

Company Reports

Note that the "Gazetteer" that this series of reports was extracted from also includes other information about the companies involved. This takes the form of addresses, Directors and basic financial information with some route and traffic information and timetables.

Companies where this information is given but where there are no Fleet or General reports are as follows: Aerogyp High Speed Development Co Ltd; Aircraft Operating Co Ltd; Britain-South Africa Airways Ltd; British International Air Lines Ltd; British Maritime Airways Ltd (no info); Channel Air Ferries Ltd; Combinair Ltd (publisher); Feeder Lines Ltd; Fenland Airways Ltd; Grand Union Transport Ltd; Highland Airways Ltd; International Air Freight Ltd; Lamertons Air Cargoes Ltd; G Lawty Ltd; Lundy and Atlantic Coast Air Lines; Northern Airways (absorbed by Scottish Airways); North Sea Air Transport Ltd; Olley Air Services Ltd; Southern Airways Ltd; Technicar Ltd; West Coast Airways (Holdings); Western Airways Ltd; Western Isles Airways Ltd; Wrightways Ltd.

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

Fleet Reports

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|----------|---|------------------------|
| 30/06/45 | Allocation of Dominies. AAJC, Jersey Airways to receive 4 DH89 Dominies, 2 Mark II and 2 Mark III between 30/6/45 - 19/8/45. Olley Air Services to receive 1 DH89 Dominie Mark III 15/7/45. West Coast Air Services to receive 1 DH89 Dominie Mark III 15/7/45. AAJC to receive 7 DH89 Dominie Mark III between 11/11/45 - 27/1/46. | IC 61309 |
| 20/07/45 | Railway Air Services Ltd are negotiating to buy Douglas DC3s | International Aviation |
| 18/08/45 | A number of (DH89B) aircraft has been released by the Royal Air Force for operation on the service between London and the Channel Islands. | Modern Transport |
| 27/09/45 | Jersey Airways are negotiating for the hire of one of the prototypes of the Bristol 170, wish to purchase one of the early models and for option on two more. | IC 62378d from DDCAR |
| 25/10/45 | Railway Air Services hope to obtain a number of Avro XIX next month. | News Analysis 138 2d |

01/11/45	Associated Airways Joint Committee have been operating one Avro XIX for gaining operational experience. RAS have ordered four Avro XIX.	Spoke CO5; Aeroplane Spotter
02/11/45	Railway Air Services have ordered a number of Avro XIX Ansons for delivery early in November. They will be put into service on London-Belfast and Glasgow-Belfast routes.	Aeroplane
13/12/45	RAS have been supplied with three Avro XIX Ansons.	Aeroplane Spotter
01/01/46	Allied Airways. Accident report to G-ACZE on 27/12/45. (DH89)	IC 64112
15/03/46	Channel Island Airways has placed an order for a number of 34 passenger Bristol 170 Wayfarers. They are expected to be in service by the Summer.	Aeroplane; Interavia no 1130 21/3/46.
01/01/46	RAS now have four Avro XIXs in all. G-AGUD, G-AGUE, G-AGUX and G-AGVA.	Air Transport Jan 1946
01/05/46	Schedule of production aircraft ordered showing allocation and estimated delivery dates. Compiled by AR3 on 1/5/46	IC S 11339
17/05/46	A prototype of the Bristol Wayfarer on order by Channel Island Airways made its proving flight to the Islands on May 9th. Flight was carried out by Mr A J Pegg, test pilot of the Bristol Aeroplane Co in G-AGVB. The first of these aircraft should come into service in June.	Aeroplane
01/04/46	RAS has recently taken delivery of three Douglas Dakotas, G-AGYZ, G-AGZA and G-AGZB.	Air Transport Apr 1946

Individual Company Reports

Air Dispatch Ltd

31/10/44	A bus service of the air linking London's great post war air terminal is planned by Air Dispatch Ltd. Plans have been submitted to the Air Ministry.	News Analysis 1023
10/11/44	Air Dispatch Ltd which started a link service between Croydon, Heston and Gatwick in 1935, proposes to carry on this "inner circle" service after the War.	Aeroplane p 526

- 25/03/45 The Hon. Mrs Victor Bruce is to fight the Government post war plan. She intends to fight this threat to extinction to the end in order to maintain free and independent enterprise. She alleges that since Lord Swinton met the airline operators (before the issue of the White Paper) rail interests have been trying to persuade independent operators to sell out. Air Dispatch has rejected Lord Swinton's offer to finance his rail combine on the terms he has offered. They made a profit of £12,000 a year without subsidy and against opposition. Rebels opposing Swinton's plan include Mrs Bruce's companies Air Dispatch Ltd, Dawn Express, Commercial Air Line, Anglo-European Airways and Inner Circle Airlines. News Analysis 1168
- 06/09/45 Air Dispatch has completed plans for operating an Inner Circle air service to serve London's Green Belt, picking up passengers and freight at Croydon, Heathrow, Gatwick, Redhill, Hatfield and other staging posts within a fifty mile radius of the Metropolis.. The plan also provides for services to Paris, Brussels and Le Touquet. The fare of twopence halfpenny per mile will be standardised on all routes operated by the company, so that a return ticket to Paris will cost just over £4. Passengers will be carried in 34 seater Bristol Wayfarers, a machine which has been specially designed for cheap air travel. A fleet of these airliners has been ordered from the Bristol Aeroplane Company and delivery is subject to Government approval of the scheme. Flight; Interavia 1048 4/9/45
- 16/09/45 Company has submitted plans to Lord Winster for services to France and Belgium, London-Paris £4. News Analysis 1343
- 29/12/44 Member of the Association of British Aircraft Operators Ltd. IC 58051

Airopia Ltd

- 15/04/44 The organisation proposes to seek from 24 European Governments sole licences for the post war operation of air services. It is proposed to divide management shares into 50 units to be allocated in the proportion of 6 each to Great Britain, France, Soviet Union, three each to Holland, Belgium, Italy and Germany, two each to Spain, Portugal and Eire and one to other European Nations. Modern Transport

