

# BOAC FLEET REPORTS 1941-45

bold items are additions, not in the original ledgers. Red **S** indicates classification Secret

Entries in this version have been placed in date order and are not in the order in which they appear in the ledgers. All entries were in manuscript

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.

Date of signal, magazine, etc	Report	Source
01/01/41	BOAC have purchased 3 of 6 "Atlantic Clippers" ordered by PAA and a British crew is on way to USA for instruction.	Times
10/01/41	3 of 6 Boeing 314s ordered by PAA reported sold to British Government. Lockheeds also ordered, probably for African routes.	Aeroplane
17/01/41	"Guba" ( <b>AM258/G-AGBJ</b> )operating on UK-Lisbon service	Aeroplane
20/01/41	Delivery flights of DH95s to Durban. Permission being sought from Spanish Government for permission for 8 DH95s to fly via Las Palmas to Durban. First 2 ready to leave 17/2 and third on 3/3/41.	<b>S</b> R716 Encl. 6B to BOAC
21/01/41	First batch of "clipper type" planes for BOAC nearly completed, to be put into use in April.	<b>S</b> Broadcast from Lisbon Dig 554
31/01/41	British Air Commission endeavouring to purchase 2 Lockheed Lodestars ordered by Air Afrique prior to collapse of France, but Vichy has not yet authorised sale. However storage charges are accumulating and they cannot obtain an export licence.	<b>S</b> R677 11A cable from British Air Commission, Washington to M.A.P.
05/02/41	8 Lockheed Lodestars in construction for BOAC for delivery before 31/1/41 and another by Aug. 1941.	SBAC Press Summ. From American Aviation 15/12/40
06/02/41	British Purchasing Commission in USA reporting negotiating purchase of 5 Boeing 307 Stratoliners of TWA	Intav 748-49
08/02/41	3 Boeing Clippers probably for Empire routes. Lodestars also on order	Modern Transport
10/02/41	2 Lodestars being shipped to Capetown 27/1. 3 more to be delivered in New York for shipment this month and remaining 5 to be available for shipment early April.	IC <b>S</b> 221 Note from DOSI
13/02/41	BOAC have DH Flamingos on test and 8 Lockheed Lodestars are on order in USA. 3 Boeing Clippers for British Government but may not be given to Co.	Flight

16/02/41	"Clyde" ( <b>Short S30 G-AFCX</b> ) sank Lisbon 15/2 in a hurricane, 1 Portuguese missing, all diplomatic mail safe. Total loss no injury to passengers and crew.	IC47566
17/02/41	"Clyde" sank 15/2 in hurricane at Lisbon, 1 Portuguese missing.	D.T.
21/02/41	3 Boeing Clippers to be used on Atlantic and W. Africa. 8 Lockheed Lodestars ordered for W. Africa - Khartoum section. 8 Flamingos ordered for M. E. And possible service to French W. Africa. A.W. Ensigns with new engines could be used between Lagos and Bathurst.	Aeroplane
22/02/41	In view of position in Rumania and Yugoslavia, nothing more can be done about sale of LOT aircraft in Rumania to Aeropout.	S Encl 118A from BOAC on BNAIC 77II
24/02/41	1st DC2 built for passenger service in USA sold with 4 others by TWA to Britain.	D.T.
26/02/41	British Government has bought an old transport plane from TWA and is negotiating for 4 more	Min from D.G. Broad. From Brussels Dig. 589I
28/02/41	Details of 3 Boeing Clippers to be sold to UK	Aeroplane
07/03/41	Motors and navigational equipment have been salvaged from "Clyde".. 5 crews have arrived in USA to take delivery of Boeing 314As	Aeroplane
27/03/41	3 Boeing 314s to be AGBZ, AGCA and AGCB and to be delivered as follows: 1st end March, 2nd mid April and 3rd middle May. ( <b>Actual registration dates 24/4/41</b> ).	Note from Mr Bird
27/03/41	TWA has not sold Sratoliners to UK.	Intav 756-57
28/03/41	"Clyde" may be refloated.	Aeroplane
28/03/41	1st Clipper to be ready for ferry flight to UK end of April.	IC47913
03/04/41	One Lodestar arrived Durban 24/3, 2nd still at Capetown.	IC47922 ltr. From A.M. To Courtney
07/04/41	Question of diverting equipment to Britain. DC3s offered; U.S. Of S. Asked if US could help with crews and received the reply that flying boat crews might help on UK - W. Africa route.	IC48019 notes of meeting with American Mission
10/04/41	British crew have flown from Seattle to New York to train for 3 Boeing being sold by PAA.	D.T.
11/04/41	Suggestions for aircraft which could be handed over to BOAC by American companies	Aeroplane
16/04/41	Proposals for collection and delivery of aircraft from USA	IC S 369, from MAP to Brit. Air Comm., Washington
17/04/41	2 Boeings expected end of May, 3rd end of July.	IC48001 memo from DDOSI
20/04/41	Desirability of obtaining from India 12 DC2s which are being delivered there from USA for communication work in M.E.	IC48020 Min from PUS to Sof S.

22/04/41	Aer Lingus have asked whether BOAC would sell a Frobisher aircraft which they are not using. In view of pooling arrangements with West Coast Air Services the latter should have one too. D.G does not agree with proposal.	IC48022 Min from DG to DDG
22/04/41	Purchase of Yugoslav aircraft by BOAC not possible, query as to Yugoslav authorities to negotiate with and spares for S79 aircraft captured.	S ICS373 from DOCA to AMCS
01/05/41	On 12/5/41 "Maia" ( <b>Short S21 Mayo Composite G-ADHK</b> ) was sunk by enemy action at Poole, "Guba" ( <b>G-AGBJ</b> ) also received superficial damage	O.S. Nav.
02/05/41	4 S79s and 3 Lockheed Electras have been tentatively allocated to BOAC	S IC48114 & IC S363 20/4
02/05/41	3 of 8 Lodestars have arrived in Africa, not in use yet. To be known as "L" Class, Flamingos as "K" Class.	Aeroplane
04/05/41	Present position in regard to supply of civil types	IC S405 to Brit. Air Comm. Washington
16/05/41	6 DC2s and 14 Lodestars are assembled in America for Takoradi - Cairo service. Extra gas tanks are being fitted to permit Trans-Atlantic flight and planes can be delivered to any Atlantic seaboard port and will be either ferried or shipped across.	S ICS452 from US Embassy London to Prime Minister
16/05/41	G-AGBZ ( <b>Boeing 314A</b> ) due Lisbon 22/5 en route Foynes.	Cable from Duty Officer N22 to Lisbon
16/05/41	5 A.W. Atalants which have been used on I.A.Ls Indian routes have been withdrawn from use and handed over to RAF	Aeroplane
19/05/41	Negotiations re allocation of American civil aircraft to this country	S ICS529 from Brit Air Comm to MAP
20/05/41	Pirie exploring possibility of employing 3 B17s or 24s, question of crews pay and contracts being discussed.	CIT1032 from McCrindle, New York to BOAC
22/05/41	B15 and B24 prototype converted for civil use for UK. 3rd not yet decided. US Army asked for 6 key technicians for base in the UK. 2 crews being selected from Air Corps and 1st flight should be about 7/6. Fortnightly round trip possible with 1 aircraft.	S IC S478 from AA Washington to A.M.
23/05/41	DC2, ex Canadian National Airways, delivered Capetown for BOAC.	CIT1028 from BA Durban to BA Bristol.
23/05/41	2 beaching chassis arranged, one to be despatched to England. Operational advantages Baltimore may outweigh Pt. Washington.	CIT1036 from McCrindle New York to BOAC
27/05/41	Belgian authorities have negotiated with Air Afrique for purchase of 2 Lodestars and claim to have completed deal. US authorities will stop deal if UK Government still requires planes.	S ICS480 from Brit Air Comm to M.A.P.

27/05/41	Names of 3 Boeing flying boats to be "Bristol", "Bosworth" and "Berwick".	IC48300 Min. From ADCO
28/05/41	"Bristol" ( <b>Boeing 314A G-AGBZ</b> ) arrived Shannon 26/5/41. Other Boeings to be named "Bosworth" or "Berwick".	Summary 102
28/05/41	Delivery of 20 Lodestars and DC2s to Africa, company formed to deliver the aircraft in 2 flights.	CIT from New York to London
28/05/41	Question of stocks of petrol held in Thailand, none to be supplied for civil aviation purposes, ie to BOAC, KLM and Aerial Transport Co of Siam. About 150 tons of petrol being shipped to Thailand.	S IC S479 cables 340, 341 and 344 from Bangkok to F.O. And 228 29/5 from F.O. To Bangkok.
29/05/41	Boeing flying boats need frequent overhauls and writer says none exist this side of the Atlantic and if the war interferes with W. Africa route suggest these aircraft should operate alongside PAA across Pacific and thus use same overhaul facilities.	S CIL1086 from New York to London
04/06/41	Negotiations re allocation of American civil aircraft to this country	S ICS530 from Brit Air Comm to MAP
06/06/41	"Catalina" ( <b>Catalina G-AGDA</b> ) lent by A.M.S.O for UK-W. Africa service has been delivered to Hythe. Corporation unable to convert it at present as they are busy converting Hudson V and Consolidated B24.	IC48402 Min. From DOCA
06/06/41	Work has been started on the A.W. Ensigns.	Aeroplane
08/06/41	JU52 left behind at Oslo was smashed in Norwegian campaign.	Folder A.I(K) Report by Capt. Lambrecht
08/06/41	Negotiations re allocation of American civil aircraft to this country	S ICS504 from BAC to MAP
09/06/41	Delivery of 2nd Boeing will start 18/6 from New York, reaching Foynes on 22/6. Permission has been sought from Portuguese for call at Azores and Lisbon.	IC S511
13/06/41	Boeings may return to US at intervals.	Aeroplane
13/06/41	"Maia" damaged and made unserviceable.	Aeroplane
20/06/41	On 20/6 10 Lockheeds scheduled to leave Miami and travel via Puerto Rico, Trinidad, Belem and Natal to Bathurst, arriving Bathurst 23/6.	S ICS567 from Admiralty
27/06/41	A Consolidated PBY2 "Catalina" has been added to the fleet and operates Poole-Lagos.	IC48587 from ADCO
02/07/41	Confirms that the Curtiss Wright CW20 has been allocated to BOAC. The CW20 has 2 Wright Cyclone engines, carries crew of 4 or 5 and 36 passengers, only prototype built.	CIT1208 from McCrindle, New York
03/07/41	3rd Boeing will be delivered in fortnight, direct to Foynes from Newfoundland.	IC48606 Min. From ADCO

05/07/41	Unlikely any of the DH95s can be ready for delivery to M.E. In less than 4 weeks. New tanks have to be designed and constructed.	S ICS639 Min. From ADCO
05/07/41	CW20 (St Louis), could be used on UK-Lisbon or S. Atlantic service. With extra tanks she has a range of 3000 miles and can carry 24 pass. Without extra tanks 34 passengers.	IC48683 ltr. From PUS to Col Larner (temp A.A US Embassy, London)
09/07/41	Release of American aircraft to UK	S ICS678 MAP
11/07/41	Reported that Corporation has acquired a Catalina flying boat for W. Africa services and made 1st trip recently.	Aeroplane
11/07/41	"Berwick" (G-AGCA) 2nd Boeing 314 delivered. 1st return flight to USA to be soon by "Bristol" or "Berwick".	Aeroplane
23/07/41	"Bristol" Boeing 314A arrived at Baltimore 20/7/41 after its 1st scheduled crossing (it crossed for servicing as its field of operation is UK - W. Africa).	Interavia
23/07/41	An aircraft of BOAC flying to Lisbon was attacked on 6/7/41. Plane escaped injury.	Interavia
30/07/41	Lockheeds for UK and M.E.	IC S761 intercept
01/08/41	"Bangor" (G-AGCB) last of 3 Boeing 314 flying boats to be delivered arrived at Foynes 24/7/41. She then left for West Africa on 27/7/41.	IC S738,732 from ADCO
01/08/41	Most Lockheed Lodestars delivered to BOAC. Probably be used Khartoum - Lagos.	Aeroplane
01/08/41	"Maia" (lower half of Mayo composite aircraft) damaged in British port and is unserviceable	Aeronautics
01/08/41	List of aircraft for which permits are required to use Oporto and Lisbon aerodromes.	IC49201 OS Nav
02/08/41	Numbers and types of the civil fleet of BOAC	IC48927 from AC Admin.
16/08/41	G-AGDI CW20 (St Louis) to be handed over by US Air Corps to BOAC about 1/9/41.	IC S942
21/08/41	8 Lodestars would be required for new services proposed in M.E. * King Class expected shortly must be used on routes hinging on Asmara thus releasing Lodestars for Cairo/Basra and Cairo/Tehran/Baku. Spares are what the whole scheme depends on. Asmara to be maintenance and overhaul base.. King Class = DH95 Flamingoes.	IC49445 DC of BA on proposed services in M.E.
27/08/41	Douglas DC3 was damaged On 23/8/41 at Whitchurch, expected to be in service end of September.	Intelligence Summary
01/09/41	Catalinas are ferried across the Pacific by members of a ferry service organised by Qantas Empire Airways.	Aircraft
01/09/41	"Guba" would be ready for service shortly. "Cordelia" (Short S23 G-AEUD) on her return to BOAC required intensive overhaul quite apart from the work of civilianising her and, as a result, she would not be ready until the new year.	17th C.A Progress Meeting
23/09/41	Junkers JU52 D-AEHB was seen at Bromma on 22/9. It was seized by Germany 9/4/40 at Fornebu aerodrome, Oslo when it belonged to BOAC and its markings were G-AFAP. (should be D-AEHP?)	IC S1059 SWD 251/41
26/09/41	O 7 DH Frobisher aircraft - 2 DH91s were Albatross type and 5 of the Frobisher Class. "Frobisher" (G-AFDI) was burnt out, "Faraday" (G-AEUV) was damaged but is now on special duties with the "Franklin" (G-AEUV). "Falcon" (G-AFDJ), "Fiona" (G-AFDM) and "Fortuna" (G-AFDK) are active on the shuttle service UK - Foynes. The "Fingal" (G-AFDL) is damaged and unfit for use.	Aeroplane

29/09/41 BOAC have recently taken delivery of the CW20. The aircraft is now at Montreal where it will be for 3 weeks while repairs to undercarriage are carried out.	CIT1537 from McCrindle New York to BOAC
01/10/41 PAA sold 3 Boeing Clippers to British for gross profits of \$860,200. The aircraft were sold for \$1,035,400 each, certificated and delivered to Miami.	American Aviation
01/10/41 Ensign and Flamingoes are unable to operate N. Of Cairo because of lack of airscrews deicing and carburettor heating.	IC S 1382 to RAF M.E from Whitehall
01/10/41 No delivery flights made to M.E since 8/11. Present position = Delivered 3 DH95 Flamingo and 1 AW27 Ensign. Awaiting delivery are 5 of the above DH and 9 of the above AW27 (position at 26/11/41). The DH95 aircraft are being flown via Lisbon, Gib, Malta and Cairo whilst the AW27 are going via Lisbon and W. Africa.	20th C/A Progress Meeting
03/10/41 "Golden Fleece" ( <b>G-AFCJ</b> ), one of Short G Class flying boats modified for military use has been lost at sea. CW20 is to be used on shuttle service UK-Foynes. It carries 4 crew, 36 passengers. Range 1500 miles at 7000 ft at 210 mph.	Press Summary quoting Aeroplane
03/10/41 Golden Fleece lost. Two of its four motors failed when it was far from home and Golden Fleece crashed so close to the enemy occupied coast that those of the crew who were not killed were taken prisoner. Presumably the two other G Class boats, Golden Hind and Golden Horn are still on active service	Aeroplane
06/10/41 UK - W. Africa mail flying boats = 3 S30s, 3 Boeings, 1 Catalina on temporary loan from the RAF and 1 PBY flying boat of the old type - Guba. These = insufficient for mail.	IC S 1579 reporting Overseas Mail Com.
24/10/41 Long range heavy bombers about twice as large as the Boeing Fortress are reported by "Aviation" to be included in a new production programme in the USA which plans to increase the heavy bomber production programme to 500 a month. Two new aeroplanes still in the design stage, the Boeing B29 and the consolidated B32 are said to be included in the programme besides the Boeing B17 and the Consolidated B24.	Aeroplane
27/10/41 The following Liberators are being operated by BOAC. 918, 920, 258, 259, 262, 263 = 6 in all. 259 = G-AGCD. To come there are: 914 at Nutts Corner when repaired, 927 in America when repaired = 8. One day BOAC to have 10 Liberators.	IC49590 DDOSI at Grand Spa.
30/10/41 B24 service practically suspended owing to difficulties in connection with heating of aircraft in winter conditions.	18th Progress Meeting
30/10/41 "Bristol" at Lisbon bound for W. Africa. "Bangor" at Lisbon en route for Foynes. "Berwick" due out of Baltimore 12/11. First of Ensign type aircraft "Ensign" ( <b>G-ADSR</b> ) was at Lagos. Delivery flight of the second "Everest" ( <b>G-AFZU</b> ) was due to take place on 5/11. CW20 would be ready to leave Montreal in 2-3 days; built to carry 30-40 passengers. Would be flow of Liberators to Middle East during the winter, along Southern route. Flamingoes "King James" ( <b>G-AFYK</b> ) and "King Alfred" ( <b>G-AFYF</b> ) had arrived at Cairo, "King Richard" ( <b>G-AFYJ</b> ) left UK on 4/11 and was now at Gibraltar. Lodestar commenced flight from Cairo (service to Tehran) on 4/11. "Golden Hind" ( <b>G-AFCI</b> ) at Hythe; conversion would take 4-6 weeks. "Golden Horn" ( <b>G-AFCK</b> ) at Oban in poor condition and unfit for immediate flight because of damage to a strut in the port wing tip float. Suggested that a strut be borrowed from "Golden Hind" and fitted to "Golden Horn" to enable her to be flown to Greenock where repairs could be more easily effected.	18th Progress Meeting

