

## BOAC General Reports on Services

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

08/01/41	British Forces in Middle East allowed to send 1 letter by air to UK at Christmas. S30 "Clare" (G-AFCZ) arrived UK	Summary 82
10/01/41	Air mail from UK to Brazil takes 3-4 weeks	P & TC General report
08/01/41	British Forces in Middle East allowed to send 1 letter by air to UK at Christmas. S30 "Clare" (G-AFCZ) arrived UK	Summary 82
<b>01/01/41</b>	Use of BOAC School for training of Ferry Pilots. Operational control of school to be transferred to CO ATA and administrative control to remain with BOAC who are to be given facilities for training their own personnel.	<b>S R629 no date</b>
07/01/41	Possibility of BOAC being granted landing facilities in Philippines. Writer thinks that BOAC's position is different from that of KNILM and Japanese who were refused landing in Manila.	CIL409 from Frank Hodson, Los Angeles to BOAC
30/01/41	A survey flight Chungking-Delhi made by CNAC just made	Flight
13/02/41	Frank Hodson is IAL agent in Manila.	Burkett
22/11/40	KLM to despatch mails for Far East from Switzerland, Sweden and Unoccupied France by rail to Baghdad to proceed thence by air. Postal authorities in Baghdad refuse to hand over any mail to KLM as there is no agreement with them, all mail will be handed to BOAC.	CIT523 Extracts from Palestine Security Summary nos 122-24, no 404 week ending 22nd/20th Nov 40
27/01/41	BOAC must continue to call themselves BOAC and not British Airways.	Min 10 on 949229/40
21/02/41	Possible weekly W Africa-S America during 1941.	Aeroplane
06/03/41	6 Flamingos used to ferry pilots from Khartoum-Takoradi.	Min from S of S to US of S on SNAC304 <b>S</b>
30/01/41	Special free arrangements for Christmas mail for British forces in M.E. Highly popular. "Clare" (G-AFCZ) brought	Flight
27/02/41	Rebate for scholars up to 19 years between Cairo and Singapore.	CIT729 from BA to KLM Batavia & CIT752 5/3 from KLM to BA
11/04/41	Special air mail p. C. Service to forces in M.E. To be introduced, charge 3d.	Aeroplane
<b>01/04/41</b>	Philippine Islands in relation to civil air services in W Pacific. Prior to War BOAC had it in mind to operate Singapore-Manila-Hong Kong. BOAC had accepted in principle, provided that reciprocal facilities were granted	IC48028 no date or reference
13/04/41	Training in Canada of pilots for ferry pool.	IC <b>S</b> 297 to DO from HC Canada
<b>01/04/41</b>	Proposed use of Dili instead of Koepang.	<b>S R589 no date</b>
07/04/41	DC3s offered to Britain. US of S asked if US could help with crews and received reply that flying boat crews might help on UK-W Africa route.	IC48019 Notes on meeting with American Mission

