

BOAC SERVICES: MIDDLE EAST and RUSSIAN SERVICES

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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.

03/03/42	BOAC can operate direct service from Leuchars to Leningrad with Fortresses and or Liberator IIIs during Spring and Summer. Essential requirements 2 aerodromes and meteorological facilities. Russian authorities to be approached.	IC S 3021 from AM Whitehall to Moscow
19/02/42	A regular Liberator service between UK and Russia considered by Progress Meeting as unpracticable.	33rd Progress Meeting
26/03/42	Re proposed service to Russia - normally via S. Sweden. During short nights however rerouted via 65 degrees N and then via L. Ladoga. 2 aerodromes required.	IC S 3193 to 30 Miss. Moscow from AM Whitchurch
30/03/43	Asmara-Aden a possibility.	IC S 3177 to HQ ME from AM Whotehall
06/04/42	Weekly service Asmara-Aden using Flamingoes starting forthwith Asmara-Aden Tuesdays and back Wednesdays. Route via Kamarau Island.	IC S 4042 to AM Whitchurch from HQ RAF ME
12/03/42	Rybinsk or Yaroslave would be acceptable terminus. Aircraft and crews to be civil.	IC S 4406 to HQ 30 Mission from AM Whitchurch
07/04/42	Doshan Teppe too near mountains to be safe. Qualimorgi ample room for BOAC aircraft. Minrabad and Bashgah aerodromes constructing runways. Qualimorgi has direction finding station installed by RAF. (Discussion re choice of Tehran aerodromes).	IC S 4408 to Foreign Office from Tehran
06/04/42	We agree to Turkish air service to Beirut and they give reciprocal facilities to us to operate to Turkey.	S R749 to RAF ME from AM Whit.
13/04/42	RAF request monthly service by BOAC to Jedda. Ibn Saud to be approached for authorisation to start. Could start on flight by flight basis and later a regular service. BOAC ready to start in a month if no health regs.	R S 1061 Encl 1A from Min of State's Office to Jedda

17/04/42	Proposal of service to Jedda welcomed.	R S 1061 Encl 2A from FO to Min of State Cairo
16/04/42	Molotov had been approached re facilities East of Leningrad, once weekly service under review.	Progress Meeting
23/04/42	Asmara-Aden service is operating but is not yet on regular schedule and at present a decision to operate is taken week by week.	IC S 4217 Circular 167
30/04/42	South Arabian reserve route Ras al Hadd, Masira, Salalah. RAF are taking an interest in developing the route. Lockheeds to operate the route soon.	IC50970 from Burkett
23/04/42	Russians anxious to conclude an agreement re UK-Tehran-Russia service. FO had informed Russians no point in going further until a settlement regarding Tehran aerodromes had been reached. Russians apparently trying to stop BOAC services in Tehran. RAF anxious that BOAC should operate a monthly service to Jedda.	41st Progress Meeting
04/05/42	A fortnightly service to Jedda is expected to start 7/5 on the Asmara-Cairo-Aden service. Route will be Asmara-Jedda-Port Sudan-Luxor-Cairo.	IC50992 from Massey to Jones
05/05/42	Tehran-Habbaniya weekly shuttle, twice weekly Cairo-Karachi with "E" Class. Monthly service with "L" Class Asmara-Aden-Jiwani-Karachi.	IC S 4277 from RAF ME; from Newport
10/04/42	Details of services in ME for March. Asmara-Aden operating but it does not fall into "services" for March.	Letter from Galpin to Hildred
21/05/42	Russia suggested joint Anglo-Russian Company. Russia agreed to operation of direct service to Russia - we have offered reciprocal facilities. Possible use of Mark II Liberators on our service.	43rd Progress Meeting
24/05/42	Lloyd-Taylor reports projected increase in service Cairo-Karachi with Ensigns to start 3/5. Later a proposal that converted Wellingtons should operate between Egypt and Karachi. This would necessitate extra services in India to carry on loads from Karachi.	IC S 4476 from AHQ India
09/07/42	Possibility of service to Russia from Prestwick. Not to start however until Russians have proper aerodrome facilities.	46th Progress Meeting
24/07/42	Ensigns on Cairo-Karachi diverted temporarily to Lagos to convey 280 military personnel to ME (Asmara-Karachi also affected).	R S 1155 from BOAC to Jones
24/07/42	ME services. Asmara-Karachi operated with "L" Class.	IC S 4831 from Poland to Bird
06/08/42	Flamingoes in ME in service again.	48th Progress Meeting

28/07/42	Possibility of BOAC operating a service in the Bahrein area as may be able to purchase some DH89 for that purpose.	Post & Telegraph Censorship no 219
20/08/42	Ramenskoye 40 kilometres SE of Moscow has been suggested by Russians as aerodrome for Russian service. Only alternative = Yaroslavl (Tehran). May use Liberators B24Ds. Survey flight may be made by a Hudson.	49th Progress Meeting
08/09/42	Aerodromes are suitable, offered by Russians, namely Yaroslavl as alternative to Ramenskoye. Hudson impracticable, possibly a Liberator B24D. If latter lacked range, a Mark II Liberator would be used. Latter to be taken from Return Ferry Service. Mr Churchill advocates increase in mail carried to ME.	50th Progress Meeting
16/09/42	Re pension scheme for pilots, recommendation not to "sign" pending report from central board.	CIT3077 & 3076 from Sayward to BOAC Asmara and Montreal
01/10/42	A survey flight to Russia planned for 12/10/42	52nd Progress Meeting
22/10/42	Liberator I arrived 20/10 Festoon and Ramenskoye G-AGCD special flight.	IC S 5242 from TAC Prestwick to DOSI
29/10/42	BOAC by phone 6/11/42. Beyreut not on route, only fare stage. Ras al Hadd ditto. Asmara-Assab-Aden a proposal to replace Asmara-Kamaran-Aden. Port Sudan-Summit (in Sudan) is a shuttle service to transfer pilots which is operating occasionally.	IC S 5316 Circ. 193
27/10/42	The service UK-Russia will possibly start from Prestwick. Possible aerodromes in Russia Ramenskoye and Yaroslavl, etc, none practicable near Archangel.	IC S 5291 to AM Bristol from AM Whitchurch
29/10/42	GPO wished to send about 80 lbs of mail per week to Russia by air. AM259 (Liberator) made return survey flight to Ramenskoye, outward 21/10/42, return flight 28/10/42. A second flight to be operated soon. Russia wishes for reciprocal facilities in operating to UK (Prestwick).	53rd Progress Meeting
01/08/42	PAA offered a service in Saudi Arabia, offer refused however as BOAC supposed to be doing same. BOAC however lax about the affair.	CIL6286 from van Isselmuden
10/10/42	ME services weeks ending 10/10 and 17/10	IC52035 from BOAC
06/11/42	ME services for month of October	IC55378 from BOAC
24/11/42	2nd flight to Russia departed Prestwick 22/11, arrived Ramenskoye 23/11. Consol. Liberator AM259. Passengers 6 in all, DDOSI and 3 BOAC representatives and 2 Russians (BOAC's only Liberator).	COI and PA to DOSI

