

Report on the Progress of Civil Aviation 1939 - 1945

**Prepared by John Wilson from contemporary
documents in the library of the Civil Aviation
Authority**

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Note that names of companies and places are copied as they were typed in the UK on a standard typewriter. Therefore no accented letters were available, and they have not been added into this transcript.

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Report on the Progress of Civil Aviation 1939 - 1945

Foreword

by

John Wilson

When in the 1980s I was trying to unravel the exact story surrounding a PBY aircraft called "Guba" and its wartime career in carrying airmails to and from West Africa, I came across a voluminous report [Ref.1] in the Civil Aviation Authority (C.A.A.) Library which gave me the answers to most, if not all, of my questions, and enabled me to write a short booklet [Ref.2] on the vicissitudes of trying to keep an airmail service running in wartime conditions.

The information contained in the report was so comprehensive that I was able to use it to answer questions raised by other researchers, both philatelic and aeronautic, but my response to requests for "a copy" of the full document had to be negative because I was well aware of the perils of copyright law as applied at the time, and also aware of the sheer cost of reproduction (I still have the original invoice for the photocopying charges levied by the C.A.A. Library, and I have never dared to show it to my wife!!).

However, when my working life became a little less demanding, I decided to undertake the daunting task of re-typing the text into a computer, and in 1993 I was given permission by both the C.A.A. and H.M.S.O. (Her Majesty's Stationery Office) to reproduce the report for the benefit of other researchers.

The Report

The entire report consists of almost 600 closely typed foolscap pages, and it is clear from the changes of style and punctuation used that it was typed in sections at the end of each year of the War. Because of this "at-the-time" recording, the report has proved to be an impeccable source of accurate information for both philatelic and aviation researchers. In transcribing the report for the benefit of postal historians, I left out the purely statistical sections and also the sections covering the development of Radio and Meteorological Services, and confined the text to those details which could help to unravel some of the "mysteries" of wartime airmail routes.

The first chapter of the report is a short resumé of the situation that existed in 1939 after the outbreak of war. From the second chapter, I transcribed the section "Empire and Transoceanic services", this being a year by year; service by service; area by area; route by route analysis and description of how the routes were organised and run.

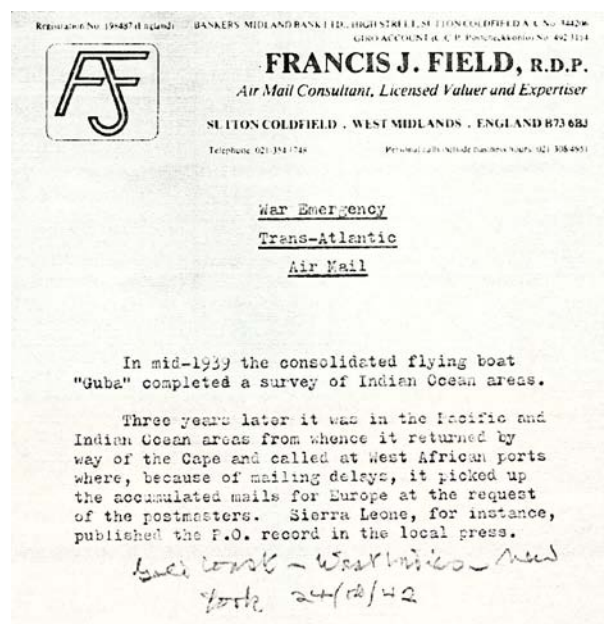
There are detailed appendices to the report, and of these I initially transcribed Appendix B, which gave a very detailed listing of routes arranged by airline and year by year. It was this Appendix that proved of enormous help to many collectors in establishing the exact mail routes used by British Overseas Airways Corporation and its associated companies.

However, it later became apparent that there was also a need for the information contained in Appendix C, which dealt with regular air services to and through countries of the British Empire carried by non-British airlines, such as Pan American Airways, and in a series of landmark articles published during 2007 and 2008, several postal historians finally, and correctly, analysed the trans-Atlantic routes of Pan American Airways using the data from Appendix C.

With this in mind, I once again bent my back over the keyboard and transcribed the text of Appendix C for the benefit of other postal historians, thus providing in one volume a reference work containing an enormous amount of detailed information to help any researcher through the tortuous subject of World War 2 airmail services.

Now; a few personal observations.

It has always been my belief that the first principle of any historical research is to consult, if possible, the original source documents, since these are the most likely to be correct. I also believe, most fervently, that such documents should be presented, if transcribed, in their complete and unabridged format, void of any interpretation by the transcriber, editor or publisher. To adopt any other procedure is to risk distortion and/or misinterpretation of the evidence and the generation of false conclusions and assumptions that can be, and often are, treated by later readers as being true and accurate. The production of this very book is a direct result of just such false information, and began with the description of an airmail cover by none other than Francis Field as shown below. Some of you will recognise the unmistakable handwriting.



Using the data contained in the C.A.A. Report proved quite conclusively that this description was, not to put too fine a point on it, complete nonsense, but I have seen

covers in displays written up with this “nonsense”. This is how errors can be passed down as fact, when care is not taken to verify such “fact”.

I have presented this report in its original text form, and have not changed any of the wording nor inserted any of my own interpretation or conclusions. Chapters 1 and 2, together with Appendix B are complete as originally typed. However, in Appendix C there were pages and pages of detail covering internal air services across Canada and Australia that I have not included on the basis that many of these were carried out by small private companies having few aircraft and often serving as links between two or three communities. What I have transcribed of Appendix C is every scrap of information on the inter-Continental and trans-Oceanic services that the Appendix contains, and which are of assistance to the philatelic researcher.

Appendix B is a model of layout consistency and is easily understood. Appendix C is less consistent, showing that different typists from year to year used their own individual styles. You will find, for example, that dates are initially shown as “2nd December” but this style later changes to “2/12”. All dates are in European format, i.e. Day/Month/Year. In Appendix C I have included some brief guidance notes, and these are clearly identifiable by being in italic typeface and prefaced “Editor’s Note”.

Note that there is a gap in Appendix B from 1st September 1939 to 31 December 1939. This gap is in the original report and I have no explanation for it, since the original pagination shows that it was never typed.

I, and many others, have found the information in this report of inestimable value. I hope that subsequent readers will find it equally helpful.

PLEASE BEAR IN MIND: that everything after this page is a word for word exact transcription of the original report, compiled at the end of each year of the war. I have confirmed with the Office of Public Information that since the original document is now outside the “fifty year rule”, it is exempt from Government restriction and may be freely used. However, since I am the transcriber and publisher, I do retain personal copyright but with a very light touch. Feel free to download it, copy sections of it and quote bits of it, but as a matter of courtesy I would ask you to acknowledge me as the source.

Happy researching.

John Wilson
February 2009

Ref. [1]. “Report on the progress of Civil Aviation 1939 – 1945”. CAA File DS 43225/1.

Ref. [2]. “The Guba Story”. Privately published. Available from Richard Beith Associates, 7 Corum Place, Blackford, Auchterader, PH4 1PU

Report on the Progress of Civil Aviation 1939 - 1945

Chapter I

1939: Civil Aviation after the outbreak of War.

The position and role of civil aviation in the event of war was naturally the subject of careful examination by His Majesty's Government prior to the event, and the conclusion was reached, which was abundantly justified after the actual outbreak of hostilities, that the resources of civil aviation would have transport and communication functions of first-class national importance to perform in war. It was further decided that these functions could best be performed by maintaining in service, as civil aircraft with civil crews and under civil direction, a considerable proportion of the civil transport fleet of this country. To secure, however, on the one hand the most economical application of these resources in the national interest, and on the other the strict control of civil flying in the interests of air defence, it was obvious that a degree of control of the activities of civil aviation, far exceeding that exercised by the Air Ministry in peace time, was necessary.

The responsibility for directing and controlling this contribution of civil aviation to the war effort was assumed, at the beginning of the "emergency" period, by the Department of Civil Aviation, and the services which it co-ordinated were for convenience styled "National Air Communications".

It was the aim of the Department, with a view to efficiency and the avoidance of unnecessary dislocation, to conduct these operations as far as possible through already existing commercial machinery, particularly the operating companies, but some dislocation was of course, unavoidable. Under the Air Navigation (Restriction in Time of War) Order 1939, which was promulgated on 3rd September, 1939, the whole of the east of England and part of the east of Scotland was declared a prohibited area, and, in consequence, the operating and service companies based in that area had to move to other parts of the country. The same Order prohibited any civil flying in the United Kingdom, except under a permit to fly issued in respect of each individual case. It was the intention of the Order that such Permits to Fly should, to facilitate air defence, be strictly limited and be given only in cases where grounds of public interest existed, and the Order was administered in accordance with that intention.

