

BOAC SERVICES

European Services: General

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. It should be noted that excerpts from the magazine Interavia were probably of particular interest because it was published in Switzerland, a neutral country.

Date	Message	Source
11/01/41	Greeks raise no objections to proposed Cairo-Crete (or Rhodes)-Athens-Salonika-Belgrade-Sofia-Istambul and return service; Turks would not allow foreign company to cross Turkey but might permit landing at Istambul; Yugoslav Government would probably agree, but Bulgarian Government unlikely to agree for fear of Germans, possible though if the other Governments agree. It would be some months before enough DH95s could be got out to Africa and nothing more can be done at present.	S Min from PUS to US of S on S 3332
11/01/41	As Swiss Government have not given permission for us to run to Berne, they might allow a transit service through Switzerland and thence link up with proposed Balkan service to Istambul.	S 36A from FO on S 5710
17/01/41	AM have not made any indication that it is possible to run a service to Switzerland.	S Encl. 37A from AM to FO on S 5710
29/01/41	Cannot yet run service all way to Angora, Swiss might run service either to Lisbon or London.	S Encl. 43A from FO to Kelly, Berne on S 5710
30/01/41	ABA suggests that it would be in BOAC's interest to operate regular UK-Stockholm service for mail and passengers.	CIL542 from ABA to BOAC
15/01/41	On 14/1/41 a decree was published in "Diario de governo" authorising IAL to transfer with consent of Portuguese Government to BOAC all direction and obligation resulting from the contract for aerial navigation in the colony of Mozambique.	CIL547 Goetz Lisbon to Goetz New York
19/02/41	Unless aviation fuel is obtained for use of ABA it will not be possible to refuel special flights by BOAC after early Summer.	S Encl. At Min 161 on SNAC350 ltr. From AA Sweden

26/03/41 Swiss Government unable agree direct British service to Switzerland.	S 46A on S 5710 from FO to Ambassador Madrid
03/04/41 Consolidated "Liberator" available for Scandinavia service about 2 weeks. Malm aerodrome, near Helsinki suitable. (? Service to be extended to Fionland).	S IC S 331 to HM Rep Stockholm and 4/4 from Helsinki
04/04/41 No suitable aircraft available for British service to Switzerland.	S Encl 51A from FO to MEW on S 5710
01/04/41 Plan for NAC in War. Air services from N. European countries to England - policy	IC S 49273
08/04/41 Question of ABA operating to Leuchars.	IC S 337 Min from DG
02/10/41 Mr F W Hillier appointed Press Officer of BOAC in succession to Kenneth Adam who has returned to BBC. Aeroplane	
30/11/42 Prospect of a suitable aircraft being made available for non-stop flights UK- Switzerland. Swiss get heavy consignment of currency notes from us via Lisbon at the moment.	FO
19/11/43 MR Welles thinks USA and UK Governments should take steps to ensure an air service to Switzerland, even if they have to supply the aircraft to transfer to the Swiss Government.	IC S 5532 to FO from Washington
30/11/42 Our proposal is to use Mosquito aircraft, operated by BOAC, to Switzerland.	IC S 5528 to RAF Washington from AM Whitchurch
01/11/42 The proposed UK-Switzerland service unlikely to be considered by Swiss because of German objections.	IC S 5547 to FO from Berne
18/12/42 Use to approach Swiss re direct service to Switzerland.	56th Progress Meeting
18/12/42 Re service to Switzerland, at present it's best to await USA's approach on the matter and then maybe we can back them up.	S 5711 from FO to Berne
15/12/42 Swiss have been refused passage over France in their proposed service to the UK.	945527/39 from Handover to DG
03/02/43 Swiss firm asks UK firm if any possibility of chartering BOAC plane for a cargo service between UK and Switzerland. (Return cargo pharmaceuticals and chemical products).	CIL7251 from Obersteg Basle to Gen. Transport Ltd London
24/11/44 BOAC mission to sell planes to Swedes.	News Analysis 1047
18/12/44 British Air Delegation arrive in Stockholm. The coordination of British and American trans-continental air traffic will be the main subject discussed between the Swedes and the British air delegation. The British Air Delegation from BOAC consisted of the Company's Managing Director Brig Gen Critchley, Sir William Welsh, the Marquess of Hillingdon and Mr Brabnkle. The York liner landed at Bromma and is probably the biggest of its kind to land there.	News Analysis 10461, Daily Digest Swedish Home Service 7/12/44.