01/12/42	Return flight from Ramenskoye left there 27/11 and arrived Prestwick 28/11 with Collins, Sir Archibald Clarke-Kerr (British Ambassador to Russia), Knowles and Abell. Robertson left behind to be resident engineer at Ramenskoye.	PA to DOSI
26/11/42	Re service to Russia, the Russians had provided the minimum radio facilities for which we asked. A draft agreement proposed (see agreement folder). 3 aircraft would be necessary for a weekly service as they would have to return to Canada for overhaul. Liberator I suitable. Possible swap with TCA between Liberators I and II.	55th Progress meeting
06/11/42	Possible Russian route to be Prestwick-Stornoway-Yaroslavl-Ramenskoye. We have asked for aerodrome facilities at Archangel so as to deviate on our route when shorter nights arrive. No facilities forthcoming however at present. Ramenskoye = 30 miles from Moscow, fine runway but no heating in hangars. Liberator I to be used, cruising speed 20,000. Two or three aircraft needed for service.	IC S 5426 from Campbell Orde
22/12/42	UK-Moscow service is intended to be once weekly each way for carriage of diplomatic bags, P.O. Mail and Government priority passengers and cargo. Accommodation for 12 seats.	Circular 205
09/01/43	Liberator I left Ramenskoye 10/1 and arrived Prestwick 1`1/1 with 13 passengers.	IC S 5750 to AM Kingsway from TAC Prestwick
31/12/42	AM259 and AM260 earmarked for Russian service. Other Russian aerodromes under discussion (Yaroslavl).	57th Progress meeting
14/01/43	AM259 slightly damaged at Ramenskoye when taking off for Prestwick. Russian crews brought back here to fly Albemarle to Russia.	58th Progress meeting
25/01/43	AM259 left Prestwick 24/1 and arrived Ramenskoye 25/1 = beginning of 4th flight to Russia. 2 Russians and mail carried.	PA to DOSI & Movement reports 24/25/1/43
01/02/43	4th flight returned 27/28th January - 13 passengers carried.	PA to DOSI
28/12/42	Provisional plan to run Russian service once weekly with 2 Liberators.	IC S 5842 notes of meeting in AMSO's room
18/02/43	Number of flights Cairo- W Desert, Jan-May 1942 =347. Passenger/Ton/Miles 82,853.	COI and PA to DOSI
03/01/43	Middle East stats. 15/11/42 - 3/1/43 weight of passengers and mail	IC52353 & RAF Movements IV

18/02/43	AL259 departed Preswick for Russia 17/2 - 5th flight and arrived Ramenskoye 18/2.	IC S 5961 Movement reports 18 1nd 19/2/43
12/02/43	"Egeria" (G-ADSS) to be used on Cairo-Karachi service! and other routes.	Aeroplane
21/02/43	AM259 departed Ramenskoye 21/2 and arrived Prestwick 22/2.	Movement reports
04/02/43	Radio D/F station at Yaroslavl erected but not yet tested.	59th Progress meeting
25/02/43	BOAC may make refuelling stops at Robertsfield. (Liberia)	60th Progress meeting
25/02/43	Summer route to Russia to be discussed by the Planning Committee.	60th Progress meeting
08/03/43	M.E. Services for February 1943	IC52573 from ADOCA from BOAC to Burkett
24/02/43	Suggestion to cancel Hadramaut service - another proposal to increase its frequency. Considered to be important route worth making sacrifices for.	CIL7356 from RDIB to RDNE
18/03/43	Owing to withdrawal of 2 RAF Hudson VI local services Cairo-Port Sudan cancelled.	IC S 6088 to AM Bristol from AM Whitchurch
09/03/43	The decision to make Cairo-Well. Service a military one has not yet been put into effect	IC S 6076 from BOAC; IC52743 to Burkett from BOAC 9/4
15/03/43	During Summer N. Route to Russia unsafe, unsuitable D/F at Archangel therefore route UK- Tehran better, 3 days. 2 aircraft would be allocated.	IC S 6067 5th Planning Committee
30/03/43	Summer Russian service to be via N Africa (probably 5 Liberators to be returned). The service to be operated with Liberators or Ensigns. Ensigns, possibility of using them on once weekly Russian service via Tehran.	IC S 6148 from DG & DOCA 2/4
29/03/43	Summer Russian service via N Africa and entry into Russia between Rostov and Tuopse.	6th Planning Committee
16/03/43	We are trying, with little success, to obtain permission to land in Sweden en route to Russia.	R S 1219 from FO to AM
09/04/43	M.E. Services for March 1943	IC52761 from BOAC
26/02/43	Re possibility of stopping Addis Ababa service owing to deteriorating condition of aerodrome there.	IC S 6163 to FO from Min of State, Cairo
12/04/43	Liberator III to continue via N Africa until it can be extended to Russia.	7th Planning Committee
16/04/43	USSR agree to S route in Summer and will agree to use of aerodromes at Astrakhan, Kuibyshev for refuelling. Gorky Vologda and Yaroslavl for emergency. Route = SW corner of Lake Urumiah-Astrakhan-Kuibyshev-Ramenskoye. This route agreed by Russia as soon as we're ready.	IC S 6220 from AM Whitchurch to AM Bristol on RS1222