The Regular Air Services.

In spite of the war, and in spite of the dislocation caused by the above Order, the Empire air services of Imperial Airways Limited, were changed from a peace to war footing without any interruption. Inevitably, as an economy of effort, the "all-up" airmail scheme (whereby first class mails were carried to Empire destinations without surcharge) was suspended, and a surcharge imposed. The frequency of the services had also to be slightly curtailed. Two services a week to Sydney, one to Kisumu, and

one to Durban were maintained by flying boats after the outbreak of war, and these were very soon supplemented by a once-weekly landplane service to Egypt via Malta. This latter service was subsequently increased to twice weekly, and extended to Calcutta. The overseas feeder services to these main trunk services were, in general, also maintained. The importance of maintaining this rapid means of communication for passengers, mails, etc., between the United Kingdom and other parts of the Empire and our allied countries Egypt and Iraq, needs no stressing.

Hardly less worthy of mention was the completion, without hitch, of the experimental trans-Atlantic service. The programme for 1939 was inaugurated with the flight of the flying boat 'Caribou' from Southampton on 5th August, and was completed with the arrival of the 'Cabot' at Poole on 30th September. The war created difficulties, notably the absence of meteorological services and the imposition of a wireless silence on ships, which prevented them from giving aircraft their positions. Nevertheless, the programme of eight flights in each direction was carried out. Twelve of the sixteen journeys were made in less than the scheduled time, and on the 23/24th September, the 'Cabot' gained the "Blue Riband" of Atlantic air travel by flying from Foynes to Botwood (Newfoundland) in exactly 13 hours. Altogether, 50,000 miles were flown.

In addition to operating their own trans-Atlantic mail services, Imperial Airways Ltd. undertook a number of flights by flying boat to connect with the Pan American Airways service when its terminus was transferred from Southampton to Foynes.

At the outbreak of war, plans for the operation of the projected trans-Tasman service and the formation of the Trans-Tasman Company (representative of United Kingdom, Australian and New Zealand interests) to operate it, were nearing completion. In November, these proposals were, in the light of changed circumstances, reviewed at meetings in London attended by United Kingdom, Australian and New Zealand Ministers, and it was decided to proceed broadly along the lines of the plans already made, but to reduce the frequency of the service to once weekly, using two S.30 flying boats instead of three as originally contemplated.

In the European zone, it was necessary, after the outbreak of war, to suspend most of the pre-war services to the Continent. Notable exceptions were the London-Paris service, which was early resumed and was operated daily by Imperial Airways Ltd. and British Airways Ltd., in conjunction with Air France, and the once-weekly service to Norway, Sweden and Finland which was inaugurated only a week before hostilities started. When hostilities between Russia and Finland began, this service was terminated at Stockholm, after doing good work in the evacuation of British nationals from Finland.

Repeated efforts during the year failed to secure the permission of the Spanish Government for flights across Spain and landings in that country for the purpose of the long-projected United Kingdom-Lisbon service.

As regards neutral air services operating in this country, it was the policy to encourage such services as far as was compatible with defence requirements. Accordingly, the

K.L.M. (Dutch), the S.A.B.E.N.A. (Belgian) and the D.D.L. (Danish) were early permitted to resume their services from Amsterdam, Brussels and Copenhagen (via Amsterdam) respectively, operating however, to Shoreham instead of London. The A.B.A. (Swedish) and the D.N.L. (Norwegian), in conjunction, were also given permission to operate a service from Scandinavia across the North Sea to Perth (i.e. on the same route as the British service), but, although a trial flight was carried out in November, at the end of the year the commencement of the service still awaited the solution of certain operational difficulties.

In the internal field, certain services operated before the war had for a variety of reasons to be suspended, but every possible effort was made to re-establish these services which in the national emergency could be shown to fulfil a useful public purpose. Most of the "cross-water" services, i.e. those on the Renfrew-Islay-Campbeltown route, between the North of Scotland and the Orkneys and Shetlands, Liverpool and the Isle of Man, Shoreham and the Channel Islands, Land's End and the Scilly Isles, and between Weston-super-Mare and Cardiff, were resumed as early as possible after a short interruption at the beginning of the war. The Eireann Company, Aer Lingus Teoranta, were also permitted to resume a service between Dublin and Liverpool.

At the outbreak of war, Imperial Airways Ltd., and British Airways Ltd., under the terms of their existing subsidy agreements, were required to place their aircraft and equipment at the disposal of the Secretary of State for Air, and they continued to operate under his direction, the actual difference between their expenditure and revenue being made good from Air Votes.

Towards the end of the year, the British Overseas Airways Corporation was established by the appointment of Sir John Reith as Chairman, the Hon. Clive Pearson as Deputy Chairman, and the Hon. W.L. Runciman and Mr. Harold Brown as members. The minimum number of eleven members for which the British Overseas Airways Act, 1939, provides, was reduced under the terms of an Order in Council under The Chartered and other Bodies (Temporary Provisions) Act, 1939.

Under peace-time conditions, internal airline operations were subject to the control of the Air Transport Licensing Authority. In granting licences, the Authority were concerned with ensuring the most effective service to the public while avoiding uneconomical overlapping. The conditions imposed in the licences were in many cases incompatible with the control which it was necessary to exercise in war, and some of the licensed services traversed areas over which civil flying could not be permitted. It became, therefore, not only inconvenient but embarrassing that the licensing system should continue in war. Consequently, as a war measure, the Air Navigation (Licensing of Public Transport) Order, 1938, (Revocation) Order, 1939, was promulgated on 3rd November, 1939, abrogating the licensing system and thus determining the licences issued.

In accordance with arrangements made prior to the war, seventeen internal air transport companies (to which one other company was subsequently added) which

were engaged in operating regular air services, or which possessed adequate numbers of aircraft of types suitable for air transport or communication work, at the outbreak of war voluntarily placed at the disposal of the Air Ministry their entire fleets and such of their peace-time organisations and personnel as was necessary for the fulfilment of the duties which they would be required to perform. The actual net costs of all operations undertaken at the direction of the Air Ministry, together with the cost of keeping in being that part of the companies' organisations necessary for the performance of their war time functions, were reimbursed from the Air Votes.

The personnel employed by the air operating companies in peace-time included a considerable proportion of Army, Navy and Royal Air Force Reservists. In order to obviate, immediately on mobilisation, such a depletion of personnel as would prevent the companies from efficiently playing their part in the 'National Air Communications' organisation, arrangements were made for essential staff to be temporarily exempted from recall to the Forces. Steps were also taken, in consultation with the Ministry of Labour, to ensure, as far as possible, that the operation of the National Service (Armed Forces) Act, 1939, should not so reduce the staffs available as to impair the operating efficiency of the organisation.

Aerodromes

In order to facilitate the transfer of the bases of the air transport companies to aerodromes outside the prohibited area, the civil aerodromes at Bristol (Whitchurch), Weston-super-Mare, Exeter, Cardiff, Liverpool (Speke), Manchester (Barton) and Renfrew were requisitioned by the Air Ministry and were subsequently managed as State Airports. In general, the management staffs employed before the war were retained under the control of the Department of Civil Aviation, but additions and alterations were necessary in some cases.

It was, of course, necessary to suspend the development of the London terminal airports and the activities of the London Civil Airports Joint Committee, which was appointed in June 1939 as a London Airport Authority in accordance with the recommendation of the "Cadman" committee. It was also necessary to postpone the extension of Heston Airport to super-standard dimensions, for which plans were well advanced following on the passing of the Heston and Kenley Aerodrome Extension Act in August, 1939, and the proposals for the purchase of land by the Air Ministry with a view to the future development of a standard airport at Lullingstone. The arrangements which were under consideration for the construction by the City of London of a super-standard airport at Fairlop were also deferred, and action was suspended in regard to the developments which would normally have taken place in relation to the Empire Flying Boat Base at Southampton following on the passing, in August, 1939, of the Southampton Harbour Act.

Light Aeroplane Clubs and the Civil Air Guard.

The provisions of the Air Navigation (Restriction in Time of War) Order, 1939, which prohibited all civil flying except by authority of a special permit, put an end to all

flying activities of the light aeroplane clubs, including the training of Civil Air Guard members. The financial position thus created for the clubs was the subject of representations to the Air Ministry by the General Council of Associated Light Aeroplane Clubs.

In pursuance of these representations, on 16th November 1939, a meeting was held between the representatives of the General Council and of the Department of Civil Aviation, at which the position of the Clubs was explored and suggestions for alleviating that position were discussed. The basic principles of the claims of the Clubs were explained by the General Council representatives. The detailed claims were afterwards carefully examined, and they were still under consideration at the end of the year.