25/04/41	Major McCrindle DDG of BOAC is back in England, he has made a tour of 50,000 miles on Empire routes.	Aeroplane
25/04/41	Special air mail post card service now in operation in M.E., price 3d.	Aeroplane
02/05/41	BOAC have recently (between 22/4 and 1/5) been carrying out at request of AOC in C M.E. A number of special flights between Egypt and Crete for evacuation purposes. BOAC carried from Crete to Egypt 469 armed forces	6A on S R766; IC53308 BOAC Annual Report 1941/42
07/05/41	Inaugural flight by Californian Clipper from Manila to Singapore about 9/5/41.	Encl 94A on S R571
18/04/41	BOAC closed Hong Kong office end of March as Indo-Chinese Government refuse guarantee to use Indo-	CIT780 from HK
02/05/41	Experimental airgraph system to be introduced shortly. Homeward service to begin first. An interchange agreement has been made between BOAC, QEA, KNILM and KLM on routes between Lydda (Palestine) and	Aeroplane
31/01/41	Special facilities on Empire routes, arranged or contemplated, for conveyance of air mail from and to Imperial	Notes
01/01/41	Air mail scheme service to and from the Forces in the M.E. Airgraph system to commence shortly.	S R5688 Memo for War Office
16/06/41	HM Government and Governments of India and Burma have agreed that a Chinese Company to be approved by them have permission to operate a postal and freight service Between Chungking and Calcutta via Kunming, Lashi and Chittagong. In return HM Government propose that the Chinese Government should give permission for a British company to be approved by Chinese Government, to operate in principle a service from Calcutta	S R628 from Barnes to Under Secretary of State
21/05/41	First airgraph mail from M.E. Arrived UK 13/5/41.	67A memo by P.O on S R714
16/05/41	Mr A Lloyd-Taylor has been appointed British Airways Manager at Bermuda, vice Mr Erik Nelson, who was appointed last November, and is returning to England where he will take charge of Boeings. ( <b>Boeing 314s</b> )	Aeroplane
30/05/41	Air mail to Burma, Ceylon, NEI, India, Malaya and Thailand may now go via USA instead of by sea to S Africa. Also mails for Australia, New Zealand and Philippines.	Aeroplane
30/05/41	Airways (Bermuda) Ltd changed to British Airways (Bermuda) Ltd on 3/5/41.	Aeroplane
23/05/41	50,000 airgraph letters arrived London 13/5/41. Outward service to start soon.	Aeroplane
<b>01/05/41</b>	Shell, Lisbon supplies BOAC.	Burma Censorship report 77 no
07/05/41	Understanding between BOAC and PAA at Lisbon should be enhanced.	CIL1019 Bermuda Censorship
16/06/41	Chinese Government has agreed that permission be granted to a British company to operate a service from Calcutta to Kunming and from Kunming to Hong Kong and Shanghai as soon as conditions permit.	S 69A letter to FO on S R628
19/06/41	Duties of Middle East Air Reinforcement Route Controller	IC S 612
<b>01/07/41</b>	Forecast on services to and from England and Scotland. To connect with the Foynes-W Africa route, a shuttle service between Eire and UK (Poole or Whitchurch) will operate.	IC S 726 <b>no date</b>
<b>22/07/41</b>	16/17 July a Lockheed 14 (G-AGBG) arrived in UK from Stockholm, it had been delayed by weather since 8/7. A converted Hudson III bomber flew to Stockholm on 17/18 July and returned 18/20 July.	ADCO Movement reports IC S 690; IC S 693
18/07/41	Air mails from India to Japan and Manshikuo are sent by BOAC to Bangkok where Japan Airways take over.	Aeroplane
09/08/41	Asmara- possibly to be servicing and maintenance centre for BOAC on regular and ferry services.	IC S 814
21/07/41	Authorises transfer of "permit" granted to IAL for transatlantic service to BOAC 18/7/41.	IC49071 from CAB

<p><b>01/08/41</b> Misr Airworks. SAE does repairs for BOAC, British technical staff from Misr to be absorbed by BOAC in a local air service, and will minister to RAF re repairs, etc.</p>	<p><b>S 43238 no date</b></p>
<p>13/08/41 P. Sec to MAP said BOAC administer some activities of Air Transport Auxiliary. Expenditure for this repaid by</p>	<p>IC49027 Press Summary</p>
<p>17/06/41 Moorings being put down near Shuwaikh for a possible emergency port of call.</p>	<p>CIL1454 <b>S</b></p>
<p>08/08/41 Airgraph service England-M East should be operating soon. Letters to prisoners of war carried to Lisbon and</p>	<p>Aeroplane</p>
<p>13/08/41 Operational questionnaire relating to proposed extension of UK-Stockholm service to USSR.</p>	<p>IC49026 draft signal to AA Moscow.</p>
<p>08/07/41 Congestion of traffic on S Africa-Cairo routes due to military traffic. SAAF have commenced a 4 times weekly service Pretoria-Cairo with Lockheeds - presumably Lodestars.</p>	<p><b>S R827</b></p>
<p>04/08/41 BOAC granted permission to amend air carrier permit to Baltimore instead of New York.</p>	<p>CAB Washington 4-9/8/41</p>
<p>25/08/41 Letter from Street re proposed BOAC service to S America to replace LATI. No suitable aircraft available</p>	<p><b>S R579</b></p>
<p>13/09/41 Cairo-Lyddad-Adana is running. BOAC are considering a possible extension to Port Sudan-Asmara-Aden. First</p>	<p><b>S R876</b></p>
<p>15/09/41 New air service about to be formed for ferrying supplies of British and American goods to Russia.</p>	<p>Daily Digest no 789</p>
<p>29/08/41 An airgraph service to HM Forces in the M.E. started 15/8/41, charge 3d a letter, 20,000 a day.</p>	<p>Aeroplane</p>
<p>12/09/41 From Minister of State. Air authorities here suggest that approval being given to rights to operate civil air lines with terminus Tehran, we should press for pledge to develop as and when opportunities and resources permit transit services through Persia, long term policy being to establish British air routes to the Caucasus, through</p>	<p>Tel. From Cairo to Foreign Office Copy W 11112/316/802</p>
<p>18/09/41 It is reported that a route via Nicosia in Cyprus and Ankara to Sevastopol appeared to be operationally possible. Three balanced stages of about 350 miles each were offered which would give a payload with a Lodestar service of about 3000 lbs. Sevastopol was not on the Russian airline network but if the Russians would not agree to connecting with our service at Sevastopol then our own service could easily be extended to Simferopol which is the terminal of an air service via Kharkov to Moscow. Alternatively, if the Crimea was considered to be too near to military operations around Odessa and Nikolaev our own service could operate from Ankara to Sochi on the north eastern shore of the Black Sea from which point there should be a Russian air service connection to Moscow via Rostov and Kharkov.</p>	<p>IC <b>S 980</b>; <b>S R848</b></p>
<p>Meeting held 12/9/41 re air service to Russia: agreed that although a route via Egypt, Baku and Moscow (5000-1600 miles approx.) the Mediterranean route during winter months offered better weather conditions and</p>	
<p>10/09/41 £3,000,000 of BOAC stock in P.O. Savings Bank. The balance of £1,250,000 is held by Trustee Savings Bank. BOAC also have temporary borrowing powers of up to £2,250,000.</p>	<p>Financial Times from Press Summary 17/9/41</p>
<p>05/09/41 Two Empire flying boats and crews were borrowed by the RAF during the evacuation of Crete where they did some fine work taking as many as 85 people aboard.</p>	<p>Aeroplane</p>
<p>25/09/41 Re Karachi-Aden air route - proposed developments of route to be Indian responsibility.</p>	<p>IC <b>S 1056</b> SofS to Government of</p>
<p>03/01/41 Mails to and from prisoners of war - proposed conveyance by air.</p>	<p>R949156</p>