08/04/43	Re extension of service UK-Stockholm to Russia. Also re dwindling Swedish supplies of fuel for aircraft.	R S R848 from AC Admin
28/03/43	Tedder thinks USA will not object to BOAC operating via N Africa to Russia. Possibly Russia will wish for reciprocal facilities which may be tricky. Re Ensigns, Tedder thinks base them on UK and operate to Gibraltar or Fez and let RAF operate from Gib. to Cairo. UK-Cairo only to be dropped because we have refused USA permission to operate N African coast.	R S 1222 to AM Whitchurch from HQ Mediterranean Air Command
12/03/43	Discussions re possible Summer routes to Russia. Flights on existing route to stop early April till September. That instead route to be Lyneham-Cairo-Tehran-Ramenskoye.	R S 1222 Meeting re route to Russia
20/04/43	Discussions re route to Russia during Summer months. Route to be Lyneham-Algiers (Maison Blanche)-Cairo-Habbaniya-Astrakhan-Kuibyshev-Ramenskoye.	IC S 6234 minutes of meeting; IC S 6220 to AM Bristol from AM Whitchurch
04/05/43	Russians agreed to service along N Africa to Russia but want reciprocal facilities. Query re Russian landing in Palestine. Any facilities granted to Russians would be for war period only.	IC S 6277 to Palestine from S of S Colonies
15/04/43	BOAC aircraft arriving and departing during March 1943 at Khartoum.	IC52867 to AM from Khartoum
03/05/43	First Russian service via Summer route to go Lyneham-Algiers (aerodrome unknown, M B 27/5/43)-Cairo-Habbaniya-Ramenskoye with a Liberator I. When Liberator III used, Gibraltar and Kuibyshev to be used and (El Adem on homeward journey). Round trip by Liberator I = 8 days and by Liberator III 10 days. Liberator I accepted for this service. Possibility of employing Wellingtons on Cairo-Karachi service up to 2 more services per week.	8th Planning committee
18/05/43	Western Desert frequency reduced from 2 daily to once daily from 17/5 due to unexpected breakdowns; for same reason start of Asmara-Karachi service is postponed.	IC52926 from ADOCA
11/05/43	Postmaster of Calcutta 5/4/43:-"It is intimated that in addition to the monthly air service to Aden, despatched by special weekly air service will be made of 1st class mails".	R S 1420 from Wimbush to DOCA

03/05/43	Route to Russia:- Lyneham-Algiers (Maison Blanche)-Cairo West- Rafa-Zerke-Habbaniya (for refuelling only)-Lake Urmia-Astrakhan-Kuibyshev-Ramenskoye. This was decided at a meeting 20/4/43. Normal landings en route will be made only at Algiers, Cairo and Habbaniya. Landings at Gibraltar will be made in emergency.	R S 1222 from CA1 H. Of F.
29/05/43	Cairo-W Desert service to cease 6/6. On 13/6 a weekly Lockheed service will start Asmara-Karachi via Hadramant.	IC52981 from Handover and ADOCA (29/5), 9th Planning committee 24/5/43
01/06/43	Report on 8th return service UK-Russia via Northern route.	R S 1369 report on 8th trip USSR no date
01/03/43	Re support given 8th Army's advance by Cairo-W Desert service.	QEA Gazette
17/06/43	BOAC prepared to send a Liberator III through to Ramenskoye. Possible Liberator III would start UK 20/6. Liberator AM262 is to be returned to Transport Command. A Dakota may take spares for Liberator III to Ramenskoye. Dakota may land at Astrakhan, this would be a trial flight too for Dakota.	IC S 6440 from DDOSI
21/06/43	Liberator III to use Liberator I route to Cairo to meet the Liberator I which will shuttle between Ramenskoye and Cairo. This is a new route UK-Russia.	OS Nav
26/05/43	Possibility of Liberator III on Southern route to Russia to be examined (even on through Winter)	Transport Integration Policy Committee
25/06/43	Re route to Russia recommends retention of Liberator I in view of limitation ceiling in Liberator III. High operations possibly necessary during Winter for Habbaniya to Caspian.	IC S 6516 to Massey from Sorsbie
26/06/43	Corridors of entry into Russia via Southern Summer route.	IC S 6497 to AM Bristol from Prestwick
22/06/43	Jerba Island (N Africa) being surveyed for possible use by "C" Class and RAF flying boats also might be used for delivery of Sunderlands to Durban.	IC S 6517 from 216 Group
22/06/43	Dakota to take Liberator III spares to Moscow from UK. Normal routes to be either via Habbaniya or Tehran and Kuibyshev.	Planning Committee

- 10/06/43 Code words on Russian service. "Sealyham" = British service to Russia, southbound flight. "Festoon" = British service to Russia, northbound flight. "Goodwill" = Russian service to UK, northbound flight. "Medos" = Russian service to UK, southbound flight. Complete report of Mr Colbeck's flight to Russia and map of route taken. The route flown to Russia has proved unsuitable, but the Russians, prior to the first flight would not permit the use of any other route. Now, however, the Russians have granted another route:- Tehran-Pahlevi-Salyani-Astrakhan-Kuibyshev. Captain Sorsbie said that this would be alright for summer operation. Captain Whitehead said that a further alternative had been asked for in which BOAC would be free to fly from Pahlevi to either Tehran or Habbaniya. No objection to this proposal by the Russians is anticipated. Liberator III aircraft to be used on this route to Moscow. It is agreed that Kuibyshev will be regularly used by Liberator III and Dakotas and in emergency by Liberator I. Mr Colbeck's report on flight to Russia copy no 8
- 19/07/43 UK-Russia service. Equipment for Winter service. ATC want to take over the Liberator I for Atlantic operations. Northern route being shorter is preferable to the southern route. Northern route will be less likely to be interfered with by the enemy than last Winter. Northern route could be operated with Dakotas, if this was not possible it was doubtful if a Liberator I could be provided. Political aspect of landings in Sweden en route to Russia to be looked into. Planning Committee, 11th meeting; S R848 enc 66A