The Civil Air Guard Commissioners had been charged with the duty, in the event of war, of allocating Civil Air Guard members to various classes of war employment. On the outbreak of hostilities, arrangements were made for all male members up to the age of 40 to be interviewed and examined, with a view to their entry into the Royal Air Force. As a result, an appreciable number were accepted for pilot and air-crew duties, and as "tradesmen". Others were entered into the Air Branch of the Royal Navy, and a small number of particularly experienced men were earmarked for special duties with the Armed Forces or in civil aviation. The residue were released from their Civil Air Guard undertakings.

Gliding

Gliding, equally with power flying, was included in the prohibition of civil flying, and the gliding clubs were placed in a similar position to that of the light aeroplane clubs.

Towards the end of the year, in consequence of representations made by the gliding interests that a restricted amount of gliding should be permitted, all aspects of gliding were very carefully reviewed. The decision was reached, however, that for defence reasons it was not practicable to permit any relaxation of the ban on gliding.

Report on the Progress of Civil Aviation 1939 - 1945

Chapter II

Empire and Trans-Oceanic Services

Services operated in 1939

As described in the last report, the year 1938 had seen the completion of the Empire Air mail Scheme as originally envisaged, with the exception that the twice-weekly landplane service to Calcutta which was intended to be operated by "Ensign" landplanes, was operated part of the way by flying boats. The countries participating in the Scheme included the Dominions, India and Burma, Southern Rhodesia and the majority of the Colonial Dependencies, as well as Egypt and Anglo-Egyptian Sudan. (Iraq participated in the Scheme from 15th May 1939 until its suspension on the outbreak of war.)

Up to the outbreak of war, the services were maintained as in 1938, but Imperial Airways Ltd. still had to contend with the difficulties referred to in the last report, namely, shortage of aircraft and personnel and, on certain parts of the route, inadequate ground organisation, particularly in territory not under British control. As a result of the first difficulty, severe limitations had to be placed on the accommodation available for passengers, in order to meet the prior demands of the heavy mail loads; as regards the second factor, on stages where the ground organisation was unsatisfactory it became impossible in certain periods of adverse weather conditions to maintain the services according to schedule. On the outbreak of war, the "all-up" mail scheme was suspended, and a surcharge on mail carried by air was again introduced.

Services operated (1st January - 3rd September 1939)

England - South Africa

Imperial Airways Ltd. continued to operate a twice-weekly service between England and Durban, with a third service between England and Kisumu, flying boats being used exclusively.

Up to the 16th April 1939, the scheduled time for the journey from the United Kingdom to Durban was 5½ days; from that date, with the introduction of summer timetables, a reduction to 4½ days, as in the previous summer, was effected.

Twice-weekly auxiliary landplane services, connecting with the services on the main route, continued to be operated by Wilson Airways Ltd. over the route Kisumu - Nairobi - Lusaka, with an additional service between Kisumu and Nairobi, and by Rhodesian and Nyasaland Airways Ltd. from Beira to Salisbury, Blantyre and Lusaka.

England - India - Australia

These services continued as in the latter half of 1938, the frequency being three times weekly between England and Sydney, with two additional services per week between England and Calcutta.

The flying boat service to Australia was operated by Imperial Airways Ltd. in conjunction with Qantas Empire Airways, the Australian associated company, in accordance with the arrangement subsisting at the end of 1938 and described in the 1938 report. The scheduled time from England to Sydney remained 9½ days during the whole period, although modifications affecting intermediate places on the route were introduced on 16th April.

For the twice-weekly service to Calcutta operated by Imperial Airways Ltd. in association with Indian Trans-Continental Airways Ltd., flying boats were used between England and Alexandria, and "Hannibal" and "Atalanta" class landplanes between Alexandria and Calcutta, up to 6th July. As from that date, flying boats were used as far as Karachi, where connection was made with "Atalanta" landplanes operating between Karachi and Calcutta. This alteration made possible a reduction in time from 4½ days to 4 days. It was intended that when a sufficient number of "Ensign" landplanes were available, they would, in accordance with the original plan, be used for the operation of the whole route between England and Calcutta.

Bangkok - Hong Kong

This twice-weekly service, connecting at Bangkok with the main services between England and Australia, was continued, DH.86 landplanes being used as hitherto.

As from 16th April 1939, the time taken for the journey from England to Hong Kong was reduced by one day to five and a half days.

Khartoum - Accra

The once-weekly service carrying surcharged mail between Khartoum and Accra via Lagos, connecting with the main flying boat service at Khartoum, continued in operation.

The service leaving Khartoum on 30th April 1939, was extended to Takoradi, which from that date became the terminal in West Africa. The time taken between the United Kingdom and Takoradi was 4½ days, and in the reverse direction a little over 5 days. Elders Colonial Airways Ltd., a company associated with Imperial Airways Ltd., continued to operate the section of the route between Lagos and the western terminal.

Bathurst - Freetown

The weekly service operated by Elders Colonial Airways Ltd. between Bathurst and Freetown via Konakry, Bolama and Bissau, which started on 24th June 1938, proved uneconomical, and was suspended in July 1939.

To meet the situation caused by the suspension of the service, the Governor of Sierra Leone made arrangements with the French company, Aeromaritime, in September 1939, for the collection of mail at Freetown and its carriage to Dakar, whence it was conveyed by Air France to Europe.

Experimental Trans-Atlantic Services

An experimental trans-Atlantic air service was operated by Imperial Airways Ltd. between Southampton and New York, via Shannon, Botwood and Montreal, once weekly during the period 5th August to 30th September, with the S.30 modified "Empire" flying boats "Cabot" and "Caribou". Eight round trips, representing a flying distance of about 50,000 miles, were made, and all the journeys were completed without incident, a high standard of punctuality being maintained. Flight-fuelling facilities for the trans-oceanic crossings were provided at the Shannon Airport and at Botwood by "Harrow" landplanes converted for use as tanker aircraft.

The two "Harrow" tanker aircraft stationed in Newfoundland remained there throughout the winter to undertake a programme of experimental flights for the study of operations at the airport in snow conditions.

On the American side, Pan American Airways began to operate, at the end of June, a weekly service between New York and Southampton via Shediac, Botwood and Shannon, with Boeing 314 flying boats. On the outbreak of war, the American service was discontinued between Shannon and Southampton, a shuttle service over this section being provided by Imperial Airways Ltd. when the demand warranted it. The American service to Eire was closed down for the winter on 5th October.

Landing approach VHF radio beacons were installed at Dublin (Collinstown) and Newfoundland airports during the year, and ground tests were completed. During the winter, tests of these radio beacons and the calibration of the direction finding stations at Newfoundland Airport and Botwood were checked. A teleprinter circuit was installed between the Airport and Botwood.

Close co-operation and collaboration with the meteorological services in Eire and Canada were maintained, in connection with the provision of the necessary meteorological facilities for the North Atlantic flights. As from 1st April, the Eire Meteorological Services became responsible for the operation of the Foynes Meteorological Office, but staff were loaned from the Air Ministry Meteorological Office to continue the investigational and forecasting work.

Bermuda - New York Service

Since the loss of the flying boat "Cavalier" when flying from New York to Bermuda on 21st January 1939, Imperial Airways' service on this route was suspended, as a suitable replacement for this aircraft was not available.

South Atlantic

The lack of suitable aircraft and the international situation prevented the carrying out of the experimental flights between West Africa and South America which had been planned for the autumn of 1939. Meetings were, however, held between technical experts of Imperial Airways Ltd., British Airways Ltd., and the Air Ministry to prepare detailed schedules of the ground organisation required on this route.

In connection with arrangements for meteorological facilities, the head of the Overseas Division of the Meteorological Office, who attended a meeting at Montevideo of the Third Regional Meteorological Organisation, took the opportunity to visit the meteorological authorities in Uruguay, Argentina and Brazil, and to investigate the meteorological organisation which would be required in South America.

Pacific

In April, at the Defence Conference held at Wellington and attended by delegates from the United Kingdom, Australia and New Zealand, the question of a British Trans-Pacific air service was considered, and certain recommendations were adopted, on which the views of the Government of Canada were sought.

In the meantime, the Government of New Zealand commenced the development of an air base in Fiji, the cost of which was to be shared by the United Kingdom and Australian Governments. The Government of New Zealand also arranged for preliminary survey flights in the Pacific to be undertaken by the flying boat "Aotearoa", which was intended for the trans-Tasman service.

Some constructional works were carried out on the slipways, hangars and moorings at Christmas Island.

