

## BOAC SERVICES: Transatlantic Service

**bold items are additions, 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	Proposed to confine large aircraft to ocean crossing, not economical to fly them down to Montreal and New York, this could be flown by Lodestars. Canadian authorities would contemplate ordering 2 or 3 e-engined Boeing land aircraft (developed from the B17). Canada willing to take over the Newfoundland-Montreal link this Summer. B24s converted to civil use could be used by BOAC for Atlantic service.	Notes of conversation between M of Supply, Canadian Government and US of S on Transatlantic
22/01/41	"Two day air mail to New York.	NC ( <b>News Chronicle?</b> )
26/11/40	From 5/8 -9/10 5 return flights made on N Atlantic, 4 by "Clare" ( <b>G-AFCZ</b> ) and 1 by "Clyde" ( <b>G-AFCX</b> ). The boats covered 36,500 miles in 264 hours flying time, carried 2 tons diplomatic documents, mails and freight and about 50 passengers.	Interavia 737
25/02/41	Atlantic service to be resumed in April or May 1941.	DT ( <b>Daily Telegraph?</b> )
25/02/41	Atlantic service to be resumed 1/5/41	Broadcast from Moscow DD588 II
21/02/41	2 weekly service during Summer months.	Aeroplane
14/04/41	Representative of BOAC stated service to be resumed in May.	Broadcast from Moscow DD of FB 636 II
<b>01/05/41</b>	Facilities for US air services to operate to the Azores and Mediterranean ports.	<b>S</b> 48903 ( <b>no date</b> )
15/05/41	Trans Atlantic service to recommence in June, preparations are under way at Foynes.	Flight
01/03/41	BOAC will operate mail and passenger service this Summer.	American Aviation
10/05/41	Trans-Atlantic service to be resumed this year for purposes connected with War, to be operated by B.A.	Modern Transport
09/05/41	Trans Atlantic to be resumed this Summer, to be managed by BOAC.	Aeroplane
30/05/41	Name of Airways (Atlantic) Ltd changed to British Airways (Atlantic) Ltd on 3/5/41.	Aeroplane

04/06/41	Original agreement that American built flying boats supplied to Great Britain would not be used in competition with American Clipper services will be waived. Boeing flying boats now being delivered will be used on transatlantic service.	IC48411 SBAC Press Summary
02/06/41	PAA may change their Atlantic terminus to Foynes in the future.	S CIL1094 from Lisbon to London
13/06/41	Passengers will not be carried on Foynes-New York service.	MC5 from Eire to New Jersey
14/06/41	Airways (Atlantic) Ltd has borrowed landing equipment from agents at Foynes.	S CIT1130 from Dublin to PAA
16/06/41	Loaning of landing equipment authorised.	S CIT1142 from New York to Dublin
16/06/41	Final plans now made for service to Washington with Boeings, only Government priority passengers will be carried.	DM: SBAC Press Summary 18/6/41
17/06/41	1st of 3 Boeings handed over, 2nd will be delivered shortly and 3rd nearing completion.	Times; SBAC Press Summary 18/6/41
13/06/41	Service to be started shortly, BOAC may use Baltimore.	Aeroplane
09/05/41	First 6 B24s to be used for Trans-Atlantic, mainly for ferry pilots.	Interavia 763
<b>01/07/41</b>	A Consolidated Liberator left for New York via Montreal on 10/7/41 and arrived at Montreal on 11/7/41	ADCO Summary 109 ( <b>no date</b> )
<b>01/07/41</b>	Deals with Transatlantic services.	S 56125 ( <b>no date</b> )
21/07/41	"Bristol" ( <b>G-AGBZ</b> ) Boeing 314 left Foynes on 18/7 and reached Baltimore 20/7 having stopped at Gander Lake (Newfoundland).	Daily Telegraph
25/07/41	First westward Atlantic crossing operated this year. Details of passenger accommodation given. Crossing made by converted Consolidated Liberator LB30A.	Aeroplane
19/08/41	The following route is used by BOAC Boeing 314 flying boats, Foynes-Botwood-Baltimore.	Mr Bird
15/07/41	BOAC will shortly operate a weekly flight England-Montreal using a Consolidated B24 Liberator (converted)	American Aviation ; IC48973
09/05/41	Reported first six Consol. B24 Liberators to be used as transports to supplement the service by the three Boeing 314 which is to be run next June from UK-America. The company it is reported will be called American Airways Ltd.	Interavia