31/10/41 8 Flamingoes are to go out East with 10 or 11 Ensigns, the eleventh Ensign will be sent out if it can be made serviceable again.	Message from Mr Massey BOAC IC49656
01/11/41 Following delivery flights have been completed: G-AFYF DH95 Flamingo, departure from UK 26th October arrival Cairo 1st November. G-ADSR AW27 Ensign, departure from UK 23 October, arrival at Cairo 1st November.	Summary 125
01/11/41 Services maintained and the fleet of aircraft operated by BOAC at the present time.	IC49750 and Summary 126
05/11/41 Successful negotiations with Brazilian Government have enabled British Airways to adopt new South Atlantic winter route. This will allow their Boeing 314A flying boats to benefit by the warmer weather over Brazil for the journey to Baltimore to undergo overhauls. Brazil has also agreed to use of aerodromes for emergency landings. Planes concerned are the Berwick, Bristol and Bangor, which are on regular service between UK and West Africa. An advance on American Clipper, these planes cost about £200,000 each and were obtained under Lease-Lend Act. Have range of more than 4000 miles.	Daily Telegraph
08/11/41 "E" Class aircraft and conversion of "G" Class aircraft	IC S 1429 to Collins from BOAC
13/11/41 A change of name of the Stearman Aircraft Division of Boeing Airplane Company to "Wichita Division, Boeing Airplane Company" is announced by P G Johnson, Boeing President and J E Schafer, Vice President and General Manager of the Wichita Division. The change makes for simplification in the name structure of the organisation and consistency of name in the handling of government contracts.	Flight
14/11/41 "Euterpe" ( <b>G-ADSU</b> ) shall be repaired at Armstrong Whitworths using such parts as may be necessary from the damaged "Euryalus" ( <b>G-ADTA</b> ) which is also there. The effect of this is that "Euryalus" must be written off as she is now severely damaged and the loss of the parts required for "Euterpe" will render it quite impossible to repair her.	Letter from BOAC IC49773
19/11/41 The Curtiss Wright CW20 aircraft (G-AGDI) which had been taken over by BOAC arrived in this country on 12th November having been flown across the North Atlantic from Canada.	Summary 127
20/11/41 1st DH95 left UK on 17/10/41 on delivery flight to Middle East	S R716
26/11/41 Nov. 21st a Lockheed Lodestar aircraft (G-AGDD) employed by BOAC on UK - Stockholm service was severely damaged as the result of a collision with a Royal Air Force aircraft while on the ground. On 20th November "Everest" ( <b>G-AFZU</b> ) an Armstrong Whitworth AW27 Ensign aircraft was attacked by a Heinkel III. Attack took place one hour and twenty minutes after aircraft had left Portreath for Lisbon on first stage of a delivery flight to Middle East. "Everest" sustained slight damage but was able to return to UK. Aircraft has since been flown to Bramcote for repairs.	Summary 128
29/11/41 The following Lockheed Lodestars belong to BOAC: G-AGBO serial 2018 delivered 7/1/41; G-AGBP sn 2024, del. 7/1/41; G-AGBR sn 2070 del. 10/2/41; G-AGBS sn 2071 del. 12/2/41; G-AGBT sn 2076 del. 23/2/41; G-AGBU sn 2090 del. 25/3/41; G-AGBV sn 2091 del. 28/3/41; G-AGBW sn 2094 del. 9/4/41; G-AGBX sn2095 del. 18/4/41.	CIL 2389 from Lockheeds to Manager Liv.

<p>29/11/41 Additions to BOAC fleet during period December 1940 to November 1941: 3 Boeing 314; 2 Consolidated PBY; 1 Consolidated Liberator; 1 CW20; 2 AW27 (E Class); 6 DH95 Flamingoes; 2 Lodestars (Norwegian); 9 Lodestars; 12 Lodestars on loan from RAF; 3 Hudson III (ex RAF) and 1 promised. Aircraft not in civil registration = 5 Consol. Liberators (ex Ferry Command) (+ some to come)</p>	<p>IC 49895 from Jones to DDOSI</p>
<p>30/11/41 DC3 etc positioning allocation, also question of Hudson and Lockheed 10s, 12s and 18s.</p>	<p>IC S 1456 to MAP from BAC, Washington</p>
<p>03/12/41 Conversion of Huson III G-AGDC. G-AGDF is in course of conversion by BOAC at Bramcote.</p>	<p>IC S 1454 from DDOSI</p>
<p>03/12/41 Balfour said in H of C that during past year some 50 aircraft had been acquired or allotted for operation by BOAC for war purposes</p>	<p>Press Summary IC49924</p>
<p>08/12/41 A third Hudson III G-AGDK should be available within the next few weeks, a fourth Hudson III to be allotted to BOAC soon (when converted). G-AGDD the Norwegian Lodestar damaged 21/11 may soon be repaired by the RAF. There should ultimately be on this service (Leuchars - Stockholm) 2 Lodestars and 4 Hudson III.</p>	<p>IC S 1479 from DDOSI</p>
<p>16/12/41 CW20 has arrived!</p>	<p>IC 50032, D. Telegraph</p>
<p>18/12/41 Target dates for delivery of Ensigns to BOAC. "Enterprise" (<b>G-AFZV</b>) 28th December; "Eddystone" (<b>G-ADSW</b>) 30th December; "Everest" (<b>G-AFZU</b>) 7 Jan; "Explorer" (<b>G-ADSV</b>) beginning of February; "Elsinore" (<b>G-ADST</b>) beginning of March; "Echo" (<b>G-ADTB</b>) mid April; "Egeria" (<b>G-ADSS</b>) end of May; "Empyrean" (<b>G-ADSY</b>) mid June; "Euterpe" (<b>G-ADSU</b>) Sept.</p>	<p>25 CA Progress Meeting</p>
<p>19/12/41 Curtiss CW20 and also BOAC fleet since the war - losses and additions.</p>	<p>Aeroplane</p>
<p>25/12/41 Difficulty re Flamingoes DH95 and Ensigns. Lack of de-icing equipment restricts use. Payload of Flamingoes inadequate.</p>	<p>IC S 1952 to A.M. From HQ RAF ME</p>
<p>26/12/41 Further re loss of "Golden Fleece", G Class flying boat (<b>G-AFCJ</b>). The three G Class were lent to the RAF. The remaining two now returned to BOAC.</p>	<p>Aeroplane</p>
<p>06/01/42 "C" Class "Cassiopeia" (<b>Short S23 G-ADUX</b>) sank during take off at Sabang on 28/12/41, 4 passengers drowned, 5th passenger and crew were saved.</p>	<p>IC50210 letter from Massey to A M London</p>
<p>06/01/42 The DH95 Flamingo King Henry G-AFYI reached Cairo on completion of its delivery flight from the UK. This aircraft, which is the 4th of its type to be flown to the M.E., left UK 11/42</p>	<p>Daily Movement Reports</p>
<p>16/01/42 Repair organisations at Heliopolis (Cairo) and Asmara. He also says that HMG say 10 DC3 have been allotted to India and Burma for transport.</p>	<p>Notes on tour in ME by Shelmerdine and tour to India (16/1 to 23/3/42)</p>
<p>20/01/42 16/1/42 "Golden Hind" (<b>G-AFCI</b>) left Poole for Lisbon. It is one of three flying boats ordered for trans atlantic services. At outbreak of war the three aircraft were taken over by RAF and converted for military use. Recently two handed back to BOAC. "Golden Horn" (<b>G-AFCK</b>) is being converted for civil use.</p>	<p>C&gt;O&gt;I</p>



22/01/42	MAP offered every assistance in obtaining spares for CW20.	29th Progress Meeting
02/02/42	The lost Qantas flying boat was S23 "Corio" ( <b>VH-ABD</b> ) on 30/1/42. It was about to land at Koepang and 10 mins. Later a raid started and it was seen no more. Crew of 4 and 13 passengers, Ten passengers and 3 crew missing. Captain + Koch.	IC50366 and IC 50431 from DOCA
03/02/42	Improved maintenance on Boeings makes longer flying hours possible.	CIT2159 from BA Baltimore to Airways Bristol Daily Telegraph
04/02/42	Empire flying boat owned by Qantas lost due to enemy action, 13 people killed, 3 passengers and 2 crew were saved. Flying boat was between N. Australia and Koepang.	Duty Room BOAC via O.S. Nav.
04/02/42	"Enterprise" ( <b>Ensign G-AFZV</b> ) was lost on delivery flight over Vichy Africa. Forced landing, crashed, all crew safe 2/2/42	IC S 1907 from BA Malta to Whitehall Progress Meeting
04/02/42	"Clare" ( <b>Short S30 G-AFCZ</b> ) damaged slightly by incendiaries 3/2. Temporary repairs on the spot (Miss Quelch thinks it was at Cairo).	Mr Delaford OS Nav
05/02/42	Mail destructors to be fitted to Liberators. Liberator spares at Hurn, Prestwick, Cairo and Bathurst. CW20 expected to be ready 17/2 would fly to Portella if latter ready, otherwise to Gibraltar. Flamingoes use Luqa aerodrome, Malta. Possibility of KLM ceasing Whitchurch - Lisbon. Primary purpose of G boats to ease congestion on M.E. run.	S R981 from MAP Daily Movement Reports
16/02/42	First Liberator on service Hurn - Cairo shot down on 15/2 on its return flight. It left Cairo 14/2 (presumably Heliopolis) and mail bags were found in sea off Eddystone Lighthouse. AM918 or G-AGDR, 5 crew, 4 passengers lost.	CIT2267 & 2268 for BOAC from BOAC Montreal
23/02/42	Air Staff agree delivery of 9 DC3 to India and 1 DC3 to Burma ex our Jan/May releases of 2 per month.	34th Progress Meeting
24/02/42	23/2 G-AFYL "King Charles" arrived in Cairo = DH95 (Flamingo). 5 have been delivered and 1 AW27 to date. 3 DH95 and 8 AW27 to go.	S R1017 from Riddock
24/02/42	BOAC considering fitting a flowmeter (instrument to measure rate of flow of petrol) to Bowsers (truck for filling aircraft with petrol). Modifications for filling Boeing aircraft?	Notes on meeting re Air Commission ME17/3
26/02/42	D/AMSO agreed that AM914 a Liberator should replace the lost AM918. It would be released by 7/3 at the latest. 5 Liberators are to be provisionally released by D/AMSO which would be useful for N Atlantic service, which would make possible a transfer of Liberators from Ferry Command to M.E. service	
28/02/42	Air Staff have agreed to hand over to BOAC 3 Whitley V bombers for demilitarisation for probable use on UK - W. Africa. Needed to convey military freight needed in M.E. Extra tanks needed on aircraft. Crew may be released from RAF. Service will be civil and if successful a total of 12 or 15 aircraft to be released.	
01/03/42	CW20 capable of carrying big loads but hampered by lack of spares therefore CW20 to be regarded as a reserve aircraft. Whitleys, when remodelled, may only be able to carry 800 lbs (Hildred) hardly worth it. Performance of 1st Whitley to determine whether further nine to be released. Loads carried by S30s 3000 lbs, Boeings 7800 lbs, Liberators 3000 lbs. Possibility of 5 Liberator III being given to BOAC. Sec of State Whitley to carry 2000 lbs.	

03/03/42 Flying boat "Circe" (G-AETZ) is missing. Aircraft left Tjilatjap for Broome on 28/2 - Carrying 16 passengers. S23 "Coogee" (VH-ABC) S23 on charter to Commonwealth Gov. Lost at Townsville on 27/2. On 28/2 service between Java and Sydney ceased. Flying boats returning to Sydney.	IC50537 from Jones
04/03/42 Flying boat "Corrina" (G-AEUC) was destroyed by enemy action at Broome on 3/3/42. Aircraft on water at time, no casualties	IC50542 from Jones
05/03/42 With destruction of "Corrina" only 4 flying boats left in Australia. RAAF want one of the flying boats. If we withdraw 2 of boats RAAF sure to take over the other two. Best policy to leave boats for QEA and Gov. Agree to make connections with Catalinas.	C
05/03/42 CW20 may fly to Stockholm - additional load capacity useful. Now clearing loads at Gib. W. Africa route.	35th Progress Meeting
05/03/42 "Eddystone" G-ADSW left UK 5/3 on delivery flight to M.E. = AW27 Ensign. 6 DH95s and 2 AW27s already delivered	IC S 2099, IC S 3163 Daily Movement reports (27/3/42)
09/03/42 Owing to heavy rain Cintra aerodrome unfit for King class aircraft	CIL3123 from BOAC Lisbon to DG Bristol
11/03/42 Re scraper rings for Boeing 314A flying boats.	CIT 2325-7 to Baltimore BA from Bristol BA
12/03/42 Whitley Vs at Whitchurch (ist of 3) being converted. 6-8 weeks to complete. Possibility of use of Liberator III, useful on Portella (?) - Bathurst route. King William (Flamingo) target date, end of April. Spares for M.E. Flamingoes needed. "Golden Horn" ready after repairs on about 18/4. Scraper rings would not be fitted to all BOAC Boeings till end of October. "Guba" target date mid April.	37th Progress Meeting
13/03/42 Crew of "Bangor" G-AGCD: Capt. (pilot) Alderson and Capt. Rotheram, F/) Sanders and Orton, R/O Jones and James, E/O Draper and Sisson. Other crews named in this file.	S R858 letter from Jones
13/03/42 Re maintenance of Berwick which is at Baltimore undergoing repairs.	CIT2337 from BOAC Baltimore to BOAC Bristol
15/03/42 14/3 "King Harold" (G-AFYG) arrived Cairo on completion of delivery flight. It is a DH95 (Flamingo)	COI Movement Reports
16/03/42 "King William" (G-AFYH) expected to be ready end of April (Flamingo).	38th Progress Meeting
17/03/42 Re spares for CW20	CIT2354 to Hardo? BOAC from BOAC Baltimore
18/03/42 Refers to BOAC cable of 17/3 re spares, airscrews for CW20. Curtiss Wright recommend for normal transport operation about 650 hours between complete overhauls.	CIT2355 from BA New York to BOAC
19/03/42 BAC to share Bellman hangar at Whitchurch with BOAC	37th Progress Meeting

20/03/42	Golden Hind G Class now in service. Refitted and will carry 40 passengers, Golden Horn is being refitted now.	Aeroplane
23/03/42	S23 "Cirinthian" G-AEUF belonging to BOAC on loan to Qantas (Capt. Ambrose). Aircraft lost at Darwin on 21/3/42, crashed on landing, write off. Two passengers missing and one injured. Of crew Capt. Ambrose injured. S23 "Centaurus" G-ADUT belonging BOAC on charter to Australian Government: aircraft lost at Broome by enemy action on 3/3/42. (this leaves only 2 flying boats in Australia - (Mr Winter)	IC50695 from Jones
31/03/42	"Centaurus" ( <b>G-ADUT</b> ) and "Calypso" ( <b>G-AEUA</b> ) (C Class flying boats) requisitioned by RAAF during 1940/1941 (March to March) year. 21 Lodestars (including 12 lent by the AOC M.E.) and 3 Hudsons (on loan from A.M.) were added to the fleet during the year ending 31/3/42. In June 1941 a second Consolidated PBY flying boat was received on loan. In Nov. the Curtiss Wright CW20 landplane prototype St Louis was handed to BOAC and in December 2 of the G Class flying boats (Short S26) Golden Hind and Golden Horn were returned to the RAF. The third, Golden Fleece, was lost at sea while in service with the RAF. In Feb 1942 the first four of a total of 13 Whitley V bombers were delivered on loan to be used as freight carriers. D Class Delia monoplane (DH86A G-ACWC) made a forced landing at Minna in Nigeria on 17/6/41 and was damaged beyond repair. None of the pass. Or crew were injured. L Class "Livingston" (Lockheed 14 G-AFGP Livingstone?) was seriously damaged during take off at Khartoum on 4/8/41 without injury to crew or pass.: aircraft could not be repaired and was written off. Two J Class landplanes (Junkers 52) were sold to Belgian Air Transport Co SABENA in Sept. 1941. Reduction in fleet was as follows: Flying accidents 4, Other accidents 2, Enemy action 5, requisitioned by RAF 9 (8 D Class landplanes and 1 DH	IC53308 BOAC Annual Report year ending 31/3/42.
02/04/42	BOAC fleet	TN UK 55
09/04/42	BOAC Liberators all up weight 56000 lbs. Liberators would have to be found for a direct route to Russia and for growing demands of Atlantic Ferry service. AL528 and 591 have been allotted to BOAC. Fleet of Libs = 9. 5 of 12 Lib IIIs already assigned. 3 of 12 Whitleys being converted. Fraser thinks land, not seaplanes,would serve Malta better. CW20 as soon as serviceable to operate UK-Gib-Malta.	39th Progress Meeting
10/04/42	Re borrowing order for 100 impeller bearings now awaiting air shipment. If further 24 immediately required can only obtain by raiding production line.	CIT2457 from BOAC Baltimore to BOAC Cairo
16/04/42	Hildred reported that 5 Liberator IIIs would br allocated to BOAC. Target date of Explorer end of April, of Elsinore mid May. Clare damaged at Malta, not Cairo.	Progress Meeting
16/04/42	Hildred reported tha Admiral Larsen hoped to have 2 Lodestars from USA in this country, ones above the allocation that BOAC were to get. These would be Norwegian aircraft.	Progress Meeting
18/04/42	"Everest" G-AFZU AW27 Ensign arrived at Lagos on 16/4/42. It will shortly be employed on trans African services. Deliveries to date = 6 DH95s and 3 AW27 Ensigns with 6 awaiting delivery.	IC S 4159 Movement reports
18/04/42	On 19/4 the first Whitley V G-AGCF was delivered to BOAC Whitchurch. Three in all have arrived at Whitchurch by 28/4 and the remaining 9 are expected by 10/5. The aircraft will be used on flights between UK and W. Africa	IC50924 from Young to DDOSI, IC S 4147 from Collins