<p>21/06/44 Count Lengerke informed Airopia Ltd that Dr E Hans Berger may be in a position to help them with formation of their company in Switzerland. Applications have been made to British, Belgian, Portuguese, etc Governments for licences to operate services, but in view of undeclared British policy, progress unsatisfactorily slow. Airopia say it is important to proceed with formation of Swiss company as they intend to transfer their seat after the war to Zurich and so need the framework of Swiss company.</p>	<p>CIT 4143 from Airopia to Dr Berger</p>
<p>02/06/44 Application for formal granting of a licence. Routes: see map held by CA1.3</p>	<p>Airopia Ltd R S 1813 encl 19a. 4A, 26B, etc</p>
<p>02/10/44 Airopia Ltd applying for British Government permission float company in England with twenty five million pounds.</p>	<p>CIT 4242 from Airopia to Hans Berger</p>
<p>02/10/44 Arrangements for the delivery of 25 British aircraft.</p>	<p>CIT 4242 from Airopia to Hans Berger, Zurich S</p>
<p>20/11/44 Airopia expect to have two thirty seater four engined airliners by middle January enabling them to start provisional service Lisbon-Zurich via Madrid 15th January.</p>	<p>CIT 4334</p>
<p>20/10/44 Airopia's plans fit perfectly into framework of Government policy. Board has decided to register subsidiary national companies.</p>	<p>CIT 4267 from Airopia to Hans Berger</p>
<p>06/12/44 No arrangements had been entered into between the Air Ministry and Airopia Ltd with regard to post war aviation.</p>	<p>SBAC Press Summary</p>
<p>21/12/44 Secure early delivery of five Lancastrians carrying 16 passengers, three thousand five hundred pounds of freight and mail to operate Portuguese provisional service Lisbon-Brazil.</p>	<p>CIT 4388</p>
<p>30/12/44 Airopia suggest Portuguese Government should give them permission to operate twenty four return flights from Lisbon to Zurich during months January, February, March on regular three times weekly schedule enabling them to judge Airopia's capabilities. During this period Airopia could complete arrangements for capitalisation Portuguese company. If possible suggest registering Portuguese company with nominal capital if necessary. Airopia should receive two per cent of share of Portuguese company free of charge as Portuguese contribution towards our preliminary expenses and participation in Lengerke plan.</p>	<p>CIT 4397 from Airopia Ltd to Elt. Count de Lavradio</p>
<p>21/02/45 Airopia Ltd are negotiating with Lockheed Aircraft Corporation for approximately 400 aircraft of 20 or fewer seats and 250 30-50 seaters, all to be delivered within a period of 5 years and all to be paid for in Dollars.CIL 9516</p>	

08/02/45	Count D E Lengerke, Captain T T Ottowell, came down from London to discuss the purchase of aircraft, and before leaving want to know exactly what they can expect in the way of having airplanes with which to operate regardless of the number involved. They have not the slightest doubt of their ability to raise a capital of £25,000,000 or its equivalent in good continental exchange.	Copy of letter from Lockheed Aircraft Co CIL 9516
26/03/45	French representatives of Airopia Ltd express interest in Swedish Aviation Syndicate and hope for agency in North Africa.	CIL 9540 from Joseph Lasny et fils to Rederiabli bolaget Svenska Lloyd
28/02/45	Aeropia has issued its final plans for the operation of trunk air routes in Europe and proposed time tables for the routes they intend to operate.	SBAC Press Summary; Interavia 17/4/45
01/09/45	Capital increased by additional issue of £50,000 shares (£1 at par).	Interavia; International Aviation 10/8/45
01/01/46	Capt. Cripps, who was on BOAC's return ferry service, has joined the company.	IC 64892
06/02/46	The company now have an Avro 19.	IC 64892

Allied Airways (Gandar Dower) Ltd

27/01/41	Says Highland (presumably Scottish) Airways carry no mail but go to Lerwick every day, while Allied Airways (Gandar Dower) Ltd do not seem able to come	CIL 428(27) from Lerwick-Johannesburg
30/05/41	A DH84 flying to Wick crashed at Dunbeath, Caithness 21/5/41 while making a forced landing in a field, the 6 passengers were injured. (pencil note) pilot died.	Aeroplane
03/06/41	As a result of recent accident Company were only able to operate 4 instead of 6 on Aberdeen-Kirkwall-Sumburgh during weeks ending 31/5 and 7/6.	OS Nav IC 48361 minute from DOCA
04/09/41	A Rapide crashed taking off from Kirkwall Aerodrome. Pilot has broken ankle. Total number of passengers 5, two of which were injured.	Telegram to OS Nav from Chef. Kirkwall IC 49222
06/09/41	Aberdeen-Kirkwall and Kirkwall-Sumburgh to be operated 4 not 6 days during the week 8/9/41 - 15/9/41 because of the accident to G-ADAH.	R 248
01/10/41	We authorised the 6th service on the route Kirkwall-Sumburgh on 21/1/41. The service was to start as soon as possible.	945128/39 (Ref from Mr Rosenberg)
22/10/42	G-AGDM a DH89 crashed at Sumburgh 22/10/42. Port wing damaged and crew reported unhurt.	IC S 5290 from Chef. OY to OS Nav Also on R1426 to OS Nav from Kirkwall 22/10/42

02/12/42	On 30/11/42 G-ACZE ran off runway at Wick, port and starboard wings damaged, crew unhurt. A DH89.	CH8
23/12/42	The DH89A Rapide should reach Dyce "today". This aircraft is a temporary loan to Gandar Dowers.	IC S 5680 To Gandar Dower from DG.
05/02/43	Subsidy payments are made by the Government to Allied Airways for the operation of regular air services. Provision made for payment of outstanding balance due to Allied Airways for services rendered under NAC Scheme which terminated 26/6/40.	IC 52523 Estimates 1943 Vote. From Raby DCAF
12/08/43	Post War. Stop at Thurso to be included on the Aberdeen-Wick-Kirkwall-Sumburgh service after the war (as soon as obstructions can be removed from the aerodrome at Thurso).	IC S 6703 Home Civil Aviation Planning Committee
20/12/43	Fleet of Allied Airways. Four aircraft, 2 DH89s and 2 DH89As.	Mr Lowe CH8
25/08/44	A.L.A. Has applied for permission to extend its pre-war Newcastle-Stavanger route to Stockholm, Helsinki and Leningrad. They also plan to link Aberdeen, Glasgow and Newcastle with connections to Prestwick to tie up with trans-Atlantic services.	International Aviation p 3
29/10/44	Rumour that A.L.A are selling out.	IC 57625
15/12/44	Dyce to be closed down.	IC S 9069
30/03/45	Mr E L Gandar Dower said that the Government's suggestion that there should be one monopoly air line company for Great Britain and Europe will kill the Aberdeen-Norway-Sweden air line he intended to run after the war.	News Analysis
01/05/45	Allied Airways (Gandar Dower) is an active member of the IATA.	IC 60335 Rept 47 on Civil Aviation from AA Washington
12/06/45	Mr E L Gandar Dower protests against the company being compelled to confine its operations North of Aberdeen. Allied Airways wish to operate a two hour non stop Aberdeen-London service and resume services between Aberdeen and Edinburgh and Glasgow which they pioneered eleven years ago.	News Analysis 1247
18/05/45	Allied Airways oppose Swinton's Civil Aviation Plan.	International Aviation
29/12/44	Member of Association of British Aircraft Operators which was founded by Mr Eric L Gandar-Dower.	IC 58051