21/08/41	Owing to fog in Newfoundland in the winter the Foynes-Baltimore service will be suspended, but it is proposed to operate the three Boeing flying boats on the following route for servicing in America:- USA-Bermuda-Azores (occasionally)-Lisbon-Foynes. Bathurst-Belem-Trinidad-Bermuda-USA to begin in October.	S R858 letter to Foreign Office
15/07/41	Reports that four services will be run before the end of the year between UK and North America. 1. CPR run the "Atfero" service - once daily with B24 Liberator. 2. BOAC UK-Baltimore service with Boeing 314 every 10 or 14 days. 3. BOAC UK to Montreal, a weekly service with Consol. B24. 4. US Army Corps service 2 or 3 schedules a week with Boeing B17.	Interavia
25/08/41	Ferry pilots to be carried back to Canada by BOAC. Liaison between BOAC and Ferry Command will be expected by the Air Ministry.	S R544
13/09/41	Question of a service connecting USA, Canada and Newfoundland is likely to be raised. BOAC and Trans Canada Air Lines is under discussion.	IC S 988 Telegram from Govt of Newfoundland to Dominions Office
28/09/41	BOAC will not operate USA-Canada-Newfoundland service either an American service or Canadian to operate same, starting 9/10/41.	IC S 1046 letter from Street
04/09/41	BOAC use the three Boeings on UK-West Africa service. These aircraft are then flown to America for servicing - route being Foynes-Botwood-Baltimore, but during the winter the route to be as above. Permission to be asked for ascents at Belem and in emergency for the use of PAA stations at Natal, Areiabanca, Ceara, Gamocian, Parahyba Sao Luiz.	IC S 1010 from Foreign Office to Rio de Janeiro
02/10/41	The route for the Boeings winter operations will be Baltimore-Bermuda-Trinidad-Belem-Bathurst-Lisbon-Foynes, possibly also Natal.	Extract from report of 14th CA progress meeting
13/10/41	Brazil has not granted our application to land at Natal and Belem on route to and from Baltimore.	DOCA
07/10/41	Bathurst to become an important air transit station for BOAC and PAA as BOAC will utilise S Atlantic route to Baltimore and PAA will be operating the present British service from W Africa to Khartoum (Cairo?). Not certain whether sea or land planes to be used on possible PAA service to take place of Lati's service.	IC S 1097 Conference on security in West Africa

11/10/41	Brazilian Government will allow us to use their territory on certain conditions: query whether we will carry freight and passengers to and from points in Brazil or whether we wish to use Brazil as a refuelling base.	IC S 1137 from Rio de Janeiro to Foreign Office
09/10/41	Mention of servicing flights of Boeings to begin in November and mentions the frequency to be 3 times monthly.	CIT1574 from Eagle Oil London to Anglo American Petroleum Rio de Janeiro
<b>01/10/41</b>	At marine port of Cabo Ruivo (Lisbon) Americans assist in maintenance of our aircraft and at Bermuda we reciprocate by handling problems for PAA.	New Letter Oct 1941
23/10/41	Conditions of our use of Brazilian territories for transatlantic BOAC winter schedule of Boeings for servicing.	CIL2021 from Longhurst Bristol to Alderson Foynes
22/10/41	Up to 7th October 41 the 3 Boeing 314 flying boats operated by BOAC have carried following loads on flights between Foynes and Baltimore. Westbound no. Of flights - 5, no. Of passengers - 70, diplomatic mail 403 lbs, freight 328 lbs. Eastbound. No. Of flights 5, no. of passengers 123, diplomatic mail 0, freight 3280 lbs. During winter these flights will be re-routed as follows: Eastbound Baltimore-Bermuda-Lisbon-Foynes. Westbound Foynes-Lisbon- Bathurst-Lagos. Bathurst-Belem (Brazil)-Trinidad-Bermuda-Baltimore.	Summary 123; Aeroplane 21/11/41
12/11/41	On Sept. 24th BOAC assumed operational responsibility, under Royal Air Force Ferry Command, for the Trans-Atlantic ferry service. The service is operated with Liberator (Consolidated LB30A) aircraft and route is normally Montreal (Canada), Newfoundland and Prestwick (UK). Between 24th Sept. and 11th Nov. 7 eastbound and 6 westbound flights were completed.	Summary 126; IC49719 minute from COI 10/11/41
10/11/41	Movements of Liberator trans-Atlantic service:- AM920 and AM262 dep Eastbound Oct 10, arr. Oct 11. AM920 dep westbound Oct 16, arr Oct 16. AM262 dep westbound Oct 17, arr Oct 17. AM263 dep eastbound Oct 22, arr Oct 23. AM262 dep eastbound Oct 23, arr Oct 24. AM262 and AM 263 dep westbound Oct 31, arr Nov 1. AM258 dep eastbound Nov 1, arr Nov 2. AM918 dep eastbound Nov 6, at Newfoundland awaiting suitable weather. Route is Montreal, Newfoundland, United Kingdom.	IC49719