- 02/07/43 South Arabian section. Arrangements not yet completed for BOAC to take over staging posts on South Arabian section. Baghdad Airport. Proposed use by BOAC of Baghdad West airport instead of Habbaniya. Suggested agreement with the Iraqi Government, no agreement in force at present. Asmara-Karachi service. Request for increased services to Addis Ababa. Quicker connection to be made from Cairo to India via Asmara and the Hadramaut, speeding up of the India service by retiming the Hadramaut service rather than altering the Addis Ababa schedule. Addis Ababa-Jibuti service. Not a serious proposition, special reference to the aircraft which the Ethiopian Government propose to employ. Airfield requirements in Ethiopia. Provision should be made for the maintenance of grounds necessary for a main North-South route from Asmara via Addis Ababa to Nairobi and for an East-West route from Khartoum through Addis Ababa to Aden. Names of suggested landing grounds on these routes stated. IC S 6616 2nd meeting of M.E. Air Transport Board
- 23/07/43 Pilots on route to Moscow. Pilots on this route are: Captains O P Jones, W G Pudney, W Armstrong and R B Whitehead. Aeroplane
- 23/07/43 Sealyham route to Moscow. Agreed that Kuibyshev is not in future to be regularly used by Liberators. It would, however, normally be used by southbound Liberator III. Suggested alternative aerodrome south of Astrakhan, eg Baku. Sealyham route could be operated during the Summer months with Liberator III. Nevertheless the use of Liberator Is even during the Summer would give greater flexibility of operation should any of the intermediate aerodromes become unserviceable. Dakotas should be able to operate the Sealyham route in Winter with a greater frequency than the Liberator III. Trial flights to be made with this aircraft. Festoon route. This route is over 4000 miles shorter than the Sealyham route and could be reopened as soon as there was sufficient darkness cover available, viz, middle of September. Leuchars-Bromma-Ramenskoye. Mr Massey to work out the payload with Liberator Is and IIIs. It is not considered that the risk of this service should be accepted even if a refuelling stop was made at Wick. Minutes of meeting at AM to discuss Sealyham flights
- 23/07/43 Call at Stockholm on route to Moscow. Possibility of operating the northabout route to Moscow with Dakotas. This will depend on being able to make a halt at Stockholm for refuelling, difficulty is shortage of fuel in Sweden. S R848 enc 62A Major Jones

- 24/07/43 If the northabout route is decided upon at least one and probably two long distance aircraft will be needed. As BOAC may not have access to Mark I Liberators they may be driven to do what was done last year, ie run a series of experimental flights with a Mark I temporarily diverted from the Atlantic and swinging across Prestwick first to Montreal and the to Ramenskoye. enc 63A Hildred
- 16/08/43 Secretary General of the Swedish Ministry of Foreign Affairs is reported to have stated that it would be preferable to give priority to a Soviet air service between Moscow and Stockholm over BOAC, the Swedes fear that if they allow BOAC the call the Russians would have less incentive to allow the Swedes to fly a Swedish service parallel to a Soviet Moscow-Stockholm service. Attempt to be made to get the Russians to start a Stockholm-Moscow service to relieve BOAC of carrying supplies from Sweden by air. BOAC have not enough aircraft to operate both the North and South route. enc 69A Maclean to Major Jones
- 18/08/43 Swedish Government to invite Soviet Government to operate courier air traffic to Sweden and urge reciprocal facilities for a Swedish line to Moscow as soon as aircraft are available. enc 71A Stockholm to FO
- 25/08/43 BOAC are at the moment urging the Swedes to agree to a wider corridor. The matter of the call at Stockholm on the Russian service is to rest for the present. enc 74A Major Jones
- 21/08/43 Swedish service to Moscow not feasible until the Germans are back to the Estonian frontier, unless Swedes were given C54As enc 75A Washington to FO
- 04/08/43 BOAC to open new international air routes, first of them Britain to Moscow by way of Cairo. Service to be at least weekly, scheduled to take 3.5 days including 24 hours stay in Cairo. Route:- North Africa-Cairo-Habbaniya-Pahlevi-Astrakhan and Kuibyshev. SBAC Pess Summary no 203
- 10/08/43 UK-Cairo-Moscow. Commencement of 5K/6K service during June 1943, delay caused by the Russians demanding full particulars of the freight aboard which they had never required before, further delay in obtaining permission to go to Moscow. Aeroflot are later to operate the same frequency as BOAC CIL8013 BOAC Regional Director, Cairo

- 31/08/43 UK-Russia service. BOAC ready to send a Liberator III on the southabout route as soon as the agreement is signed. Difficulties in operating this route during the winter (from Oct. 15th) when BOAC would be ready to start the northabout route with two Liberator Is. The Russians might be persuaded to operate from Moscow to Sweden on the same basis as the link service to Tahrn thus limiting our liability to UK-Sweden. Liberator IIIs for the southabout route are at present being used on North African route to Cairo. Planning committee, 12th meeting
- 23/09/43 UK-Russia service. All attempts to persuade the Russians to sign the agreement have so far been unsuccessful and in consequence the service remains suspended, meanwhile the Liberator IIIs continue to operate to Cairo. Provision being made for one aircraft to be always available for a flight to Russia should the "all clear" be given. The southabout route will be unsuitable for operation after Oct. 15th but it is not possible to start the northabout (direct) route with Liberator Is until the agreements are signed. The AM258 crash will not affect the availability of two Liberator Is for the Russian service. Joint Air Transport Planning Committee, 13th meeting
- 12/10/43 Augmented mail services to Middle East using Sunderlands. To accommodate a large increase in mail loads to the forces in the M.E. During the Xmas period, the AOC Mediterranean Air Command has agreed that for a period of 5 weeks starting 28/10/43 Sunderland flying boats operated by BOAC may be routed through the Mediterranean via Djerba. To operate as many services as possible, up to six a week. Route will be Poole-Shannon-Lisbon-Gibraltar-Djerba (where BOAC yacht "Imperia" is positioned for the purpose) and thence to Cairo. The stages Poole-Shannon and Shannon-Lisbon are adequately for by existing civil flight organisation and would not, in any case, since they involve contact with neutrals, be appropriate to RAF control. For the stages Lisbon-Gibraltar-Djerba-Cairo the organisational resources of RAFTC should control these flights, suggestion that RAF control should be applicable as soon as the aircraft leaves Lisbon southbound, or immediately before arrival at Lisbon northbound. Aircraft to fly the shortest distance compatible with safety on the stage Djerba-Cairo. IC S 6947 DGCA to Transport Command
- 06/03/43 Swedish attitude to the Russian service. Suggestion from Florman, Larson and Norlin that the Swedes should operate from Stockholm to Russia both on their behalf and ours. IC S 6035 J H Riddock notes on Swede's visit

31/08/43 Russian service. Only one movement during the month on Aug 4th. British Military Mission IC53810 Station Report BOAC officers returning to the UK have been forced to travel to Tehran on the once weekly Moscow
 Russian service. Moscow Central Airport would not be suitable for regular Liberator operations as it is surrounded by industrial obstructions and is heavily gun defended and all foreign aircraft inward and outward have to carry a Russian Navigator and Radio operator. A free baggage allowance of 21 kgs is permitted, but there is no limit to the excess baggage due no doubt to the absence of a load sheet. DC3s and unmodified C47 lease lend transports are used, Russian Air Force officers form the crew, there is a nightstop at Baku. The possibility of an early agreement re British service to Russia appears remote. Lack of co-operation and tolerance by the Russian FO, close liaison and general assistance from officials of Aeroflot. Russians wish to confine Soviet air to exclusive Soviet use. Air Marshall Sir John Babbington (Head of British Air Mission) will probably be returning to the UK on our next aircraft or by Russian aircraft to Tehran. Diplomatic Corps returned to Moscow from Kuibyshev by special train on Aug 22nd. The American Ambassador has acquired a naval C47 with naval crew for his own personal use.