- 14/12/44** ON 6/12 York G-AGJC departed Northolt, arr. Leuchars 6/12 and Stockholm 6/12. Dep. Stockholm 7/12, COI and PA/DGCA
arr Gothenburg 7/12, dep 8/12, arr Stockholm 8/12. Dep Stockholm for UK 13/12. The purpose of the
flight is to enable Brig Gen Critchley to inspect the BOAC stations at Stockholm.
- 17/03/45 BOAC have been instructed to extend the Dakota service from Stockholm to Halsinki every Thursday IC S 9640
whenever operationally possible.
- 17/04/45 BOAC militarised Sunderland survey flights to Taranto, Bizerta, Cagliari, Maddalena and Ajaccio. This did IC S 9840
not happen. Sunderland ML754 dep. Poole 0831 19/4, arr. Augusta 1626 19/4, dep 0404 arr and dep
Taranto 20/4, arrAugusta 20/4, dep 22/4, arr Poole.
- 10/05/45 BOAC have been authorised to operate daylight schedules with Dakotas and Mosquitos on the UK IC S 9993 to AA Stockholm
Stockholm service.
- 10/05/45 BOAC have not cocession to operate regular civil airline to Stockholm. Application for such concession IC S 10022 from Stockholm
should therefore be made without delay.
- 05/06/45 BOAC approached Swedish authorities requesting permission to cross Swedish Norwegian frontier at any IC 10232 from Berne to Foreign Office
point between 64 and 66 degrees North, permission for Lodestar and Dakota aircraft to refuel at
Ostermund. Swedish have agreed.
- 20/05/45 Fare for passengers on the UK Sweden service KR 700. Daily Digest
- 19/05/45 It has been agreed that BOAC service shall be based on Croydon and that use of Leuchars shall cease as IC S 10089 to AA Stockholm
soon as adjustment of operational arrangements can be made. Proposals are to commence operations
from Croydon by fourth of June. ETD Croydon and Bromma 0900 GMT daily, ETA Bromma and Croydon
1500 GMT. Dakotas only to be used.
- 25/05/45 Air Ministry annouced that between Stockholm and Leuchars about 1200 flights took place from 1941 to Interavia no 1005 p5
the end of 1944
- 14/06/45 Details pf air traffic between Bromma and Scotland - Leuchars CIL9601 from Sven Walberg to Interavia,
Geneve; CIL9600
- 14/09/45 Civil Air Transport Expansion Programme and Target Force. (CA1 Library. Book No. S31 COI IC62172
- 13/08/45 Routeing of BOAC services between UK-Sweden by direct track Croydon Stockholm and vice versa from MCA IC61641
overflying Danish territory en route.
- 21/09/45 Permission has been obtained from Swedish Government to increase UK-Stockholm service to six times IC S 10930 from AA Stockholm
weekly.
- 16/11/45 MR A C Campbell-Orde elected Chairman of the technical committee of IATA International Aviation

European Services: UK - Lisbon (later includes Gibraltar and North Africa)

- 15/01/41 On 11/1 a DC2 began a mail and freight service to Lisbon, operated by KLM. Service to be weekly when possible. Flying boats (S30) made 10 return flights to Lisbon during December. S Summary 83
- 23/01/41 New times for landplane service. 4 weekly landplane service calls at Chivenor and Oporto, the Oporto call optional on South bound service. AL4 to ISSO 13, ISSO 12
- 17/01/41 "Guba" (**G-AGBJ Catalina**) carries mails and freight UK-Lisbon. Aeroplane
- 07/03/41 BOAC may shortly use Boeings on Lisbon route. CIL577 from Shell London to Shell Lisbon
- 04/12/40 From middle November only 2 flying boat services weekly to Lisbon Interavai 738
- 04/04/41 Service carries prisoner of war mail from Lisbon. Aeroplane
- 01/04/41** During March 17 flying boat flights UK-Portugal made. KLM aircraft on charter made 22 round trips. COI
- 19/03/41 Eire authorities well disposed to proposal for using Foynes on Lisbon route. IC47888 Min from DGCA on visit to Dublin 19-21/3/41
- 17/04/41 Poole-Foynes-Lisbon to be 1 weekly from 23/5 and also to Lagos. This will be altered when new Boeings arrive. IC48001 Memo from DDOSI
- 17/04/41 Schedule of KLM DC3s 4 weekly service. 1 weekly DC2 freight service. S ISSO 13 AL6
- 01/05/41** Proposed weekly service to Lisbon via Foynes to be operated by "Cathay" (**G-AFKZ S30**). Proposed starting date 26th May. IC48058 sent by BOAC to DG
- 07/05/41 Non-priority passengers liable to delay of 6 to 9 months. CIT975 from A P Co to Zurich
- 01/05/41** Foynes being introduced in order to allow a larger payload to be carried. OS Nav
- 26/05/41 Special service being operated on 28/5 instead of 29/5 for US Ambassador to catch Clipper. S IC S 468 memo from ADCO
- 06/06/41 Special direct flights Poole-Lisbon by "Guba" (**G-AGBJ**) are made at irregular intervals, for official passengers, mail and freight. S ISF 4
- 02/06/41 Clipper type aircraft to run Lisbon-Ireland. PAA may change their transatlantic terminus to Ireland in the future. S CIL1094 from Lisbon to London
- 09/06/41 Flying boats will fly Lisbon-Foynes stage by night for safety reasons from 18/6. "Guba" will also fly Lisbon-Poole by night. S IC S 502 Min. From ADCO