Anglo-South America Airways Ltd

- 04/11/43 Messrs Linklater and Paines of Granite House, 97 Cannon St, EC4 have applied to the Registrar of Companies and the Board of Trade (the latter 4/11/43) for consent to register the above named company. The company is being formed by 5 of the principal shipping companies trading to South America and the name is intended to indicate that they intend in due course (subject to sanction from the British Government) to operate airways to, from and in South America. IC 54036 Application to Board of Trade
- 03/11/43 Purpose of company is to operate post war air services between the UK, Continent and South America as soon as the necessary consents and machines can be obtained. Shipping companies concerned are: Royal Mail Lines, Blue Star Line, Pacific Steam Navigation Company, Booth Steamship Company and Lamport and Holt Line. Routes proposed are those on which the five Lines already run sea services. Air services to be complementary to the sea services affording passengers a choice of air or sea transport. SBAC Press Summary nos 215 and 216; Interavia 898-97 p 27 30/11/43; CIL 8846 International Aviation Associates 13/1/44
- 16/11/43 In the Chancery Division Mr Justice Bennett confirmed an alteration of the objects of Blue Star Line Ltd to enable the company to carry on aerial transport. Application by Blue Star Line for confirmation of alterations to its articles giving it power to operate airlines. Mr J M Bower of Blue Star Line said that it had no intention of carrying on air transportation as a separate business but only in conjunction with its existing shipping business. Memorandum to be altered to make that point clear. Blue Star Lines was one of five shipping lines trading between UK and South America which announced on Nov. 1st that they were forming separate companies to operate air services. IC 54073 and D Telegraph, America Aviation Daily; Foreign News Supplement Ser. B; Flight 2/12/43 p 609
- 28/12/43 Post war air service to Uruguay. A big British air service company (name not disclosed) will run a regular post war service touching the Uruguayan airfields. Montedideo airfield is already being rebuilt to allow for its use by the largest aircraft. D Digest no 1, 625 English for Far East
- 30/11/43 Backing of company. Normal capital of £100 but is backed by £10,000,000 in the form of the aggregate share capitals of the five shipping companies. This airline is charged for the time being with preparatory work. Interavia 896-97 p 27
- 20/10/43 J W Booth cooperation with Lowell Yerex. J W Booth, of Booth Steamship Co is Secretary of Committee set up by the five shipping companies. He seeks cooperation of Lowell Yerex. CIL 8815 J W Booth

- 02/10/43 Plan to be put into operation as soon as the necessary consents and machines can be obtained. Capital will be subscribed in agreed proportions by the various shipping concerns, who will all be represented on the board. Daily Telegraph
- 20/11/43 J W Booth (Chairman of Booth Steamship Co) acting chairman of the joint committee of the five shipping companies, stated that the South American group would submit proposals to the Government through the General Council of British Shipping. The South Atlantic service would be operated from a main airport near London. South America to be the chief route but a network of feeder services was also projected. From London it was hoped to fly to Lisbon, the West coast of Africa and Natal (Brazil). From Natal links were planned southward to Rio de Janeiro, Santos, Montevideo, Buenos Aires and across to Valparaiso (Chile), there might also be services from Natal to the Amazon, Peru, Georgetown (B. Guana), Trinidad and possibly Jamaica. No permission granted yet, plans being laid for equipment. Modern Transport; CIL 8846 International Aviation Associates; Aeronautics Feb 1944 p 62; America Aviation Daily Foreign News Suppl. No VI, Ser. B
- 01/02/44 Interest in Argentine. Service to S.A. May be extended to include an interest in internal air services in Argentina. America Aviation Daily Foreign News Suppl. No VI, Ser. B

Australind Steam Shipping Company

- 17/05/45 An addition to the objects of the Australian Oriental Line Ltd enabling the company to engage in air transport and provide ground facilities as well as manufacture and deal in aircraft has been confirmed by the Chancery Division. Flight

Bank Line Airways

- 10/04/43 Bank Line Airways registered. The Bank Line Ltd was formed in Edinburgh in 1905 and operates regular steamship routes mainly between India and North and South America and South Africa. Chairman is Lord Inverforth. The Cunard, Clan, Peninsular and Oriental, Silver and Stanhope Lines are among other shipping concerns which have already acquired powers to operate air lines. Modern Transport p 9; Press Summary nos 201 and 202 21 and 28/7/43
- 11/10/43 Post War. Cunard White Star Line to start a big new airline in conjunction with their liners after the war. P Brooks of BOAC Khartoum will try to get into it. CIL 8396 P Brooks

16/10/43 Cunard White Star Ltd. Formed 1934. Recently modified its memorandum of association to give the company power to operate air services after the war. Company was authorised to operate air services upon its formation ten years ago. Interavia 889/90 p 29

Bristol Industries (Air Freighters) Ltd

02/11/43 Directors to be Chairman, Capt. C V Wills "Oakridge", Winscombe, Somerset; Capt W E Hunt "Westholme" Failand, Somerset; Mr A F J Willis "Avening", Ridgeway, Long Ashton, Somerset. Company to be ready at the end of the war. Panel of experts to advise the Board. Company is prepared to support the Bristol Corporation with regard to subsidising a new airport at Bristol. Contact with manufactureres of British aircraft. Services to be run in conjunction with road services and Bristol Industries Ltd. IC 53960 Extract from Evening Post

13/11/43 Company formed to convey goods by aeroplane and helicopter in conjunction with the road haulage companies in the Bristol Industries group. Modern Transport p 11