19/10/43 Service to the Middle East using Sunderlands. Commencing about Oct 23rd BOAC IC S 6976 BOAC to AM Nav 268; Sunderlands will operate on route Poole-Shannon-Lisbon-Gibraltar-Djerba-Cairo. Service CIT 3812 NZ290 49 19; will operate over a five weeks period and at frequency up to six per week in each C1552/O/LO; CIT3804 NZ258 direction. Aircraft will be ER, ET, EU, EV, EW, HV, HW, HX, HZ, IA and IB (G-AGER, GET- 109 1) IC53880 ADOCA W, G-AGHV-GHX, GHZ, G-AGIA-B). UK-Cairo depart Poole 1430, depart Shannon, last light. 22/10/43
 Third day depart Lisbon before dawn, arrive Gibraltar at sunrise, depart Gibraltar for Djerba at sunrise plus one hour, depart Djerba one hour after arrival, 4th day arrive Cairo after dark. Cairo-UK 5th day depart Cairo after dark, arrive Djerba at sunrise 6th day. Depart Djerba for Gibraltar at sunrise plus one hour, depart Gibraltar for Lisbon an hour after arrival to reach Lisbon after dark, 7th day depart Lisbon by night to arrive Foynes at sunrise on 8th day. Aircraft will proceed Lisbon-Gibraltar via point 5 miles SW of Cape St Vincent. 1) BOAC reckon that they can operate 4 services per week, 20 services over the five weeks. Total payloads 22,000 lbs.

- 01/10/43** Fuel supply for Djerba from Tripoli cannot be sent up by schooner in winter due to weather unless supply beyond 60,000 gallons are laid down now it must be sent by road involving motor transport from RAF resources. Date of starting and frequency of Sunderland service are essential, this apart North Atlantic Sunderlands. CIT3806 NZZ 57 80 17 BOAC C1533; CIT3804 NZZ 58 109,17,2219
- 04/10/43 Proposal to use Pisida. Examination of the area used by the Italians at Pisidia which is just this side of the Italo-French frontier of Tripolitania. Sorsbie is hopeful that it may prove to be suitable and thus enable flying boats to transit the Mediterranean in BOAC colours. Tedder may raise objections and Maxwell regards the proposal as a waste of time. R S 1586 enc 1A ex. From letter North to DGCA
- 13/10/43 Sunderlands ET and EV (**G-AGET, G-AGEV**) on special flights to Djarba, Cairo, Karachi 11 and 12/10. Special flights unconnected with any projected services of BOAC carrying important passengers. Proposed route Poole-Gibraltar-Djerba-Cairo-Bahrein-Karachi. ET Cairo 13/10 and EV at Gibraltar 13/10. Transport Command to be responsible for routeing and briefing through the Medoterranean. These aircraft are to return to the UK carrying important passengers. Flight to Karachi to convey Lord Wavell and staff from Poole to Karachi, ex Viceroy of India and staff to return to UK on the return flight. 1) Arrived Karachi 17/10 (ET and EV). 2) ET and EV returned from Cairo 23/10 departed Djerba 24/10, departed Gibraltar 24/10 returned owing to weather UK. Movement report; CO2 14/10/43; IC86922 Burkett 5/10/43; 10 Movement rep. 17 and 18/10/43; CIT3812 NZZ90 49 19 1620 C1; 2) Movement rep 24-25/10/43 552/O/LO
- 25/10/43 Additional Lodestar service Cairo-Asmara. It is proposed to effect certain alterations as from Nov. 1st, one alteration is an additional Lodestar service once fortnightly Cair0-Asmara. Reasons for this are that when the "E" Class (**Ensigns**) are transferred from Trans Africa to Cairo/Tripoli and cease operating Khartoum/Asmara this important feeder to the Asmara/Karachi service will disappear. In addition, load from Cairo for the Asmara/Karachi service can only be provided on the present Cairo/Aden, Cairo/Asmara and Cairo/Addis Ababa services at the expense of load for these stations. IC53932 BOAC to Major Jones
- 23/10/43 Xmas mail service to Djerba. Route for Sunderlands is Gibraltar-Cape Tenez and follow coast not more than 5 miles from shore except to avoid gun defended areas and inner artillery zones to Djerba and thence by reinforcement route B to Cairo. IC S 6995 NZZ 78 92 24 1415A NAV 274

07/11/43	Proposed Lodestar service Cairo-Habbaniya. BOAC now state that this service will not be operated. Service was shown in letter dated 25/10/43 from BOAC.	IC53969 Major Jones
01/11/43	Article on the mystery of the Russian service. Suggestion that BOAC should be franker about it.	Aeronautics, vol 9 no 4 Nov 1943
28/11/43	Alternative route between Aden and Karachi. Two alternative routes are a). Aden-Riyan-Salalah-Masirah-Jiwani-Karachi and b). Aden-Riyan-Salalah- Ras al Had-Karachi. Total for a) 1,755 statute miles, b) 1,745 statute miles. B) offers more even stage distances and a shorter limiting stage. Applying the Brabazon Types II and V to a) route the payload would be about 9,000 lb and 1,700 lb respectively. On route b) these payloads would fall to 8,000 lb and 1,400 lb. Masirah as a refuelling stop has economic advantages and its acquisition as a British possession is worthy of serious consideration, if the price is reasonable. (the first Brabazon Committee report was published in Aug 1943)	IC S 7164 DDOSI to CO2
25/10/43	Italians in Asmara, delay in delivery of BOAC mails. Rumour that about 40 Italians working for BOAC in Asmara are to be sent to England for BA. Letter states that there is a delay in the delivery of BOAC mails.	CIL8468 A E Dawe of BOAC to Mrs Dawe.
30/11/43	<u>Extension of Dakota Algiers and Sunderland Djerba services to Karachi.</u> C.C. Commissions already granted on service to Algiers. Proposed to extend these services to Karachi (India), the Dakota service to be extended to Cairo and on an ad hoc basis to India. Regarding the Sunderlands more load being put into Cairo than could be carried on, suggestion that, at the outset, two services should be operated through to India. If all went on to Karachi, loads for M.E. would be considerably reduced. Possible frequency with six Sunderlands would be four, up to six, weekly. Agreed that when facilities are ready all Sunderlands should fly through to India at max. frequency without prejudice to the S23 services. Shortage of staff in India, 300 personnel required immediately for the Kasfareet and India projects. <u>Dakotas to Lyautey.</u> Suggestion that Dakotas should operate alongside Sunderlands to Gibraltar (or preferably Lyautey) to provide loads for excess capacity of the flying boats on the Mediterranean sector. May be Transport Command or BOAC. On a basis of four Sunderlands per week it would need two Dakotas a week to Gibraltar to carry these loads. <u>KLM.</u> When KLM receive their three Dakotas they could carry the above mentioned loads to Gibraltar. Lyautey in prospect in lieu of Gibraltar but Lyautey might	Planning Committee, 14th meeting
02/12/43	Alterations to M.E. Services operated by Lodestar aircraft as from 1/12/43 are at the request of the M.E.A.T Board.	IC54868 BOAC