13/06/41	UK-Lisbon began 4/6/40 with Frobishers. Suspended with collapse of France they were replaced by flying boats. By August 2 flying boat and 4 landplane services per week were running. During first year 600 flights were made, 750,000 miles were flown, 4000 passengers and more than 13 million letters were carried.	Aeroplane
07/06/41	DC2 slightly damaged owing contact with tree in fog.	CIT1099 from KLM London to KLM Batavia
08/07/41	From 14/7 KLM will operate 5 DC3 services weekly instead of 4. A DC2 will be operated as required and, if necessary, an extra DC2 service.	IC48703 Min from ADCO
17/07/41	Incoming Foynes-Lisbon service commences 2000 hours on Monday and Saturday arriving Poole 0740 Tuesday and Saturday.	AL1 to ISSO 14
13/11/41	"Everest" (Ensign G-AFZU) carrying 2000 kgs of load for Lisbon. She has disembarked the load at a military aerodrome which is against our agreements with Portugal. We have requested therefore for use of Portella aerodrome.	B6/J10 7C BOAC mail Lisbon-Bristol
27/11/41	Quite possible that permission will be given for use of Portella. Customs, however, will have to be effected at Lisbon's main Customs Offices.	CIL2367 from BOAC Lisbon to Grand Spa (Bristol?)
31/10/41	Permission is not yet given for use of Portella. Discussion of use Sintra, Alverca and Espinho.	W/715B
29/11/41	As Sintra will probably prove unsuitable during Winter and no answer yet whether we can use Portella, it's suggested that we ask to use latter for CW20 only (CW20 to evacuate refugees)	CIL2533 letter from SS Lisbon to Grand Spa
11/12/41	BOAC would like to use Colerne as their operating base instead of Whitchurch.	24th Progress Meeting
20/12/41	BOAC now wish to use Lough Erne (1) for maintenance of Boeings; (2) for diversion if unable to land at Foynes; (3) for diversion if S30s can't land at Foynes, Queenstown or Poole. Lough Erne may be ready in mid January.	IC S 1587 from Collins
15/12/41	Embassy still pressing for use of Portella but Portugese say work is still in progress on the aerodrome. Runways are ready but electrical installations awaited.	B11/J107C letter from SS Lisbon
29/12/41	Surface at Cintra still in bad condition therefore not use CW20 on UK-Lisbon route until Portella aerodrome is available.	CIL2739 to BOAC Lisbon
08/01/42	Hildred reported Rineanna to be de-obstructed. One infers from this that the Frobishers on the Whitchurch-Collinstown will be diverted to Rineanna.	Progress Meeting
15/01/42	AM wish to use 1000 yards of runway at Rineanna for 2 Frobishers on shuttle services to connect with the flying boats arriving at Foynes.	IC S 1839 to UK Representative Eire from Dominions Office.

