this service and which would not have a worthwhile payload operating by the longer route should be transferred to UK/Eire shuttle operations. UK-Eire shuttle service. Service at present operated with one "G" boat and an occasional Dakota, this is not satisfactory but the situation will be improved when the Hudsons referred to above become available. BOAC indicate that the Anson they have in sight will not be ready for another month. UK Faroe Is service. Primarily for troop mail, shipping services to be improved, no action by Planning committee at present. Planning committee, 12th meeting
- 04/09/43 UK-Sweden. It has been decided to permit BOAC aircraft to use the proposed route over Swedish and Norwegian frontier in both directions. In view of the helpful attitude by the Swedish authorities Norlin should be given full support in acquisition of 4 DC54As in the US. The inadequate safety margin on the existing UK-Stockholm route applies to the use of Aero Transport's present DC3 type. These aircraft are not suitable to operate safely on this route and could not be economically used on the new route proposed by BOAC. Loss of one of Aero Transport's 3 aircraft has reduced the traffic to UK by a third. This is a serious reduction when we require as much freight space as possible for Ministry of Supply. Suggestion that Norlin is given a hint re alternative route. IC S 6820 Stockholm to FO
- 22/09/43 Air corridor for BOAC. Regulations (New Northern corridor). Encloses copy of regulations on the new Northern Corridor (CAII Regs). Application has been made for an additional corridor for aircraft that require to use the aerodrome at Gothenburg (Torslanda). The Swedish authorities are unlikely to grant any better route at present than Yttermalung-Orebro-Bjurvik. IC S 6913 AA R B Maycock
- 09/10/43 Experimental flight Stockholm-Gothenburg (Torslanda). Proving flight was made on 8/10 with Liberator III (FS) (G-AGFS) Stockholm (8/10)-Gothenburg (Torslanda) (8/10)-Leuchars (9/10)-Lyneham (9/10). No load was carried and the Liberators will not be able to call at Bromma with loads because Bromma will not be ready for Liberators until at least 6/11/43. Movement report 9/10/43; Mr Delafond 12/10/43

- 01/10/43 Sintra Radio broken down. No contact with Sintra as transmitter broken down. Service given to our operations will suffer owing to mobilization and work of military posts. Supervision of Portela being kept and continuous watch of Portela. A later letter dated 24th that night watch has now been mobilized so that the plane is no longer watched at night time. Enquiry as to whether the aircraft may be left without night watch. CIL8190 KLM Lisbon
- 01/10/43 Experimental flight Leuchars-Wick-Stockholm with Dakota (FX) (**G-AGFX**). Dep. Leuchars 30/9, dep Wick 30/9, arr. Stockholm 30/9. Movement report 1/10/43
- 23/09/43 UK-Stockholm. Swedes have now agreed a route crossing the Norwegian frontier east and west between 60 degrees 30 minutes North and 62 degrees 20 minutes North and thence by a defined corridor to Bromma. We had asked for a corridor to Gothenburg (Torslanda), this was refused for defence reasons. AA (**Air Attache**) recommended that we should not press further for this corridor until experience had been gained of operating the new route to Bromma. Sanction for the Bromma route was given on condition that provision is made of suitable D/F equipment. An exploratory flight by a Dakota to Bromma was planned for 27/9. The AA is also endeavouring to obtain special permission for a trial flight by a Liberator III to Gothenburg (Torslanda) by the new corridor. Joint Air Transport Planning Committee, 13th meeting
- 01/09/43** Air Commodore A C Critchley CMG, DSO visit to USA and Canada. BOAC Director General left the UK in "Berwick" (**G-AGCA**) on 23/8/43 for Baltimore on a visit to their establishments in the USA and Canada. Lord Knollys passed through Lisbon on 14/8/43 on his way to Africa and the Near East. Nes Letter no 44 Sept 1943
- 09/10/43 Possibility of Coronadoes on the UK-Eire shuttle (see Fleet Reports) IC53813 DDOSI
- 06/03/43 Bromma and Gothenburg. Runways at Bromma to be extended by the end of 1943. Florman thinks that BOAC will be able to use Gothenburg (which is being extended) as from May 1944. IC S 6035 Swedes visit 5/3/43
- 18/10/43 KLM services to Lisbon. Due to political developments in Portugal it is suggested that the service should be suspended temporarily. All preparations to be made for a possible evacuation. Van der Vliet to postpone his visit to England. CIL8253 KLM to F Van der Vliet, K D Parmentier and Van der Vliet
- 16/10/43 Conference at Swedish Ministry 15/10. Representatives of BOAC, ABA and AA attended. No decisions expected. Conference was to explore possibilities of reaching agreement. Flights by Liberator to Torslanda via Bromma may commence forthwith. CIT3805 NZZ 109 107 16 A398