Trans-Indian Ocean

Early in 1939, the Australian Government, in co-operation with the United Kingdom Government, arranged for a survey flight across the Indian Ocean, to be undertaken with the objective of obtaining information regarding the possibilities of an alternative air route between Australia, Africa and the United Kingdom in the event of emergency. The two Governments contributed to the cost of the survey in equal proportions and assistance was rendered by the Admiralty, who arranged for the issue of meteorological reports from two of HM Ships at certain points on the route.

Captain P.G.Taylor was in charge of the survey flight which was undertaken in the American-built long range flying boat "Guba", specially chartered for the purpose by the Commonwealth Government.

Port Hedland, NW Australia, was selected as the point of departure from Australia, and the "Guba" commenced its flight at 0925 GMT on 4th June. The 5600 mile route was as follows:-

Port Hedland - Batavia - Christmas Island - Cocos Island - Diego Garcia (The southernmost island of the Chagos group) - Seychelles (Port Victoria, Mahe Island) - Mombasa, which was reached on 21st June.

The survey disclosed that possible base sites for the operation of flying boats existed at each of the groups of islands visited. Valuable data in regard to weather conditions was obtained from residents on the islands, apart from that secured during the course of the survey.

Captain Taylor recommended that consideration should be given to the establishment of a trans-Indian Ocean air service as an additional passenger and mail line between Britain and Australia via Africa. He considered that the ocean crossing could be undertaken in two days. Aircraft might leave Mombasa towards midnight, land at Port Victoria at daybreak, refuel and depart immediately for Diego Garcia arriving in the afternoon. An early afternoon departure from Diego Garcia should permit arrival of the aircraft at Cocos for fuel on the following morning and final arrival in Australia early in the following afternoon.

Proposed Services.

Bathurst - Freetown - Lagos

Some difficulty had been experienced in finding a suitable site for an airport at Freetown, where a combined landplane and flying boat base would be an ideal arrangement. It was not, therefore, possible to complete preparations for the establishment of a British air service over the above-mentioned route. As already mentioned, the weekly service operated by Elders Colonial Airways Ltd., between Bathurst and Freetown was suspended in July 1939.

West Indies

The investigation in the West Indies carried out by an Air Ministry representative in consultation with the local authorities in Trinidad, Tobago, Barbados, the Leeward and Windward Islands, regarding the practicability of the establishment of a local British air service in the West Indies, was completed in March. On the basis of his report, a detailed scheme for an inter-island service between Trinidad and St.Kitts was prepared.

It is clear, however, that the costs of a regular inter-island service in that area will be high, because of the relative lack of traffic. The possibility has therefore been

examined of devising a cheaper means of improving the inter-island communications, namely, by the provision of a single aircraft which would be available as necessary to meet the requirements of the Governors and officers of the local Administrations for air transport, and, when not so required, would undertake flying for hire. This alternative has been put to the local governments for their observations before being further pursued.

Services operated in 1940

The services referred to above were maintained during the early part of 1940, and there were no considerable changes until Italy entered the war, when the Mediterranean had to be avoided by British civil aircraft.

The chief changes in the various services are indicated below. The modifications necessitated by the capitulation of France and the entry of Italy into the war are given, and the steps that were taken to re-establish an air link with the Middle East, following upon the suspension of operations on the England - Egypt section of the normal Empire air route, are shown.

England - South Africa, and England - Kisumu

The once-weekly service to Durban and the once-weekly service to Kisumu were continued until early April when the service to Kisumu was extended to Durban, thus providing a twice-weekly service between England and South Africa.

England - Egypt - India - Australia

The twice-weekly flying boat service operating at the end of 1939 was maintained. The twice-weekly landplane service between England and Calcutta was operated until the middle of February, when the England - Egypt section of the service was reduced to a frequency of once a week. During March it was necessary, on account of an accident on the service involving the loss of one of the "Hannibal" aircraft and the resulting withdrawal of the remainder of the aircraft of this class, to suspend landplane operations between Egypt and Karachi. To offset the dislocation of the England - Calcutta service caused by the reduction in the frequency of the England - Egypt section, and the suspension of the Egypt - Karachi section, an additional weekly flying boat service between England and Karachi was commenced in March. The Karachi - Calcutta section continued to be operated by "Atalanta" aircraft, but with a frequency of only once a week. At about the same time, an additional landplane service operating fortnightly between England and Egypt was introduced.

Bangkok - Hong Kong

This service continued to operate on a twice-weekly basis until the beginning of October when, owing to the necessity for obtaining permission for each individual flight to traverse French Indo-China, the regularity of the service was impaired, and by mid-October operation was so uncertain that the service was suspended. The aircraft that had been employed on the service were transferred to the trans-Africa route.

Australia - New Zealand

A regular once-weekly service between Sydney and Auckland was inaugurated on 30th April by Tasman Empire Airways Ltd., a joint company formed by British

Overseas Airways Corporation for the United Kingdom, Qantas Empire Airways for Australia, and Union Airways of New Zealand for New Zealand. The service was subsidised by the three Governments in agreed proportions and was operated by two modified "C" class flying boats.

On the recommendation of the Tasman Air Commission (a body representative of the three Governments and supervising on their behalf the operation of the service), the frequency of the service was increased with effect from the 15th August, to three round trips per fortnight. The additional fortnightly service was introduced to cater for the increase in traffic on the route and to provide a convenient connection with the Pan-American Airways San Francisco - Auckland service which was inaugurated on 12th July 1940.

Trans-Africa

The once-weekly service between Khartoum and Takoradi was maintained.

North Atlantic

Owing to the diversion to military purposes of aircraft intended for the trans-Atlantic service, it was not possible to reopen the Service in the early summer as had been contemplated. When, however, the Mediterranean section of the Empire service was suspended it was found possible to release two S.30 flying boats, "Clare" and "Clyde", for the North Atlantic service. Between 3rd August and 23rd September, "Clare" made four round trips between Poole and New York, via Foynes, Botwood and Montreal, and "Clyde" made a fifth round trip over the same route between 4th and 11th October. All the flights were carried out to schedule despite the restrictions on the meteorological and radio facilities unavoidably imposed in wartime. Accommodation on these services was not available to the public, as all the space on the boats was required for the conveyance of official passengers, despatches and mails.

Bermuda - New York

This service has been suspended since the loss of the flying boat "Cavalier" on 21st January 1939, and until such time as a suitable replacement of this boat becomes available, there is no prospect of the service being resumed.

Effect of the entry of Italy into the War

In anticipation of the entry of Italy into the war, plans had been made to suspend the air services operating through the Mediterranean and to substitute a landplane service between England and Khartoum, via Bordeaux, Lezignan, Oran, Gao and Fort Lamy. When war with Italy actually broke out, a few flights by this alternative route were operated. The capitulation of France, however, necessitated the abandoning of this route, and for a while civilian communications between the United Kingdom and Egypt were severed. Durban became the western terminus of the Empire flying boat service, which was maintained from there to Khartoum and Cairo, and thence across

Iraq and India to Malaya and Australia. At first, this service was restricted to a frequency of once weekly in each direction, but towards the end of August 1940 when a maintenance base had been established at Durban, the frequency was increased to two services per week in each direction. passengers, air mail and freight for conveyance by this service were carried by ship between the United Kingdom and the Cape.

In the meantime, the trans-Africa landplane service between Takoradi and Khartoum, which had been suspended in June, was resumed in mid-August and operated thrice fortnightly in each direction. In order to cope with the heavy traffic which was developing on this route owing to military activities in the Middle East, it was found necessary to develop this service and extend it to Cairo. By the end of the year the frequency had been increased to seven services per fortnight by employing a miscellaneous fleet of aircraft (DH.86, Lockheed 14, Lockheed "Electra", Ju.52). Arrangements were also made by the British Overseas Airways Corporation with the Belgian company S.A.B.E.N.A., under which the latter operated a weekly service over the route Takoradi - Lagos - Douala - Libenge - Stanleyville - Juba - Khartoum - Cairo, from the middle of October. In addition to providing a valuable increase in capacity between Takoradi and Cairo, this Belgian service provided a connection at Libenge and Stanleyville with the internal air system of the Belgian Congo.

It remained to restore air communication between the United Kingdom and the Middle East by completing the link between this country and West Africa. Owing to the length of the stages being flown, this could only be achieved by means of long range flying boats operating between the United Kingdom and Lagos, and connecting there with the landplane service across Africa to Cairo. The only two flying boats with the necessary range, "Clare" and "Clyde", were, however, also required for flights across the North Atlantic and could not be diverted from this latter purpose until their programme had been completed. Although, therefore, a few preliminary flights on the route between the United Kingdom and Lagos were made with "Clare" and "Clyde" between August and October, it was not possible to inaugurate a regular service until 19th October, when a series of flights at ten-day intervals between England and West Africa was started on the route United Kingdom - Lisbon - Bathurst - Freetown - Lagos, and through connection by air between the United Kingdom and Australia was thus re-established. Owing to the restricted payload of the flying boats between the United Kingdom and Lagos, the service is only available for Government passengers, official despatches and urgent freight.