21/04/42 Re spares -Wright Cyclone engines probably for Lockheed 14s or 18s - which have been shipped.CIT2495 from New York to BOAC Bristol	CIT2495 from New York to BOAC Bristol
23/04/42 2 BOAC Flamingoes to go to 24 Squadron REF ME as their need is greater.	S R1069 from AME RAF ME
23/04/42 Hildred reported that Liberators AM263 and probably AM914 would be loaned by BOAC temporarily to RAF (1425 Flight). Re Whitleys, BOAC will probably be able to provide crews for 1st 3 aircraft but ATA would probably provide pilots and crews. Guba, difficulty in getting spares. Cordelia ( <b>S23 G-AEUD</b> ) to go to Africa to join Horseshoe service. CW20 ready for service 25/4 and would shuttle between Gib. and Malta	41st Progress Meeting
28/04/42 First Whitley arrived at Whitchurch 19/4 and there are the first 3 of the 12 there now.	Mr Hicks OS Gen
28/04/42 Ibn Saud of Saudi Arabia has offered H.M. Government 2 aircraft out of following: 2 Caproni, 1 Caudron, 2 Wapitis. No good for BOAC but RAF would like them for civil or postal use.	S R1072 from Jedda to Foreign Office
07/05/42 Accident to AM258 ( <b>Liberator</b> ) at Prestwick on landing was due to failure of hydraulic system. Repairs would take 5 weeks. The two Flamingoes "King William" ( <b>G-AFYH</b> ) and "King Arthur" ( <b>G-AFYE</b> ) are to be kept by BOAC and sent out to ME when completed. Ensigns "Echo" target date August, "Empyrean" mid August. After that "Egeria" and "Euterpe" remain to be modified. Ensigns designed for short range European work. The 5 aircraft, Ensigns, sent already to Africa would be more useful if their range were increased to 2000 miles. It was agreed that "Empyrean", "Egeria" and "Euterpe" only should be converted for long range operation. "Cordelia" S23 to be used on "Congo"? service. Possibly Whitleys to be used right through to ME, tropical conditions to be considered.	Progress Meeting
10/05/42 "Explorer" G-ADSV arrived Lagos 9/5 on completion of delivery flight from UK. Aircraft = AW27 Ensign left UK 2/5. It will probably be employed on Trans Africa services. Delivery flights to dat, 6 DH95 (2 to come) 4 AW27 (5 to come)	IC S 4309 Movement reports
14/05/42 Lodestar destroyed on ground at Malta (burst tyre and plane burnt out) on 13/5/42, G-AGCR = one of RAF handed over to BOAC. Replacement forthcoming. Crew and passengers safe.	S R1090 from Massey
21/05/42 DG Organisations offered use of Lyneham for operational use - Bramcote suggested as maintenance base (unsuitable for Liberators). DGCA hoped BOAC would be allotted 5 Liberator B24Ds, calculated payload = 2800 lbs to Bathurst with stop at Lisbon or Gib. Gib = 1250 yards landing ground. RAF personnel transferred to BOAC enumerated here.	43rd Progress Meeting
23/05/42 Recently two Wellingtons were handed over to BOAC by RAF. Operating on Khartoum-Kano shuttle - possibly to be used on Malta service eventually. Tail heavy at the moment.	IC S 4445 from Poland ( <b>presumably a person</b> )
04/06/42 Air Assignment Sub-Committee have allocated 14 B24Ds to BOAC. 10 more probably forthcoming. 6 more Mark II handed over at Dorval. Modifications of Mark IIs before B24Ds	44th Progress Meeting
05/06/42 King William G-AGBY arrived Cairo 8/6 on completion of delivery flight = DH95. Left UK 5/6 and flew via Lisbon-Gib and Malta.	IC S 4461 Movement reports
05/06/42 Golden Horn, 1 of 2 G Class suffered some damage last month whilst landing in high weather at Cabo Ruro (Lisbon). Portuguese repair shops lent for Corporation. Engineers to do repairs.	Aeroplane

14/06/42	14th June "Elsinore" G-ADST an AW27 Ensign arrived at Asmara and this completed its delivery flight. Left UK 1/6 and flew via Gib: Bathurst and Takoradi, Lagos and Kano. Flights made 7 DH95 delivered and 1 awaiting delivery; 5 AW Ensigns delivered and 4 awaiting delivery.	IC S 4519 Movement reports
18/06/42	CW20 being repaired. Catalina therefore shuttling instead between Gib and Malta. When CW20 repaired will make several flights to Stockholm before returning to the Medit. Shuttle. 4 Whitleys to operate UK-Malta to clear load to Malta.	45th Progress meeting
19/06/42	A Lodestar (Norwegian) has been delivered to UK and is to be used on UK - Stockholm service.	IC S 4563 from BA Commision Washington
23/06/42	Hudson III G-AGDF sunk off Smogen (Sweden) owing to forced landing due to engine trouble. Aircraft and mail sunk, passengers and crew safe. Date 22/6/42	IC S 4575 from ADCO
30/06/42	Whitley G-AGEA damaged on ground by enemy action at Gib. 28/6/42	IC S 4604 from Jones
30/06/42	A Whitley landplane G-AGEA owned by BOAC was damaged on ground by enemy action at Gibraltar on 28/6/42	R S 1139 per Major Jones ADOCA
06/07/42	Plans for a new tyoe of transport aircraft exist and could be ready by Christmas. Possibility of PAA covering our routes for us unless produce some civil aircraft ourselves or buy from USA	IC51370 Daily Telegraph
08/07/42	Liberator I or Liberator II considered suitable for service to Russia, which is to be regarded as an extension of the ferry service to Canada. Two Liberators would be sufficient.	IC S 4688 Min from DDOSI
09/07/42	"King Arthur" (G-AFYE) 8th and last DH95 Flamingo was due on 14/7 for M.E. "Echo" an Ensign due mid-July	46th Progress Meeting
09/07/42	Heracles (G-AAXC), the former IAL liner, flew 1,318,990 miles in 10 years and carried more than 100,000 passengers. She is now being dismantled, metal to be used for warplanes.	Flight
10/07/42	Freight consists 8 grinding machines weight each estimated 2500 kilogrammes. Not expected to be ready for shipment until July 18th. It is appreciated that CW20 flights are for this load and aircraft is then to be released.	R S 1111 from Stockholm to AM (Enc 27A)
19/07/42	"Enterprise" lost 3/2/42 (G-AFZU) in French Mauritania, has now disappeared and is presumed being used by Vichy French or Germans.	IC51470 CA1 Min to DDOSI
21/07/42	Re air transport difficulties in UK fleet situation	Interavia
24/07/42	New type of converted bomber flew for first time on July 14th. Col Llewelin and Capt. Balfour conveyed this impression in H of C	Aeroplane
24/07/42	Re possibility of BOAC helping out RAF in transport difficulties. Proposal that RAF release some 50 pilots and 1st Officers seconded from military RAF duties to be trained by BOAC for these services.	IC S 4872 from ? Taylor
25/07/42	Accident to "Elsinore" (G-ADST) an Ensign at Lake Timsah (Suez Canal)	8446 from BOAC Cairo to BOAC Bristol

25/07/42 2 aircraft, Lockheed 18 G-AGCT and Ensign G-ADST collided while taxiing at Almaza aerodrome, only slight damage. Almaza (Cairo) on to Asmara for finishing freight. Both aircraft on the service again.	CIL5446 from ARD BOAC Cairo to BOAC Bristol
27/07/42 DC3 loaned to BOAC Cairo area is to be transferred to India so BOAC will not be able to operate Malta service	IC S 4806 from RAF ME Summary 115
<b>01/08/42</b> An AW Whitley V G-AGDU used by BOAC for training was slightly damaged on 12/8/42 at Whitchurch, no casualties	Mr Bird by phone
04/08/42 Douglas aircraft (above mentioned) has been handed back to RAF and is no longer in BOAC's hands.	Progress Meeting
06/08/42 Flamingoes in M.E. Were now in service again	IC S 4833 to HQ ME from AM Whit. To North from Hildred
08/08/42 RAF party in charge of Flying Officer Cork sent to inspect Ibn Saud's two aircraft at Jeddah. What happened? (aircraft offered to UK Government for postal or civilian purposes.	IC S 4860 for Hildred from North
11/08/42 Ibn Saud's 3 aircraft - 2 + corks and 1 unserviceable. Accepted for political reasons. BOAC <u>not</u> interested. Aircraft to be used on communication (RAF) flight at Nairobi.	IC S 4886 meeting re increase in capacity in ME
12/08/42 6 Sunderland flying boats to be assigned to BOAC to supplement flying boat service to W. Africa. 1 per month starting from Oct. 1942. Warwicks to be allocated to BOAC too to carry loads onwards from Bathurst to M.E (Warwick payload = 8000 lbs). 14 Warwicks to be allocated (1 in Aug) 3 per month after that. Either 5 DC4s or 10 Liberators B24D (if DC4s not forthcoming only 5 Liberators). These allocations made to cope with traffic to ME. 12 not 16 Liberators to be complement for Return Ferry Service (1 for training and 3 for 1425 Flight in M.E. Service). No Liberators in Atlantic Fleet to be released for operation to M.E. by BOAC.	
20/08/42 5 Liberators B24Ds to be converted at Prestwick. These aircraft useful on Iceland - Canada service, also could operate to Gibraltar, Bathurst or Cairo or Russian service. (Runciman said Mark I is better on Iceland - Canada service). "Bangor" has one engine unserviceable. Completion of 8th Flamingo depended on materials. 7 Ensigns in M.E. and 3 more to go. 2 of which by end of Sept. and 1 by mid October.	49th Progress Meeting
21/08/42 "Ceres" ( <b>G-AETX</b> ) one of the 12 S23s on the Horseshoe has reached 1,000,000 miles of flying. "Castor", "Canopus" and "Cameronian" have also reached the million just recently.	Aeroplane
28/08/42 Reports progress on repairs to Bristol	CIT3009 from BA Baltimore to BA Bristol
28/08/42 Weight, engine performance, etc of CW20 (page 256)	Aeroplane
02/09/42 As from 3/9/42 BOAC cease to hire the 2 Polish Lockheeds (G-AGBG and G-AGAV). Willing to purchase them from Polish authorities for small sum but latter prefer to hire them out.	RS1100 from BOAC to Raby?

03/09/42	All Mark II Liberators now converted. DGO agreed that 14 Warwicks to come off Oct. Production. Aircraft will be converted by end of year. 6 Sunderlands also promised. Warwicks for W. Africa - M.E. Service and Sunderlands for UK - W. Africa. 6 Mark III Sunderlands at the rate of 1 per month starting Oct. Possibility of all being released at once to facilitate conversion. Whitleys unsatisfactory, best employed on UK - Gib. run. CW20 lacked spares, in a bad state. Possibility of repair for a few more trips to Stockholm because of great load it can carry.	50th Progress Meeting
08/09/42	King Arthur G-AFYE ( <b>Flamingo</b> ) left Whitchurch 6/9 - Portreath 7/9 -arrived Lisbon 7/9, etc delivery flight to M.E.	IC S 4989 Movement Reports
12/09/42	8 DH95s delivered and 6 AW27 delivered. 3 of latter awaiting delivery to M.E.	Movement Reports 4997
15/09/42	"Clare" lost off Bathurst 14/9/42, engine trouble followed by fire. G-AFCZ S30. Capt. Musson pilot. Kelly Rogers was in command of Clare when she first flew the Atlantic.	IC51735 and Telegraph (19/9/42)
16/09/42	Allegations by US Major that BOAC are operating aircraft to peacetime standards of luxury. This false however. Lodestars are stripped of seating and benches fitted. No advantage in stripping Lockheed 14s owing to load distribution.	C S 16678 from BOAC to Burkett
16/09/42	"King Henry" G-AFYI ( <b>Flamingo</b> ) accident at Adana on 14/9/42, due to failure of Exactor Throttle. Crashed on landing, considered to be a write off. Passengers and crew unhurt. Major General G S Whitham Director for Ministry of Supply in Ankara escaped with cuts. DH95 on service Cairo - Adana.	IC51753 from Jones; Telegraph (17/9/42).
17/09/42	Catalina, before searching for "Clare" had been shuttling between Freetown and Lagos to clear a load. The 8th and last Flamingo "King Arthur" ( <b>G-AFYE</b> ) has now gone to M.E. Suggestion that Whitleys best employed on UK - Gib and Hudsons best if transferred to UK - Stockholm run (because of higher ceiling). 1425 Hudsons to shuttle Gib. - Malta, best allocation of fleet.	51st Progress Meeting
18/09/42	Re search for Clare, 2 diplomatic bags recovered and one body, Flight Sergeant Allberry.	IC S 5056 from ADOSA
18/09/42	"Cooee" and "Carpentaria" of Qantas have been added to the "Horseshoe" fleet and given British registration. VH-ABF and VH-ABA to G-AFBC and G-AFBJ.	Aeroplane & BOAC Annual Report (2/10/42)
19/09/42	Re Liberators, all up weight, conversion of, etc	IC S 5070 from Hildred to PUS
20/09/42	Clare lost = largest British flying boat weighing 93 tons. 13 passengers and crew lost.	Daily Digest
24/09/42	1. Mail plane crashes in Mediterranean. (this might refer to "King Henry" ( <b>G-AFYI</b> )). 2. British plane crashed in sea off Gib. (this probably an RAF aircraft).	Daily Digest
25/09/42	Re loss of Clare, also re extension of Airgraph service. BOAC pilots who have flown 182 million miles, etc	Aeroplane (and 2/10/42)
27/09/42	Whitley G-AGCI on loan to BOAC from RAF, pilot C G K Browne, crashed in Gib. Bay 26/9/42. Aircraft on test flight, no passengers. C P Mallett BOAC Radio Officer aboard.	IC51801 from Burkett.