- 05/11/41 Negotiations with Brazil successful so BOAC able to use S Atlantic route for winter. Daily Telegraph  
This allows Boeings to benefit by warmer weather for servicing journey to Baltimore. Brazil agreed to use of aerodromes for emergency.
- 06/11/41 Meeting to consider air mail communications with N America. During summer months 3 services used for air mail. 1) Atfero, 2) Arnold (run by US Arnold) 3) BOAC Clipper from Foynes. These three carried 700 lbs a week. Now Arnold stopped - Clipper now goes to W Africa not direct to USA. Mail therefore limited to Atfero aircraft a week. IC S 1375 minutes of meeting at War Cabinet Offices
- 05/12/41 British authorities in Washington considering saving dollar exchange by overhauling Boeings in USA under Lease Lend. PAA would do the job. BOAC see difficulties. IC S 1509 to RAF Del Washington from Airwhit.
- 11/12/41 Brazil has given permission for us to land on East and West journeys in Brazil. 24th CA Progress meeting
- 29/11/41 Pan American loads will be landed at Foynes in the near future and thence to UK via the landplane shuttle service. CIL2573 from SS Foynes to ACC London
- 18/12/41 Mr Hildred proposed re-routing S Atlantic crossing by Boeings, ie on westbound flights Boeings to return to Lisbon from Bathurst. Advantage being load from W Africa to Lisbon from whence it is easily taken to UK. The route to USA, also 200 miles shorter therefore loads to USA easier to transport. Shuttle service Eire-UK may now have to meet PAA and Boeing loads therefore possibility of need for "G" boat - Frobishers and "Cordelia" (**G-AEUD**) for shuttle work. Or arrangements at Pembroke Dock for alighting there. 25th Progress meeting
- 17/01/42 Mr Churchill arrived by "Berwick" Boeing 314 (**G-AGCA**) at Mountbatten, Plymouth from Bermuda direct. Kelly Rogers was the pilot. Date of arrival 17/1/42. BBC; Aeroplane 23/1/42
- 21/02/42 It is thought that if BOAC aircraft take the westbound load over to Foynes on the morning of the arrival of the PAA Clipper it could then return with the eastbound load. This would be more economical than 2 dead flights. CIL 2968 from BA Foynes to Bristol

26/02/42	Re use of corridor from Foynes to Lough Erne. "Bangor" ( <b>G-AGCB</b> ) hopes to go to Lough Erne for maintenance ETD 2/3. Lough Erne-Poole corridor also needed.	IC S 2065 from Collins
28/02/42	Shannon is to inform Lough Erne of corridor for flights. ETD to be sent 5 hours earlier than the flight. Weather information to be interchanged.	IC S 2079 from UK Representative Eire
12/03/42	Bermuda: possibility of the people of Bermuda wishing to run own aerodrome after war. If so possible expenditure on aerodrome facilities in Bermuda by BOAC would perhaps be compensated.	Progress Meeting
17/03/42	Major McCrindle - Boeings to go to Baltimore in May via N Atlantic route.	Notes on meeting on Air Commun. In ME
27/03/42	One Boeing to be under maintenance at a time. Hope to make turn round at Baltimore in 10 days on Summer schedule.	CIT2392 from BA Bristol to Baltimore.
07/04/42	Discussions re allocation of Liberators to BOAC Ferry Command. Gander in Newfoundland often weather bound - possible use of Goose inlet route on ferry route.	IC S 4427 to Dominions Office from UK High Comm. Canada
14/04/42	The Boeings making 2 or 3 trips to West Africa and then one round trip across Atlantic.	Miss Quelch
13/04/42	PAA not coming to Foynes until they can come via Botwood, ie in another month. Instead of reducing DC3s on route to Lisbon in order to shuttle to Foynes to fetch PAA loads, we shall carry on as of yore. UK-Lisbon traffic position has eased therefore we shall have no difficulty in matching PAA capacity.	IC S 4105 from Burkett to DGCA
10/04/42	Goose Inlet and Gander route in Newfoundland to be used by BOAC. Discussions to be held on the job and referred to Runciman who is in USA.	IC S 4169 to RAF Ferry Command from AM Kingsway
25/04/42	"Bangor" ( <b>G-AGCB</b> ) (WAS 73) will probably be last service on southbound route. Boeings will then revert to N Atlantic route for flights to Baltimore.	IC S 4244 to W African Governors from Sec State for Colonies
23/04/42	During summer Boeings to be re-routed Baltimore-Botwood-Foynes-Lagos-Foynes-Botwood-Baltimore. Aim to service at Baltimore but to keep Lough Erne and Bathurst available. Meeting felt that W African services would suffer.	41st Progress meeting
08/05/42	Air service between UK-Canada and Ireland to restart.	Daily Digest