01/02/44 23rd Ordinary meeting of Bristol Industries Ltd. Capital to be increased by £50,000, ie £400,000 to £450,000. Names of executives of this company given. IC 55471 The Times

04/03/44 Bristol Industries Ltd. Resolutions were passed approving increase in company's capital. International Aviation p 5

01/11/44 Bristol Industries a member of CIATO. CIATO Bulletin

British and Foreign Aviation Ltd

21/12/42 3 British railway companies have acquired a share majority in B & F Aviation Ltd which in turn controls West Coast Airways (Holdings) Ltd, Isle of Man Air Services and Great Western and Southern Air Lines Ltd. Interavia

01/05/43 Mid 1940 B & F Aviation Ltd and Railway Associated Air Companies in conjunction formed Associated Airways Joint Committee for control and unification of air companies and to negotiate an agreement with the Air Ministry for operation of approved Air Services Agreement in 1940 which continues today. IC 52938 Sir Harold Hartley's Report

10/12/42 The fact that the railways have bought a stock majority in B & F Aviation Ltd should be regarded as the continuation of the efforts of the railways to obtain control over domestic air services. Interavia;

Channel Islands Airways Ltd

- 30/01/43 Channel Islands Airways, Jersey Airways and Guernsey Airways which were incorporated in the Channel Islands in December 1934, Dec 1933 and Nov 1934 respectively, were registered in England on 9/1/43. Registered offices of the companies are Wasing Place, Midgham, Berkshire. Directors same for all three companies as given. Channel Islands Airways holds the controlling interest in the other two companies and its capital is held by the Great Western Railway (25%) and the Whitehall Securities Corporation Ltd (50%). Modern Transport
- 12/03/43 Southern Railway, LMS and GWR have acquired capital of Foreign Aviation Ltd and also purchased additional holdings in Channel Islands Airways Ltd. IC 52575 Daily Telegraph
- 10/03/43 Additional shares in Channel Islands Airways purchased by Great Western and Southern Railways. Channel Islands Airways wholly own Jersey Airways and Guernsey Airways. Press Summary 182 quoting Financial Times 3/3/43
- 20/03/43 Channel Islands Airways and its subsidiaries now wholly owned by Great Western Railway and Southern Railway. Modern Transport; Aeroplane 12/3/43
- 17/03/43 GWR and SR have jointly bought large additional shareholdings in Channel Islands Airways, the parent company of Jersey and Guernsey Airways Interavia; Canadian Aviation July 1943 p 60
- 31/01/45 Resumption of air services to the Channel Islands. IC S 9373
- 01/01/46** Pre-war fares being charged on inter-island services, ie Alderney-Guernsey 15 shillings; Alderney-Jersey 22 shillings and sixpence. News Analysis 1479 no date
- 01/10/46 Report on feelings of CIA Ltd on being taken over by BEAC. Aeronautics
- 20/03/47 List of supplementary services flown at Easter 1947 by CIA Ltd. IC 74967 ESA1

Charente Steamship Company Ltd

- 04/11/43 Legal authority obtained from the Liverpool Court last week to maintain air services, pleading that without such powers its business might be detrimentally affected. Flight

Coastal and Short Sea Air Group

- 30/11/43 Subsidiary of Coastal and Short Sea Group (shipping companies operating coastal and European traffic before the war). Shipping companies are Coast Lines Ltd, General Steam Navigation Co., Ellerman Wilson Line, Curie Line and Instone and Co. This (latter) company operated an airline subsidiary many years ago which was absorbed by Imperial Airways Ltd (now defunct) when it was founded in 1924. Interavia 896-97 p 28
- 01/12/43 Coastal and Short Sea Group have agreed to form a separate company to operate passenger and cargo air services over internal and continental routes, capital being subscribed by the various shipping and other transport interests. In addition to the shipping companies mentioned above, the following companies are interested: Coast Lines, Tyne-Tees Steam Shipping, William France, Fenwick, London and Edinburgh Shipping and Dundee, Perth and London Shipping, engaged in coastal trade. American Aviation Daily Foreign News Supplement no date

Great Western and Southern Airlines Ltd

- 04/06/41 A DH84 which left Scilly Isles 3/6 is missing and no trace has been found. OS Nav
- 13/06/41 5 passengers and 1 pilot lost on an aircraft on route from Scilly Isles on 3/6. Aeroplane
- 05/04/40 It has been decided to restart the Lands End-Scilly Isles service suspended on 3/6/41. The service to restart 27/10/41 frequency to be twice on weekdays. Aircraft = DH84 (Dragon) G-ADDI. To be a commercial service carrying passengers, freight, mail. S NAC 319
- 07/11/41 Regular services between Penzance and St Mary's, Scilly Isles were resumed on October 27th by GW & S Air Lines Ltd. These services were suspended in June after 5 passengers and the pilot of an aeroplane belonging to GW & S Air Lines were lost on a flight between the Scilly Isles and Penzance. No trace of the aeroplane was ever found and there has been no explanation of its disappearance. Interavia
- 07/02/43 A DH Rapide G-AGEE belonging to GW&S Airlines is on loan to SCA./ IC 52456 from Middemas

03/09/48 A DH Dragon G-ADDI has recently been retired from the Lands End and Scilly Isles service. G- ADDI was operating the Shoreham-Cardiff service for Railway Air Services in 1936 but when Channel Air Ferries and RAS amalgamated to form GW & S Airlines in 1938 it was sent to operate the Lands End service on which it has been ever since. Although retired from air line operation G-ADDI which has been replaced by a DH Dragon Rapide is still flying but under different ownership.

Guernsey Airways Ltd

26/07/42 Jersey and Guernsey Airways have opened a waiting list for those desirous of returning to the Channel Islands by air as soon as they are free from enemy occupation. IC 51526 Extract from Observer

30/01/43 Jersey, Guernsey and Channel Islands Airways registered in England 9/1/43. Controlling interest held by Channel Islands Airways in Guernsey and Jersey Airways which in turn is wholly owned by GWR and SR. Modern Transport 30/1/43 and 20/3/43

10/03/43 Guernsey and Jersey Airways wholly owned by Channel Islands Airways. Press Summary 182

13/10/44 Commander G O Waters RNVR, has been granted absence of leave from the Admiralty to carry out the preliminary organization for the restoration of civil air services to the Channel Islands as soon as circumstances permit. Aeroplane p 407

14/09/44 Guernsey Airways to be known as Channel Islands Airways Ltd from 1st Sept. Aeroplane and Col Edwards CO3

Isle of Man Air Services Ltd

13/02/41 Isle of Man-Liverpool services suspended 18/1 - 23/1 inclusive due to adverse weather conditions. Encl 102 and 103 on SNAC 141 S

08/05/41 TT (**Timetable**) of company 4 daily service. IC 48135 TT

29/10/41 Between 27th Oct 1941 and 28th Feb 1942 Isle of Man Air Services are to reduce frequency of their service between Liverpool and Isle of Man (Ronaldsway) from 4 to 3 times on each weekday. Service is operated with de Havilland DH89 (Rapide) aircraft. Summary 124.