- 20/12/43 Extension of Aden services to Jibuti. Decision awaited by M.E.A.T. Board on suggestion by British Consul Jibuti for extension of Aden service to Jibuti. IC S 7329 AM to HQ RAF ME
- 21/12/43 Sunderlands hitherto operated via Foynes and Lisbon are about to be militarised to enable them to operate through "infected" Mediterranean area carrying loads from UK to Middle East. Ultimately, all Sunderlands will be based on Egypt for operation between Cairo and India. Militarised service between UK and Egypt will start on or about 25/12/43 from which date boats cannot any longer call at Lisbon or Foynes since they will operate in military guise and in RAF uniform. As flying boat activities at Lisbon will be reduced, the Portuguese authorities should be given some explanation. Suggestion that they are told that future policy is to base Sunderland flying boats on Egypt for operation between Cairo and India and that as a first step they will be routed as from 25/12 non stop from UK to Gib en route to Cairo. Loss of payload to and from Lisbon will be made up by Dakota services to be operated by BOAC in addition to existing KLM services. BOAC are receiving 2 Dakotas for this purpose one of which should be ready early in January. IC S 7344 AM Whitehall to AA (Air Attache?) Lisbon and IC S 7345 Major Jones
- 21/12/43 Militarised Sunderland service to Cairo and Karachi. Militarised operation between UK and ME to start on or about 25/12/43 from which date service will be extended to Karachi, frequency three weekly. IC S 7333 AM to HQ RAF ME New Delhi; IC S 7345 Major Jones

- 21/12/43 Sunderland excess load Gibraltar to Cairo. Sunderlands will have excess capacity from Gibraltar to Cairo for about 2,200 lb each flight. 14th Planning Committee agreed that these loads should be delivered to Gibraltar by landplane either by BOAC or Transport Command. TC could carry the loads by Albemarle. It is suggested that BOAC take these loads to Gibraltar by Dakotas on the existing twice weekly Gibraltar service. No attempt to make connections between landplanes and Sunderlands at Gibraltar, it is suggested that a "dump" of dead load should be created at Gibraltar by a constant flow from the UK. Matter to be discussed with Transport Command with a view to arranging for the excess loads to be fed into Gibraltar as soon as the Sunderlands start the militarised operations. Suggested withdrawal of the Asmara-Karachi service. Reply by 216 Group, Transport Command, Cairo to proposal to withdraw the Asmara-Karachi service, they hope it will be possible to keep this service operating. Small loads and request for priority people to route more traffic via Hadramut, shipping is impossible. Indian Region is mainly concerned politically. IC S 7345 Major Jones
- 10/01/44 Cairo-Aden call at Djibouti. AOC Aden has arranged for weekly service operated by his aircraft between Aden and Hargeisa (British Somaliland) landing at Djibouti but thinks this service should be operated by BOAC. Second weekly service Cairo-Aden is necessary in view of commitments on this route arising from operation squadrons based at Aden. Request to BOAC to plan additional service to Aden to land at Djibouti instead of Kamaran. IC S 7436 HQ RAF ME to AM
- 14/01/44 Request for confirmation of whether additional weekly Aden service will call at Djibouti. AM agree with AOC Aden that connection should be provided by BOAC if possible. IC S 7483 AM to HQ RAF ME
- 17/01/44 BOAC are exploring operational feasibility for additional service to be routed via Djibouti, question to be considered by next MEAT Board. Is there a great advantage in a landing at Djibouti which will probably entail maintaining staff there? IC S 7506 ME to AM
- 17/01/44 Suggested increase in frequency on Sunderland service to Karachi (militarised). More Sunderlands coming along and the frequency to become four times weekly. 15th Planning committee

- 17/01/44 Loads to fill Sunderland excess capacity at Gib.. Now carried on UK-Gib Dakota service. 15th Planning committee
 Question of sending these loads by sea to Gib and saving the Dakota capacity discussed.
 Suggestion that when Kasfareet is ready the Sunderlands might be turned round at
 Gibraltar and fed there by loads delivered by sea
- 11/01/44 Middle East meeting with US authorities put forward following proposals:- a0 Withdraw BOAC cable
 two "C" Class from Cairo-Karachi and run shuttle Kisumu-Khartoum, or if possible to Cairo
 and increase Congo to once weekly. B0 Carry on with LO319 (?) secondly unchanged. c)
 216 Group can run service Trans African Tjilatjap cover the period of requisitioning "E"
 Class aircraft. d) Withdraw remaining "C" Class from Cairo-India after "E" Class reliability
 established. Temporary suspension of Congo service would enable shuttle service to start
 immediately. "E" Class aircraft have proved unreliable.
- 14/01/44 Agree to proposed additional weekly service Cairo-Aden. BOAC cable LO406/N/CI
 27/01/44 200 Italians (Mechanics) to be employed at Almaza or Kasfareet. When BOAC remove
 from Asmara to Almaza they wish to transfer some 200 Italian mechanics to be employed
 at Almaza or Kasfareet. This would save personnel being drawn from RAF sources.
 Egyptian authorities have so far refused facilities. Preference for Kasfareet rather than
 Almaza by BOAC. Egyptian authorities might have less objection to this. IC S 7644 FO to Cairo
- 10/02/44 Extension of Aden service to Djibouti. As soon as BOAC have Lodestar flying hours BOAC cable LO406/N/CI
 available (expected in near future) one of the two BOAC weekly services to Aden should
 continue to Djibouti. Financial approval issued by HQ RAFME. Discussion re extension of
 this service to connect with Addis Ababa, decision to ask Addis Ababa and Aden for
 estimate of traffic requirements. Maxwell states BOAC are not prepared to extend
 operations in Ethiopia and are unwilling to continue present service to Asmara owing to
 lack of navigational and emergency landing facilities. BOAC are concerned with
 continuous maintenance of Addis Ababa airfield and the provision of satellite airfields at
 Meggjo and Dessie. Lack of facilities prevent operations to Hargeisa. IC S 7676 HQ RAF ME to Air
 Ministry