12/05/42	Re maintenance at Bermuda - PAA and BOAC officials unfriendly. Statement that BOAC carries Government officials and averages one call at Bermuda every 3 weeks.	IC S 4382 from AM Whitchurch to Bird
21/05/42	First mention of "Berwick" ( <b>G-AGCA</b> ) going on from Foynes to Poole (Mr Rosenberg says this will be so in future 1/6/42).	43rd Progress meeting
26/06/42	BOAC regularly carrying Government officials and other priority passengers between UK and USA. The aircraft used on this N Atlantic Return Ferry service also carry pilots back to Canada and USA.	Daily Telegraph; IC51308
04/06/42	BOAC and Trans Canadian Air Lines to cooperate on the Liberator Ferry Service. One or two Liberators to be lent to TCA who would operate them with Canadian crews.	44th Progress meeting
28/07/42	Reason for service to Iceland is that Mark III Liberators can't make the Atlantic otherwise!	DOSI
23/07/42	An article on Ferry Command and BOAC's work on the trans Atlantic service Prestwick-Montreal.	Flight
20/08/42	To ensure regular despatch of official documents, proposed to operate to a schedule of 3 times per week, Prestwick-Newfoundland-Montreal. Route for Boeings during winter, G boats to shuttle UK-Lisbon and the Boeings Baltimore-Bermuda-Lisbon-Lagos-Lisbon-Lagos-Bathurst-Belem-Trinidad-Bermuda-Baltimore. Advantage = 2 Boeing flights Lisbon and Lagos in between trips to Baltimore = increased load to W Africa.	49th Progress meeting
03/09/42	Wing Commander Foss said that 3 services a week would cope with Ferry traffic in present circumstances.	50th Progress report
10/10/42	Details re Gander and Reykjavik services, passengers, freight and mail carried, etc.	Folder 3107/DGO <b>Secret</b> from Brownhill
16/10/42	Re petroleum reserves at Bathurst, Belem, Trinidad, etc for Boeings S Atlantic service.	CIL6585 from Asiatic Petroleum Co to Asiatic Petroleum Co
23/11/42	Re fuel and loading of Boeings and possibility of operating Bermuda-Foynes if Lisbon unsuitable.	CIT3279 from BA London to BA Baltimore
26/11/42	New routing of S Trans Atlantic route by Boeings to include Foynes, this would result in a decrease of payload but advantage will outweigh disadvantage.	55th Progress meeting

12/01/43	Present operations of Boeings:- Baltimore-Lisbon-Foynes; Foynes-Lagos-Foynes-Lagos: Lagos-Belem-Baltimore. Taking 30 days of which 12 spent in Baltimore.	IC52341 Handover to Burkett
<b>01/02/43</b>	Not likely to schedule BOAC operations via Gander with Botwood as alternative. No stop scheduled in either direction in Newfoundland in summer.	CIL7203 from BOAC Baltimore to RAF Ferry Command Newfoundland Feb 1943
24/02/43	Re direct flights Bathurst-Port of Spain with diversion via Belem when passenger loads require.	CIL7206 from BOAC to Load Control Lagos (no date) (entered 24/2)
22/01/43	3 Boeings sold to BOAC on condition that they should not be used on commercial services across Atlantic therefore only Government passengers and Government mails are carried.	Aeroplane
19/03/43	Boeings transatlantic and circular trip. The schedule gives a frequency of 3 services Baltimore-Lisbon; 6 Foynes-Lagos; 3 Bathurst-Baltimore, every 30 days.	Circular 211
<b>01/03/43</b>	Ferry Command stats for Oct 42-Jan 43	IC S 6053 RAF Ferry Command ( <b>no date</b> )
31/03/43	Botwood will be used in Newfoundland as a base in 1943.	IC S 6140 meeting re terminals in Newfoundland
12/04/43	Only a month now before northern Atlantic service will begin.	7th Planning committee
19/04/43	BOAC's Transatlantic permit amended to allow operations into Baltimore in winter via Lisbon, W Africa, Trinidad and Bermuda. Permits commercial operations via S Atlantic but no advantage taken of this.	IC52870 from AM Whitchurch to DCAF AM Bristol
07/05/43	Record crossing Newfoundland-GB made by Capt. W S May of BOAC in a Liberator, 2000 miles (2200?) in 6 hrs 20 mins on Return Ferry service.	Aeroplane; Modern Transport 8/5/43
03/05/43	Botwood expected to be free from ice 18/5/43.	8th Planning Committee
14/05/43	Summer route for Boeings to be Baltimore-UK-Lagos-UK-Baltimore. To begin approx. 20/5/43. Accommodation at Botwood satisfactory. Frequency 1 weekly UK-Lagos and UK-Baltimore in each direction.	R S 1404 to RAF ME from AM
19/05/43	Captains and crews of BOAC on N Atlantic Ferry Service have completed 400 flights in 18 months. Capt. Messenger has flown Atlantic more than 50 times.	Press Summary 192; Modern Transport 8/5/43; Aeroplane 5/3/43; Flight 13/5/43; Interavia 10/5/43
15/05/43	Capt. G R Buxton of BOAC. Newfoundland-Britain 2200 statute miles in 7 hours 16 minutes.	Modern Transport