01/10/41	Proposed new service Baghdad-Tehran.	IC S 1052; S R841 2/9/41
02/10/41	Cairo-Wadi Halfa-Port Sudan-Asmara thence direct or via Aden to Addis Ababa. Shuttle service Khartoum to either Port Sudan or Asmara. Cairo-Lyddda-Baghdad-Tehran-Baku. Basra-Tehran. These are proposed new	IC S 1060 from Rashbrook
02/10/41	Reported inauguration of airmail service for British prisoners of war in Germany to Lisbon. BOAC to carry mail	CIL1888
09/10/41	The UK-M.E. Part of service UK-Russia is to be operated by the RAF.	IC S 1092 from Burkett
08/10/41	DDOSI telephoned BOAC to ask why Boeing 314 flying boats do not use Freetown on UK-W Africa service. Answer was that the swell at Freetown was too great. The other flying boats, however, find no difficulty in	IC49436
03/10/41	Russians favour route via Mosul and Baku and that they normally operate route between Baku to Moscow but that British Lodestars may complete flight to Moscow if circumstances demand. Russians suggest Adjikabul, Makhach Kala, Stalingrad, Savatov, Moscow. Lodestars to hand over to Russian Douglasses at Adjikabul.	IC S 1103 for Street from Collier (HM Rep Moscow)
21/08/41	Re proposed new services, see above, 8 Lodestars required. Cairo-Nairobi (Jo'burg-Cape Town) and beyond might be operated with Ensigns as and when delivered to Africa. Since PAA may not be able to take over trans Africa route yet, BOAC to operate with landplanes via Port Lamy and with flying boats via Congo including Belgian charter service via Congo. Cairo-Port Sudan-Asmara one service weekly rising to 3 weekly. Asmara-	IC49445 note by DG B. Airways on prposed services in M East June 1941.
13/10/41	Whitchurch-Rineanna not operating. Whitchurch-Collinstown (Dublin) is running irregularly as a feeder service to meet the Boeing when going to Lisbon. Operated with Frobishers.	DDOSI
05/10/41	A survey flight has been flown from Cairo to Tehran, 5/10/41.	CIT1562 from Cairo to Min of Int Tehran
07/06/41	Empire air mail route is operated via S Africa-Egypt-Iraq and India. Via USA as an alternative route, mail is sent to Burma-Ceylon-Dutch East Indies-India-Malaya-Thailand, also NZ and Australia. An accelerated service from	Interavia
07/06/41	Baron John Cadman died 2/6/41. Cadman report contained in Blue Book March 1938.	Interavia
<b>01/10/41</b>	Liberator no 914 ( <b>AM914</b> )to be taken over by BOAC for trans Atlantic operation. Remaining Liberators belong to the Ferry Command RAF and will not therefore have civil registration letters. The aircraft will be operated by BOAC on behalf of Ferry Command. The future of the registration of G-AGCD is under discussion.	IC49527 <b>no date</b>
17/10/41	Report from Tehran states that civil air service is to be established shortly by British Airways between Cairo and Tehran. One of the calls is expected to be Baghdad.	Aeroplane