08/02/44	Reorganisation of M.E. Services as from 14/2/44. To enable BOAC to meet urgent requirements for carriage of RAF trainees from South Africa to Cairo it is proposed to make the following alterations as from 14/2/44:- a) Cancel the twice weekly S23 flying boat service between Cairo and Karachi (15E/16E), this does not affect the Cairo-Calcutta service. b) Add once weekly flying boat service between Cairo and Kisumu. c) Increase frequency of Congo flying boat service to once weekly (IT/2T). d) Provide additional once weekly Dakota service Cairo-Accra (9T/10T). e) Later to supplement Cairo-Karachi service by Ensigns on transfer from Trans-African route. Transfer will be completed in about four weeks. Meantime Ensign capacity will cease to be available for Trans-African loads as from 10/2/44 from which date they will concentrate on removal of their own spares and equipment (23T/24T).	IC S 7685 Cypher messages AM to 114 Wing Accra
08/02/44	Proposed extension of one or more of the Ensign services to Calcutta. It is presumed that there would be sufficient loads to justify extending landplane service via Delhi.	AM to Air Civil New Delhi
07/02/44	Cairo-Kisumu in place of Cairo-Calcutta. When Sunderlands frequency increased UK-India, "C" Class will terminate at Cairo and operate Cairo-Kisumu shuttle in place of Cairo-Calcutta.	BOAC Cypher message LO393/O/DA and LO253/O/KC
05/02/44	No objection to substitution of weekly Cairo-Karachi for Cairo-Kisumu shuttle.	BOAC Cypher message DA25/O/LO
07/02/44	"C" Class are to be withdrawn from the Cairo-Calcutta sector in the near future. These aircraft will be confined to the African route with an approximate frequency of 2 per week Cairo-Durban and 4 per week Cairo-Kisumu. All landplane operations are increasing by approximately 12%.	CIL8868 BOAC Cairo
14/02/44	Alteration of services February 1944. Details of alterations of various services from and to Cairo and Karachi, Lagos, Kisumu, Takoradi and Calcutta. Dates given of changes consequent upon the withdrawal of the "E" Class from Trans-African and the "C" Class shuttle (15E) from Cairo-India.	CIL8875 Comm. Galpin BOAC Cairo to North
04/03/44	Additional weekly service Cairo-Takoradi with Dakotas. 114 Wing want to know when this additional service will start. Load situation is satisfactory. Possible interruption of flow of Refors Dakotas, if this coincides with return of freight input from America, they will fall in arrears.	IC S 7792 114 Wing to AM Whitehall

10/08/44	Cairo-Nairobi Lodestar service. Re the decision taken at the meeting of the Joint Air Transport Planning Committee on 2/3/44, a four times weekly service between Cairo and Nairobi will be introduced from 13th March 1944. It will operate on Mons, Weds, Fris and Sats ex Cairo and on Mons, Tues, Thurs and Sats ex Nairobi. The once weekly Cairo-Khartoum and twice weekly Khartoum/Nairobi services will be cancelled from the same date. In addition, the once weekly Lodestar service from Cairo to Karachi, via the Persian Gulf, has been discontinued and the last service operated ex Karachi on March 5th.	IC55638 BOAC
07/03/44	Cairo-Adana service suggestion to use Dakotas. Suggestion that Dakotas are put on this service and that the Lockheeds are utilised elsewhere, but as this would further decrease the load factor M.E.R.C.A.D. Would not sponsor this suggestion. Traffic activities at Cairo during February, 250,000 kgs was handled, this covers 1250 passengers. Services departing was 138 (88 landplanes and 55 flying boats, 120 services arrived). Load factors for departure was approximately 90%.	CIL 8968 BOAC
20/04/44	UK-Karachi service. Suggested extension of service to Calcutta twice weekly.	LO263/T/AZ BOAC
02/05/44	Sunderlands began use of Kasfareet base on 24/4/44.	BOAC (telephone)
02/08/44	No progress so far in securing Lyautey for BOAC.	JATCP 16th meeting; IC S 7778
25/04/44	Two Sunderland services a week to Calcutta and two to Karachi (Proposed). The withdrawal of Boeings from Lagos service would enable two Dakotas to be transferred from the Trans-Africa route for other work.	IC S 8023 JATPC 17th meeting
01/05/44	BOAC and DLH may land on Turkish soil, permission to do so having to be obtained beforehand for each individual flight	AA Anteara i ends lic of 947592/40
23/06/44	Agree proposal to Route Service Aden-Addis Ababa pending French authorities to make call at Jibuti.	IC S 8220
01/06/44	Mr Maxwell to enquire into the operational and technical possibilities of a service from Cairo to Italy.	IC S 8234 no date
19/06/44	It was agreed that extension of Cairo-Adana service was of no useful purpose.	IC56404
29/06/44	BOAC are asking their Cairo office to arrange for use of Almaza as Eastern Terminal instead of Cairo West.	IC S 8240
02/06/44	Egyptian Airways think they see chance in taking over our present feeder network.	From Mr Maxwell Cairo Cypher C1334/N/LO