28/01/42 Rineanna will be available from 2/2. (Presumably Whitchurch-Collinstown will stop in favour of Whitchurch-Rineanna).	IC50337 from Jones
11/02/42 Flying boats land at Cabo Ruivi at Lisbon.	Mr Winter
03/02/42 Possibility of service Whitchurch-Rineanna.	CIL2864 from Belfast to USA
05/02/42 Possibility of KLM stopping 2 aircraft, DC3 and DC2 on Whitchurch-Lisbon service.	Progress Meeting
23/01/42 Portella not to be used until sufficient lighting and control apparatus available. This authorised by Minister of Public Works. Therefore use of CW20 impossible.	IC S 3034 to Foreign Office from Campbell Lisbon
26/02/42 Hildred says we have agreed to release of 1 DC3 and 1 DC2 of KLM service for service in M.E. This loss will be partly offset by S30s on W. Africa route. A "G" boat (S26) on this service would solve the situation. Possibility of its use on a service once a fortnight.	Progress Meeting
09/03/42 Owing to recent heavy rain Cintra not serviceable for "King" class aircraft (Flamingoes).	CIL3123 from BOAC Lisbon to DG Bristol Interavia
04/01/42 BOAC operating a shuttle Foynes-UK with AW Ensigns and DH Flamingoes.	
18/03/42 DGCA concerned re irregularity of our services to Lisbon compared with those of KLM. British efficiency not up to Dutch standard apparently. Request for further information of method and ideas for improvements.	CIL3184 from Public Relations Officer to Station Superintendent Lisbon
13/04/42 Proposal to reduce services to Lisbon and use a DC3 to shuttle to Foynes to meet PAA. This however seems unnecessary now as UK-Lisbon loads have eased.	IC S 4105 from Burkett to DGCA
07/05/42 As from 15/6 Portella to be open to CW20 and for commercial aircraft on W African run whether or not lighting equipment for aerodrome was installed. In return we are to carry a small amount of Portuguese mail and passengers.	42 Progress Meeting
02/06/42 DC3s operate the four weekly service to Lisbon by KLM. Proposal that DC2 will be used to shuttle between UK and Eire to bring forward PAA load.	S R546 letter from Jones to BOAC
16/06/42 Portella airport will be available for use as from June 15th, not sending any aircraft through at present. An occasional Portuguese passenger will be carried to w Africa. Portuguese official mail will also be carried.	S R945 from Hildred
12/07/42 London-Lisbon service running 3 services a week.	Daily Digest
31/07/42 In the 2 years KLM have been operating UK-Lisbon the DC2s and DC3s have flown the route a 1000 times.	Aeroplane
08/09/42 If PAA prefer to operate to Lisbon rather than Foynes, BOAC can cope with the traffic to Lisbon with either DC3, G Class or S30s. Can also provide a shuttle service to Foynes if PAA operate to Eire during the Winter.	R S 1185 letter from Handover to Jones
16/10/42 Portella is opening today	IC S Movement report

16/10/42	Portella to be used on and from 19/10/42	CIL6534 from Br Airways Lisbon to BA London, no date
22/10/42	Portella ready for use 15/10/42, KLM DC3s on UK-Lisbon service will in future use this instead of Cintra.	Circ 190; IC51928
29/10/42	As 2 Frobishers may be undergoing CofA, S30s to shuttle to Eire with occasional flights to Gibraltar and Lisbon. Therefore "Champion" (G-AFCT) and "Cathay" (G-AFKZ) to be based in UK until they're sent to Africa for service on Congo and Horseshoe. BOAC require 4 Whitleys for training and 4 for the Rineanna shuttle.	53rd Progress Meeting
22/10/42	Re early start of 7 o'clock from Lisbon, desire to start later.	CIL6660 I Parmentier Bristol for Van der Vliet Lisbon
07/11/42	Because of our departure at 7.30 GMT from Lisbon the departures of our aircraft and those of DLH (Deutsche Luft Hansa) are very close. To avoid this from 7/11/42 KLM will leave Lisbon at 7.15 GMT.	CIL6665 from Van der Vliet
15/01/43	Re emergency use by KLM of Espinho, petrol difficulties and demands by Portuguese for our timetables. Latter are secret however.	CIL7132 from Van der Vliet Bristol to Hough Lisbon 15 and 21/1/43
22/01/43	Re radio at Espinho and also heights at which pilots may fly over the aerodrome.	CIL7147 from Van der Vliet to Hough of BOAC Lisbo, no date
02/03/43	Portuguese Summer Time 1943	CIL7313 from Van der Vliet to Parmentier Bristol
12/04/43	5 Dakotas off Stockholm run will be based at Whitchurch in summer for UK-Eire, Lisbon, Gibraltar, Casablanca or Fez.	7th Planning Committee
03/05/43	Until number of UK-Eire shuttles known, BOAC does not know to what extent Dakota aircraft to be used on other services.	8th Planning Committee
21/05/43	ADOCA:- "During this week" and next BOAC will run 4 Dakotas each week to Gibraltar via Lisbon. BOAC has offered to make it a daily service on 31/5/43	IC S 6337 statement by ADOCA
24/05/43	Increase in Gibraltar: service not taken place yet. Chief reason being possibility of daily service to Fes (Ras el ma). Trial flight may take place "tonight".	DOCA to Mr Cockran
25/05/43	Dakota HF (G-AGHF)left Whitchurch 23/5; Chivenor 24/5 for Lisbon and a trial flight to Fes (Ras el ma). COI 26/5: route: Whitchurch-Chivenor (Southbound only)-Lisbon-Fes	Movement reports
05/06/43	Since accident to DC3 on 1/6, KLM service to Lisbon has ceased. One DC3 going on a trial flight to Lisbon tonight (5/6) and one aircraft to return from Lisbon. After that a meeting will be held to review situation and discuss whether service to continue.	OS Nav