Proposed Services

South Atlantic

The question of inaugurating a British service to South America was held up mainly on account of the acute shortage of aircraft suitable for long-distance operation. Towards the close of the year, the British Mission in America presided over by Lord Willingdon recommended, as a war measure, the earliest possible institution of direct

air communication between the United Kingdom and South America, and the matter is being actively investigated.

Trans - Pacific

The question of a British trans-Pacific air service was considered at the Defence Conference held in Wellington, New Zealand, in April 1939. The Conference considered that every effort should be made to bring the British service into operation as early as possible, the agency of Tasman Empire Airways being used for the purpose, pending the formation of a new company. The outbreak of hostilities in September 1939 prevented any progress being made in the matter. Now, however, that the Pan American Airways' air service across the Pacific to Noumea and New Zealand is in operation, and that Tasman Empire Airways has been formed and is operating a service across the Tasman Sea between Auckland and Sydney, the question has again come to the fore, although it is unlikely that it will be possible to start the projected British service during the war.

Services operated in 1941

The British Overseas Airways Corporation were throughout the year the instrument of His Majesty's Government in the United Kingdom for the operation of overseas air services, giving effect to directions given to them by the Secretary of State for Air in exercise of the emergency powers conferred upon him by Section 32 of the British Overseas Airways Act 1939. The services were mainly used for the transport of military personnel and equipment in connection with our military operations abroad, of officials and other persons engaged on Governmental business, of official despatches, of personal mail for His Majesty's Forces, of British Newspapers, periodicals and other publications sent out by the Ministry of Information, and of ordinary surcharged air mail on routes where the capacity of the aircraft has so permitted.

It was described in the last report how the break in the Empire air communications caused by the closing of the route through the Mediterranean as the result of the capitulation of France and the entry of Italy into the war had been repaired by the development of an alternative flying boat route via Lisbon to the west coast of Africa and thence by landplane, joining up with the Durban - Cairo - Sydney flying boat route at Khartoum. The disturbances in Iraq and Syria in the early summer caused a temporary dislocation of the Empire flying boat services, and at the end of the year the declaration war by Japan and her occupation of Siam necessitated a diversion of the route so as to avoid Siamese territory. Except for these dislocations, the Empire services in operation at the end of last year were maintained and improved, and activities in certain areas, notably the Middle East, were extended.

The main developments affecting the various services were as follows:-

United Kingdom - West Africa

This service, which had in the circumstances explained above been inaugurated in October 1940, with two S.30 flying boats ("Clare" and "Clyde"), was continued during 1941. It was operated at approximately ten day intervals between flights while these two aircraft were in service. On 15th February, however, "Clyde" was lost in a gale at Lisbon and the frequency was reduced until the PBY "Consolidated" flying boat "Guba" became available in March.

In order to improve the service, the number of aircraft allotted to it was progressively increased. Two more S.30 flying boats, "Cathay" and "Champion", were put on the route in April and June respectively; the first of three Boeing 314A flying boats purchased from Pan American Airways entered the service in May, the second one in June, and the third in July, and a converted military type PBY "Consolidated" flying boat "Catalina" was employed from July, making a total fleet of eight flying boats used for this purpose.

The route followed until 22nd May was United Kingdom - Lisbon - Bathurst - Freetown - Lagos. Thereafter, calls were made at Foynes en route to and from Lisbon, and Foynes also became the northern terminal of the Boeing flying boats. These aircraft did not make a call at Freetown. In order to provide a connection with them at Foynes, a shuttle service with "Frobisher" (DH.91) landplanes was operated as occasion required between Rineanna and Bristol (Whitchurch).

Unfortunately, owing to trouble experienced with the valves of the engines installed in the Boeings, it only proved possible to obtain 120 hours' flying time with them before valve scaling became necessary, and, in the absence of suitable facilities on this side of the Atlantic, the aircraft had to return to Baltimore for engine maintenance after this short period of service. The effective assistance which they were able to afford on the United Kingdom - West Africa service was consequently considerably curtailed.

Between July and October, a frequency of three flights per fortnight in each direction was achieved on the service.

In October, the three S.30 and two PBY "Consolidated" flying boats were, as described below, withdrawn from the United Kingdom - West Africa route and operated to Cairo through the Mediterranean. At the end of October, the advent of winter conditions in Newfoundland made it necessary to re-route the Boeing flying boats to Baltimore across the South Atlantic. Their operations thereafter consisted of a circular itinerary, Baltimore - Bermuda - Lisbon - Foynes - Lisbon - Bathurst - Lagos - Bathurst - Belem - Trinidad - Bermuda - Baltimore. This itinerary did not provide a direct return flight to Foynes from West Africa.

United Kingdom - Middle East

When the Mediterranean route was closed, it became necessary, in order to maintain air communication with the Middle East, to make the long detour mentioned above, namely, by flying boat to West Africa, from there by landplane to the Nile, and thence to Cairo by landplane or flying boat. As soon, therefore, as the military situation in Libya permitted, the opportunity was taken to shorten the journey to the Middle East by starting up again a service through the Mediterranean.

On 12th October, the first service left the United Kingdom for the Middle East by the route Lisbon - Gibraltar - Malta - Cairo. Three S.30 flying boats and two PBY "Consolidated" flying boats ("Guba" and "Catalina") were employed. The stage Gibraltar - Malta was flown by night. As the difficult operating conditions at Gibraltar made it desirable to avoid landing there in darkness, a call was normally omitted on westbound flights, the stage Malta - Lisbon being flown direct.

The regularity of the service suffered, as might be expected, from the fact that the route traversed an area of active hostile operations, but on the average, a frequency of one flight in each direction per week was maintained.

Takoradi - Khartoum - Cairo

The intensification of hostilities in the Middle East, and the urgent requirements of the Royal Air Force for the transport back to Takoradi of pilots after ferrying military aircraft from there to Cairo, led to insistent demands for the frequency and capacity of the service on this route to be increased.

In order to assist in coping with these demands, a flying boat route between Lagos and Cairo across the Belgian Congo by way of Libreville, Pointe Noire, Leopoldville, Coquilhatville, Stanleyville and Port Bell was organised, and a once-weekly service with S.23 flying boats started on 4th July.

The arrangements made last year with the Belgian company S.A.B.E.N.A. to operate on a charter basis a landplane service from Takoradi to Cairo, via Lagos, Douala, Libenge, Stanleyville and Juba, were continued. The frequency of this charter service was once weekly at first, but at the end of May, in order to increase the frequency to twice weekly, Juba was made the northern terminal of the service, which was thereafter operated in conjunction with a once-weekly flying boat service by the British Overseas Airways Corporation between there and Cairo.

At the end of October 1941, the following services were in operation:-

Landplanes

- (a) Twice weekly in each direction between Takoradi and Cairo.
- (b) Twice weekly in each direction between Takoradi and Khartoum.
(These services used Lockheed "Lodestar" and Lockheed 14 aircraft)
- (c) Twice weekly in each direction by S.A.B.E.N.A. between Takoradi and Juba, using Ju.52 and Lockheed 14 aircraft.

Flying Boats (S.23)

- (a) Once weekly between Lagos and Cairo.
- (b) Once weekly in conjunction with (c) above, between Juba and Cairo.

The Government of the United States had in the meantime become impressed by the difficulties being encountered in transporting across Africa the aircraft, equipment and defence material provided by them for His Majesty's Government under the "Lease-Lend" Act of 11th March 1941, and offered to arrange with Pan American Airways Inc. to assist in the task. This offer was gratefully accepted, and the United States Government accordingly concluded in August contracts with that company and subsidiaries formed for the purpose, Pan American Airways - Africa Ltd. and Pan American Airways Ferries Inc., providing for the operation of the following services:-

- (a) An air transport service over the route between Bathurst and Khartoum, with intermediate stops at Freetown, Monrovia, Takoradi, Accra, Lagos, Kano, Maiduguri, El Fasher and El Obeid, or other agreed points.
- (b) A service between New York City and the west coast of Africa, via San Juan, Puerto Rico, Port of Spain, Trinidad, Belem and Natal, using Boeing B.314A flying boats.
- (c) A service for the ferrying of aircraft to points in Africa (Bathurst and Khartoum).

His Majesty's Government in the United Kingdom, on its part, concluded agreements dated 12th August with the above-mentioned companies, providing for the necessary facilities to be made available for the operation of these services in West Africa and on the trans-African route.

It was intended that the services of the British Overseas Airways Corporation should be progressively reduced as Pan American Airways' operations over the trans-Africa route developed, and that when the latter's services had attained the frequency specified in their contracts, the aircraft of the former should be withdrawn entirely for use elsewhere.