30/09/42 "Loch Lange" = Norwegian Lodestar G-AGEJ on UK - Stockholm service.	IC S 5094 Movement reports
01/10/42 Possibility of taking S30s off W. African route and putting them on the UK - Gib. In place of Whitleys (only 1 serviceable out of the 11). Whitleys to be withdrawn from Stockholm run 15/10, to be used for shuttling to Foynes. Hudson's to return to Stockholm run from Mediterranean. Suggestion that Liberator B24Ds should shuttle between Gib. and Bathurst being fed by S30s at Gib. Wellingtons might be used UK - Gib.	52nd Progress Meeting
07/10/42 CW20, Leuchars - Stockholm special flight.	Movement Reports
08/10/42 First Liberator III to be handed over to BOAC. It will then go on W. Africa route - Bathurst. Hope to deliver by 17/10.	IC51860 from Burkett to DOSI.
09/10/42 3 flying boats left in Australia when Horseshoe packed up 28/2/42. These were "Camilla", "Corialanus" and "Clifton".	COI by phone
10/10/42 2 unmodified Catalinas to be allocated to BOAC immediately. Re arrival at Hythe (G-AGFL and G-AGFM) (Catalinas).	IC S 5230 from AM Kingsway to MAP. Also Movement reports 25/10, 28/10
17/10/42 Authority has been given for BOAC to write off 5 Flamingoes.	R S 1238 Encl. 308A
28/10/42 Change of flying boat base to Hythe from Poole, probably for 3 weeks. Last use of Poole 21/10	OS Nav by phone
28/10/42 Poole to be used again on 10th November and possibly a few days before that instead of Hythe.	RS1236 from Burkett to Handover
29/10/42 2 Norwegian Lodestars ( <b>G-AG</b> )EJ and ( <b>G-AG</b> )EI were given their C of A on 20/8/42 and they were put on Stockholm service making 4 Lodestars on this service.	CH8 by phone
29/10/42 BOAC will possibly use the Liberator III (received about 11/11) on UK - Gib. Route. 4 Whitleys for training, 4 for Rineanna shuttle and 3 to return to RAF. 1 or 2 Sunderlands to arrive in December and the rest in January. 1st Warwicks hoped to be ready in December. 7 Ensigns now in M.E., 2 more to go (Nov.?). Spares for Liberator I and II difficult.	53rd Progress Meeting
05/11/42 41 Group to issue to BOAC on loan for one month an Albemarle in stripped condition so that BOAC could try out its suitability for Stockholm route. The prototype York aircraft to be loaned to BOAC for an experimental flight to Stockholm.	IC S 1980 from DDOSI
06/11/42 "Euterpe" ( <b>G-ADSU</b> ) arrived Lagos 4/11/42 on delivery flight to M.E.	Movement reports
12/11/42 Air Staff had agreed to allocate provisionally 5 Albemarles to BOAC for reinforcing the Stockholm run.	54th Progress Meeting
14/11/42 Maintenance of flying boats	Modern Transport
15/11/42 A DC3 G-AGBB was attacked by enemy aircraft on 15/11 and had to land at Chivenor, crew and passengers unhurt. Pilot, Verhoeven. Frequency of UK - Lisbon and UK - Gib. Therefore affected.	Mr Pike Duty Officer
18/11/42 Maintenance of flying boats, BOAC maintains abroad 53 landplane stations and 48 flying boat stations and 21 cater for both types of aircraft.	Aeroplane



19/11/42	First Albemarle arrived Whitchurch 18/11/42.	Movement reports
25/11/42	Sunderlands G-AGER (JM660), G-AGES (JM661), G-AGET (JM662), G-AGEU(should be G-AGEV) (JM663), G-AGEY (JM664), G-AGEW (JM665). The Consolidated Liberator III G-AGFN.	IC52086 from CH8
26/11/42	1st Liberator III to be used for training (until cells can be mended). The remaining 4 Liberator IIIs to be ready between jan. And March 1942 ( <b>error for 1943</b> ). Suggestion to use 4th and 5th Liberators unmodified for a while to train crews and to carry loads to W. Africa. An Albemarle delivered to BOAC for test purposes and payload good. 9th and last Ensign "Egeria" ( <b>G-ADSS</b> ) for M.E. would be ready soon.	55th Progress Meeting
01/12/42	Notes on establishment of engineering and operational base at Asmara. Geographical position good. Details of M.E. Fleet at different dates. Staff and equipment details.	IC S 5871 from Robert Maxwell
01/12/42	Report and findings of accident and write off of "King Henry" ( <b>DH95 G-AFYI</b> ) 13/9/42. Negligence of BOAC, pilot insufficiently trained.	IC S 6120 Report and letters from Runciman and Balfour
02/12/42	Ensign "Empyrean" ( <b>G-ADSY</b> ) arrived Bathurst 1/12 on delivery flight to M.E. And Takoradi 2/12.	Movement reports
03/12/42	S23 "Ceres" G-AETX on 1/12/42 at Durban was burnt, probable write off. 3 seriously injured.	IC52119 from Jones
08/12/42	All Boeing windows which are not essential to crew are to be painted white matt. Internal blackout curtains are to be retained.	CIT3328 from BA Bristol to BA Baltimore.
10/12/42	DG said plans had been made for the two S30s to proceed to W. Africa and carry seaborne troop mail from Freetown to M.E. Afterwards, one of the boats to stay behind and help with Congo service. Shelmerdine suggested that Sikorski S43 amphibian (late of Aeromaritime) might be utilised for the Madagascar service. It might also be possible to utilise some of the French landplanes. First Warwick should be delivered this month and remaining 13 by end of Feb. 1943. Hope expressed that 2 Sunderlands ready this month and remaining 4 ready by end of Jan. 43. Shortage of crews necessitates inquiries into possible loan from AMP. CW20 to be flown back to USA for exam. by Wright Field and to be exchanged for a new aircraft. The replacement will probably be a C46.	56th Progress Meeting
15/12/42	Enterprise File. "Enterprise" ( <b>G-AFZV Ensign</b> ) being used as Hospital plane at Dakar. Rumour has it that it may have been used as a hospital plane and last heard of at Marsilles in which case it maybe in German hands.	R1386/42 from Edwards BOAC to Jones. Aeroplane 12/3/43
18/12/42	If Air Council would release 30 machines, 20 Yorks and 10 Sunderlands, we could face PAA with some equality ready for post war rush for control of trade routes. Mr Perkins in H. Of C.	Daily Telegraph IC52178
18/12/42	Liberator III left Lyneham for W. Africa 18/12/42	Movement reports

- 28/12/42 BOAC's requirements 22 long range landplanes, 10 long range flying boats and 61 medium range landplanes. UK Portugal KLMs aircraft would need replacing in '43. 4 C47s should be allotted. UK - Sweden Albemarle unsuitable, 5 C47s to be allotted. W. Africa - Cairo 21 medium range landplanes for this, C47s probably. If UK - Malta operated 4 aircraft would be needed. Agreed however that BOAC operate UK - Gib. and RAF shuttle from there to Malta. N. Atlantic used 12 Liberators (6 serviceable at a time) 2 of which used on Russian service. 10 medium aircraft needed so that deviations via Iceland, etc. can be made. 12 Yorks to be allotted instead of Liberators, no allotment for Iceland. India - China 10 C47s to be allotted. Durban - Ceylon - Australia and New Zealand, Coronadoes might be available. Proposed allocations to BOAC, see fleet folder. IC S 5842 Notes of meeting in AMSO's room
- 31/12/42 Little chance of obtaining any Sikorskies from French in Africa for use on the Madagascar service. "Enterprise" used as an ambulance by French and last heard of at Marseilles. 1st of 14 Warwicks ready soon, all to be ready by end of April. All six Sunderlands will be delivered in 4 weeks. Possible employment of RAF crew or personnel in Sunderland because BOAC short of crews. 57th Progress Meeting
- 01/01/43** Of 15 persons on Golden Horn, 13 killed, 6 British and 7 Portuguese Parliamentary Question 21/43
- 01/01/43** 1st Sunderland = G-AGES allocated to UK - W. Africa. G-AGER, G-AGET, G-AGEU, G-AGEV, G-AGEW )= 5 to come) S R784 to UK representative Eire for Dom. Office
- 03/01/43 SABENA aircraft JU52 OO-AUG made a forced landing 2/1/43 in the bush near Bangui. Captain slightly hurt and passengers unhurt. IC52283 from Poland to North and IC52310 from BOAC to Burkett 13/1/43
- 10/01/43 Golden Horn G-AGCK (**should be G-AFCK**) crashed on test flight at Lisbon 9/1/43, total loss. Captain = J H Lock. IC S 5749 from Burkett (IC S 6176 Accidents report 5/4/43) (IC52689 = Cttee of Inquiry)
- 11/01/43 Estimated BOAC consumption of octane gasoline in Lisbon = 200 tons per month. CIL7126 from Lisbon Oil Co. To Lon. Associates
- 13/01/43 One engine of Golden Horn salvaged from Tagus. Daily Digest Portuguese for Portuguese
- 14/01/43 Sir Alan Brooke - 6 Sunderlands and 18 Warwicks will shortly be transferred to BOAC for West Africa services. This should help to make troop mail for Africa a quicker service. R S 1276 Report of Chiefs of Staff Committee meeting

14/01/43 5 Dakotas (C47s) have been allotted to BOAC for UK - Sweden service. Suggestion that 4 Lodestars on Stockholm run kept there but 2 Hudsons returned to RAF. MAP reported delivery of Warwicks:- 3 in Jan., 5 in Feb., 6 in March, total 14. 1st Sunderland delivered to BOAC 8/1 (G-AGER). Desired to have a spare engine at Ramenskaye in case anything occurred to Liberators on Russian flight. Radio facilities at Yaroslavl needed.	58th Progress Meeting
15/01/43 Ensign "Egeria" (G-ADSS) ETD Whitchurch 16/1 on delivery flight	Movement reports
16/01/43 Loss of Golden Horn, Commander John H Lock	Modern Transport
18/01/43 Committee formed to plan allocations of aircraft to BOAC routes and or bases. 5 Dakotas (Jan 43) for Stockholm run. When these used 2 RAF Hudsons would be returned. Norwegian Lodestars to be operated by Norwegians alone. Keep on the Mosquito. Yorks questionable, inquiry into modification possibilities. Crew position of BOAC allowed for no extra aircraft. If Warwicks taken they would be based on UK and would operate UK - N. Africa - M.E. Queries re Whitchurch being able to cope with new traffic. Bathurst turn round less operationally necessary (see Fleet Folder)	IC S 5864 CA Planning Committee
22/01/43 Re loss of Golden Horn	IC52325 Aeroplane, extracts from Press 10/1 and 11/1/43
25/01/43 Golden Horn loss	CIL7099 from Lisbon to Borland, Dumbartonshire & CIL 7284 from Alcock Cairo 9/1/43
25/01/43 Mention of York, British transport aircraft	Interavia
02/02/43 200 ton flying boats with a speed of 300 and 400 mph and carrying 100 passengers are planned to be made by Shorts. Post war planning talk to H of C.	Modern Transport
03/02/43 2 victims of Golden Horn crash found, Leal Costa (Portuguese) and John ? Lawson (English).	Portuguese Home Service
04/02/43 2 Wellington Vs offered BOAC but owing to restricted view from pilot's seat they were refused. The question of usefulness of Warwicks to be delved into because of assignment of some to BOAC. Croydon suggested as aerodrome for BOAC, balloons and grass unsuitable however.	59th Progress Meeting
05/02/43 "Egeria" last Ensign departs UK 5/2 for W. Africa via Casablanca fo M.E. On delivery flight (G-ADSS).	Movement reports
08/02/43 "Champion" (S30 G-AFCT) arrived Kisumu from UK 27/12/42 ready for Madagascar service which started 25/1	CIL7218 to Station Manager Lisbon.

09/02/43 Possibility that delivery of Dakotas from USA will only be 80% (?). PS to AMSO estimates at worst that out of 39 allocated to BOAC for 1943 not more than 3 or 4 aircraft will be lost.	IC52463 from Sec. Planning Cttee, 59th Progress Meeting 4/2/43
10/02/43 1943 plan of BOAC aircraft and frequency by routes, etc. (filed in Fleet folder), aerodrome facilities.	Fleet Requirements plan from DSG
10/02/43 Accident to AL591 ( <b>Liberator</b> ) at Newfoundland 9/10 2/43 aircraft missing. Cause of accident unknown (13 passengers killed and 3 survivors M Jones 17/2). Passenger names given in Aeroplane.	IC52440 from Jones. Aeroplane 19/2/43
11/02/43 English transport aircraft shot down near Fedeur (phonetic)	In Hungarian for Hungary
12/02/43 AL591 ( <b>Liberator</b> ) crashed off Newfoundland.	Movement reports
12/02/43 Of the 14 Ensigns of BOAC 5 have been destroyed, 4 by enemy action of 1 "Enterprise". "Egeria" last of 8 to be sent to M.E.	Aeroplane
13/02/43 British bomber crashed Newfoundland 9/2. 5 crew and 13 passengers killed.	Brslan? For English
15/02/43 1st Dakota G-AGFX was delivered to BOAC at Prestwick 7/2/43	COI
18/02/43 "King Arthur" DH95 total loss on training flight at Asmara. 2 crew killed or wounded (former suggested) on 15/2/43. G-AFYE	IC52479 from ADOCA
19/02/43 2nd Dakota arrived Prestwick 18/2	Movement reports
22/02/43 4 Dakotas delivered to BOAC for Stockholm services. 5th to follow soon. Registration marks G-AGFX, G-AGFY, G-AGFZ, G-AGGA and G-AGGB	IC52494 from ADOCA
22/02/43 "Lowestoft" G-AGBU a Lodestar, extensive damage to port wing, etc on training flight at Vaaldam on 13/2/43. No personal injuries.	IC52508 from Wimbush to Burkett
25/02/43 Discussion whether Flamingoes returned from the M.E. To UK; used on short journeys from Cairo, or given to Misr (latter decided against). Details re delivery of Liberator IIIs (5 in all). 1st Warwick unlikely to be delivered before end of March.	60th Progress Meeting
01/03/43 Suggestions that BOAC DH95s should be handed over to RAF. The Misr and then Rhodesian Government all abandoned in favour of their retention by BOAC for operations of short flights from Cairo.	R S 1238 Encl. 70-76
<b>01/03/43</b> Provisional plan for 1943 re aircraft allocated and distribution of.	IC52400 1943 Provisional Plan
04/03/43 Suggestion that CW20 is either used for scrap or as temporary accommodation at Lyneham. No longer serviceable as an aircraft.	R1683 from Gardner AM Bristol to BOAC
05/03/43 4 Dakotas and 3 Sunderlands added since 27/1/43 (see Fleet folder). Hudson VI which crashed 10/12/41 now a write off.	R1006 CA1 Minute
08/03/43 Dakota GA ( <b>G-AGGA</b> ) arrived Whitchurch 7/3/43	Movement reports

12/03/43	"American Aviation" on Catalinas for BOAC	Aeroplane
12/03/43	One of Ensigns left in France in June 1940 was unserviceable and was to have been destroyed by the French, instead it was repaired and has since been seen in Finland.	Aeroplane
15/03/43	Of 6 Sunderlands, 3 on service, 2 being modified and one unmodified with crew training. Re Norwegian Lodestars, possibly to be maintained by Norwegians but to be under control of BOAC.	IC S 6067 5th Planning Committee
16/03/43	Liberator aircraft, forecast for output. FL918 and FL920 mid April and FL915 end May.	IC52619 from DPCA
17/03/43	Lord Brabazon's committee to consider broadly post war civil types of aircraft likely to be required. Recommended that work should start immediately on design of civil aircraft.	Press summary 183 quoting H of C Official Report 11/3/43
18/03/43	Withdrawal of 2 RAF Hudson VI aircraft from BOAC	IC S 6088 from ADOCA
24/03/43	Catalina G-AGDA crashed into main channel at Poole on training flight, caught fire, wreckage sunk on 23/3/43. 3 injured, 3 missing	IC52621 from ADOCA, IC52877 accident investigation
26/03/43	Workshop in Egypt started by IAL now under BOAC control, does work for RAF. Aircraft repair and maintenance for Western Desert. Staffed by RAF	Aeroplane and BOAC News Letter April '43
27/03/43	14 Ensigns ordered by OAC, 9 i M.E. And 4 destroyed by enemy action and 1 had accident on W. Coast Africa.	Interavia
28/03/43	Re Ensigns. Tedder thinks base them on UK and operate to Gib. Or Fez and let RAF operate on to Cairo.	R S 1222 to AM Whitchurch from HQ Mediterranean 6th Planning Committee
29/03/43	DG has been promised 2 Mark IV Mosquitos for Sweden service and he has asked for 4 more to obtain a higher frequency during Summer. Norwegian Lodestars to be maintained by BOAC as before. Croydon to be a BOAC repair base. Leuchars, some hangars to be handed over to BOAC. 14 Warwick Mark Is to be delivered.	
03/04/43	For March 1 Dakota GA ( <b>G-AGGA</b> ) added. Following taken off; Catalina DA ( <b>G-AGDA</b> ) 23/3; Albemarle 14/3; Whitley G-AGCH collected by RAF 5/3.	R1006 CA1 Minute
05/04/43	"Loch Lange" G-AGEJ ( <b>Lodestar</b> ) lost 3/4th April flying from Stockholm to Leuchars. No news. Registered July 1942, CofA Sept. 42. 5 passengers and 3 crew missing.	OS Nav, IC52704 from ADOCA 5/4
09/04/43	"Berwick" (G-AGCA) when off Liberia dropped refreshment to ships crew adrift in small boat. Also sent SOS to nearest shore station and a rescue resulted.	Aeroplane
12/04/43	2 Hudsons, 3 Lodestars, 3 Dakotas to be withdrawn from UK - Sweden service in Summer whilst Mosquitos are operating. Repair and overhaul await the Lockheeds. 5 Dakotas will probably be used for ad hoc services.	7th Planning Committee
12/04/43	6 Mosquitos Mark VI for BOAC (Ref Aeronautics V9, no 1 8/43 p 56)	IC S 6214 to MAP from AM Kingsway