02/11/43 Bromma (Stockholm). Bromma not yet ready for Liberators, they probably land there light. spoke Clarke OS Nav

23/10/43 ARP exercises at Lisbon. Balloon barrage around Lisbon from 24th 0000 LST to 25th 1200 LST CIL8280 F Van der Vliet to KLM Supdt.;
 October 1943. Airport management declined all responsibility for air operations during time CIL8412 BOAC Monthly report Lisbon
 stated. Manager of BOAC sent a telegram advising cessation of operations until Monday Oct 1943.
 noon. Balloon barrage would be in Lisbon area and over the Tagues, it would be safe
 however to fly in the area north of the line from Lavrido to Poco do Bispo (between Cabo
 Ruivo and Lisbon) and from there until 3 kms south of the airport. Therefore no reason for
 holding up northbound operations today (23/10/43).

31/10/43 Capt. Rae and Radio Officer Payne. Capt. Rae awarded the OBE and Radio Officer Payne the IC53948 Press extracts; Modern
 MBE for gallantry whilst being attacked by enemy aircraft. Transport 6/11/43 p 7

15/11/43 Gothenburg (Torslanda) is now included as an optional stop for all types of aircraft when the Major Jones thro. Mr Colbeck
 weather is unsuitable for landing at Stockholm (bromma) or loads are not suitable.

06/11/43 British courier aircraft fired at by AA batteries. Aircraft was off its course and was fired at by AA batteries at Bofors yesterday evening 5/11. The aircraft resumed its correct course. Daily Digest 1,573; Swedish Bolest.

31/10/43 Move from Asmara to Almaza started. Landplane base at Almaza is making progress and the CIL8411 Regional Director Cairo
 move from Asmara has started. It will take a long time.

10/11/43 Poole-Foynes shuttle service. Departure to be ex Foynes 1600 GMT until further notice. CIL8381 Station Manager Foynes
 Loads to be at Foynes 2 hours before departure, ie 1400. Shuttle service for the winter
 months is to use two aircraft, one based at Foynes and the other at Poole.

15/10/43 Move to Almaza from Asmara. Overhaul of Ensigns will not be carried out in Asmara. It is CIL8463 Shell Co Asmara
 expected that BOAC will have moved all their workshops and equipment before Xmas. When
 the move has been completed there will only be about 30 BOAC personnel there.