Pan American Airways - Africa Ltd. inaugurated on 28th October a thrice-weekly service between Accra and Khartoum, and later extended it westwards to Takoradi. The Corporation's twice-weekly service between Takoradi and Cairo was thereupon discontinued, and the aircraft thus released were employed to operate a service four times weekly in each direction between Khartoum and Cairo for the onward transport of the loads carried by the American company.

By the end of the year, Pan American Airways - Africa Ltd. had increased the frequency of their service between Takoradi and Khartoum to five times weekly and were making intermediate stops at Accra, Lagos, Kano, Maiduguri, El Geneina and El Fasher.

Durban - Cairo - Sydney

The flying boat service over this route was maintained with a twice-weekly frequency until the outbreak of disturbances in Iraq at the beginning of May precluded the use of Lake Habbaniyah and necessitated the temporary suspension on 2nd May of operations across Iraqi territory. On 18th May, the gap across Iraq was bridged by a non-stop shuttle service twice a week between Tiberias and Basra or Kuwait, as circumstances permitted, the aircraft being "Tanked-up" in order to obtain the necessary range.

In June, when hostilities in Syria commenced, the shuttle service was diverted to Aquaba instead of Lake Tiberias, but it became possible to resume the use of Lake Habbaniyah, and the route then followed was Cairo - Aquaba - Habbaniyah - Basra. In order to enable through operation to be restored and the shuttle service to be dispensed with, the frequency of the Singapore - Karachi section of the route was, as a

temporary measure, reduced to once weekly while a number of flying boats were being fitted with additional fuel tanks so as to increase their range. The regularity of the services naturally suffered during this period, and the payload capacity on the Cairo - Basra stage was reduced from approximately 6,000 kg. to 2,000 kg. per week, but by the middle of July, the normal twice-weekly service between Durban and Sydney had been resumed.

In order to provide against the contingency of war with Japan, plans had been made to avoid Siamese territory by operating down the west coast of Tenasserim, or if the need arose, by flying via the Andaman and Nicobar Islands. When Japan invaded Malaya in December, the route was accordingly diverted as follows:-

Rangoon - Port Blair (Andaman Islands) - Sabang (Sumatra) - Medan (Sumatra) - Singapore.

The longer stages on this route resulted in a reduction in the payload capacity of each flying boat from 3,800 kg. to 2,500 kg.

Aden - Karachi

By arrangement with the Government of India, a survey flight with a DC-2 aircraft commanded by Captain Eggesfield was made from Karachi to Aden and back, via the Hadramut coast, with landings at Jiwani, Muscat, Salalah and Riyan, preparatory to organising this route for use in emergency for maintenance of air communication with India. The aircraft left Karachi on 29th May, reached Aden on 30th May, departed again on 3rd June, and arrived back at Karachi on 4th June. Intermediate landing grounds and alighting areas were inspected from the air. At Aden, contact was made with a British Overseas Airways Corporation reconnaissance party which had arrived there by flying boat for the purpose of investigating the practicability of operating the route by flying boat. The route was found to be practicable for operation by landplanes but unsuitable for flying boats. As a result of the survey, arrangements were made with the Government of India to develop the ground organisation as far as the boundary of the Aden Protectorate.

Services in the Middle East

Military developments in the Middle East during the year gave rise to urgent demands for communication services within that area. Some of these operations were of a temporary character undertaken to meet military exigencies of the moment, but the following services of a more regular character were established on the dates shown and were in operation at the end of the year:-

- (a) Asmara - Port Sudan - Cairo - Wadi Halfa - Adana One per week from 3rd September 1941
- (b) Asmara - Port Sudan - Cairo - Wadi Halfa - Teheran One per week from 3rd November 1941

(c) Asmara - Port Sudan - Cairo One per week from 12th September 1941

On 12th March, a twice-weekly service between Khartoum and Asmara was started and continued until 14th December. Thereafter, it was operated intermittently in accordance with traffic requirements.

Asmara was made the southern terminal of these services because, as mentioned below, the Corporation had established there, as from 12th October, their main maintenance base for all their landplanes employed in Africa.

Trans - Atlantic

The two S.30 flying boats "Clare" and "Clyde" which had been used for flights across the North Atlantic last year, had been diverted in October 1940 to the United Kingdom - West Africa service. As there were no other long distance civil aircraft available, it was not until the Boeing 314A aircraft, purchased in the United States, were ready for service that it was possible for trans-Atlantic operations to be resumed.

As explained above, these flying boats were intended primarily for the route to West Africa, but as they had to proceed back to Baltimore for overhaul after 120 hours' flying, these flights to and from the U.S.A. constituted an intermittent trans-Atlantic service. The first delivery flight left Baltimore on 23rd May, and between then and October, thirteen flights in all across the North Atlantic were made. The first two delivery flights proceeded from Baltimore to Foynes via Bermuda and Lisbon, but the remainder of the flights followed the direct route via Botwood (Newfoundland).

After the end of October, the positioning flights to Foynes after overhaul were made via Bermuda and Lisbon, but the return flights to Baltimore followed a route across the South Atlantic via Bathurst, Belem, Trinidad and Bermuda. Three flights by each of these routes were completed, making a total of nineteen Atlantic crossings in all during the year.

The carriage of commercial traffic on these flights was precluded by the terms of the permit issued by the United States Authorities for the use of the facilities at Baltimore.

In addition to their trans-Atlantic operations with these Boeing aircraft, the British Overseas Airways Corporation were, by a formal Direction issued to them by the Secretary of State for Air under Section 32 of the British Overseas Airways Act 1939, entrusted as from 24th September with the task of operating a North Atlantic ferry service to the requirements of the Air Officer Commanding-in-Chief, Ferry Command, Royal Air Force. "Liberator" landplanes were provided by Ferry Command for this purpose, and between 24th September and 31st December, ten eastbound and eleven westbound crossings were made between Montreal and Prestwick under this arrangement.

Australia - New Zealand

The thrice-fortnightly service of Tasman Empire Airways Ltd. (the joint company formed by British Overseas Airways Corporation for the United Kingdom, Qantas Empire Airways for Australia, and Union Airways of New Zealand for New Zealand), operating at the end of last year between Sydney and Auckland, was continued throughout the year, a connection being made at Auckland once a fortnight with the service of Pan American Airways across the Pacific to and from San Francisco, via Honolulu.

Air Mail Concessions to Troops

The problem of providing cheap, and at the same time speedy, means of communication between troops in the Middle and Far East theatres of war and their relatives and friends at home was a difficult one because of the small payload capacity of the aircraft on the long stages of the United Kingdom - West Africa services, and because of the heavy demands made by Governmental "priority" traffic on the available capacity of all the air services during the war.

In order to overcome these difficulties, various expedients were adopted by the General Post Office in conjunction with the Defence Departments. Light post cards and "Airgraphs" (microfilms of photographed letters) were introduced for communications originating in the United Kingdom, and air-letter forms on a rationed basis and "Airgraphs" for correspondence in a homebound direction.

By the end of 1941, the following facilities had been provided at a postage rate of 3d in each case:-

- (a) Light post cards could be sent from the United Kingdom to H.M.Forces in the Middle East, East Africa and Malta, and to Naval personnel in the Eastern Mediterranean.
- (b) "Airgraphs" could be used for correspondence to H.M.Forces in the Middle East, and for Naval personnel in the Eastern Mediterranean.
- (c) Rationed air-letter forms and "Airgraphs" could be sent home by H.M.Forces in the Middle East, and Naval personnel in the Eastern Mediterranean. The air-letter forms were liable to be sent by sea from Durban or Lagos if air conveyance from there could not be provided.

The rationed air-letter form was also adopted by the Postal Administrations in Australia, New Zealand, India and South and East Africa for use by their troops in the field. In addition, Australian, New Zealand and Indian troops were allowed to send and receive air letters not exceeding ½oz. in weight at approximately half the normal rates. Canada commenced in November an "Airgraph" service for correspondence with troops in the United Kingdom.

Services operated in 1942

These services in the main followed the same routes as in 1941. The chief changes were the discontinuance, owing to the unfavourable development of the military situation in Libya, of the flying boat service through the Mediterranean between the United Kingdom and Egypt, and in the Far East, the interruption of the through Empire air service to Australia, following upon the Japanese occupation of the Dutch East Indies, the Malay Peninsula and Burma. These changes are described in more detail in the appropriate sections below.