14/04/43 Catalina FM ( <b>G-AGFM</b> ) left for India 11/4/43 as an RAF aircraft. FL ( <b>G-AGFL</b> ) 17/4	IC S 6194 Movement reports & 12/4, 19/4
20/04/43 AM263 ( <b>Liberator</b> ) has been allocated to the N. Atlantic Return Ferry Service	IC S 6241 CLO Ferrying
21/04/43 On 19/4/43 KLM DC3 G-AGBB attacked by six ME110, wing tip fallen? Off and bullets in cabin, nobody injured. On way to Lisbon	IC52796, D Tel 21/4, Aeroplane 30/4
23/04/43 Re accident to Hudson VI FK391 on 22/12/42 at LG224 near Cairo. Wing tip struck ground during take off, aircraft extensively damaged.	S 23381/43 from Brown to BOAC
24/04/43 Mosquito FV ( <b>G-AGFV</b> ) accident at Barkaby aerodrome Sweden on 23/4/43, on Stockholm - Leuchars service. Crash landing, hydraulic system failure following enemy attack on outward flight to Stockholm.	Accident report from COI & Movement report. Also IC S 6268 from AA Stockholm 23/4
28/04/43 Another Dakota FD827 reached Prestwick 27/4/43 on allocation to BOAC.	IC52848 & IC52949 from ADOCA
29/04/43 After split in Horseshoe in Feb. 42 ( <b>S23s</b> ) "Corialanus", "Camilla" and "Clifton" were left in Australia and we had "Carpentaria" and "Coee" this side (one time QEA) 13/7/42 we swapped aircraft keeping the 2 and letting Australia keep the 3.	CH8 by phone
01/05/43 Telephone conversation which suggests that BOAC maintains its Boeing 314 flying boats at Lisbon not Limerick.	B.26/J.112 C telephone intercept between Bristol and Limerick
03/05/43 5 Sunderlands in service at the moment and 6th will be shortly. AMSO did not expect to deliver more than 4 Yorks for UK - W. Africa and 4 for UK - Sweden. Some Wellingtons may be allocated to BOAC. Croydon now ready to begin aircraft overhauls. "Guba" ( <b>G-AGBJ</b> ) to be offered to QEA for training. Catalinas FM and FL (G-AGFM and G-AGFL) arrived at Trincomalee 21 and 25/4.	8th Planning Committee
04/05/43 Re possible transfer of maintenance base from Eritrea to Egypt.	AZ 845/N/JP from BOAC
18/05/43 The tenth Dakota has now arrived at Prestwick for BOAC. FD867	IC52925 from ADOCA
22/05/43 Norwegians asked for 6 Lodestars for ferrying Norwegians from Sweden to UK. 4 to be assigned (2 in June and 2 in Sept).	S 72566 Munitions Assignment Board, Washington

24/05/43 7 Flamingoes have been loaned to RAF M.E. By BOAC. Misr have lost 2 Dominies and are in need of 2 replacements. BOAC not in favour of letting Misr have 2 Flamingoes. DG agrees that Flamingoes should be kept in M.E. And operated on short runs from Cairo.	G10 (P) Flamingoes (RS1238) to HQ RAF ME from AM Kingsway 16/1 ? Planning Committee
24/05/43 DG is pursuing question of getting a York aircraft for BOAC. Possibility of 8 Wellingtons being added to BOAC for Cairo - Karachi. BOAC willing to accept 12 Sunderlands this year and modify them themselves. The 6 Whitleys not required for training or Eire shuttle therefore RAF to take them back.	9th Planning Committee
26/05/43 BOAC has 11 Dakotas, 3 more due end June. 5 Stockholm Dakotas withdrawn at moment for service elsewhere.	Transport Integration Policy Committee
28/05/43 The loan of the 2 Catalinas ( <b>G-AGFL</b> and <b>G-AGFM</b> ) was to expire 1/6/43. DGO now agreed that these 2 flying boats to be issued on indefinite loan to BOAC.	R S 1257 from DDO to DG
01/06/43 216 Group are providing 4 additional Hudsons to strengthen BOAC fleet.	R S 1056 for DG from North
01/06/43 Statistics of "C" Class flying boats on the Horseshoe and Congo services.	Trade and Engineering, p 36
02/06/43 G-AGBB a KLM DC3 shot down GMT 10.54 on 1/6/43 approximately 250 miles SW of Ushant on northbound service Lisbon - UK. 13 passengers, 4 crew. 1st pilot Tepas?, 2nd pilot de Koning, no news, presumed lost at sea (Bay of Biscay). Leslie Howard one of passengers. Wireless Operator C van Brugge, Flight Mechanic E Rosevink (Ref Aeronautics v9, no 1 8/43 p 56)	OS Nav, IC S 6375 from ADOCA 2/6/43; various other sources.
02/06/43 Norwegians unsuccessful in obtaining Dakotas from USA but they have been allotted 4 Lodestars	R S 1219 from DG to FO
03/06/43 Unconfirmed report from Lisbon. A Spanish vessel is said to have save 5 survivors of the British passenger aircraft shot down 1/6/43 (G-AGBB DC3 above)	In Swedish from Sweden
04/06/43 12th Dakota has arrived at Prestwick for BOAC. FD861.	IC53013 from ADOCA COI
15/06/43 2 Catalina IV being modified here for Ceylon - Australia service.	
17/06/43 Accident Hudson VI FK459 Khartoum 16/6/43. 17 killed. On new Cairo - Takoradi service (4 of these b= crew). Captain G E Harris.	IC S 6433 and IC53105 (18/6) from ADOCA

<p>22/06/43 3 Liberator IIIs available for service (4th expected end of June). 1st Sunderland to be flown out soon to Durban via Congo to Durban. 6 more Sunderlands (expected in August) to be flown to Durban when modified - for Horseshoe service. In all 12 Sunderlands are to be based on Durban for Horseshoe. 12 Dakotas delivered to date (one training, one being modified, 3 awaiting spares, 7 on service). 2 more Dakotas due in June. Requirements on service to be:- UK - Cairo (daily) 10 aircraft; UK - Sweden (from mid-Aug.) 5 aircraft; UK - Lisbon 4 aircraft; UK - Gib 4 aircraft; UK - Moscow 6 aircraft. Total 29. AMSO to be asked to cope with above requirements. Provisional allocation of Yorks:- October, 4 for UK - W. Africa. November 4 for UK - Sweden. This allocation due for review end July. DOCA says 22 Yorks probably by Jan. 1944. The sooner Yorks on UK - Cairo, the sooner Dakotas transferred to M.E. Wellingtons unsatisfactory.</p>	<p>Planning Committee</p>
<p>22/06/43 Discussions re converted Wellingtons for Cairo-Karachi service by BOAC. They will not be available till early 1944 and consideration of the matter is to be deferred till a later date. These aircraft are unsatisfactory on this route. Five of the converted Wellingtons have been allotted to the French for service in Equatorial Africa.</p>	<p>R2005/43 enc 3A to 25A</p>
<p>23/06/43 Consequent loss "Camilla" (VH-ADU/G-AEUB), "Clifton" (A18-14/G-AFPZ) being handed back to Qantas from RAF in few days for operation behalf Commonwealth.</p>	<p>Cable SN878 to BOAC from Qantas Sydney</p>
<p>01/07/43 Hudson FK618 Wadi Halfa - Khartoum on 30/6/43, Capt. Attwell, 3 crew and 12 passengers dead. Aircraft crashed and caught fire, total loss.</p>	<p>IC S 6500 to Chief Inspector Accidents from BOAC Bristol; IC S 6504 from ADOCA 1/7; CIT 3677 to BOAC 30/6.</p>
<p>01/07/43 G-AGER Sunderland has been delivered from the UK to Durban as follows: Dept. UK 6/7, arr. Lagos 9/7, dept. Lagos 19/7, arr. Durban 25/7 via Belgian Congo.</p>	<p>Movement reports</p>
<p>01/07/43 Work of C Class flying boats (Short S23). 13 still in service, in operation on Durban - Calcutta and Congo route. During the 12 months to 1/4/43 a total of 3,174,122 miles had been flown. They went into service in 1936 and the youngest is over 5 years old. During the 12 months passenger miles were some 43,600,000.</p>	<p>Aeronautics, vol 8 no 6, p61</p>
<p>02/07/43 Need for BOAC to return two RAF Hudsons</p>	<p>IC S 6616 2nd meeting of ME Air Transport Board</p>
<p>07/07/43 Hudsons grounded in M.E. Because of accidents (2). Dakotas are to replace them.</p>	<p>S R798? From ADOCA</p>
<p>07/07/43 Loan of Dakotas withdrawn for a time owing to operational requirements.</p>	<p>CIT3688 to Brays Bristol</p>
<p>07/07/43 Now that SABENA have received a second new Lodestar their operations should be more regular. New timetables to be agreed. Days of operation to be standardised regardless of whether Lockheed or Junkers are used.</p>	<p>R S 1419 enc 13A BOAC</p>
<p>13/07/43 Aircraft, a Warwick registered in BOAC name (G-AGEX) on 30/11/42 (CofA not yet issued). Not to be included on fleet.</p>	<p>CH8</p>
<p>15/07/43 Further 6 Sunderlands to be allotted and issued on permanent loan to BOAC from Nov/Dec. Production. Serials ML751-6 inclusive.</p>	<p>IC56592 signal from AM Kingsway 04437</p>



- 17/07/43 Accident to Frobisher "Fortuna" G-APDX (**should be G-AFDK**) belonging to BOAC (piloted by Capt. Geoffrey Palliser Moss) near Rineanna on 16/7/43, 1240 GMT. The aircraft crashed on approaching to land. Names of passengers and crew (all uninjured): Passengers: Mr Simon Marks; Mr Marchbanks; Miss Pauline Gower; Mr G D'Erlanger; Mr Wimbush; Mr Temple Meller; Mr McDowall; Mr Richardson; Mr Granville. Crew: Capt. Moss; M/C Revell; M/C Caseley. Stewardess Gilmore; Wigmore. Written off. The other two DH91s "Falcon" and "Fiona" have been grounded pending the result of the enquiry into the "Fortuna" accident
- 17/07/43 Minor accident to Lockheed Lodestar (unidentified). Forced landing training aircraft Vaalbank Dam on instrument flight July 16th 1943. Nobody killed or injured. Failure petrol supply, undercarriage collapsed and wing damaged and airscrew.
- 19/07/43 Proposal that Ensigns should be transferred to operate a Cairo - Tripoli service. Ensigns to be replaced by Dakotas, five to go to M.E. For this purpose. Three of the five to leave the UK this week. Hudsons still being used by RAF. BOAC consider it more economical to use Dakotas. Reconsideration of the use of Dakotas on the Stockholm service. Proposal to operate the six Sunderlands (now on the West African service) on a UK - Lisbon - Gibraltar - Djerba - Cairo route. Djerba suitable for Sunderland operations, frequency to be four services weekly. Until Kasfareit is ready for use, the six Sunderlands will be based on the UK (Hythe). No difficulty operating Sunderlands through to India. Ensigns on trans Africa route to be transferred to Cairo - Tripoli services. Such reallocation must await the transfer of the Sunderlands from the West Africa to the North Africa route and the entry of the Dakotas. UK - Stockholm service. Lancaster aircraft better suited to service than a Dakota. Congo service Cairo - Lagos. It was intended to reduce the frequency of this service as soon as Ensigns could be operated to Cairo, if, however, the trans African service is served by Dakotas it is to be considered whether this Congo service could be discontinued and the flying boats released for service between Cairo and India. No change to be made at present but service to be discontinued as soon as practicable. Exchange of Warwicks for Dakotas. ATC should take over the Warwicks that had been allocated to BOAC, a fair exchange for the 14 Warwicks would be 10 Dakotas. An exchange on a comparative ton - mile basis seems fair and reasonable. UK - Russia service. ATC may want to take the Liberator I for Atlantic operations, in this event the northern route could be operated with Dakotas provided refuelling facilities were available in Sweden. If BOAC had to operate the northern route, but were unable to use Dakotas it was doubtful if a Liberator I could be provided.
- 20/07/43 AM have instructed Headquarters of 41 Group and of Transport Command that six Sunderlands are to be allotted and issued on permanent loan to BOAC from the Nov/Dec production at Rochester. Serial numbers of the aircraft are ML751-756 inclusive.
- 27/07/43 Sunderland (ER) (**G-AGER**) arrived Durban 25/7
- IC53335 Major Jones; IC53317 Telecommunication (16/7/43; Aeroplane 20/8/43 p224; Interavia p32 No 882/883 IC53361 signal from Durban Planning Committee 11th meeting
- IC53373 Burkett; signal from AM Kingsway 04437 15/7/43 IC 5 6612; Movement reports

- 28/07/43 Accident to Sunderland flying boat G-AGES 28/7/43. A Sunderland flying boat owned by BOAC crashed at Slievs Class (near Brandon Hd. Co. Kerry) at 0450 hrs. GMT on July 28th 1943. Pilot Capt. Allit. The aircraft crashed during forced landing during conditions of low visibility. 9 passengers were killed and 9 injured, 1 of crew killed and 6 injured. Return flight UK - West Africa service. Reported to have happened during a thick fog, aircraft crashed into a mountain. Mail from prisoners of war in Jap. hands was destroyed. Passengers killed: D W Stannard; J D Hartigan; I Milner; S L Pullinger; R Thorn; H Tristan; A F R Lumby; M A Roth; Sgt. K Devall. Passengers injured: T W Thomson; Gp. Capt. W S Hobden; P/O L King; Sgt. V Simmonds; Sgt. O Frith; Sgt. A B Dupree; Sgt. R Bertram; Sgt. I C French; Sgt. R F Larche. Crew killed: Capt. Allit. Crew injured: A Rowlandson and A D Lowes, Engineering Officers; J Slater, 2nd Officer; E W Vincent, Nav. Officer; C W Phillips and S Farr, Radio Officers. IC53415 F Boxall; ADOCA; Daily Digest 1,477 French; Broadcast 2/8/43; various magazines.
- 30/07/43 "Cleopatra" flying boat (**G-AFRA S23**) on the "Horseshoe Route". Aeroplane
- 31/07/43 Allocation of York aircraft. Number of Yorks available at the end of the year will only be 33 instead of 56. BOAC are therefore to have their allocation reduced from 8 to 5 aircraft. IC S 6705; S85620/DDO/A
- 31/07/43 Allocation of 5 Yorks to BOAC (one ex October, 2 ex November and 2 ex December production). These aircraft will be due for allocation during the delivery period of the first batch of 25 first class pass.-cum-freight aircraft for Transport Command. These aircraft will be ex the first 200 Yorks to be fitted out. Subsequent allocations to BOAC not yet fixed but will have to come out of this 200. It is possible that a further 100 will be fitted out, making 300. IC S 6705; S85620/DDO/A
- 01/08/43** Consolidated Catalina lvs G-AGIE and G-AGIE for Ceylon-Australia service by QEA. IE not yet left UK 28/8. ID reached Karachi 23/8 route Hythe, Poole, Shannon (Foynes), Lisbon, Gibraltar, Malta, Cairo, Bahrein, Karachi. Movement reports
- 01/08/43 BOAC aircraft (**Mosquito?**) attacked by enemy fighters. Capt. Rae on secret route attacked by Focke Wulf 190s on 17/7/43. He evaded them. Certificate of commendation for Capt. Rae and Radio Officer S W Payne. Capt. Rae awarded the OBE and Radio Officer S W Payne the MBE. Newsletter; Aeroplane, Modern Transport, Interavia (various dates Aug-Nov 43). OS Nav
- 02/08/43 It is proposed to use Lodestars from Cairo to Salisbury and later to Johannesburg. CIL7985 BOAC Reg. Director
- 07/08/43 Two Catalinas for delivery to Qantas in Ceylon. BOAC are to forward two dump valves to Qantas for installation in the two aircraft now in service. Two additional Catalinas now being modified here preparatory to delivery to Qantas in Ceylon will have dump valve fitted to the port wing. IC S 6669 Dom.? Office to Govt. Of Australia
- 18/08/43 Accident to Mosquito G-AGGF 17/8/43. Pilot Capt. Wilkins and Radio Officer Beaumont missing, no passengers carried. Aircraft left Leuchars for Stockholm at 2106 GMT, at 2105 she signalled her intention to return to Leuchars but no reason was given. Last wireless contact 2136. Place of accident is not known as wreckage has not been found to date, it disappeared after having reached the Tay. Rescue aircraft searching. Report of broken telegraph poles near Aberfeldy, search land west of a line Montrose-Crail (see later report) IC53519 Maj. Jones; IC S 6719 SNAC 347 III OS Nav.