- 24/05/43 Operational use of Croydon to be reviewed (UK-Eire possibility). 3 Dakotas would be required for UK-Eire shuttle additional to DH91 and Golden Hind. Hope to operate 3 weekly to Fes from this week, and 4 weekly UK-Gibraltar. Later decided 7 weekly to Fes. KLM fleet: 3 DC3 and 1 DC2, possibility of using them on Lydda Karachi route and using BOAC Dakotas on UK-Lisbon. The Fes service will bring back crews which have delivered Anson aircraft to N Africa. 9th Planning Committee
- 15/05/43 Secretary of the Air Council considers pilots sufficiently trained to use Sintra, while gaining experience they were using Portella. CIL7673 from Van der Vliet to Parmentier
- 07/05/43 PAA afraid to do Eire shuttle so we shall. R784 from DG to PAA.
- 13/06/43 Lisbon-London air service resumed after crashing of an aircraft in Bay of Biscay. In Italian for Italy
- 26/05/43 Britain using air convoy system between Lisbon and UK. KLM may cease to operate UK-Lisbon and may start service M.E. And India. USofS however thought they should continue on Lisbon run. Consideration needed re Dakotas on Eire shuttle. Transport Integration Policy Committee, also Modern Transport 26/6/43 and Daily Digest
- 22/06/43 All passengers travelling to and from Eire to connect with trans Atlantic services are allowed 25 kilos = 55 lbs free baggage as from 21/6/43. R1682/43 from BOAC to ADOCA
- 22/06/43 Need for replacement of lost KLM aircraft. Possibility of giving them a Dakota (fine gesture). Suggestion to be explored. Planning Committee
- 14/07/43 Since 14/7/43 no separate UK-Gibraltar service has been operated, all loads for and from Gibraltar have been successfully dealt with by the UK-North Africa service which includes a call at Gibraltar. This arrangement to continue indefinitely. IC S 6560 Movement Reports; Mr Rosenberg CO2 27/7/43
- 21/08/43 UK-Gibraltar and UK North Africa. Timetables for Sept 1943, Oct 1943, Nov 1943 and Dec 1943, the timetables for the first quarter of 1944 are expected to coincide with the 1943 timetables. Early in Sept Rabat (French Morocco) will be substituted for Fes. IC53592 BOAC. Timetables (see TT folder)
- 07/09/43 The RAF at Rabat (Sale) quote provisional target date for change from Ras El Ma (Fes) to Rabat (Sale) is departure 15th to 20th Sept, personnel starting to change now, change will probably be transports first then refers by types owing personnel shortage. Change will be at short notice. IC S 6800 telex message NZZ 18.86.7.1530
- 16/09/43 Change to Rabat to be from Sept 14th to synchronize with the transfer of thjose of Transport Command. Note: Actually one call was made at Rabat on the return journey from Fes to take down staff and equipment. The regular call started 16/9/43 (I S 233) IC53681 Major Jones; CIL8091 BOAC Rep N Africa (Fes) 7/9/43