United Kingdom - West Africa, and United Kingdom - Egypt

The three S.30 flying boats "Clare", "Cathay" and "Champion", and the two PBV "Consolidated" flying boats "Catalina" and "Guba", continued during the early part of the year to operate through the Mediterranean on the service between the United Kingdom and Cairo. The three Boeing flying boats "Bangor", "Berwick" and "Bristol", remained on the United Kingdom - West Africa service, operating generally as in 1941.

On 26th February, the military situation in Libya made it desirable to transfer the S.30 flying boats back to the United Kingdom - West Africa service, the ports of call being as before Poole, Foynes, Lisbon, Bathurst, Freetown and Lagos. These flying boats, together with the Boeings, gave a frequency of about three services per fortnight in the southbound direction and about one per week northbound.

When it was possible, on 15th May, to resume the summer routeing of the Boeings and operate them in each direction across the North Atlantic via Newfoundland and Foynes, this frequency was increased to approximately twice weekly in each direction.

The urgent traffic demands on the service made it necessary to consider expedients for increasing capacity. Thirteen Whitley landplanes were allocated to the British Overseas Airways Corporation for use on the route, but an experimental flight to Bathurst with one of these aircraft established that this type were, because of overheating, unsuitable for operating in the tropical conditions prevailing in West Africa. On 18th July, the two "G" class flying boats "Golden Hind" and "Golden Horn" were put on the service, and later in August it was further reinforced by the two PBV flying boats from the Mediterranean. By these means the frequency was increased for a time to rather more than three return services per week.

Unfortunately, on 14th September, the flying boat "Clare" crashed in flight off Bathurst and her two sister flying boats were then withdrawn from the service, as it was decided that this type was unsuitable for operation at the overloads necessary for the long stage Lisbon - Bathurst. This reduced the frequency of the service, and the position was made worse by the necessity for the Boeings to resume, on 21st October, their winter route across the Atlantic (Lagos - Bathurst - Belem - Trinidad - Bermuda - Baltimore - Bermuda - Lisbon). In order to enable the maximum frequency to be obtained from the Boeings in winter operation, arrangements were made for the "G" boats to be withdrawn from through flights to West Africa and used for a shuttle

service between the United Kingdom and Lisbon to connect there with arrivals of the Boeings, thus saving the trips by the latter between Lisbon and Foynes.

In November, two more "Catalinas" were loaned to the Corporation by the Royal Air Force for the United Kingdom - West Africa service, and the first five Liberator III landplanes were also delivered to them for use on the route. As a result of these additions to the fleet and the intensified operation of the Boeings, the frequency of the service was by the end of the year restored to approximately three times per week in each direction.

In order to supplement the occasional direct flights undertaken by the R.A.F. between the United Kingdom and the Middle East, arrangements were made by the British Overseas Airways Corporation for a series of similar flights with two Liberator B24 landplanes detached from the North Atlantic Return Ferry Service. The first of these flights was made in 11¼ hours from Hurn to Cairo on 25th/26th January. The return flight did not take place until 15th February because weather conditions were unsuitable, and when the aircraft was approaching the English coast it was lost with all on board. This accident, and difficulties in providing spares for the second aircraft, necessitated the postponement of further flights until 14th July. From that time until 10th December, when the series of flights terminated, a total of 24 trips in each direction had been completed. The direct route on these flights was abandoned in favour of a call at Gibraltar on the route Lyneham - Gibraltar - Cairo.

United Kingdom - Gibraltar - Malta

When on 26th February it was, as stated above, decided to transfer the S.30 flying boats from the route through the Mediterranean back to the service to West Africa, the PBY Consolidated flying boat "Catalina" was retained in order to maintain air communication between this country and Malta. It was intended that the flying boat "Guba" should also assist, but that aircraft was out of service until the beginning of August, awaiting engine replacement.

The two "G" flying boats, "Golden Hind" and "Golden Horn", were, on their return from loan to the Royal Air Force, employed on a service between the United Kingdom and Gibraltar, and onward conveyance to Malta of the loads carried to Gibraltar by these flying boats was provided by a shuttle service operated with "Catalina" in alternation with flights between the United Kingdom and Malta. On 18th July, the "G" boats ceased to operate to Gibraltar and were used instead on the service between the United Kingdom and Lisbon.

When, as described above, it was found that the Whitley aircraft intended to reinforce the United Kingdom - West Africa service were unsuitable for that service, it was decided to use them on the United Kingdom - Malta route. Flights started accordingly on the 11th June, but on this route also overheating trouble with the engines was experienced and it became necessary, as from 3rd August, to limit flights from the United Kingdom to Gibraltar. A shuttle service between Gibraltar and Malta was provided by means of two Hudson III aircraft withdrawn from the United Kingdom -

Stockholm route. Urgent traffic demands on this latter route, however, necessitated the return of the Hudson aircraft to that service at the end of September.

In the meantime, a number of engine failures occurred with the Whitley landplanes, and the operation of these aircraft to Gibraltar was therefore discontinued at the end of September. It was also decided that in view of the military developments in the Mediterranean, further flights between Gibraltar and Malta were more appropriate for military aircraft. Civil air services between the United Kingdom and Malta were therefore discontinued, but as from 15th October, arrangements were made for the landplane service between the United Kingdom and Lisbon operated by the Dutch company K.L.M. in contract with B.O.A.C. to be extended to Gibraltar twice per week. Gibraltar was also served up to 10th December by the Liberator aircraft operated between the United Kingdom and Cairo.

While, as a result of these changes in operation, the frequency of the foregoing services varied considerably, the total number of flights completed during the year on the respective stages was as follows:-

(a)	United Kingdom - Gibraltar	44
(b)	Gibraltar - United Kingdom	41
(c)	United Kingdom - Malta	17
(d)	Malta - United Kingdom	17

Durban - Cairo - Sydney

As explained in the last report, the invasion of Malaya by the Japanese in December 1941, affected operations on the Rangoon - Singapore stage of the Durban - Cairo - Sydney service. A diversion to the route Rangoon - Port Blair (Andaman Islands) - Sabang (Sumatra) - Medan (Sumatra) - Singapore was first of all made, and the service was maintained by this route until the end of January. The military situation then made it impossible to continue to operate south of Rangoon and the through service to Australia was thus interrupted. From 13th February, flights could not be continued south of Calcutta which has since then been the terminal of the service.

Subject to these dislocations in the Far East, the service was regularly operated throughout the year twice a week in each direction. As from 5th April, Kallia (on the Dead Sea) was substituted for Tiberias as a port of call, because the former offered superior operating conditions and was better situated from the traffic standpoint. On and from 5th October, calls were made at Laropi (Uganda) instead of at Juba (Sudan), a change which enabled larger payloads to be carried.

The importance of restoring the direct air link with Australia at the earliest opportunity had not in the meantime been overlooked. Plans for achieving this by

means of direct flights with long range aircraft between Ceylon and Perth were expected to be put into effect the following year.

Takoradi - Khartoum - Cairo

Landplane Services

At the beginning of the year, the following civil landplane services were in operation:-

- (a) Four times weekly in each direction between Khartoum and Cairo, using Lockheed "Lodestar" and Lockheed 14 aircraft.
- (b) Twice weekly in each direction between Takoradi and Juba, operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation, using Ju.52 and Lockheed 14 aircraft.

Pan American Airways - Africa Ltd., also operated a service between Takoradi and Khartoum five times weekly. This service was provided under the agreement, referred to in the last report, between His Majesty's Government in the United Kingdom and Pan American Airways - Africa Ltd.

It had been envisaged that the landplane services operated by the Corporation across Africa would be withdrawn as soon as Pan American Airways - Africa Ltd. were in a position to meet their obligations under the agreement, but America's entry into the war on 7th December 1941 completely altered the situation and it became evident that loads on behalf of the USA Forces would also have to be transported over the route. Consequently, it was decided not to withdraw the operations of the British Overseas Airways Corporation and a twice-weekly landplane service by the Corporation between Takoradi and Khartoum was accordingly re-introduced, the Khartoum - Cairo service ((a) above) being discontinued so that this could be done. Flights from Khartoum to Asmara were made at regular intervals, primarily for maintenance purposes.

In order to cope with the increasing volume of military loads, it became necessary during the year further to expand the Corporation's Takoradi - Khartoum service and to introduce various other modifications in their operations.

Thus, on 30th April, the twice-weekly Takoradi - Khartoum service was suspended and replaced on 4th May by a twice-weekly service between Cairo and Lagos, followed on 9th May by a once-weekly service between Cairo and Takoradi.

On 2nd August, an additional service between Asmara, Khartoum and Lagos, operated with Armstrong Whitworth "Ensign" aircraft, was introduced, providing an average of nine return flights per month.

On 8th November, however, military operations required the immediate institution of services between Cairo and the Western desert. In order to provide these, the

Corporation found it necessary to suspend their services Cairo - Lagos, and Cairo - Takoradi.