26/04/42 Isle of Man Air Services are now owned by the railway combine and are now under its control. Flight

- 11/05/43 On 11/5/43 a DH89 owned by Olley Air Services and when operated used by I of Man Air Services was extensively damaged in a collision with a Wellington, no injuries to personnel. OS Nav
- 17/04/43 Summer timetable introduced 5/4/43 showing increases in service with 4 flights in each direction instead of 3 each weekday. Modern Transport
- 17/05/43 DH89A aircraft G-AFEP registered owners Air Commerce Ltd was damaged in a collision with a Wellington, no injuries to personnel on 11/5/43. R2073/43 from OS Nav
- 06/09/43 New airport site at Ronaldsway. Satisfactory operations with full loads being made on new airport site at Ronaldsway by Isle of Man Air Services aircraft, operations commenced 0800, 6/9/43. IC 53625 Telex message OM3 31.6.1125
- 29/01/44 Past history and reconstitution 12/1/44. In 1937 consequent on a merger of the various companies operating to the Isle of Man, IOMAS was reorganised and the share capital was acquired in equal portions by the LMSR, Olley Air Services, IOM SPC. At the end of 1942 the LMSR and GW and Southern Railway companies acquired a controlling interest in British and Foreign Aviation Ltd (which owns Olley Air Services). To equalise the shareholding in IOMAS, the Isle of Man Steam Packet Co has bought additional shares and now owns 50% of the capital. Board of Directors reconstituted 12/1/44. During the 3 years ended 30/6/43 IOMAS carried 35,000 passengers and nearly 1,000,000 lb of mail and freight, mileage flown 748,000. Plans for considerable expansion of company's service as soon as circumstances permit. New types of aircraft will be used. Modern Transport p 11

Isle of Wight Airways

- 29/03/45 This company is formed by Portsmouth Aviation in partnership with railway companies. The company will operate services to the island from Portsmouth, Southampton, Bournemouth, Shoreham and from a point in the Bognor, Littlehampton, Chichester area. Flight

Jersey Airways, general reports

- 29/01/43 4 of Jersey Airways aircraft are flying for Admiralty. 5 of Jersey Airways pilots in FAA (**Fleet Air Arm**). 20 of ground staff are at Donibristle. IC S 6220 from Caldwell.
- 30/01/43 Jersey Airways registered in England 9/1/43. Controlling interest held by Channel Islands Airways which in turn is wholly owned by GWR and SR. Modern Transport also 20/3/43

26/07/42	Jersey Airways wholly owned by Channel Islands Airways. Re waiting list opened by Jersey and Guernsey Airways for those desirous of returning to Channel Islands as soon as they are free.	Observer 26/7/42; Press Summary 182 10/3/43 IC 51526
24/11/44	Jersey Airways has opened London offices at Coastal Chambers, 172 Buckingham Palace Road, Victoria SW1	Aeroplane p 582
13/10/44	Commander G O Waters RNVr, has been granted absence of leave from the Admiralty to carry out the preliminary organization for the restoration of civil air services to the Channel Islands as soon as circumstances permit.	Aeroplane p 407
29/06/45	Jersey Airways first flight to the Channel Islands since they were de-occupied on the 26th May 1945.	Aeroplane
04/08/45	Jersey Airways Ltd have been re-established in the Channel Islands	IC 61576 letter from Jersey Airways Ltd
14/09/45	Jersey Airways Ltd now to be known as Channel Island Airways Ltd from 1st Sept.	Aeroplane and Col Edwards CO3

Lunns Air Taxis

21/06/44	Lunns Taxis, Lunns Cargo, Lunns Feeder registered in London 24/5/44	CIT 4145 Tel. From R Robinsons, Reading, Robinson Miles Aircraft 76 Main St, Johannesburg
21/07/44	Lunns Air Cargo Services Ltd. Capital £100 to carry on business as air transport contractors, travel agents, radio and electrical engineers, carriers, etc. 3 Directors. Registered office is Kingsbury House, 15-17 King Street, St James, London SW1.	International Aviation
21/07/44	Directors F G Miles, C E W Mackintosh, R E Robinson, R Coit. Registered as air transport contractors and airline operators. Lunns Air Cargo Services Ltd are negotiating for internal services in Brazil on fifty fifty basis and in Argentina on basis unknown.	CIT 4226

MacAndrews Airways Ltd

04/12/43	MacAndrews and Co Ltd is a shipping company who together with the Anglo-Estonian Shipping Co Ltd, Anglo Latvian Shipping Co Ltd and Anglo Lithuanian Shipping Co Ltd are directly controlled by the United Baltic Corporation Ltd	Modern Transport p 11; American Aviation Daily Foreign News Supplement series B
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North Eastern Airways Ltd

- 13/11/42 The company has kept together practically all its ground staff with exception of young members who have joined the Forces. The remaining members of the ground staff are doing repair and assembly work. Mr F CR Jaques, managing director, has prepared a memorandum on the future of civil aviation. Aeroplane
- 01/01/43 F W Farey Jones discussing future plans of North Eastern Airways Ltd. He stated that officially one Government monopoly was the sole British contribution to the skyways of tomorrow, the continuation of this could not be tolerated, there was apparatus like North Eastern Airways and the shipping companies ready to play their part. American Aviation Daily Foreign News supplement series B
- 04/03/44 Carriage of aircraft and raw materials. Road vehicles of North Eastern Airways Ltd passed the million miles mark in their work of carrying aircraft, aircraft parts and raw materials for the construction and repair of aircraft during this war. This is in collaboration with MAP, Civil Repair Organisation and RAF Maintenance Units. No fatal accident. The pre-war London-Scotland passenger and mail air service had an accident free record. Shortly after war broke out, North Eastern Airways Ltd and its associate company Martin Hearn Ltd started aircraft repair work under MAP contracts with a fleet of tractors, etc. Post war suggestions for carriage of freight to the airport prior to dispatch by air and the carriage of passengers to the airport. Modern Transport p 20
- 01/11/44 North Eastern Airways Ltd member of the CIATO CIATO Bulletin Nov 1944
- 06/04/45 North Eastern Airways has been bought by London and North Eastern Railway International Aviation