- 01/11/43** Norwegian Lodestars. File contains complete history of the operation of the Norwegian Lodestars by BOAC. The agreement between UK and Norway was cancelled as from 16/10/43. Civil aircraft to be operated from Leuchars are:- BOAC 5 Mosquitos, 1 Dakota* and 1 Liberator or York*. Norwegians 5 Lodestars. *Maintenance elsewhere. Maximum of 60 return services per month by Swedish concession including BOAC and Norwegians. List of Personnel in Norwegian unit under BOAC Leuchars is on this file. **S R 760 Parts I and II, enc 47A (no date)**
- 15/11/43 Under a new agreement between BOAC and the Norwegians, the Norwegian service would be quite independant of BOAC but the latter would continue to provide the facade for the service. Meeting held at Leuchars.
- 19/03/43 Parcel post on Swedish service. 1 shilling 3 pence is a deterrent rate and has been justified because of the limited aircraft capacity available. Apart from mid-May to mid August there is enough capacity to spare and there would be no difficulty in accommodating 360 lbs or more per week. R1775/43 enc 9A Major Jones.
- 20/04/43 When parcel traffic is offered to the Continental Express Ltd London they will forward it to Stockholm as cargo. BOAC enc 15a (R1775/43?)
- 01/11/43** Extension of Bromma and Torslanda aerodromes. Runway at Bromma extended to 1600 yards by the end of October 1943. Capt. Moll landed with a Liberator on Oct. 29th at Save (Gothenburg) in mistake for Torslanda. Extension of Bromma should be complete by January 15th 1944. Pressure brought on Swedish Government to speed up extensions. Swedish Government agree to a special direct corridor for Liberators to and from Torslanda. Long list of passengers and urgent freight, withdrawal of Liberators following on long period of inactivity an unexpected calamity. Situation serious. **IC S 7343 AA Stockholm to AM (no date)**
- 04/10/43 Complaints on service to Addis Ababa. Inadequacy of present passenger services operated by BOAC in this area. Impossible to guarantee a passage. Passengers marooned at Asmara or Addis Ababa. Communication with Asab suffers from the same trouble of competition of through priorities, this is partly due to the loading of the Aden plane with priority freight. Present hold up in Aden/Asmara passenger traffic largely deprives value of provision of special cheap fares recently granted by BOAC to Aden civilians. Request for call at Assab, BOAC pilots prefer not to land there. **IC S 7367 MEAT Board; Military Administrator of Eritrea**

10/01/44 Cancellation of Khartoum-Asmara service. Unofficial. Traffic does not call for service or, if it does, the aircraft are wanted for some other service.	Mr Allen spoke by phone
10/01/44 The move to Almaza from Asmara for Ensigns took place about 3 weeks ago.	Mr Pound spoke by phone
22/01/44 Operation of Dakotas, Mosquitos and Liberators on service to Stockholm. During the moonlight period of each month the operations of Dakotas are suspended on account of risks of interception. Aerodrome surface conditions in Sweden will, from about a week hence, make it possible to operate Liberator III aircraft to Stockholm. Possibility of operating throughout the month (including moonlight period) with these aircraft. Route now used by Dakotas and which will, at least on moonless nights, be also used by Liberators is:- Leuchars - any point on Norway/Sweden frontier, - Yttermajung Radio Beacon and thence along corridor to Stockholm (Bromma). Note, riskd of interception on this route are discussed.	IC S 7420 Mr Finch (on file R S 1324)
19/02/44 Shannon (Rineanna)-London (Croydon). Schedule:- as required to coordinate with movements of BOAC and other flying boats at Shannon. Aircraft:- Douglas Dakota and Lockheed Hudson. Emergency airport Bristol (Whitchurch). Aircraft cabin windows must be obscured.	IC S 7715 Instruction for special flights ISF no 7 (provisional). OS Nav.
20/03/44 UK-Sweden Mosquitos only from 1/4/44 - 8/44. Three Mosquitos VI's to be delivered to BOAC about the 10th April 1944 and will probably be available for service about the 23rd April 1944. These aircraft are to replace the Liberators and Dakotas on the UK-Sweden service during the Summer solstice period April 1st to August when there is risk of enemy interception for the Liberators and Dakotas.	R S 1745 enc 20A BOAC
01/03/44 Shuttle service to Rineanna. Traffic handling is done by Aer Lingus Teoranta, technical services are provided by the Department of Industry and Commerce	IC55554 Ex. The Irish Times (no date)
22/03/44 Portuguese Government have recently been in the Island to study the question of an airfield and it is anticipated that this will be begun and finished in the near future. It is thought that a cocession will be granted for the maintenance of service between Lisbon and Madeira, Pan American Airways are interested.CIL8988	
01/05/44 Pembroke (Neyland Bay) began to be used by BOAC 30/4/44	IC S 8073 (no date)
16/06/44 Air service from Lisbon to Madrid.	IC56335 from Air Attache, Lisbon R S 1622
29/06/44 H.M. The Queen of the Netherlands has appointed Wing Cdr. R D Stewart RAFVR to be a Commander of the Order of Orange-Nassau with swords.	Flight