- 23/09/43 Decision to try out the principle of CC Commissions on the proposed Dakota service to Algiers, additional Dakotas may be required. List of 7 junior captains submitted by BOAC to be commissioned as Squadron Leaders. Mr Curtis (Station Supt. North Africa) to be included with operational personnel. Service to operate four times a week. Four Dakotas to be militarised. Joint Air Transport Planning 13th Meeting
- 13/11/43 Call at St Mawgan instead of Chivenor. KLM service. Chivenor is unserviceable for the time being, first stop at St Mawgan in place of Chivenor was made on Thursday night 11/11/43, St Mawgan will probably be the permanent stopping place. Spoke OS Nav
- 15/11/43 When permission is gained from TC (**Transport Command**) for a call at St Mawgan this will be a permanent call. For the present it is only temporary in place of Chivenor. Mr Colbeck
- 15/11/43 Chivenor is unserviceable because of repairs to all runways and is likely to go on for another three weeks. Mr Russell OS Nav
- 05/11/43 Trouble with KLM and AM re instructions for aircraft on 23/10/43 (during exercises). Fuss about the KLM aircraft that arrived at Lisbon on the morning of the 24th Oct. KLM say that they did not receive AM instructions, Murray suggested to Van der Vliet that his aircraft should leave before the exercise commenced midnight on the 23rd/24th. AM were wrong in concluding that there would be no incoming aircraft because they could have left at 2359 on the 23rd. Van der Vliet and the Captain decided that the aircraft should leave. Suggestion that BOAC run the show themselves. BOAC not responsible for KLM operations although they run the traffic side. Van der Vliet was advised about the balloon barrage. AM or KLM had no right to conclude that there would be no incoming aircraft to the UK that night and they had no right to conclude that KLM would not leave before midnight on the 23rd, they should have concluded that there would have been a departure on the 23rd and an arrival on the morning of the 24th. CIL 8337 ADS Murray Manager Portugal and ADS Murray Manager Portugal to Schreiber 28/10/43
- 01/11/43 Winter delays on UK-Rabat service. Enquiry re extra petrol on the UK-Lisbon sector of the 13M service when batches are held up in the UK due to headwinds. Fifth day of the second serious delay to 13M services and accumulation of high priority passengers for UK. It is planned to concentrate the highest outward bound priority load on to one aircraft with extra petrol to enable it to make Lisbon, so that there is at least one aircraft at Rabat to get away the highest homeward bound priorities CIL 8848 BOAC Representative Rabat
- 25/11/43 Militarised Algiers service. Reply to CA1.3s queries re militarisation of the Dakota service to Algiers. Mr Rosenberg states that the crews have received C.C. Commissions and the aircraft have been militarised. IC54768 Mr Rosenberg CO2; Planning Committee 14th Meeting 30/11/43

- 24/11/43 Call at St Mawgan. Awaiting completion of buildings at St Mawgan only 1L and UAS services will call there for refuelling services 7M and 13M will continue to operate from Lyneham direct. IC54765 Major Jones
- 30/11/43 Suggestion that Dakotas should operate alongside Sunderlands to Gibraltar (or preferably Port Lyautey) to provide loads for excess capacity of the flying boats on the Mediterranean sector. May be Transport Command or BOAC. On a basis of four Sunderlands per week it would need two Dakotas a week to Gibraltar to carry these loads. When KLM receive their three Dakotas they could carry the above mentioned loads to Gibraltar. Port Lyautey in prospect in lieu of Gibraltar but Port Lyautey may not be available for KLM and Transport Command may transport the loads there. Use of Port Lyautey would relieve congestion at Gibraltar. Planning Committee 14th Meeting
- 30/11/43 Probable cost of Kasfareet, works services £75,000, tools and equipment £15,000, complete estimate now in preparation. Kasfareet will not be ready until February 1944. Planning Committee 14th Meeting; MEAT Board IC S 7367 28/10/43
- 01/11/43 List of BOAC aircraft off schedule. Curtailment of DLH services, rumour that they will cease altogether. Passengers on hand 31/10/43 now under Priority 20, Non Priority 150, no unaccompanied children on hand. Replacement of staff. 147 landplane movements during the month. Better launch facilities urgently needed, awaited arrival of promised launch. Aircraft movements landplanes 147, Regular services 58. Flying boats 51 movements, 25 services. Passengers carried, Transit 454, Local in 134, Local out 374. Sunderland service 17M, 18M. Shortage of buoys a delay of services north and south, Lisbon told that no new buoys would be required because Sunderlands would not operate into Lisbon. Change of policy since then, it is possible that 17M and 18M services will not continue after 5 weeks. Extra flight stewards are being carried on these services to act as night guards, they only travel between UK and Lisbon and are returned by first suitable 18M service after their arrival. CIL8412 Monthly Report Lisbon
- 10/12/43 It was intended when the Sunderlands commenced militarised operations to call at Mount Batten on the outward journey for refuelling. However it is decided that it would be preferable to use Pembroke Dock which would make a slight improvement in the payload. No objection from the Civil Aviation Department, arrangements to be made with Transport Command. IC54905 Major Jones
- 13/12/43 The target date for militarisation of the Sunderland operation through the Mediterranean is 25/12/43 by IC S 7277 Major Jones which date it is expected that the C C Commissioned crews will have obtained RAF uniform.