Port Line Ltd

- 24/12/43 The Port Line Ltd, shipowners, of Cunard House, EC3 were granted an alteration in its objects to enable the company to establish and operate air services in any part of the World in conjunction with the company's present passenger, mail and cargo sea services. Mr Justice Bennett, who confirmed the alteration, said, however that he did not think that he had the power to permit the company to carry an a wholly independent air travel business. Aeroplane p 721

Portsmouth Aviation Co Ltd

prev. Portsmouth, Southsea & Isle of Wight Aviation Ltd

- 21/03/45 Portsmouth Aviation Co Ltd is getting ready to open their services this summer if permitted to do so. News Analysis 1164
- 01/04/45** Portsmouth Aviation Co Ltd is an active member of the IATA IC 60335 report 47 on civil aviation A A Washington Foreign Air News Digest vol III no 56.
- 01/04/45** Managing Director Mr L M J Balfour. The company may change its name to Isle of Wight Airways. In agreement with the railway group, the company will operate services to the Island from airports at Portsmouth, Southampton, Bournemouth and Shoreham serving Brighton, Hove and Worthing. They will also operate in Bognor-Littlehampton-Chichester area.
- 15/05/45 Portsmouth Aviation Company Ltd propose to acquire a fleet of Bristol Freighter transports for the air ferry of automobiles. International Aviation
- 15/12/45 Company has been allocated DH89 Rapide Mk III RL963 to be delivered 2/3/46. Rapide Prog no 3 IC 63960
- 25/01/46 Company has entered the aircraft manufacturing industry and the prototype of its first product, the Aerocar, is ready for test flight. International Aviation

Railway Air Services Ltd

- 01/01/41 Interavailability of surface and air travel tickets. IC 47408 from LMS Railway
- 29/08/41 A surcharged air mail service is to be introduced between GB and N Ireland. 3d per 8 oz for letters. A similar service will operate from N Ireland to GB. It is presumed that the mail will be carried on the Glasgow-Belfast and Liverpool-Belfast service. Aeroplane
- 06/07/42 **(this information was crossed through)** On 6/7 a DH89 aircraft G-ADAJ was damaged while landing at Sumburgh during limited visibility - no casualties. At time of accident aircart was employed on service between Inverness-Kirkwall and Sumburgh. Summary 161
- 26/11/42 Railway interests have extended their sphere of influence over air transportation: the GW, LMS and Southern Railway companies announce they have acquired major interest in British and Foreign Aviation Ltd. This meant that a number of air services including West Coast Airways, Isle of Man Air Services and Olley Air Services are now owned by railway combine and are under its control. Flight

- 07/02/43 It is understood that AAJC are considering the operation of an additional service to Belfast (JT) during the summer months. The service will be operated by a DH Rapide on the following schedule: Depart L.V. Arr JT 1245; Dep JT 1430, arr LV 1600. IC 52456 from Middlemas
- 01/05/43 History of railways connection with civil aviation companies in the UK. History of Railway Air Services Ltd from June 1941 (?) to end of 1942. The AAJC (not including Allied Airways) flew approx. 3,400,000 miles and conveyed 133,000 passengers. IC 52938 Sir Harold Hartley
- 04/06/43 Mr Miller at Renfrew stated that RAS had withdrawn from the Glasgow and Belfast service which is being operated by Scottish Airways. Other opinion states that the Scottish Airways operation of this service was but a temporary one. Enlightenment sought. IC 53034 from CA1 to Scottish Airways Renfrew Airport.
- 08/06/43 Glasgow-Belfast service is over the route licensed to RAS but as a matter of convenience Scottish Airways conduct the actual aircraft operations under contract with RAS. IC 53052 to CA1 from Nicholson, Renfrew
- 20/08/43 C H Corble has been appointed Assistant General Manager (Ancillary Services) of the London & North Eastern Railway with responsibility for the Company's business in connection with shipping, road and air transport. He has been a Director of Railway Air Services Ltd since its formation in 1933. Aeroplane p 227
- 12/08/43 Resumption of air services after the War. The resumption of the London-Liverpool (or Manchester)service should be given first priority as it would provide an essential link between London and the network of services operated in the North of England. The start of the London-Prestwick service will depend on the availability of Prestwick as a terminal for civil trans-Atlantic landplane services and whether the present terminal of the Scandinavian services could be transferred from Leuchars to Prestwick. The proposed service London-Prestwick should be entrusted to Railway Air Services or some other company represented on AAJC. IC S 6703 Home Civil Aviation Planning Committee.
- 12/11/43 Belfast Aerodrome has been handed over to the Admiralty who are to construct a new runway. Possible that the aerodrome may be closed for two or three days but this is not likely. Aircraft of AAJC will be permitted to continue to operate to and from Belfast Aerodrome. IC 54039 OSG

13/10/44	Railways plan 53 air routes after War. The railways are determined to use British aircraft as soon as they are available, in the meantime they propose to use American DC3s.	News Analysis nos 1005, 1006 13/10 and 14/10/44
26/10/44	Railway Air Services. Proposed scheme put forward by the combined railway companies to Government.	Flight and map of services.
20/12/44	New company to be formed with the four railways and the nine steamship lines to operate the air network.	News analysis 1073
17/03/45	Further details of railway air plans.	Modern Transport; Interavia 23/11/44; Flight 15/3/45
30/06/45	Railway Air Services are negotiating for a fleet of US Dakota transport planes which will take more passengers at a higher speed and lower prices.	News Analysis 1265
01/04/46	A DH89 (G-AERZ) on the Liverpool-Belfast run, crashed in fog and caught fire at 1000 hours on 1/4/46, 5 miles short of Belfast on the Royal Belfast Golf Club course. 3 passengers and both members of the crew were killed and one passenger was injured.	IC 66047
01/08/46	Report of history of Railway Air Services and work of RAS today.	Air Review July-Aug 1946
01/02/47	Short history of RAS.	Modern Transport