24/05/43	Proposal that Boeings should call at Port Lyautey to obviate their calls at Lagos. Further there would be no objection to Boeings flying Lisbon-Cairo if they had the range.	9th Planning committee
05/06/43	Great new air base in Labrador jointly occupied by Canada-Britain and USA. In its construction, adaptation to post war needs was a governing factor.	Modern Transport
19/07/43	Plans to intensify the Trans-Atlantic route when the UK-Cairo service starts and to discontinue the West Africa service via Lagos.	11th Planning committee meeting p 3
24/07/43	British transit visas for Newfoundland. All passengers, diplomatic or private, travelling to Eire or USA will be required to have British transit visas for Newfoundland. No instructions for crew.	CIT3722 Cable
<b>01/10/42</b>	History of Ferry Command and Trans Atlantic services.	Interavia vol 4 no 5 Oct 1942
<b>01/07/43</b>	Survey flight by Boeing 314 ("Bristol") ( <b>G-AGBZ</b> ) on behalf of Air Transport Command. Route:- Foynes or Lough Erne-Reykjavik- Goose Bay- Botwood- Stephenville (Newfoundland)- Boucherville (Montreal)- Baltimore. Due to leave Baltimore 29/7/43. ETD amended to 1/8/43. Note: actual date it took place is not known at present. BOAC have already used Boucherville for "C" Class flying boats but wish to test it for Boeings (probably at the request of ATC). Capt. Kelly Rogers. Normal loads. It is uncertain at present whether passengers were carried. 1) Arrangements completed for the above flight, not calling at Goose Bay, Reykjavik or Lough Erne. Route as follows:- Baltimore-Boucherville-Stephenville-Botwood-Foynes. AA agrees. 2) Flights to operate under Transport Command control.	IC S 6665 Minute sheet Jul 1943; 1) BOAC from Washington, Cypher message 23/7/43 BZ795/O/JP; 2) BOAC from Washington 20/7/43 Cypher BZ787/O/JP
30/06/43	Proposal to use Catalinas on service Montreal-Trinidad in June 1942 In June 1942 BOAC hoped to use two converted Catalinas (formerly used for transport in the Mediterranean) to run a service Montreal-Baltimore-Bermuda-Jamaica-Trinidad. Furze has heard no more of this proposal. This route would be of value to US.	IC53458 AI3 (USA) Branch jacket Furze tour of S.A.

- 05/08/43 Use of Darrel Island for American Navy chartered services. Government agree to use of Darrel Island for American Navy chartered services subject to charges as for American Export and PAA. This places onus on BOAC for charging USA Navy for facilities. Revenue accruing to BOAC. Schedule of standard rate to be passed to USA Commandant. To include PAA later. BOAC Cypher message BZ835/N/JP
- 01/07/43 In June L E Hough BOAC Superintendent for BOAC in Lisbon was transferred to Baltimore. His successor is Lt. Commander Murray. News Letter July 1943; Aeronautics vol 9 no 1 Aug 1943, p64
- 22/08/43 BOAC and facilities at Idlewild, New York. Complaint to the Ministry of Transport from BOAC who applied some time ago to the American authorities for facilities at the new Idlewild aerodrome, south of New York. No answer was forthcoming and BOAC requests the support of the Ministry of Transport to obtain accommodation in the USA. Daily Digest no 1497; Axis origin Boleet (?)
- 01/06/43 Airline pilots form own Association. Airline pilots from all over the World met recently in Montreal to form an affiliation to promote cooperation and fellowship. The three principal pilot organisations in the World were represented, ie BOAC, Canadian Airline Pilots Association and the Airline Pilots Association International, the last named has its headquarters in Chicago. Their membership covers about 95% of the commercial pilots in the British Empire and US. Purpose of the affiliation is the general advancement of the airline pilot's calling, public safety, rates of pay, etc. David L Behncke of Chicago, president of the Airline Pilots Association was appointed Secretary, the secretariat will rotate to each association in turn. Meetings to be held semi-annually. Canadian Aviation June 1943, p 192
- 20/08/43 BOAC and facilities at Idlewild, New York. Application by BOAC for hangar and office space at Idlewild, no assurance yet received. Failure to grant BOAC request would handicap it when peace-time air travel is resumed for the Baltimore base is too far from the metropolis to make a satisfactory Transatlantic air line terminal. BOAC concerned at no reply to their application. Consideration being given to said application by New York City authorities. Daily Telegraph; (also Aeroplane, Flight, Modern Transport and Interavia Jul 1943 to Jan 1944)

- 14/08/43 Replies to Mr Cochrans letter of 9/7/43 and 30/7/43 asking for a weekly return of trans-Atlantic passenger aircraft movements at Prestwick Aerodrome, these are to be obtained from DGCA. IC53501 and IC S 6780 Transport Command, Hanow. (?) 14/8/43 and 1/9/43
- 03/09/43 Post war civil airfield Atjeswang or Yundum on South Atlantic service. Question of the development of a civil airfield in Gambia for the South Atlantic service after the war. McCrindle and the Governor of Gambia favour Jeswang as it is near Bathurst. AOC West Africa does not agree and suggest RAF should abandon Jeswang after the war, he favours Yundum as the surrounding country is flat and the approaches good, all that would be required would be to clear the bush. No major constructional difficulties, the only disadvantage is that it is 22 miles from Bathurst, as the airport will normally only be used for refuelling this will not be of any consequence. IC S 6822 N L Mayle to Major G McCrindle
- 09/08/43 Trans-Oceanic Pilots Association and Trans Oceanic Air Lines (post war). A number of Atlantic and ferry crew and ground crews of whom the majority are serving with RAF Transport Command have organise the Trans Oceanic Pilots Association as a step towards the foundation of an intercontinental airline company to be called Trans Oceanic Air Lines to be incorporated in the USA and to be financed exclusively by members of the Association. President to be Thomas G Smith. At the end of the war the company will have 100 crews, 200 mechanics and 1100 other airport employees. Scheduled and charter services to be operated including daily round trip North America-Britain, once daily to SA, across the South Atlantic to W Africa and on to Middle East and Italy, and one service every two days from the American Pacific coast to Australia and thence north to China and Japan. Interavia no 879-80, p 28
- 04/09/43 Brig. Gen. A C Critchley arrived at Baltimore last week on a tour of BOAC bases in Canada and US. Modern Transport, p 9
- 01/09/43 For the South Atlantic service the choice of airfields lies between Yundum and Brikama, Jeswang can be ruled out. IC S 6918 2nd Brabazon Committee, 16th meeting (no date)