07/06/44	Khartoum-Asmara service. Agreed that the traffic suggested did not justify either the reinstatement of the original Khartoum-Asmara service or the diversion of existing services to serve Khartoum-Asmara.	IC S 8234 MEATB (44) 5th meeting
07/06/44	Damascus-Baghdad service. Mr Mawell said that since the granting of authorisation by the Syrian Government there had been minor difficulties but the service would commence on the 2nd June. An official application has been made by the Syrian Government for the carriage of airmail between Damascus and Baghdad. No application was to hand from Iraq Government for carriage Baghdad-Damascus.	IC S 8234 MEATB (44) 5th meeting
07/06/44	Aden-Addis Ababa service. A request that the Aden-Addis Ababa service should be routed via Hargeisa.	IC S 8234 MEATB (44) 5th meeting
16/06/44	Durban-Cairo service may be increased to three times weekly provided one service is utilised solely for air trainees northbound. (Direct Italy air route).	Cable LO679/T/DM
01/07/44	Owing to works operations at Whitchurch Airport, BOAC and KLM aircraft which normally operate from that base will, for seven days or more from 28th August, call at Lulsgate Bottom.	IC56879 no date
01/07/44	Reasons for Addis Ababa service.	IC S 8397 no date
01/08/44	Agreed there shall be no call at Jibuti on the Aden-Addis Ababa service until such time as the French withdrew their demand seat allocation as a quid pro quo for permission to land at Jibuti. Turkish Government have now given authority for extension of air service to Ankora.	IC S 8364 MEATB no date
01/08/44	First flight to Ankora on September 26th returning on the 27th.	IC S 8541 no date
01/09/44	Turks will not give BOAC permission to land at military airfield.	IC S 8572 no date
07/09/44	Aden-Addis Ababa service. HM Minister Jibuti has reported the Foreign Office that the Governor of Jibuti has expressed the view that the French authorities were badly in need of modern communication aircraft for more frequent visits to Aden and Cairo. The Minister President Middle East had immediately telegraphed to the Foreign Office drawing their attention to the fact the MEAT Board had been prepared for some months to institute a weekly service to Jibuti but were unable to agree the French demand for pre-allocation of space. If the French would withdraw their demand the BOAC service would probably fulfill the Governor's requirements.	IC S 8580 MEAT Board

12/10/44	British aircraft will soon be seen over Finland for the first time for three years when BOAC reopens the air line between Great Britain, Stockholm and Helsinki.	Daily Telegraph; IC57343
07/09/44	Aden-Hargeasia service. An inspection has been made of the Hargeasia airfield and it was found to be satisfactory for the operation of BOAC aircraft. Mr Maxwell said he was rather concerned about this service as it meant putting on an extra Lodestar.	IC S 8580 8th MEAT Board
28/10/44	After National Day of Celebrations on Oct. 29th there will be no objection of use to military airfield Ankora by BOAC.	IC S 8778 from Ankora
01/11/44	If military airfield is still denied to BOAC we want to ensure that Dakota service to civil aerodrome starts without delay.	IC S 8792 from Air Ministry to HQ RAF ME
01/11/44	Cairo-Ankora service discussed in full	IC S 8805 no date
04/11/44	BOAC promise Ankora service commence 14th Nov. Using Dakota. Will commence Cairo-Ankora service if a Dakota is sent.	IC S 8816 from HQ RAF ME to AM Whitehall
20/10/44	Possible suspension of Cairo-Kisumu service.	CI144/N/LO from BA Cairo; IC S 8797 from AM Whitehall to HQ RAF ME 2/11/44
21/10/44	BOAC to Helsinki. Negotiations are in progress with the Soviet Union for the re-opening by BOAC of a service between Great Britain and Helsinki via Stockholm. The Red Air Force at present control the airport at Helsinki.	Modern Transport p 11; IC57982 15/12/44
05/11/44	Re pressure on Indian services.	IC S 8819 from HQ RAF ME to AM Whitehall; IC S 8855 8/11/44 from Air Civil New Delhi to AM Whitehall
02/11/44	Air services to Turkey. Turkish authorities considering the removal of the Turkish Air Force units from the military airfield and that permission for BOAC to use this airfield was likely to be given. In view of this the present arrangements being made for BOAC to operate to the civil airport should be suspended. A general discussion ensued on the desirability of routing this service via Nicisia and it was agreed, but BOAC were instructed that they were not to operate in competition with Misr Airwork and would therefore not carry any passengers or freight which could be handled by Misr Airwork.	IC S 8913 MEAT Board, 10th meeting
03/11/44	All Sunderlands will carry 16 passengers UK-India.	LO703/T/CI to Cairo

14/11/44	Target date commence London-Karachi once weekly 1st January.	LO235/SN to QEA Sydney
13/09/44	Re-routing of BOAC Sunderland and Dakota services across France. It has now been confirmed by SHAEF that there is no objection to militarised Sunderland and Dakota services operating across France provided they adhere to the corridors laid down. Landing facilities are available at Marseilles for landplanes and also emergency landing facilities for Dunderlands.	R S 1964 encl 21A
13/11/44	ML751 (G-AGJJ) delayed at Djerba indefinitely, spare engine ex Cairo broke away during off loading causing damage below water line in D compartment, aircraft breached, no injury. Damage not serious, can effect temporary repairs locally in a few days.	DJ001/T/LO from Djerba; DJ002/LO 14/11/44. (This entry has been crossed through)
22/12/44	BOAC Sunderland has flown from Poole to Karachi in 33 hours, 52 minutes	News Analysis 1075
29/11/44	"Golden Hind" (G-AFCI) to operate Kisumu-Ceylon service.	to Durban LO223/T/NA
14/12/44	East Africa require cancel third G-AFCI Golden Hind service to Ceylon and instead operate to (two?) return trips Kisumu-Cairo. After this operation G-AFCI Golden Hind will proceed Durban for maintenance.	From Nairobi NA600/A/LO
22/01/45	Air Priority Board India expect shortly to allocate to BOAC 40 seats per month India-UK for non-priority fare paying passengers.	KC218/T/LO from BA Karachi
26/01/45	UK-Cairo service to be handed over to Egyptian flag.	To Cairo LO559/X/CI
11/04/45	Prposal to discontinue use of Rod El Foorag in favour of Kasfareit for through Sunderland services.	IC S 9804
12/03/45	Mr Burrows asked if it would be worth requesting BOAC to take over the Cairo-Habbinya service from the Royal Air Force until such times as Misr Airwork were able to operate it.	IC S 9784 MEATB
01/05/45	The extension of the service to Ankara has been agreed subject to the following conditions. Route to be direct from Cairo-Ankara-Istanbul without stopping at Adana or any other place in Turkey except in the case of emergency, and in the event of a contingency it is forbidden to load or unload either passengers or freight between two places situated in Turkey.	IC60267 from AI1
01/08/45	Special fast flight with Sunderland UK-India on 2/8. Proving flight for proposed speeding up UK-India service when Sunderlands can be modified.	IC61499 from COI (?)