Scottish Airways Ltd

27/01/41	Says Highland (presumably Scottish) Airways carry no mail but go to Lerwick every day, while Allied Airways (Gandar Dower) Ltd do not seem able to come	CIL 42827 from Lerwick-Johannesburg
25/02/41	Renfrew-Stornaway service suspended 15-18/2/41 inclusive owing to lack of pilots.	OS Nav and COI
25/04/41	Renfrew-Tiree-Benbecula-N. Uist-Stornaway daily, except Sundays.	AL5 to ISSO 17
19/02/41	Company ceased call at Wick on 19/2/41 owing to unsuitability of aerodrome.	178A from Kirkwall on 945045/40
18/06/41	On 14/6 a DH89 on Renfrew-Islay service crashed at Islay, no injuries to pilots or crew.	Summary 105
01/07/41	Purchase of 2 Dominie aircraft X7387 and X7388 from RAF (DH89) which will be employed on the Inverness-Kirkwall-Sumburgh service and Renfrew-Western Islands service. (G-AGDG and G-AGDH).	no date S NAC 280 letter from Nicholson to Collins. Summary 118

24/10/41	Winter schedules on services of Scottish Airways came into operation on Sept 22. No change has been made on the Inverness-Kirkwall-Shetlands services, which will be run twice daily, except on Sundays, throughout the Winter between Inverness and Kirkwall and once daily between Inverness-Kirkwall and Shetland. The Glasgow-Campbelltown-Islay service is also unchanged except that the afternoon service will be later in the day. On the Glasgow-Tiree-Benbecula-North Uist-Stornoway route a daily service will continue to be operated except in the Mid-Winter period of Nov. 10 to Feb. 21 1942, when operations will be reduced to 3 a week.	Aeroplane
26/11/41	DH89 (Rapide) was damaged after being blown over at Stornoway aerodrome during a gale on night of 25/26 November. (aircraft = G-AGDH).	Signal from Chief R W
10/07/42	Chief pilot of Scottish Airways Ltd, Capt David Barclay, MBE. MBE gained in recognition of services rendered to British internal air transport.	Aeroplane
06/07/42	On 6/7 a DH89 G-ADAS was damaged while landing at Sumburgh during poor visibility, no casualties. Aircraft on Inverness-Kirkwall-Sumburgh service.	Summary 161
01/01/43	Capt. Freeson's 25 years of service. Early history of companies which formed Scottish Airways.	Aeroplane
02/02/43	DH89 G-AGED crashed on taking off at Renfrew. Pilot, broken collar bone. Radio Operator superficial injuries. Pilot R M Pepper. Accident occurred 2/2/43. Passengers unhurt.	IC 52383 from Jones
24/05/43	Owing to work on Renfrew runways, Scottish Airways used Abbotsinch Glasgow while repairs in progress. This was approx. March 24/5/43	IC 52955 from OSG
05/06/43	The AM have approved an additional daily service between Glasgow and Islay. From 28/6 - 31/7. Leaving Glasgow 1620 and returning 1840	CO2; 9/6/43 CO2 this extra service will not take place
04/06/43	Mr Miller of Renfrew stated that RAS had withdrawn from Glasgow-Belfast service which was being operated by Scottish Airways. Further information states however that the Scottish operation of this route was but a temporary measure. Enlightenment sought.	IC 53034 from CA1 to Scottish Airways, Renfrew
04/06/43	Scottish Airways are operating satisfactorily on 800 yards East of Newmains Road. This means a new runway East of the old aerodrome,	IC S 6409 to CA1 from Renfrew Aerodrome

- 12/08/43 Post War proposals. Stops at Barra and S Uist to be included on the Glasgow-Tiree-Benbecula-IC S 6703 Home Civil Aviation N Uist-Stornaway service after the war, and at Thurso (as soon as obstructions are removed from the aerodrome at Thurso) on the Inverness-Kirkwall and Inverness-Kirkwall-Sumburgh services. The service linking the Channel Islands with the mainland was formerly operated by Jersey Airways Ltd. The Scottish Office have suggested that the service should be restarted after the war and it is clearly within the province of Scottish Airways Ltd. Planning Committee.
- 24/04/44 In three and a half years of operation to the end of 1943 have flown 2,500,000 miles, carried 76,000 passengers and 3,250,000 lb of mails and freight. Aeroplane
- 07/04/44 Scottish Airways Ltd and its subsidiary company, Western Isles Airways, were formed in 1937. Aeroplane p 380
- 28/07/44 Scottish Airways history Aeroplane p 94
- 29/10/44 Rapide aircraft G-ADAJ, G-AEWL, G-AGDG, G-AGJG, X7453, HG725, NF881 are based at Inverness. R57625
- 11/12/44 Suspension of Inverness-Stornaway service 18/12. Reason being of the mountainous route and difficulties experienced recently owing to gales, ice and low clouds. It is proposed to reinstate the service in the Spring. R3464/44 enclosure 53A
- 18/08/44 Scottish Airways Ltd has carried 100,000 passengers and 2,000 tons of mail and freight without a fatal accident during 10 years. International Aviation
- 02/03/45 Scottish Airways Ltd carry newspapers to Stornoway. The possibilities of the air pick up system in this area have frequently been urged in our columns for such circumstances. Modern Transport
- 14/07/45 Sir Steven Bilsland and Major Malcolm Speir have been appointed Directors of the company, which will be responsible for the large extensions of the internal network of air services announced in the House of Commons by the Parliamentary Secretary, Ministry of Civil Aviation, on June 6. Modern Transport
- 01/10/46** Rep[ort of crash of DH89 aircraft G-AFFF at Milngavie on 27/9/46. Five passengers and two crew killed. IC 70599
- 21/12/46 Report that Scottish Airways are hoping to call at Lossiemouth when their Summer schedule begins. Northern Scot.