- 19/08/43 Explanation of disappearance of G-AGBB on 1/6/43 DC3. Report of an interview with a Luftwaffe prisoner of war, a member of one of the long-range Sea Fighter units stationed on the west coast of France, who stated:- This aircraft was shot at by a JU88 of the 14th Staffel on patrol, the aircraft caught fire and crashed into the sea. Aircraft carried no rear armament. No survivors. This is probably the full story of the loss of this DC3. It was thought that it was a courier aircraft. Major Jones; X38 file on attacks on civil aircraft CA1.1
- 19/08/43 Accident at Winslow 7/8/43 (ownership not known). On 7/8/43 a transport aircraft crashed in Winslow, Bucks, killing 13 passengers and several members of the crew. It is not known whether this was a military or a commercial aircraft. Interavia no 881, p20
- 20/08/43 British courier plane missing London-Cairo. Courier aircraft from Britain to Eritrea, Egypt, Palestine and Transjordan listed as missing due to enemy action. Note. Believed to be an RAF aircraft as CO2 know nothing about this. German Broadcast: Daily Digests 4957 & 4967; British broadcast 21/8
- 21/08/43 History of Short Calcutta flying boat "City of Stonehaven" (G-EBVH). History of the above aircraft until it was replaced in 1933 Modern Transport, p7
- 26/08/43 US aircraft for Sweden. BOAC route to Stockholm is inadequate and Swedes are being pressed for an alternative route. Swedish attitude may be influenced by the knowledge that we have some voice in the allocation of US aircraft even on conditions previously suggested. No offer of US aircraft should be made to them until question of alternative route is settled. State Dept. to consider and postpone reply to Norlin. IC S 6784 FO to Washington
- 27/08/43 Shots fired at British aircraft over Sweden. On Thursday evening 26/8 AA artillery near the Bofors armament works fired warning shots at a British aircraft, which then altered its course. Daily Digest 1502; German broadcast
- 27/08/43 Sunderlands will continue to be placed on Lagos route as they become available pending clearance Mediterranean. 11 Sunderlands should be in operation Oct. 1st, remainder at the end of the year. Cypher message L0048/N/DA BOAC
- 28/08/43 Proposed Sunderland operations. BOAC to continue operating Sunderlands to West Africa until the Mediterranean is open either in civilian or RAF markings. As soon as the Mediterranean is open the above Sunderlands and any additional ones will operate to India through the Mediterranean. As soon as Kasfarheit is ready to receive Sunderlands as a base they will be transferred to M.E. and will operate ME/India or ME/UK as required. When BOAC can 'tap into' the flying boat services at Cairo with landplanes all Sunderland flying boat services out of the UK will terminate. The date when this will happen is uncertain, it depends on the delivery of Dakotas or Yorks or some other suitable landplane for UK - Cairo service. BOAC are striving to get Dakotas to do the job by the time Kasfareit is ready to receive the 17 Sunderlands. CIL8059 BOAC to RDNE Cairo.
- 31/08/43 Exchange of 8 Dakotas for 14 Warwicks, additional two Dakotas if justified by capacity and performance of Warwicks. If the Warwicks fall below expectations the number may be reduced from 8 to 6. Supply of Dakotas may fall short of allocations. Planning Committee 12th meeting

31/08/43 Flamingoes for overhaul. De Havillands test pilot has advised that the Flamingoes should be shipped to UK for overhaul, once here de Havillands must put them right.	Planning Committee 12th meeting
31/08/43 Norwegian Lodestars. BOAC not to accept responsibility for their modification or maintenance. The Lodestars (7 in all) not to operate on the longer route to Sweden now being planned. The Norwegians might be asked to assist on the service to the Orkneys and Shetlands or other local services.	Planning Committee 12th meeting
01/09/43 Delivery of 20 Avro Ansons to 216 Group at Fes. Delivery completed 25/8/43. First departure from the UK was 76/7/43 and last arrival at Fes 25/8/43.	IC S 6772 OS Nav.; R S 1393 enc 60A (as above)
01/09/43 Delivery of 20 Ansons to Fes. Registration letters of the 20 Ansons:-G-AGGL LT203; G-AGGM LT204; G-AGGS LT307; G-AGGU EG677; G-AGGT LT340; G-AGGX LT115; G-AGHB LT281; G-AGGJ LT191; G-AGGY LT176; G-AGHC EG651; G-AGGK LT192; G-AGGV LS995; G-AGGZ LT234; G-AGHD LS989; G-AGGN LT236; G-AGGO LT255; G-AGGP LT256; G-AGGR LT257; G-AGGW LT279; G-AGHA LT276	R S 1393 enc 60A OS Nav.
<b>01/09/43</b> All DH95s (Flamingoes) to be shipped to UK with spares as soon as possible.	BOAC cypher message LO158/E/AZ
01/09/43 Sunderland G-AGER to go to Durban on service there.	Newsletter, p4
02/09/43 Two new Sunderland flying boats registration letters G-AGHV and G-AGHW.	Movement reports
04/09/43 14 Douglas C47As (Dakotas) taken over by BOAC. "Under Lease Lend Act BOAC have taken over 14 Douglas C47As from the Americans"	CIL8430 D Philip of BOAC
07/09/43 No intention of operating Sunderlands South of Cairo	BOAC cypher messag LO176/O/AZ
08/09/43 Report on loss of Mosquito G-AGGF 17/8/43 and finding of wreckage. Comprehensive report by an officer of the Dept. Of Civil Aviation on 25th and 26th of August 1943 on events leading up to the above accident and subsequent enquiry. Wreckage was found yesterday (7/9/43) near Invermark Lodge at the head of Glen Usk, Kincardineshire and has been identified as Mosquito G-AGGF. The bodies of Capt. Wilkins and Radio Officer Beaumont have been taken to RAF Station Edgell. Log books have been salvaged.	IC S 6815 Maj Jones
10/09/43 216 Group to lend BOAC 1 C47 (DC3) to enable them to start a second weekly Cairo-Takoradi service, aircraft to be returned when their fourth or fifth is delivered. When this takes place the Ensigns will be transferred to the proposed new Cairo-Tripoli service. In view of the unserviceability of the Ensigns the frequency of the Tripoli service must be low. (see later report).	Cypher message BOAC AZ240/N/JP

- 13/09/43 Dakotas for BOAC allocation for 1943. Original number agreed by AMSO last December was 39 but this number included 10 for the proposed India-China service which is in abeyance for 1943. This reduced the allotment to 29, it has further been reduced to 26 but, in addition, 8 Dakotas are to be exchanged for the 14 Warwicks making a total of 34. Acrual and prospective allocations are as follows:- Jan 5, Feb 2, March 1, April 2, May 2, June 2, July 2, Aug 3, Sept 4, Oct 4, Nov 5, Dec 2 Toatal 34. 19 of these have been delivered to date 13/9/43 completing the allotment up to the end of August and leaving 15 to come for the months Sept. to Dec. Of these quotas BOAC will receive:- Sept 1st, 5th, 9th and 13th aircraft, Oct 1st, 8th, 16th and 24th aircraft, Nov. 1st, 7th, 13th, 20th and 27th aircraft, Dec. 1st and 17th aircraft. 4 of the original allotment were for replacements for the KLM aircraft on the UK-Lisbon service and BOAC will be asked to make one or two available for this purpose, as there is difficulty in coping with the traffic on this service
- IC S 6835 W N Burkett to BOAC
- 14/09/43 AM258 (Liberator I) owned by RAF Transport Command and operated by BOAC on return ferry service crashed on take off at Prestwick 13/9/43 1512 hours. Pilot was F/Lt Ellison who was slightly injured. Aircraft was on test by Scottish Aviation Ltd and swerved to the right and nosed into a deep ditch with a stream at the bottom, caught fire and was completely burnt out. Starboard brake may have seized when the aircraft reached a fairly high speed prior to take off. Names of passengers and crew, all employees of Scottish Aviation Ltd, and were on the flight for test purposes:- F/Lt Ellison slightly injured, A Cumming seriously injured, A B Hall injured, W A Wilkinson, J Neish, J Clelland, J Greer and J Spiers uninjured.
- IC53662 Rosenberg
- 17/09/43 Two Lockheed 14 out of action, formerly employed on services in the Middle East. Two Lockheed 14 have been out of action since May, one undergoing repairs, awaiting CofA and one is awaiting new engines.
- IC53701 Mr Cochran
- 20/09/43 Suggested transfer of two grounded Frobishers to AAJC. This suggestion rested on the supposition that AAJC could rebuild them themselves. They are unable to do this due to their wooden construction, apart from BOAC, only de Havillands could do this, work involved would not be worthwhile. de Havillands and MAP could be sounded for an estimate, otherwise it is the end of these aircraft which have been useful in their day.
- IC53702 C B Collins DDOSI
- 22/09/43 Date of proposed start of Cairo-Tripoli service and increased frequency Cairo-Takoradi service with Dakotas. Start of Cairo-Tripoli service is dependant on the delivery of a Dakota (DC3 or C47) but proposed date is 1/11/43 frequency will be daily with Ensigns. The Cairo-Takoradi Dakota service operated once weekly will be increased to twice weekly with Dakotas and the Cairo-Takoradi Ensign service will be cancelled.
- BOAC by phone
- 23/09/43 Alternative employment of Norwegian Lodestars. Discussions with Admiral Larsen, BOAC can no longer maintain and operate them, existing agreement must be determined. If Larsen wishes to continue operating them he must do so under his own arrangements. Larsen is free to do this or to discuss with Transport Command alternative uses for the aircraft. Larsen is inclined to continue the service but is to discuss the matter with his Government. Transport Command could usefully employ these aircraft as a service, not a Civil unit
- Joint Air Transport Planning Committee 13th meeting
- 25/09/43 Dakota G-AGHU being delivered from Prestwick to Croydon
- IC S 6885 Movement reports

- 29/09/43 Mosquito G-AGGG attacked by enemy fighters on Leuchars - Stockholm service. Capt. Martin Hamre reports G-AGGG attacked by enemy fighter aircraft at Skagen on Danish coast, no damage. Swedish Air Force heard radio probably in North Denmark directing enemy aircraft. The Mosquito G-AGGG evaded the fighters. IC S 6924 Message
- 04/10/43 York aircraft to be allocated to BOAC should be the 2nd, 8th, 14th, 20th and 26th of the first 30 production. Aircraft being produced as a block in the first class passenger cum freighter version. These are the 30 aircraft numbered "9 to 38" (see previous ref IC S 6705). First of this type should be available by Dec. IC S 6926 DDO(A); S 85620/ DDO(A) Joint Air Transport Planning Committee 13th meeting 23/9/43.
- 05/10/43 A Lockheed Lodestar owned by BOAC had an accident at Jiwani (en route for Sharjah on Karachi-Cairo service) on 2/10/43. The port wheel of the undercarriage collapsed during take off. Damage to port wing, engine and propeller. No passengers on board and no crew injured. IC53773 DOCA
- 05/10/43 Sunderlands ET (G-AGET) and EV (G-AGEV) on special flights to Djerba, Cairo and Karachi 11 and 12/10. Special flights unconnected with any projected services of BOAC, carrying important passengers. Proposed route:-Poole-Gibraltar-Djerba-Cairo-Bahrain-Karachi. ET. Cairo 13/10, EV at Gibraltar 13/10. Transport Command to be responsible for routing and briefing through the Mediterranean. These aircraft are to return to the UK carrying important passengers. RAF procedures applicable throughout the flight. Flight to Karachi to convey Lord Wavell and staff from Poole to Karachi, ex Viceroy of India and staff to return to the UK on the return flight. 1. Arrived Karachi 17/10 (ET and EV). 2. EV and ET returned Cairo 23/10, departed Djerba 24/10, dep. Gib. 24/10, returned owing to weather in UK. 3. Capt. J L M Davys flew Lord Wavell to India, Critchly was a passenger as far as Karachi. IC S 6922 W W Burkett; Movement rept 13/10/43; CO2 14/10/43  
1. Movement repts 17 & 18/10/43; CIT 3812, NZZ 90.49.19.1620.CI  
552/O/LO. 2. Movement repts 24 & 25/10/43. 3. Aeroplane 12/11/43 p558; News Letter 46 Nov 1943
- 08/10/43 Accident to G-AGBR "Lewes" Lockheed 18 at Karachi. Port engine failed on take off and port undercarriage collapsed between touchdown and end of runway due to abnormal strain. Initial inspection report 6/10/43. Mailed to Cairo for replacement. BOAC code message no 25
- 09/10/43 Possibility of Coronados on the Eire shuttle service. Possibility of BOAC trying out some Coronados on the Eire shuttle. Essential for BOAC to have one boat for tests at Hythe. Because of heavy commitments with Xmas mails for the troops it will be difficult to carry out these tests between 20/10 and the beginning of Dec. If one Coronado could be delivered to Hythe at once H V Wood would try to carry out tests prior to commencement of Xmas mail movements with Sunderlands after which BOAC would have no experienced crews to spare and they expect to have their hands full with Sunderland maintenance. IC53813 DDOSI C B Collins

11/10/43 Delivery flight of Dakota G-AGHP to Castel Benito 11/10/43. This is the 4th of a total of 5 to be delivered to M.E. Mr Rosenberg does not know if or when the other one will go.	Cypher message X8983 MOC/C CastelBenito; CO2 13/10 & 14/10; Movement rept. 13/10 Press Summary no 213
13/10/43 Short Stirling. British civil airways may soon have a transport version of the Short Stirling. Seats are fitted for passengers, military equipment removed and rubber dinghies included.	
13/10/43 Overhaul of Ensigns will not be carried out in Asmara, BOAC to have moved all their workshops and equipment before Xmas. When move is completed there will only be about 30 BOAC personnel at Asmara.	CIL8463 Shell Co. Asmara
19/10/43 Sunderlands on UK Cairo via Djerba service. Eleven Sunderlands to be used on this service will be ER, ET, EU, EV, EW, HV, HW, HX, HZ, IA and IB ( <b>all G-AG--</b> ). They will bear civil camouflage and marking. Service to start 23/10, frequency 6 times weekly.	IC S 6976 BOAC to AM Nav 268
19/10/43 Accident to Sunderland G-AGEW 18/10/43. Sunderland G-AGEW on East Channel Foynes 18/10/43 hrs daylight. Capt. Ker, A E Davies, A Birks, W J Magill, J Bronitt, Lakeman and Chick, no passengers and no casualties. Limerick load removed and stored at Foynes. Aircraft was taxiing out to take off for loop swing. Damaged bottom on obstruction of unknown nature, cause unknown. Extensive damage region keel compartment. Leakage about 5 gallons per minute. Leak has been partially checked with sacking and cement. Captain suspended. Returned to Poole ETD 19/10/43	CIT3816 NZZ69 86 22 191526
23/10/43 History of de Havilland Hercules "City of Cairo" ( <b>G-EBMW</b> ) 1926-1932	Modern Transport
23/10/43 <b>1.</b> Catalinas on Karachi-Perth service. 4 Catalinas G-AGFL, G-AGFN, G-AGIE and G-AGID. G-AGID held up Kogalla with tank leak, G-AGIE in Sydney undergoing tank adjustments. 3 Catalinas can operate 3 times fortnightly and 4 Catalinas twice weekly, it is hoped to achieve twice weekly end of Dec if crews available. 4 Catalinas are minimum without reserve for twice weekly. <b>2.</b> Extra Catalina required by end of Dec. or definite preparation made for operations by Liberator or Yorks if available.	<b>1.</b> BOAC Cypher message SN931/LO. <b>2.</b> IC S 7056 BOAC to C B Collins 4/11/43
23/10/43 Sunderlands withdrawn from West Africa for Xmas mail service. Fairly definite that they will not return to West Africa although political difficulties in North Africa still exist.	CIL8309 BOAC to Lagos
24/10/43 Sunderlands to Cairo. No intention of sending second Sunderland. BOAC to send confirmation of Sunderland arrangements for Moscow party soon.	BOAC Cypher message LO549/O/C1
26/10/43 Loss of de Havilland Mosquito G-AGGG on 25/10/43 at 2139 GMT. Aircraft circuted the aerodrome at Leuchars and crashed roughly 2 miles north of the Leuchars aerodrome at Tentsmuir. Cause of the accident was the failure of port engine and not enemy action. (about 400 miles out the aircraft came right back to Leuchars with one engine. Aircraft was ably smashed up but is not believed to have caught fire. Two crew and one passenger were killed, namely Capt. Martin Hamre, Radio Officer Haug and an American passenger, Mr Paul Rogers. (note. written off fleet). Probably undershot aerodrome on approaching to land after having flown 400 miles on a single engine.	Spoke OS Nav; IC53915 Major Jones 26/10; CIL8411 Regional Director Cairo Oct 31st 1943 (?)