- 23/09/43 Proposal for Winter routeing of Boeings. Capt. Kelly Rogers suggests a one way service only to Lagos, return flight as far as Bathurst and then across the South Atlantic to Trinidad on the way back to Baltimore. Complete cycle:- Baltimore-Bermuda-Lisbon-Foynes-UK-Foynes-Lisbon-Bathurst-Lagos-Bathurst-Trinidad-Bermuda-Baltimore. Disadvantage of this route is that it deprives the M.E., W.A. and Lisbon of a weekly service to the UK. It does not provide a good West African service nor a good Trans-Atlantic service. As the West African flying boat service was a diminishing requirement it was not important to extend the northbound flights of the Boeings to UK, it would be more useful if these flying boats concentrated on a Trans-Atlantic service. BOAC to reconsider and submit alternative proposals:- a) primarily for a Trans-Atlantic service, B) primarily for a shuttle service to West Africa on the lines of last winter. Joint Air Transport Planning Committee, 13th meeting
- 01/05/43 Bermuda Assembly has agreed to allow BOAC to manage Darrell's Island Airport for only two years, or six months after the war whichever is shorter. Aero Digest May 1943, p465
- 11/10/43 Winter routeing of Boeings. It is proposed to change over to the winter schedule at the end of October. Estimated frequency will be one cycle every six days on following route:- Baltimore-Bermuda-Lisbon-Foynes-Poole-Foynes-Lisbon-Bathurst-Lagos-Bathurst-Belem-Trinidad-Bermuda-Baltimore. First flight will probably leave West Africa for Trinidad about Oct 28th. As regards permission from Brazil, permission is to be obtained for flights in both directions in case conditions require that inbound flights should follow the southern route via Belem but in emergency at the PAA stations at Natal, Areia Branca, Fortaleza, Camocin, Parnahyba and Sao Luiz as was granted last winter. Natal to be used in case of force majeure. 1) Itinerary for Boeings winter schedule. R S 1570 enc 8A, AM Bristol; IC53819 Message AM Bristol to AM (FO6) Transport Command Control, Poole 13/10/43; 10 IC53970 Major Jones 4/11/43
- 30/09/43 Winter routeing of Boeings. Concluding usual arrangements with PAA for use of Trinidad, Belem, Natal. Normal amended CAB permit arranged. Arrange with Brazilian authorities use of Belem and Natal wherever necessary. Issue of normal route information and manning of Trinidad stations arranged. Date of final operations through Botwood will be advised upon receipt of concurrence. BOAC Cypher message BZ143/N/LO

- 01/07/43** Records on Trans Atlantic flights. Miles and flying time on Trans Atlantic flights by Transport Command and BOAC Intava World vol 5 no 1 p19 July 1943
- 16/10/43 Prestwick-Montreal. Number of direct flights during 1942. Westbound 127, Eastbound 146, Total 273. BOAC by phone (**this message added to early 1943 page in error?**)
- 20/10/43 BOAC request an additional stop at Baltimore for picking up personnel and freight for Bermuda, Dorval and Newfoundland and further. Washington (AA) to consult the AM before mailing the application in view of civil status of BOAC and possible complications. AOC in C Transport Command concurs. IC S 7005 Cypher message AA Washington to AM WX59502 Tel529
- 01/10/43 Facts issued by BOAC on the 2nd anniversary of the Return Ferry Service. 35 to 40 flights in a month. Long article giving history of the service and statistics. Aeroplane; **also other aviation magazines**
- 28/10/43 Bermuda Postmaster and Colonial Secretary requesting BOAC carriage of post office and USA Army Post Office mail between Bermuda and Baltimore when other operating companies delayed. Permit allows this but CAB would have to be advised. Embassy Washington communicating Air Ministry. BOAC Cypher BZ256/T/LO Washington to BOAC London
- 22/11/43 Future employment of Boeings to be considered, suggestion that Boeings should no longer operate between Bathurst and Lagos but that future operations might instead constitute a trans-Atlantic service. Continue to regard the Boeing flights across the Atlantic as maintenance flights and not as a "service". IC54122 Major Jones
- 01/07/43** Capt. W S May of BOAC set up a record when he flew a Liberator from Newfoundland to UK in 6 hrs 20 mins, average speed 350 mph. Aeronautics Vol 8 no 6 July 1943, p 60
- 01/12/43 Non-stop flight of 3,100 miles from Montreal to the west coast of Britain in 11 hrs 35 mins on Monday Nov. 29th by Capt. Richard Allen flying a B24 Liberator on the RAF Transport Command shuttle ferry for BOAC. Capt. Allen's time was 21 mins. Shorter than the previous best put up seven weeks ago by Capt. M B Barclay of Perth, Scotland, on the Canadian Atlantic service operated by TCA. Best time in a Liberator before was 12 hrs 51 mins by Capt. S T B Cripps of BOAC. IC54835, ex The Times