Scottish Aviation Ltd

<p>01/06/44 2. Internal UK serices. 3. Continental shuttle service to most of the capitals of Western European countries. A Global circle route serving Oslo, Stockholm, Leningrad, Moscow, Omsk, Peiping, Vladivostock, Fairbanks, Vancouver and Chicago. This would be supplemented by two loop lines serving Central Europe, the Middle East, Karachi, Calcutta, Hong Kong rejoining the main line at Vladivostock. 4. Day service between Scotland, Canada and the USA via Iceland, Greenland, Goose Bay, Labrador for passengers, second class mail and freight. The company plans initially to use converted military planes which have been used in over-ocean transport service until normal commercial types are available</p>	<p>Aviation News; IC 57524; Daily Telegraph 27/10/44</p>
<p>02/11/44 1. Prestwick-New York-Chicago service. This is to be a night service and the aircraft will be equipped as a 20 berth sleeper. The day service, the equipment will consist of 40 seat airliners flying via Iceland, Greenland and Goose Bay (Labrador). In addition to their 40 passengers they will carry 6,000 lb of mail and freight. (Application filed with US CAB and also with Ministry of Civil Aviation. Returned from CAB with suggestion that it should come through UK Government.</p>	<p>Flight; News Analysis 958 27/8/44; News Analysis 1385 25/10/45; IC 6260/0/u/10/45 from CAA Washington</p>
<p>16/06/45 Scottish Aviation plans.</p>	<p>News Analysis no 1251</p>
<p>15/06/45 Scottish Aviation will be given a permit to operate air services between Prestwick and the Scandinavian countries, as well as a permit to operate between Prestwick and any place in the United Kingdom.</p>	<p>International Aviation</p>
<p>29/06/45 Company intends to operate with Douglas DC3 and Consolidated Liberator aircraft.</p>	<p>International Aviation</p>
<p>26/07/45 Company will be allowed to operate internal Scottish services and services to England but will not be granted permission to fly the Atlantic (statement by F/L Perkins).</p>	<p>Interavia 1031</p>
<p>25/11/45 Company has bought three Liberators to use on charter flights between Prestwick and points in Europe and Asia.</p>	<p>Sunday Times; SBAC Summary no 325</p>
<p>18/12/45 Company have been promised three Constellations by April next year. The company hopes to make an initial survey flight to New York from Prestwick via Gander about Jan. 20th and a return flight about Jan. 30th. The flight is in preparation for possible charter services. By the middle of Jan. they hope to have two Liberators converted and ready for overseas work in addition to three Douglas C47s converted to DC3, and one 22 passenger Fokker F-22.</p>	<p>News Analysis no 1434</p>
<p>01/01/46 Report of an accident to DH89 G-AGUR, slight damage, no casualties.</p>	<p>IC 70774</p>

- 31/01/46 The company intends to inaugurate a new charter service between Prestwick and Belfast. Flight
The service will operate four times daily except Sundays using 22 seater Dakotas and the single fare is to be 30 shillings.
- 29/01/46 The Prestwick-Belfast charter service commenced on 29/1/46. News Analysis no 1477
- 17/03/46 A Liberator belonging to the company left Prestwick on 16/3/46 on a survey flight to New York via Iceland in preparation for the establishment of passenger and freight services across the Atlantic. The Duke of Hamilton and Mr Walter Elliot were passengers. News Analysis no 1524

Shipping Airlines Ltd

- 11/08/44 New company registered with nominal capital of £5,000 with directors to be appointed by the subscribers. The subscribers are: J A Billmeir, Chairman of Stanhope Airways, a new company. Mr F M Brock Managing Director of Stanhope Steamship Co.. A L Curphey, Director of United Baltic Corp.. Capt. A Instone, Vice Chairman of S Instone & Co, the company which, 25 years ago started Instone Airlines for operations to the Continent and which finally became one of the constituent companies of Imperial Airways. Robert Kelso, a member of the Port of London Authority and Chairman of General Steam Navigation Co. J R Popner, Director of Cunard Steamship Co and of Port Line. J W Rutledge; R F Scovell, Managing Director of Currie Line and F Whittock, joint Managing Director of Tyne-Tees Shipping Co. International Aviation p 4
- 25/08/44 Maj. Robert H Mayo (Air technical adviser). International Aviation p 2
- 15/03/45 Proposals for post war routes between United Kingdom and Europe have been submitted to Lord Swinton by Shipping Airlines Ltd which represents 37 shipping companies including some large tramp owners. Chairman of Shipping Airlines Ltd, Mr R D Kopner. Flight
- 18/05/45 The Board of Shipping Airlines (which represents 37 shipping companies including short-sea liners, deep sea tramps and coasters) has considered the Government White Paper on civil aviation and notices with regret the Governments decision to exclude it and consequently a very large number of shipowners from the European Corporation. The Board members wish to make it clear that they are in no way connected with that group of shipowners who have been included through their connection with the railway companies. International Aviation

Stanhope Airways Ltd

19/07/43 Apart from the Stanhope Steam Ship Co Ltd, 12 shipping companies have obtained authorisation to operate services after the war, the Cunard Steamship Co Ltd, the Peninsular & Oriental Line, the Oriental Line, Royal Mail Line, Clan Line, Silver Line, Anchor Line, S Instone & co, Elders & Fyffes, Donaldson Line, Federal Steam Nav. Co and the Isle of Man Steam Packet Co.

Interavia 876-77 p 32

West Coast Air Services Ltd

03/01/41 A DH86 on Manchester-Dublin route fired at on 3/1/41 by Eire A.A (anti-aircraft).

Signal 38 OS Nav

06/03/41 TT (**timetable**) and fares

IC 47722 Circular 133 from BOAC

07/01/41 Pooling arrangements between West Coast and Aer Lingus.

CIL 334 from British and Foreign Aviation Ltd to Aer Lingus

05/05/41 Company's TT service 1 weekdays.

IC 48135

23/09/41 West Coast Airways (Holdings) has been registered as a private company and its object is to acquire shares of the West Coast Air Services.

Financial Times quoted by Press Summary 1/10/41

22/10/41 On October 18th 1941 a de Havilland DH86 aircraft (G-AENR) belonging to West Coast Air Services Ltd was fired on by a ship some 10 miles west of Holyhead. The aircraft, which was slightly damaged, was making a scheduled flight between Manchester and Dublin. Incident under investigation.

Summary no 123

14/11/41 Manchester/Dublin Pool. Subject to any minor adjustments which may be agreed upon regarding the revenue summaries for period 1st April to 30th Sept 1941, we are now in a position to effect settlement of the "Pool" for this period. Total due from WSAS to ALT in respect of period 1st April to 30th Sept 1941: %,000. 3. 9d. It is understood that future settlements will be made in accordance with the new "Pooling" agreement, ie, on a monthly basis.

Letter from West Coast Air Services Ltd CIL 2202

26/11/42 West Coast Airways are now owned by the railway combine and are under its control.

Flight; Aeroplane 27/11/42