28/10/43 New Launch "British Airways 64". Recently delivered to BOAC. Built by W J Tod Ltd, Weymouth. Single Ford V8 Kermath engine. This is the first of 20 similar craft to be used by BOAC overseas.	Flight p483
31/10/43 Fourth Dakota has arrived ( <b>in M.E.</b> ) but fifth has not yet left the UK	CIL8411 Regional Director Cairo
31/10/43 Trouble with E. Class ( <b>Ensigns</b> ) maintenance and the manpower they absorb is very high, by contrast, Dakotas are extremely efficient.	CIL8411 Regional Director Cairo
<b>01/11/43</b> Four Wellingtons (BAW 1, 2, 3, and 4) returned to RAF at the end of July for transport to SAAF. Based in M.E. 3 Armstrong Whitworth Whitley V returned to RAF early in August 1943. G-AGCG, G-AGDX and G-AGEC plus G-AGCF returned to RAF 41 Group 26/8/43. Addition of Dakota G-AGHU. Addition of 5 Lockheed Lodestars FK855 G-AGIL, EW977 G-AGIM and EW979 G-AGIN received from RAF M.E. In May or June 1943 in lieu of returned Hudsons, also addition of EW981 and 982 (no date received) registration letters not known (982 = G-AGJH). Based in M.E. but used at Vaalbank for training. Liberator AM258 burnt out at Prestwick (see previous fleet report) 13/9/43. Lockheed Lodestars to be deleted: G-AGCW, G-AGCX, G-AGCZ, G-AGDD, G-AGDE and G-AGEI. See fleet folder (NB GDD and GDE have annotation in pencil (RNAF).	R1006 CA1 Minute
<b>01/11/43</b> Accident due to starboard wing breaking away. Evidence of fire in wing. File gives full report.	R S 1653
01/11/43 History of G-EBLB "Vulcan". This aircraft was used during the first two years of the company's operations. Crew of one, eight passengers, all up weight 5,900 lbs.	News Letter, p7
03/11/43 QEA are anxious to receive 5th Catalina. Drawings of modifications to be sent. BOAC have told them that they cannot let them have a crew and they are trying to make other arrangements.	Code message BOAC KC078/H/LO
08/11/43 Loss of G-AGIB Sunderland 5t Nov. 1943. No survivors 2200 hrs. Pilot Capt. Shakespeare. 75 miles SSW of Sollum en route Cairo - UK17M/18M.	IC53989 Major Jones
08/11/43 Nature of accident unknown. Total loss. Names of passengers and crew:- Capt. Shakespeare, First Officer Mountain, Supernumerary 1st Officers John and Burch, Nav. Officer Harrold, Radio Officers Estell and Blackshaw, Eng. Officers Potter and Cope. Passengers A J Kingsley Heath, Commander R A E Luard, RNVR, Brig. H C Elton, Lt. H G Brown, Capt. A T Boddam-Whetham, F/Lt P Taylor, Admrl. R H C Halifax, Sgt. E D Brooke, Lt/Col C M Gaskell, 2nd Lt Bass-Thompson.	IC54021 BOAC
08/11/43 Operations of Qantas Catalinas. Not yet settled whether Catalina operations will be handled at the RAF base at Korangi or at BOAC base at Karachi, the latter is the most probable. It may be necessary to increase launches and motor vehicles to cover these operations.	CIL8475 BOAC Cairo
12/11/43 A number of Mosquito III and Mosquito IV bombers have been converted for civil use and are used on BOAC routes. They are all fitted with long range fuel tanks and are camouflaged in normal BOAC colours.	Aeroplane, p 558



- 13/11/43 Accident to Dakota G-AGHM 12/11/43. Whilst on a return flight from Gib. To UK on Friday 12/11/43 a Douglas Dakota landplane G-AGHM piloted by Capt. G Rae OBE made a forced landing at Viano do Castello (38 miles N. Of Oporto) on the Portuguese coast. No damage to aircraft or injuries to either passengers or crew. Cause was engine failure, location at time of engine failure not known. Aircraft is now at Lisbon awaiting engineers report before proceeding to UK. CIT3846 BOAC NZZ 62 26 13; also spoke OS Nav 15/11/43 and IC54055 ex Daily Telegraph 15/11/43
- 15/11/43 Aircraft to be based at Leuchars. BOAC 5 Mosquitoes, 1 Dakota and 1 Liberator or York, the last two aircraft to be maintained elsewhere. Norwegians 5 Lodestars. S R760 Part II Meeting at Leuchars
- 18/11/43 British civil aircraft (DH98 Mosquito?) attacked by a German aircraft; tail damaged, on the night the "Gripen" (**Dakota SE-BAG**) was shot down 22/10/43. Aircraft arrived in Stockholm. Interavia 894/5 p27
- 22/11/43 Two Lockheed 14s returned to the RAF Mr Pound BOAC Ops; IC54832 CH8d 3/12/43 (by phone)
- 22/11/43 Request 41 Group allot and issue 1 Mosquito Mark III to BOAC for training purposes on temporary loan for 3 months. Aircraft to be delivered as soon as possible to Leuchars. IC54124 AM Kingsway to MAP 02467  
Telecommunication  
BOAC Cypher C1 987/H/L4
- 23/11/43 Only four of crew identified:- Shakespeare, Mountain, Burch and John
- 30/11/43 Dakotas for BOAC. BOAC have now received 21 Dakotas, this covers the full allocation up to the end of Aug. 1943 and 2 from the Sept. Quota. The two extra Dakotas promised by Transport Command for the Lisbon service in place of the Sunderlands withdrawn have also arrived in the UK and will be handed over shortly. October allocation 4 and Nov. 5, these will be late. Yorks. BOAC to have 2 by January 1944. There are only 3 Yorks in existence, 2 with Transport Comand and the 3rd earmarked for trials belongs to MAP. No. 4 should be available almost immediately, after that there will be no deliveries until March. Mosquito and Liberator III for training. Application of BOAC for dual control Mosquito for training and for speeding up the 5th Liberator III for training. Coronado trials by BOAC. Too early to say whether BOAC want Coronadoes. Further 6 Sunderlands over and above those allotted should be allocated to BOAC. 2 as replacements for the 2 recently lost and 1 for crew training at Vaalbank Dam, 1 for the Eire shuttle, 1 for crew training in the UK and 1 as reserve. Aircraft to be in stripped condition. Planning Committee, 14th Meeting
- 01/12/43 History of "Achilles" Fokker aircraft. "Achilles" (**G-AASP**) one of two Avro Tens bought by Imperial Airways in 1931. It was a Fokker (**licence built**) and was on the London-Brussels-Cologne service and later went out East. News Letter p3
- 01/12/43 Landplanes based at Cairo at 31/12/43. 20 Lockheed 18, 1 Lockheed 14, 1 Lockheed 10A, 5 Douglas Dakotas. Report gives landplane departures from Almaza and flying boat departures from Nile Base during December 1943. CIL8748 BOAC Cairo
- 02/12/43 Admiralty Delegation urgently require Beechcraft loaned or replacements from new supplies earmarked for RAF BOAC BZ 330/M/LO

<p>03/12/43 <u>Fleet deletions Nov 1943</u>. The two <u>Frobishers</u> "Falcon" and "Fiona" G-AFDJ and G-AFDM reduced to produce, written off fleet 6/12/43. <u>Lockheed 10A</u> "Lea" write off, aircraft obsolete G-AFCS. Three <u>Lockheed Lodestars</u> "Leicester", "Lake Timsah" and "Lanark" G-AGBP, G-AGCT and G-AGBO write off. The above three Lockheeds taken over by the RAF. <u>CW20</u> G-AGDI "St Louis" vested in MAP, write off.</p>	<p>IC54832 CH8d Filed BOAC Fleet Folder</p>
<p>21/12/43 Accident to Dakota G-AGHO 21/12/43 at Whitchurch 0825. Dakota G-AGHO after landing at Whitchurch ran off runway and collided with ATA Anson parked on perimeter of landing area. Damage to Dakota:-minor damage to starboard wing and elevator. Damage to Anson:- Port airscrew badly bent</p>	<p>IC54978 Telex communication JP 3 65 21 10 35</p>
<p>21/12/43 G-AGIO ETD 23/12 on delivery flight to Cairo.</p>	<p>Movement reports</p>
<p>21/12/43 The two Dakotas handed over by Transport Command to BOAC for the UK - Lisbon service to compensate for the loss of Lisbon payload due to Sunderlands overflying Lisbon are being modified and the first should be in service by Jan. 8th and the second by Jan. 15th.</p>	<p>IC7345 Major Jones</p>
<p>22/12/43 <u>Amendments to Fleet for November. Additions</u>. 4 Airspeed Oxford; 1 Dakota FL548 G-AGIO; 1 Mosquito on loan from RAF for 3 months from 26/11/43 HJ885. <u>Deletions</u>. 3 Airspeed Oxfords; 2 Frobishers (Falcon and Fiona); 1 Mosquito G-AGGG crashed 25/10/43; 1 Sunderland G-AGIB crashed 5/11/43. <u>For December</u> (all Mr Rosenberg knows at present) Add 2 Dakotas FL544 G-AGIP and FL568 G-AGIR. <u>Note</u>. The Airspeed Oxfords are being exchanged for a later type.</p>	<p>R1006 Mr Rosenberg by phone</p>
<p>25/12/43 9 Sunderlands on UK-India service. <b>G-AGET, G-AGEU, G-AGEV, G-AGEW, G-AGIA, G-AGHV, G-AGHW, G-AGHX, G-AGHZ</b>. Capt. Townsend, Capt. Rotherham and Capt. Rose.</p>	<p>Cypher message C1345/LO25/12 and C1369/O/LO 27/12/43 Movement reports 29/12, 30/12</p>
<p>29/12/43 Delivery of 5th Dakota G-AGIO to Middle East, dep. UK 25/12, arr. Cairo 29/12</p>	<p>IC55020 Major Jones</p>
<p>29/12/43 Accident to Liberator II AL512 G-AGEL, 27/12/43 at 0115 hrs. GMT at Gander, Newfoundland. Capt. Viruly. Aircraft swerved from the runway on take off and struck a snowbank. No passengers. Slightly injured;- Capt. Viruly, First Officer Krzyzanowski, Radio Officer Edwards, Flight Officer Pashleigh. More seriously injured:- Nav. Officer Powell, First Officer Bicknell. (Written off).</p>	<p>IC55020 Major Jones</p>
<p>01/01/44 BOAC now have a Coronado JX490, on 26/1 the aircraft flew from Baltimore to San Juan where Boeing G-AGBZ was lying at the time, aircraft is still unsuited for trans-Atlantic operations, discussion with PAA and AEA to follow preliminary flight with JX490.</p>	<p>BOAC cables (see B26 J137 folder).</p>
<p>04/01/44 1. Accident to Mosquito G-AGGD 3/1/44 at Satenas. Pilot Capt. Hunt. Time 1906 GMT. Aircraft was landing at Satenas with radio trouble. It crash landed, damaging the undercarriage seriously. Both airscrews were bent and the wings were also damaged. No passengers. Crew uninjured:- Capt. Hunt, Radio Officer Blackburn. 2. Decision to reduce G-AGGD to spares.</p>	<p>1. IC55058 Major Jones; 2. R S 1702 DDO(A) 4/2/44</p>

- 05/01/44 Amendment to BOAC fleet for Dec. 1943. Deletions: Two Whitley Vs returned to RAF, G-AGCK 16/10/43; G-AGCJ 17/10/43. 1 Liberator II AL512 crashed at Gander 27/12/43. 1 Lockheed 10A G-AGCS "Lea" to RAF ME (previously written off on IC54832). 1 Lockheed 14 G-AFKE "Lothair" to RAF ME 25/12/43 (previously written off on IC54832). 1 Lockheed 18 Lodestar EW981 to RAF ME 7/11/43 (no registration letter). 3 Lockheed Lodestars returned to RAF ME G-AGBO "Lanark" 5/10/43, G-AGCT "Timsah" 13/10/43, G-AGBP "Leicester" 13/11/43. Additions: 4 Dakotas FL544 (G-AGIP), FL568 (G-AGIR) from RAF 3/12/43. FL560 (**G-AGIT**) arrived Whitchurch from Prestwick 27/12/43. FL607 (G-AGIS) received 28/12/43. (Note 1 G-AGIP and G-AGIR previously reported by Mr Rosenberg on the phone). Note 2. FL587 was received off the original allotment on 30/12/43 but is being handed over to KLM after modification. IC55062 COI
- 07/01/44 Yorks for BOAC. Concurrent production of passenger-cum-freighter and long range heavy freighter to take effect after the first batch of 29 first class passenger-cum-freighters (5 for BOAC) have been delivered. The BOAC aircraft were to be produced as the 2nd, 8th, 14th, 20th and 26th of the first batch of the first class pass. cum freighters. This has not been observed in the case of the first few aircraft, it is requested that production of the last 3 of the 5 may be in accord with the authorised programme. Allocation of types on production of first 200, production numbers 8, 13, 22, 28, 34 1st class pass-cum-freighters for BOAC. IC S 7433 DDO(A); Planning Committee 15th Meeting 17/1/44
- 10/01/44 Disposal of CW20 (G-AGDI). Action now being taken by MAP to take the aircraft off charge from BOAC, loan it to BAC and finally, after their experiments have been completed, reduce to salvage. Request to issue a permit to fly for the CW20 by "Bristols" company has been referred to MAP. IC55130 TD Admin J Eaton
- 13/01/44 Two more Dakotas allocated to BOAC bringing total to 27. FZ567 (**G-AGIY**) and FZ561 (G-AGIU) R1006/42 IC55131 Mr Rosenberg Minute Aeroplane p41
- 14/01/44 Comments on BOAC fleet. "Canopus", "Caledonia" and "Cambria" are all in use on the Horseshoe route. Complete list (except Ferry Liberators) and registration letters of BOAC fleet.
- 17/01/44 Maintenance at Dorval. Prospect of obtaining 10 Liberators (C87s) for return ferry service, suggestion that the whole of the maintenance might be done this side by Scottish Aviation. Dakotas. 26 received from the 1943 allocation (including one for KLM) plus 2 for the UK-Lisbon service. Six more to come including two for KLM. Future allocations are three a month for the first 6 months of 1944. Shortage of spares, two Dakotas already cannibalised. Sunderlands. 10 in service (9 UK-India, 1 Eire shuttle). 6 to come Jan/Feb (1 just delivered). 6 of 22 earmarked from Short Bros April/May production line. 4 more would probably be allotted for Cairo-India in lieu of "C" Class boats. Coronados. Coronados unsuitable, offer of 34 boats, thorough test to be given by BOAC at beginning of February 1944. Planning Committee 15th Meeting
- 18/01/44 Use of Stranraer in occasional emergency by Atlantic operating companies. Stranraer available for occasional use by civil aircraft diverted from Foynes or Poole because of bad weather or enemy aircraft. Representatives of BOAC, PAA and AEA to visit the diversion bases. Stranraer is now under the MAP. IC S 7494 AM to Director of Airfield Planning
- 21/01/44 Accident to "Lake Albert" G-AGCO at Almaza 30/11/43 Lodestar. Reports required by Air Safety Committee not received. (**pencil note then follows**) No other details of this accident not deleted from fleet). BOAC Cypher message LO491/N/CI

- 22/01/44 Accident to Dakota G-AGFZ 21/1/44 2037 hrs Stockholm (Pilot Capt. Mustard). The aircraft ran off runway on landing and tipped in the soft earth. Slight damage to both main planes and side fuselage. Names of crew: Capt. Mustard, F/Officer Thompson and Radio Officer Weir slight facial injuries, Nav. Hudson. Names of passengers:- Abrahams slight facial injuries, Hinks, Frojd, Sturdevant, Liljegren, Oxenstierne. Written off 29/2/44 R1006 Feb 1944 amendments. IC S 7421 Major Jones; Daily Digest no. 1650; Danish Bolest.
- 27/01/44 Fifth Catalina for Australia. Promise of 5th Catalina, not yet delivered, it should be delivered within three months. Chairman to visit Australia at the end of February 1944 and will discuss plans. Hope to obtain 4 C87s this year to replace Catalinas. BOAC Cypher message LOO80/O/SN
- 29/01/44 Allocation of one Boeing Mark Four Catalina to BOAC. MAP to select a suitable Boeing Catalina for BOAC. 1) Terms of transfer indefinite loan. Aircraft to be repaired by BOAC and used on Ceylon-Australia service. IC S 7585 AM to HQ 41 Group; 1). Mr Stallibras 31/1/44 Modern Transport p7 R100-6
- 29/01/44 Long article dealing with the value and freight capacity of the Avro York.
- 01/02/44 Amendments to Fleet for February 1944. Additions. Sunderlands. ML754 G-AGJM and ML755 G-AGJN received from Shorts 2/2/44; ML756 G-AGJO rec. From Shorts 3/3/44. Dakota. FL647 G-AGIZ rec. 9/2/44. Deletions. Mosquito. G-AGGD reduced to spares and struck off strength 8/2/44 (crashed at Satenas 3/1/44). Dakota. G-AGFZ reduced to spares and written off 29/2/44 (accident at Stockholm 21/1/44).
- 04/02/44 Amendments during January 1944. Additions. Dakotas FZ567 G-AGIY rec. 5/1/44; FZ561 G-AGIU rec. 12/1/44; FZ618 (**G-AGJS**) rec. 25/1/44 allotted to KLM; FZ630 (**G-AGIW**) rec 22/1/44; FL628 (**G-AGIX**) rec. 25/1/44. Note:- IY and IU already included in 27 Dakotas. Sunderlands. ML752 G-AGJJ rec. 13/1/44; ML752 G-AGJK rec. 21/1/44; ML753 G-AGJL rec. 23/1/44. York MW103 G-AGJA rec. 31/1/44. Reductions. Consolidated flying boat "Guba" (**G-AGBJ**) to Saunders Roe 14/1/44. Mosquito HJ985 returned to RAF off loan 14/1/44. R1006 COI
- 10/02/44 BOAC have been allocated a civil registered Lancaster G-AGJI for employment as a development unit. Programme for testing, including occasional flights to Portugal. Most of capacity will be used for carrying its own spares. Portuguese Government to confirm that there will be no objection to these proposed flights. Cypher message gives list of operating crews from which crew will be chosen. 1) Similar request for concurrence of Swedish Government for flights between UK and Stockholm (see later report) IC S 7672 AM to AA Lisbon. 1) IC S 7740 AM to AA Stockholm. R S 1730 see later report)
- 11/02/44 Accident to G-ADUW "Castor" 9/1/44. Request for accident report and reports from Master and witnesses also Station Manager on steps to keep water clear and include sketch plan. (**pencil note follows**). (No other details of this accident, not deleted from fleet) BOAC Cypher message L0070/N/NA, L0001/N/NU