- 01/11/43** Air priorities during Summer months of 1943, 1/4 - 30/9. 1,459 priorities have been established for air travel ex America for overseas. Statistics by totals for each route for BOAC, PAA and TAFTC. Breakdown of these figures at Appendix A. BOAC figures are disappointing. It was estimated that BOAC would provide departures at the rate of 3 a month throughout the Summer carrying approximately 90 passengers a month, this figure was reached in one month only. The inability of BOAC to fulfil its timetable was partly due to the summer visit of the Prime Minister which disorganised the regular cycle upon which the BOAC had operated in previous months. After the Prime Minister's visit it was found necessary to effect major repairs to "Bangor" (**G-AGCB**) in Baltimore resulting in a hold up for three weeks. Bad weather also caused delays. BOAC cannot be relied upon to maintain a regular ten day schedule unless more than three aircraft are available. IC54817 Report by AA Washington
- 30/11/43 Future operations of Boeings. Suggestion that the Boeings might be used primarily for a trans-Atlantic service and that the Bathurst-Lagos leg is withdrawn. Suggested use of Natal instead of Belem. Advantage of a trans-Atlantic service is that it would help to move ferry crews from West Africa. Withdrawal of the Boeings from the Bathurst-Lagos run would assist to solve the load problem in West Africa. Maintenance at Dorval. Additional TCA commitments on maintenance at Dorval of the RFS Liberators make it desirable for BOAC to make alternative arrangements. Planning Committee, 14th meeting; 15th meeting 17/1/44
- 01/11/43** Transport Command service to Lagens. Air Commodore Brackley of Transport Command made a special flight to the Azores at the end of Oct. 1943 to confer with Air Commodore G R Bromet and to inspect arrangements for regular services. TC Command operating to Lagens 16/11/43 a call at Gibraltar being made on the outward flight. Comprehensive article on the Azores. IC S 7328 Transport Command Intelligence Review Nov 1943

- 11/12/43 Post war rates on Atlantic services. BOAC bases its calculations of the revenue on the post war Atlantic services on a passenger rate of £46/10/-, comparable with the lowest pre-war passenger rate of £42/-/- on the "Queen Mary". BOAC propose to maintain its Great Britain-USA courier service throughout the winter. Interavia 898-99, p29
- 17/01/44 AHQ West Africa agree to BOAC request to make refuelling calls at Port Etienne with Boeings when they would otherwise be held up at Lisbon or Bathurst by headwinds. Foreign Office has asked Brazil to permit Boeings to call at Natal as well as Belem en route to Baltimore. Planning Committee, 17th meeting
- 14/01/44 Proposed Summer route for Boeings to include a call at Rio de Janeiro. BOAC representatives propose that the Bathurst-Lagos stage should be omitted and that the following route should be adopted for Summer operation:- Foynes-Lisbon-Bathurst-Natal-Rio de Janeiro-Natal-Bathurst-Lisbon-Poole-Foynes-Botwood-Baltimore. Frequency to be three services per month. Carrage of traffic between Rio and Baltimore would not enter the picture, therefore no application to the CAB for amendment of the permit would be necessary. PAA have offered to co-operate and to provide facilities for the extension to Rio. Risk of the Americans terminating lease-lend maintenance facilities at Baltimore if they took the view that the Boeings were being used for purposes other than the war effort. Consideration of how the loss of carrying capacity between Bathurst and Lagos could be made good. Joint Planning Committee to investigate. Use of Rineanna on the Azores route. BOAC policy is to use Rineanna on Transatlantic flight, Rineanna is conveniently situated on the Azores route. BOAC should encourage the Irish to complete the land aerodrome at Rineanna. Position of Heathrow. IC S 7541 Discussion on civil aviation
- 25/01/44 Brazilians have agreed to BOAC making regular calls with Boeings at Natal as well as Belem. Transport Command are about to suggest that a call should also be made at Nassau at which point it would be more convenient to step off the ferry crews. IC S 7548 R S 1672 Major Jones
- 22/01/44 Prestwick returns. Explanation of routes flown, units operating on these routes and operating aircraft. IC S 7583 Scottish Aviation Ltd
- 19/01/44 Priority passengers ex America carried by BOAC during 1943. Resume of air priorities during 1943. IC55343