- 21/12/43 The 2 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 about the 15th of Jan. In the interval A. C. Admin. will seek approval to put on an occasional Liberator III to Lisbon in the event of any accumulation of traffic. IC7345 Major Jones
- 01/01/44** The Sunderlands carried 19 tons of Xmas mail for the Forces on the service to Djerba and Cairo. IC7328 Transport Command Intelligence Review
- 31/12/43 Dakotas not to use Lyneham on services 7M/8M and 13M/14M (as Lyneham is congested) as from 31/12/43. In emergency aircraft will be flown light to Lulsgate Bottom where it will collect passengers taken there by BOAC coach. Customs, Security and Immigration officers will accompany passengers to Lulsgate Bottom. OC Chivenor states that he cannot allow BOAC aircraft to use this station as a refuelling point in future because of increased commitments, etc. Coastal Command have confirmed this. Offer to pursue the the matter with Coastal Command if BOAC feel strongly about it. Granville of BOAC disappointed with decision. Personnel (BOAC) evacuated, civil accommodation to be left intact as BOAC wish to return. IC S 7382 O.S.G. Also spoke Mr Hicks 4/1/44
- 28/10/43 Liberator services (UK-M.E.)_ may be stopped entirely and Dakota aircraft used. If the Dakotas are able to carry the estimated load the change will be beneficial in regard to both frequency and quantity. M.E.A.T. Board, 4th Meeting
- 24/12/43 Organisation of Sunderland militarised service at Poole, call at Shannon. Control and accommodation questions that would arise when 201 Squadron depart to Pembroke Dock. The service is 100% RAF. BOAC hope to get more for themselves under military auspices in accommodation, equipment and secret devices. C.C service to be treated at Poole in the same way as RAF movements. The incoming service will be handled by civil control because it arrives one hour after sunrise, this arrangement will continue until 12th January after which no arrangements are decided. Possible call at Shannon and objections to a militarised service calling at a neutral port. No need to carry secret extras if calling at Shannon, BOAC will object because they wish to carry everything the service can and which has hitherto been denied to civil aircraft. ATC approached BOAC to take over from 201 Squadron the Harbour Yacht Club and Harbour Heights Hotel and 2 huts. Civil control is invited to move to the Harbour Yacht Club on 12th of January 1944. Flare path and fire float to be taken over for Civil Aviation from 201 Squadron. IC55013 DOSI

- 11/01/44 Dakota service to Lisbon and Madrid. It is proposed in the near future, subject to the consent of the Spanish and Portuguese Governments to cooperate a service to Madrid as an extension of BOAC's UK-Lisbon service. BOAC are to start a Dakota service to Lisbon as distinct from KLM's existing service as soon as two Dakotas, which have been allotted for the purpose, are ready to be put into service. Estimated date of commencement of UK-Lisbon service is 20/1/44, from which date it could also be extended to Madrid on a once weekly frequency. Permission of Portuguese and Spanish Governments awaited. IC S 7437 Major Jones; IC S 7480 14/1/44 OS Nav; RMS2 Major Jones 11/1/44
- 14/01/44 Dakota service to Lisbon and Madrid. Question of fuel supplies in Spain. CA1 to advise BOAC of any special action re the carriage of I.F.F with which aircraft crossing the Bay of Biscay are to be fitted when available. Codes and secret documents to be deposited at Lisbon during the flight to and return from Madrid. IC S 7480 OS Nav
- 18/01/44 Militarised services to be BOAC (answer to Mr Cochran's query 17/1/44). "Militarised" services are to remain BOAC. Aircraft bear RAF markings and identification numbers. Crews are BOAC disguised by C.C. Commissions wearing RAF uniforms, but they are paid by BOAC. Traffic organisation is mainly BOAC, at some overseas posts Transport Command organisation is used. Route organisation is that of Transport Command. Militarisation is only a device to enable BOAC to operate through areas otherwise denied to them. Windows of all passenger carrying aircraft should be blacked out. IC S 7604 Major Jones
- 17/01/44 Kasfareet. Progress poor, date given BOAC for completion 15/3/44. Housing of maintenance personnel released from RAF. Planning Committee, 15th Meeting
- 17/01/44 Agreement with Portugal. Extensions to Gibraltar, Rabat and Tunis are unofficial and have all been advised to the National Air Council (Portugal). BOAC should advertise in Lisbon. Extension to Bathurst is also unofficial, it is not known whether this extension has been advised to the National Air Council (Portugal). IC55211 J Schreiber
- 13/01/44 Proposed new schedule UK-Rabat (night stop)-Algiers-Gibraltar-UK. Suggestion that it is tried out experimentally for two weeks and continued if successful. Port Lyautey could be used as an alternative. If Port Lyautey and Rabat were "out" the aircraft could be diverted to Gibraltar. Inferior facilities at Algiers and suggestions for improvements. White hopes that Algiers will soon be omitted and route will be Rabat-Biskra-Castel Benito-Cairo returning to Algiers during the hot weather. Request for the above proposed service to be a "U.A.S" service. CIL8738 Flt/Lt M H Curtis at Rabat