05/05/44 On April 26 the Joint Under Secretary of State for Air in answer to the question by Rear Admiral Sir Murray Sueter. "What sums of public money have been paid to, or expended on behalf of BOAC for each of the financial years 1940-41, 1941-42, 1942-43 and 1943-44?" gave the following figures as having been paid for those years"to meet difference between the cash expenditure and the revenue of BOAC" - £1,835,146, £1,729,286, £1,962,573, £1,200,686. Aeroplane p 490

05/05/44 Map of BOAC routes, 1944. Aeroplane, p500-501

16/03/44 Mr D H Handover, formerly of BOAC. The cost of operating a four-engined aircraft from London to New York, would today be in the neighbourhood of £2,500 and the maximum load on such a journey would be round about 3.5 tons. Flight, p 277

15/07/44 A new record (Foynes) Eire to New York, 18 hrs 16 mins. The previous record was 18 hrs 43 mins. American Aviation p 36

01/09/44 An air taxi flying company is being formed in Gothenburg, Sweden. News Analysis 968 (**no date**)

08/09/44 BOAC celebrated completion of 1,000 flights on the N. Atlantic Return Ferry. News Analysis no 970

30/06/44 A C Campbell Orde Asst. To Chairman of BOAC has returned to England after a visit to operational headquarters of Trans Canada Air Lines after discussing aviation plans which might effect both companies. International Aviation, p 4

01/10/44 BOAC wants use of TACA hangar situated at Belize airfield, British Honduras. BOAC's representatives were informed that TACA would be agreeable if BOAC would give in exchange an exact replica of the hangar, to be shipped in parts from the UK or elsewhere to \Puerto Barrios, Guatemala, for use by TACA for their operations here. IC8462 (**no date**)

19/10/44 Mr A B Royce, Chairman of the Air Lines Committee for US Policy said that after the War BOAC would probably pass out of the picture. Daily Mail; News Analysis no 1011

15/09/44 BOAC and the Misr Air Company have met to discuss plans for a new Anglo-Egyptian airline. IC S 8751

26/10/44 With effect from 1/11/44 Hurn will be brought into service as main UK Terminal for BOAC and KLM services. IC S 8797

11/11/44 BOAC has sent questionnaires to thousands of British firms to ascertain their post war transport requirements. News Analysis no 1034

05/12/44 Special flight Northolt-Leuchars-Stockholm. ETD 5/12/44. Aircraft G-AGJC York carrying Brigadier A C Critchley. COI; Evening News 7/12/44; IC57911

10/11/44 McCoy becomes Acting Technical Manager.	L0004/A/DA from London to Durban
27/11/44 With effect from 1st December following routes authorised for use of British civil aircraft (including KLM charter aircraft and SABENA) and applicable both landplanes (based Hurn) and flying boats (based Poole)	IC S 8958
06/12/44 Air Marshal Sir William Welsh, until recently head of the RAF Delegation in Washington, is to join BOAC.	News Analysis no 1059
06/02/45 Civil aircraft operative on routes listed below need no longer be camouflaged. Between Great Britain and Lisbon, Gibraltar, West Africa, Egypt, India, Eire, Canada, USA. Routes operating between all bases within the continent of Africa; Egypt and Turkey, Persia, India, Aden; Kenya and Madagascar; S. Africa and India; India, Ceylon and Australia. The civil fleet of aircraft operating wholly within Great Britain. This is only for camouflage and not nationality, registration and recognition markings.	IC S 9370
08/06/45 Commencement of UK-Sydney service.	Aeroplane