04/03/44	Marine airport facilities Rio de Janeiro and Montevideo not used since PAA ceased operating Rio-Montevideo in 1937. No marine facilities at Buenos Aires.	BOAC Cypher message BZ574/O/LO from Baltimore
25/03/44	BOAC service between Lisbon and UK via Foynes is not expected to be affected by the Eire travel ban, since passengers on this service are only granted Irish transit visas.	Modern Transport
26/02/44	Occasional landing at Gibraltar instead of Lisbon. First application for a priority air passage to the UK from Bathurst by BOAC granted. Difficulty over Portuguese visa, application should be made well in advance, delays frequent. BOAC aircraft sometimes land at Gibraltar instead of Lisbon coming from Bathurst.	IC55790 Ex. From minutes of HM Consul General, meeting at Dakar
23/03/44	Boeings summer operation of service, three times a week.	B2620/T/10 Baltimore
25/04/44	It was agreed that the North Atlantic Boeing service should be recommended to Miniosters.	JATPC, 17th meeting
17/05/44	The North Atlantic thrice weekly Summer service came into effect as from Monday 15th May (approved by Ministers).	Enc. 104 R3.1672 CO1
<b>01/04/44</b>	Free air passage. Flown across Atlantic in Boeing 314As of BOAC	Aeronautics 4/44
<b>01/05/44</b>	Atlantic crossings. The 15000th transatlantic air crossing since the war began has been made. It indicates the great increase in the volume of traffic which has taken place since seven Hudson aircraft completed the first delivery flight in October 1940.	<b>(no reference or date)</b>
26/05/44	BOACs Boeing 314As recently called at Nassau in the Bahamas. Nassau is not on BOACs route.	Aeroplane, p581
06/09/44	Winter routeing of Boeings. The last flight on the North Atlantic route would probably be on the 29th or 30th October after which the boats would follow the southabout route via Lisbon, Bathurst, Natal, Belem, Trinidad, (Nassau if necessary) and Bermuda to Baltimore.	IC S 8488 JATPC, 19th meeting
15/09/44	BOAC has completed 1000 flights on the North Atlantic service. The only North Atlantic service to operate continuously through three winters.	Aeroplane, p302
17/09/44	From 16/9/44 Baltimore-UK service was extended to Poole which becomes E. Terminal in place of Shannon (Foynes).	Movement report 17-18/9/44

11/10/44	Boeing winter routeing 30/10/44. Once weekly USA-Poole, via Bermuda-Lisbon and once weekly Poole-USA via Lisbon-Bathurst and South America. Foynes would be omitted in both directions.	IC S 8645
22/10/44	Accommodation on Boeing service. Baltimore-Bermuda, twelve or more seats, ten sleeping. Bermuda-Lisbon, ten sleeping only. Lisbon-Poole-Lisbon six seats, twenty sleeping. Lisbon-Bathurst, twenty sleeping only. Bathurst-Belem-Trinidad, twenty sleeping, 3 seats. Trinidad-Bermuda, twenty sleeping, six seats.	Cable to Baltimore LO232/C/BE
13/11/44	Lancaster bomber made the Trans Atlantic crossing at an average speed of more than 300 mph.	News Analysis no 1036
05/11/44	BOAC record. Three fully laden Liberators of BOAC have broken the west-east Atlantic crossing record for planes of this type. Fastest time for a 3150 mile flight was 10 hrs. 31 mins.	News Analysis no 1058
20/01/45	Increase of frequency UK-Baltimore Boeing service from once weekly to three times weekly as from the departure from Baltimore on 7/2/45.	IC58384
30/11/44	A decision is required on the future management of the flying boat base at Darrell's Island since the agreement the Government and BOAC is due to expire on the 20th April 1945.	R S 2044
21/03/45	BOAC regarding the return to summer routeing across the Atlantic of the Boeings about the first week in May and to operate four services weekly until mid-October. The four services weekly would be from Baltimore to Poole. It is assumed that the same procedure may be followed as last year. BOAC have been granted the permission to overfly Foynes when conditions in the Eastbound direction are unsuitable.	IC59728
06/04/45	Boeing operations Summer 1945. The last winter service will operate ex Baltimore 5th May ex Poole 8th May. The first of the summer services ex Baltimore 12th May, ex Poole 13th May.	IC S 9768 copy of enc. 221A on file R S 1672
03/05/45	The end of April has seen the completion of 1500 flights on the North Atlantic Return Ferry service.	Flight
04/06/45	Mr Dunnett said that according to Mr Crudge, BOAC had made provisional plans for using Boeing flying boats in conjunction with Tudor IIs for the Bermuda services.	Civil Aircraft Planning IC S 10313
07/10/45	Trial flight UK-Buenos Aires to be made this month.	Argentine Radio

10/10/45	Route to be followed Hurn-Lisbon-Bathurst-Natal-Rio de Janeiro-Montevideo-Buenos Aires-Santiago-Lima-Santiago-Buenos Aires-Montevideo-Rio de Janeiro-Natal-Sal Island-Dakar-Bathurst-Lisbon-Hurn. To be made with Lancastrian G-AGMG.	from CO2 see R778
15/10/45	Lancastrian arrived in Montevideo on experimental flight, carrying technical experts and office personnel.	Montevideo Radio.
17/10/45	Portuguese civil aviation authorities permission for winter routing calls at Lisbon.	IC S 11021 AA Lisbon
21/10/45	Lancastrian arrived at Santiago on 20/10/45.	Sunday Dispatch
<b>01/11/45</b>	Summary of Company's 2000th Atlantic crossing, as given to the Press.	IC65182 ( <b>no date</b> )
04/11/45	Lancastrian landed at Hurn 3/11/45.	Sunday Times; News Analysis n 1392