27/01/44 New service will be a Lisbon-Madrid service and not an extension of UK-Lisbon service. Consideration is being given to a proposal to operate a direct service from Whitchurch to Madrid with Mosquito aircraft. Call to be made at Lisbon for refuelling on the return journey. Frequency to be once weekly in addition to the Dakota service, night stop at Madrid to be avoided.	W/Cdr Allen to Mr Cochran (filed on B6J.183) and R S 1623
08/02/44 As from 14/2/44 until further notice restrictions will be imposed on passenger traffic carried by BOAC Sunderlands arriving and departing from Poole. Passengers from M.E, India and Gibraltar for UK must be restricted to British and American service personnel and British and American civilian officials.	IC S 7648 AM to HQ RAF ME
07/02/44 UK-Karachi Sunderland service increase in frequency. Frequency of this service to be increased and service to be extended to Calcutta.	CIL8868 BOAC Cairo
10/03/44 Liberator IIIs to be rerouted on the Lyneham-Cairo service to include Gibraltar eastbound instead of Lisbon and to call at Lisbon not Gibraltar as before westbound. This is to meet traffic requirements.	IC S 7802 OS Nav; S R977 encl. 43B 8/3/44
30/03/44 UK-Rabat with Liberator III FP (G-AGFP) from 10/3/44. These flights are ad hoc training flights.	Spoke Major Jones
13/03/44 Dakotas released from 5L/6L service to go on UK-Lagos service. Landplane services terminating at Lisbon to be operated by KLM alone thus releasing Dakotas for a UK-Lagos via WestAfrica (see UK West Africa). Note 5L/6L ceased 14/3/44	CIL8960 BOAC
04/04/44 Liberator I CD (G-AGCD) on Lyneham-Cairo 11M/12M. These two flights on 8/3 and 23/3 are experimental flights.	Mr Daloford spoke Major Jones
09/06/44 York arrived at Barajas airport from Lisbon on May 31st 44. This is the first British liner to land in Madrid since the War.	Aeroplane p651
21/06/44 Call still being made at Dakar on 21/22W UK-Lagos service although plague has been reported.	Cable LA992/C/LO from BA Lagos
11/08/44 Extension of England-Lisbon service to Madrid and Barcelona.	Aeroplane p152
01/08/44 BOAC return to Poole 3rd September	IC56862
02/09/44 P/W BOAC and Spanish Government.	Air Ministry Weekly Intelligence Summary. Political Commentary, p4
01/08/44 BOAC Sunderland aircraft authorised to operate daylight schedules UK-Gibraltar WEF 3rd Sept.	IC S 8470

06/09/44 BOAC proposals for the employment of the 23 Dakotas to be delivered by January 1945. They propose to employ on the UK-Cairo service all 23 Dakotas coming to them between now and January 1945.	IC S 8488 JATPC 19th Meeting
01/09/44 First flight between UK-Madrid is hoped to be made before the end of this month.	Air Ministry Weekly Intelligence Summary no 264. Political Commentary, p4
01/09/44 It is proposed to operate a civil airline service between the UK and Portugal via and with landings at Madrid. The UK terminal in the first instance will be Bristol (Whitchurch) but, as soon as possible, Hurn will be used as a civilian base.	IC S 8554 from Director General of Civil Aviation
27/10/44 Bristol-Lisbon record. A Dutch passenger plane flew from Bristol to Lisbon in the record time of 4 hrs 40 mins.	News Analysis no 1019
12/10/44 Agreement for UK-Madrid service had been reached in 1940 but had been suspended owing to the war.	Flight p390
09/11/44 Spanish authorities will raise no objection to diversion on UK-Madrid Lisbon service in bad weather, in such cases aircraft would overfly Lisbon and proceed direct to Madrid.	IC S 8840 From AA Madrid to AM Whitehall
18/10/44 Major Kinderland, Spanish Assistant Air Attache in London, arrived yesterday at the aerodrome of Barajas, on the outskirts of Madrid, in the first regular flight of the new London-Madrid air line	News Analysis no 1010
03/11/44 KLM now operating the most direct route between Bristol-Lisbon, did the outward trip on 25/10 with one of their Dakotas in the record time of 4 hrs 4 mins.	Aeroplane p497
21/11/44 Special flight Croydon-Geneva-Croydon 18/11 G-AGHN carrying the Queen of Spain.	COI
17/06/45 From Portugal it is reported that the air mail services between Britain and Portugal have considerably slowed down in recent weeks.	Interavia no 1010