- 12/02/44 Allocation of C87s (Liberators). The Liberators on the North Atlantic service are:- 4 Liberator Is (including 2 earmarked for Russia); 6 Liberator IIs; Total 10. It is proposed by AOC TC that these 10 should be replaced by C87s. The remainder of this new type being allocated as follows:- 10 for North Atlantic (to replace the Liberators); 8 for 511 Squadron for UK-India service; 6 for service to China; Total 24. The Liberators released from the Atlantic would be employed:- 2 for Moscow, 4 for Ceylon-Australia, 4 for Canada-Rabat (new service)  
The AOC proposals thus contemplate that BOAC would have:- 10 C87s for North Atlantic, 2 Liberators for Russia, 4 Liberators for Ceylon-Australia; total 16. Transport Command would have:- 8 C87s for UK-India, 6 C87s for India-China, 4 Liberators for Canada-Rabat. Total 18. Suggestion that the 4 Liberators proposed for the Ceylon-Australia service should be exchanged for 4 of the C87s included in the 14 which are to go to TC for India and China. Important that loads between Ceylon and Australia should be improved. The C87s will meet the requirements of this long service better than the old type Liberators
- IC55396 DOCA
- 12/02/44 First York to be delivered to BOAC will be G-AGJA. Modern Transport p7
- 14/02/44 BOAC have collected Dakota FL647 G-AGIZ from Prestwick making a total of 32 received from 1943 allotment, this figure includes two for KLM and five operating overseas. IC55674 COI
- 25/02/44 KLM Dakotas. KLM have two Dakotas allotted to them, one is in their possession and is in operation on 1L/2L service (**UK-Lisbon**), the other is being prepared for them. Spoke Rosenberg
- 25/02/44 3 Dakotas allotted to KLM, G-AGJR, G-AGJS and G-AGJT. G-AGJR already in their possession and on service 1L/2L. CH8 spoke
- 01/03/44 Full load test flight of G-AGJA York. At station "L" Capt. O P Jones took up G-AGJA for a full load test. News Letter no. 50
- 02/03/44 BOAC have asked for more Mosquitos for the UK-Stockholm Summer operations, preferably Mark XVIIs and, if possible, the exchange of the four existing aircraft for Mark XVIIs. At least two additional to bring fleet up to six.. At least 29 more Dakotas, if possible the first six months 1944.. If Coronado proves satisfactory, the remaining nine will be handed over to Corporation. IC S 7778 16th Meeting JATCP
- 03/03/44 Seven Liberators for Ferry Service. Arrangements for seven Liberators I and II to be received by BOAC and modified to Atlantic standard, propose four should be handled at Montreal and any additional they can manage, otherwise BOAC will try to modify three in UK. BOAC Cypher message LOI03/O/ME to Montreal  
Transport Command will deliver to Dorval on dates to be agreed. It is understood Montreal can complete four in three months.
- 04/03/44 Suggestion from Manager Ferry Service to retain G-AGHG, G-AGDS, AM290, G-AGDD and G-AGCD and all Liberator Is from mixed 7 available. Offer AL514 and AL592 fully modified for Russian service. TCA consider reasonable promise of converting to Atlantic standard 1 aircraft per month commencing immediately. BOAC Cypher message MS156/LO
- 06/03/44 Portuguese Government have no objection to occasional flights to Portugal by Development Unit Lancaster G-AGJI.. Swedish Government have agreed to occasional flights by the Development Unit Lancaster G-AGJI between UK and Stockholm between 6th March and 31st December 1944. R S 1730 enc 9A Major Jones; enc 10A BOAC

08/03/44 Slight accident to G-AGIS Dakota at Gibraltar and returned to Lisbon 7/3/44. Dakota G-AGIS was unable to release its undercarriage on arrival over Gibraltar. Aircraft returned to Lisbon as it is less dangerous to land there with a closed undercarriage. Aircraft was full of passengers, as the pilot began to lose height over the airfield the undercarriage began working again and a normal landing was made.	Daily Digest no 1696; Portuguese Bdest.
15/03/44 The 5th Catalina for use by BOAC on the Ceylon-Australia service has been delivered today (15/3/44) to BOAC. Modifications to be put in hand prior to sending it out to Ceylon. Terms of transfer of this Catalina are "indefinite loan".	R S 1703 Minute 21 Major Jones and enc 16A Major Jones 1/2/44 IC7836 AM Kingsway
16/03/44 3 Mosquitos Mark VI fitted with Merlin 23 engines are to be issued to BOAC on indefinite loan. All armament is to be removed, bomb bays to be retained, no auxiliary tanks required in bomb bays, civilian camouflage required. Minor modifications including provision of ballast will be carried out by BOAC. Request HQ 41 Group allot and issue aircraft to Croydon by 31st March 1944.	
17/03/44 Accident to Sunderland ML727 G-AGHZ at Poole 15/3/44 2200 GMT. Militarised Sunderland G-AGHZ piloted by Capt. Flt/Lt Anderson on Poole-Gibraltar flight left Poole 2144 GMT bound for Gibraltar, at 2200 GMT the aircraft returned to Poole and asked for permission to land. The aircraft appeared to make a normal touch down but immediately the port wing came up at an unusual angle and the aircraft swerved to the port, pinnacle and launch went to the rescue. The whole starboard float assembly was missing and the crew were acting as ballast on the opposite wing tip. All passengers and crew were uninjured.	IC S 7871 Control Station Poole
20/03/44 UK-Sweden Mosquitos. Three Mosquito Vis 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, early in April (April 1st) to August when there is risk of enemy interception for the Liberators and Dakotas.	R S 1745 enc 20A BOAC
25/03/44 "Golden Hind" ( <b>G-AFCI</b> ) now redundant in UK to be transferred to Durban to provide ad hoc services to the Seychelles and other ad hoc tasks to meet local requirements. Transfer to take six to eight weeks.	IC S 7882 AM to HQ RAF ME
28/03/44 The third of the KLM Dakotas FZ617 was delivered to BOAC at Croydon on the 25th March 1944. Some hitch in delivery arrangements for the aircraft was originally allotted by 41 Group on 10th March 1944.	IC S 7889, R S 1338 S Rosenberg COI
28/03/44 Reference to accident report form Boeing G-AGBZ "Bristol" at San Juan received.	LO639/N/BE
29/03/44 Arrangements made for release of six Merlin 23 engines to install in the three Mosquito Mark VI allotted to BOAC. The three aircraft are to be delivered complete with wing drop tanks. Aircraft acceptable to civil standard day camouflage. BOAC to carry out any necessary alterations.	IC S 9702 AM to BOAC
31/03/44 Probable that the 2nd York will be delivered in about a week; estimated 3rd in May, 4th in June and a 5th early in June.	IC55730 Min d/- from COI
01/04/44 QEA Sydney offer 8 spare Pegasus XC engines.	QEA Sydney SN1004

06/04/44 Delivery of fifth Catalina from UK, five weeks time from 6/4/44.	QEA Sydney LO115/O/SN
10/04/44 "Golden Hind" will, towards end of May be transferred to Durban to operate ad hoc flights between E. Africa and Seychelles when required.	Encl 65A <b>Secret</b> tel. d/- <b>(delivered?)</b> from S of S Col. To Seychelles on R <b>S</b> 1336
17/04/44 Accident to Lockheed 10A G-AEPR near Cairo. (CO2 do not know if the aircraft is a write off)	IC <b>S</b> 7969 Min d/- from CO1
25/04/44 One Oxford Mark One, one Oxford Mark Two to be issued to BOAC.	IC55943 AM
25/04/44 The fifth Catalina for the Ceylon-Australia service would be finished by 30th April. The third York expected in May, fourth in June, fifth in July. By March 1945 BOAC should have twelve. BOAC had 29 Dakotas, additional 29 were asked for by June but the figure had been reduced to 6 (3 in May, 3 in June). Delivery of fourth batch of Sunderlands off April/May production expected in June 1944. Proposal by no. 229 Group (India) for using the Ensign within India, basing them on Karachi for this purpose.	IC <b>S</b> 8023 JATCP 17th Meeting
26/04/44 Recommend earliest possible delivery of Sunderlands from BOAC.	BA Durban DA290/T/60
<b>01/05/44</b> Three further Dakotas have been allotted to BOAC, FL604, FL608, FL629.	IC56389
05/05/44 BOAC are at present operating 106 aircraft "allotted to them by HM Government for purposes connected with the war"	Aeroplane p 507
22/05/44 Three Dakotas to be transferred to BOAC from RAF on indefinite loan.	IC <b>S</b> 6104
02/06/44 On May 22nd reported a British airliner arrived Lisbon from Cairo damaged by gunfire and with a wounded passenger, was denied by Lt. Commander A D S Murray, BOACs Manager Lisbon. He said the aeroplane from Cairo arrived absolutely untouched.	Aeroplan p 610
17/06/44 Possible damage to Sunderland on Cairo-Karachi service may be due to attempt to leave Gibraltar in heavy seas, 30th May.	Cable AE/505/LO
01/07/44 The 4th York G-AGJD (MW121) of the 5 allocated to BOAC was received by the Corporation on the 29th July.	IC56651
<b>01/07/44</b> 3 Oxfords to be delivered to BOAC, Cairo for training purposes and 2 Oxfords Durban for training purpose.	IC <b>S</b> 8385; R <b>S</b> 1913
<b>01/08/44</b> Accident to BOAC aircraft Dakota G-AGIR. UK-Lagos on 29th August, last "heard" by Gibraltar at 0155 hrs. Capt. J L M White.	IC <b>S</b> 8420
<b>01/08/44</b> Aircraft missing on journey Stockholm-UK, 29th August 1944. Mosquito G-AGKR Pilot Capt. White.	IC <b>S</b> 8421
<b>01/08/44</b> Accident report of Norwegian aircraft Lodestar G-AGIH registered in name of BOAC.	IC86895
04/08/44 "Canopus" ( <b>G-ADHL</b> ) first Short "C" Class flying boat to be built and launched on July 8 1936 has a total of 11,000 flying hours on her log. She is still the flagship of BOAC's Durban-Cairo-India flying boat fleet and has completed 1,500,000 miles	Aeroplane p 124

06/09/44 BOAC had received the final batch of 6 <u>Sunderlands</u> they have now 22 in all. It has now been agreed that BOAC should receive 23 <u>Dakotas</u> between August 1944 and January 1945 at the rate of 4 per month, August - December inclusive and 3 in January. Mr Burke enquired what type of Dakotas would be delivered in future. he last 4 had been C47Bs. <b>(note added)</b> delivery of Dakotas altered to 11 between Nov 1944 and Jan 1945 (Aircraft camouflage B31/J260). The 5th <u>York</u> to be allocated to BOAC will be ready in a week or two.	JATPC 19th Meeting
19/09/44 Routes the above aircraft will operate	IC57477
03/10/44 The 5th York, G-AGJE, was delivered to BOAC at London (Croydon) on 26/9/44.	COI
04/10/44 55 Lancaster III from RAF to BOAC, 32 in 1944 and the balance as early as possible in 1945. <b>(note added)</b> Delivery of 32 Lancasters altered to between Nov 1944 and Feb 1945. (Aircraft Camouflage B31/J260)	IC57305
05/10/44 36 Yorks are to be allocated to BOAC from RAF, the rate at which the aircraft are to be delivered is:- 1945, Jan 2, Feb 2, March 2, Apr 4, May 5, June 5, July 5, Aug 5, Sep 6.	IC S 8628 Loose minute
<b>01/11/44</b> Return of Mosquito, a Mark IV, to RAF. Which was recently damaged at Stockholm. This aircraft will need stripping and rebuilding to ensure that there are no signs of strain or fracture resulting from the accident.	R S 1745 Min 79 para 5
04/11/44 Total no. Of aircraft for Sept 30th 1943 120	COI
07/11/44 Seven Rapides required for East African operation.	to BA Durban LO999/T/DA
13/11/44 ML751 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
14/11/44 Anson aircraft to have civil registration markings	L0002/N/JF to Johannesburg
18/11/44 Refitting of BOAC's only Short G Class flying boat "Golden Hind" which is the only one of its type being operated by BOAC. The two other G Class flying boats "Golden Horn" and "Golden Fleece" were taken over by the RAF to form a special duty flight.	Modern Transport
<b>01/01/45</b> Disposal of surplus BOAC Flamingoes	R S 1238 encl 17/10/42 314A 1945
04/01/45 Anticipate five Lancastrians available for collection UK February 10th and 16th and March 3rd, 6th and 17th. Two available for training and three for route operation including possible once weekly service Sydney-Auckland.	QEA Sydney LO282/SN
12/01/45 5 Dakotas remaining to be delivered to BOAC out of the 1945-1946 allotment and that some of these should materialize by the end of this month. BOAC likely to get 5 passenger-cum-freighters between March and June <b>(Yorks?)</b>	JATPC 20th Meeting
23/01/45 All Sunderland crews based in UK.	To Cairo LO544/A/CI
01/02/45 On the 18th February an Avro Lancastrian landplane (G-AGLF) was delivered to the BOAC. This is the first aircraft of this type allocated to the BOAC for the projected trough service between the UK and Australia.	



01/02/45 The tests of the radio equipment on the DH Rapides for East African Airways have now been satisfactorily completed. One Rapide is at present flying, two others are grounded for CofA.	MEATB
21/02/45 No British airline company will be permitted to buy any of the Douglas DC-C or Lockheed Lodestar airplanes offered for sale by the US Government. BOAC does not use American airplanes and is therefore not interested in purchasing any. On the other hand certain independent British airlines feel badly hit by their inability to buy US airplanes. The rail group was considering the purchase of 200 C47s (DC3s) and Scottish Aviation is anxious to buy Liberators and convert them for commercial use.	American Aviation Daily
<b>01/03/45</b> Difficulties in obtaining the release of the Rapides for the new East African Airways Co. Appeared to have been held up pending the completion of radio tests and the provision of replacement aircraft for AOC East Africa. Suggest that at least two of the Rapides should be handed over to BOAC for commencement of CofA overhaul was accepted and AOA gave instructions for that at once.	
<b>01/03/45</b> BOAC are to receive five RAF (passenger/freighter) Yorks between March and June 1945, and twenty between May and December 1945 of the same basic type but modified internally to approach more nearly to BOAC requirements.	X65 Progress Report and Minutes of Meeting between MAP and AM
02/03/45 The first Dominie to be delivered 4th May 1945.	LO279/T/NA to Nairobi
04/03/45 First of BOAC's Lancastrians intended for the UK-Australia service will fly to Cairo for development tests in Egypt. ETD UK 5/3 or shortly after. Aircraft expected to remain about one week in Egypt.	IC9529
12/03/45 6 Dominies ( <b>Rapides</b> ) being bought for East African Airways by the Colonial Office and 4 Rapides are being released by RAF to BOAC for East African Government	NA755/A/LO from Nairobi
17/03/45 Unlikely that Rapides will be ready before Dominies.	NA758/T/LO from BA Nairobi
26/03/45 Another Lancastrian for BOAC in March and at least 6 in April.	LO347/T/SN to Sydney from Brig Gen Critchley
26/03/45 Two Liberator IIs for BOAC in approximately three months.	LO347/tT/SN to Hudson Fysh from Brig Gen Critchley
12/04/45 An unconfirmed report from New York states that the British Ministry of Aircraft Production is negotiating with the Glenn L Martin Co. Of Baltimore, Md. For the acquisition of two or three Martin JRM-1 Mars four engined 70 ton flying boats. The aircraft are apparently to be used on the long distance Empire air routes. It is claimed that the machines would be shipped unassembled and would be assembled in Britain under the supervision of Martin engineers.	Interavia no 988
22/06/45 Twenty two Sunderland flying boats are to be converted for use by British Overseas Airways Corporation, 18 in its own shops and 4 by Shorts. They will be used for both day and night flying, particularly on the route to India.	International Aviation

30/06/45	BOAC East Africa to receive 6 DH89 Dominies Mark II Long Range between 1/7/45 - 19/8/45. One of these has been delivered.	IC61309
<b>01/07/45</b>	It has been agreed that the five Catalinas, which have been operating the Indian Ocean route between Ceylon and Perth by QEA on behalf of BOAC are to be returned to the RAF.	R S 1257 3/11/42
<b>01/07/45</b>	The latest delivery dates for York aircraft for UK-S Africa service. Yorks (PCFs) to June 2, July 1, Aug 2 (Jun to Aug for training), Sep 2, Oct 3, Nov 5, Dec 7, Jan 1946 1. BOAC want the first five Yorks. Yorks (IC) 1 Aug or Sept.	Branch folder OCA 424
06/07/45	ETD Dominies two and three July eleventh and twelfth for East African Airways.	LO343/T/NA to Nairobi
16/07/45	Tudor I has flown on the Atlantic route.	New Analysis no 1271
13/08/45	Latest date for Yorks to be delivered for UK-S Africa service, October. BOAC have received four (Joint Air Transport Planning Committee 18/9/45)	LO076/X/JF Johan
14/09/45	Civil Air Transport Expansion Programme and Target Force. (CA1 Library. Book No. S31	COI IC62172
18/09/45	18 out of 19 Lancastrians necessary for UK-Australia service have been received and the 19th is due immediately. Two more to be allocated for the extension to NZ. Company would receive first of two additional Liberator II in a day or two and the second in a few weeks.	Joint Air Transport Planning Transport Committee
<b>01/10/45</b>	The British Government has purchased the 56 Douglas Dakota (C47) aircraft at present operating with BOAC and obtained originally under Lease-Lend arrangements. (total price \$650,000). Of the existing 19 Lockheed Lodestars 13 are lease-lend and the Government has agreed to purchase these also. The remaining 6 were direct purchases in the first place.	DDG File no R8255

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