The S.A.B.E.N.A. charter landplane service was continued twice weekly between Takoradi and Juba, via Lagos, Douala, Libenge and Stanleyville until 14th February, when the once-weekly British Overseas Airways Corporation flying boat service between Juba and Cairo was suspended. To meet this situation, S.A.B.E.N.A. extended their service once weekly to Cairo and once weekly to Khartoum, and continued to operate in this manner until 26th October. On that date they introduced a new weekly service between Lagos and Leopoldville and terminated their Khartoum - Takoradi service at Lagos. As from 3rd November, calls were made by the Cairo - Takoradi service at Entebbe in each direction to provide a connection with the northbound and southbound Durban - Calcutta services, when the latter ceased calling at Juba.

At the end of the year the following landplane services were in operation:-

- (a) Twice weekly in each direction between Khartoum and Lagos
- (b) Once weekly in each direction between Khartoum and Asmara
Above using Armstrong Whitworth "Ensign" aircraft
- (c) Once weekly in each direction by S.A.B.E.N.A.:
 - (i) Between Cairo and Takoradi
 - (ii) Between Khartoum and Lagos
 - (iii) Between Takoradi and Lagos
 - (iv) Between Lagos and LeopoldvilleAbove using Ju.52 and Lockheed 14 aircraft

The operations of Pan American Airways - Africa Ltd. and Pan American Airways - Ferries Ltd. were continued under their respective agreements until 15th August 1942 when the United States Government militarised the services and entrusted them to the United States Air Transport Command. The contracts between His Majesty's Government in the United Kingdom and the two companies thereupon terminated, but the obligations of the companies under these agreements were assumed by the United States Air Transport Command.

Flying Boat Services

At the beginning of the year, the following flying boat services were being operated by S.23 flying boats in pool with those employed on the Durban - Cairo - Calcutta service:-

- (a) Once weekly in each direction between Lagos and Cairo
- (b) Once weekly, in conjunction with the S.A.B.E.N.A. landplane service, between Juba and Cairo

The once-weekly flying boat service between Lagos and Cairo continued to operate until 21st May when the frequency was increased to twice weekly. The service was

further augmented on 16th August to provide five services fortnightly, but this frequency had to be reduced on 1st October to two service a week through lack of aircraft.

Towards the end of the year it became necessary for military reasons to plan for the establishment of a service to Madagascar and one of the S.23 flying boats was temporarily detached for a survey flight there. Unfortunately, another flying boat of this type, "Ceres", was destroyed by fire at Durban on 1st December. These depletions of the available flying boat resources of the British Overseas Airways Corporation compelled the further reduction in frequency of the Lagos - Cairo service to three times per fortnight, and this was the position at the end of the year.

Communication Services in Middle East Area

Military developments in the Middle East, and in particular the Eighth Army's offensive in November 1942, necessitated a substantial increase in the number of services in that area. Many of these were on a day-to-day basis to meet military needs of the moment, and details of the many variations made from time to time cannot readily be given. Over two hundred flights in each direction between Cairo and places in the Western Desert were undertaken during the last six weeks of the year.

The services in regular operation at the end of the year were:-

- | | | |
|-----|---|---------------------|
| (a) | Cairo - Lydda - Adana | Once weekly |
| (b) | Cairo - Lydda - Habbaniyah - Teheran | Once weekly |
| (c) | Teheran - Habbaniyah | Once weekly |
| (d) | Cairo - Luxor - Port Sudan - Asmara | Once fortnightly |
| (e) | Cairo - Luxor - Port Sudan - Asmara - Addis Ababa | Once fortnightly |
| (f) | Cairo - Lydda - Habbaniyah - Basra - Bahrein - Sharjah - Jiwani - Karachi | Frequency irregular |
| (g) | Cairo - Luxor - Port Sudan - Asmara - Kamaran - Aden
(Alternate weeks via Cairo - Hurghada - Jedda _ Port Sudan) | Once weekly |
| (h) | Cairo - Luxor - Port Sudan | Once weekly |
| (i) | Asmara - Aden - Riyan - Salalah - Masirah - Jiwani - Karachi | Once monthly |
| (j) | Khartoum - Malakal - Juba - Kisumu - Nairobi | Twice weekly |

Lockheed "Lodestar" and Lockheed 14 aircraft were mainly employed for these services, but "Wellington" aircraft were used on the service at (f)

Trans - Atlantic

The three Boeing aircraft continued to operate an intermittent trans-Atlantic service in the course of their flights to Baltimore for overhaul. Until 15th May, the boats followed the circular winter route, i.e. Baltimore - Bermuda - Lisbon - Foynes in the eastbound direction, and Bathurst - Belem - Trinidad - Bermuda - Baltimore in the westbound direction. Between their flights to and from Baltimore, the aircraft operated one service from Foynes to Lagos. From Lagos they were flown to Bathurst to position for the return to Baltimore. After 15th May, the boats reverted to the summer route Baltimore - Botwood - Foynes - Botwood - Baltimore, and between the Atlantic crossings a service in each direction between Foynes (occasionally Poole) and Lagos was operated.

On 21st October, the Boeings reverted again to the route followed during the previous winter except that at first they did not operate north of Lisbon on their eastbound flights. On 12th December, however, the aircraft were brought through from Lisbon to Foynes.

30 eastbound and 29 westbound Atlantic crossings were made in all during the year.

The North Atlantic Ferry Service referred to in the last report continued to be operated by the British Overseas Airways Corporation throughout the year to the requirements of the Air Officer Commanding-in-Chief, Ferry Command, Royal Air Force. During the year, 135 eastbound and 137 westbound flights were completed, and operations were maintained during the winter months, notwithstanding the severe weather conditions in the North Atlantic.

Australia - New Zealand

The thrice-fortnightly service of Tasman Empire Airways Ltd. was continued until 6th March. It became necessary then to detach aircraft for day-to-day reconnaissance work in the Pacific area, and a reduction in the frequency of the service to once a week resulted. By 3rd August, it was possible to restore the aircraft to the service and to resume the thrice-fortnightly frequency.

Air Mail Concessions to Troops

With the increase in the numbers of troops stationed overseas, the problem of providing facilities for speedy communication between them and their relatives and friends in the United Kingdom became even more acute during 1942 than in the previous year.

The "Airgraph" letter remained the most satisfactory means of communication from the point of view of conserving aircraft space, and its use was encouraged by the Post Office. At the end of 1941, the "Airgraph" service was only available from the United Kingdom to the troops in the Middle East and East Africa and to Naval personnel in the Eastern Mediterranean. By the end of 1942, the service had been made available to

and from practically all of His Majesty's Forces at sea, in the war areas, and in the British Commonwealth. The "Airgraph" system had also been adopted by a number of the Allied Forces. The facilities available to civilians were extended so that communication by "Airgraph" could be made between the majority of the Empire countries.

At the end of the year, the chief Empire countries not served by the "Airgraph" scheme were Australia and New Zealand, but arrangements were well advanced for the early introduction of the facility there. The plan was for the airgraph films to be carried from Australia and New Zealand to the United Kingdom and the Middle East via the Pacific - USA and the Atlantic, until Empire air communications with Australia could be restored.

Towards the end of the year (7th December) a special light-weight letter service was introduced for communications from the United Kingdom to the Forces in the Middle East and countries beyond, including East Africa, but not West Africa or South Africa. Special air letter forms were supplied by the Post Office for this service and the charge for all-air conveyance was 6d. With the introduction of the air letter, the 3d air postcard service was discontinued except in the case of Malta. Rationed air letter forms continued to be available to H.M.Forces in most of the fighting areas, as did also the concession to the Australian, New Zealand and Indian troops whereby they were allowed to send and receive air mail letters not exceeding $\frac{1}{2}$ oz. in weight at approximately half-rate. The termination of the Empire service at Calcutta necessitated, however, the conveyance of this letter mail to and from Australia and New Zealand by surface transport, normally to and from South Africa.

Services Operated in 1943

A number of new services were introduced during the year. Notable among these was that between India and Australia, restoring the Empire air service to Australia and New Zealand which had been interrupted in February 1942 by the Japanese occupation of Burma, Malaya and the Dutch East Indies. Other new operations were the landplane services between the United Kingdom and Cairo, between the United Kingdom and Rabat (French Morocco) and between the United Kingdom and Algiers. The routes on which regular services were in operation at the end of the year were:-

United Kingdom - West Africa

West Africa - Egypt

- (a) Direct route
- (b) via the Belgian Congo

United Kingdom - Egypt - India

Egypt - India

- (a) via Persian Gulf
- (b) via the Hadramaut

Durban - Cairo - India

India - Ceylon - Australia (Perth)

United Kingdom - Gibraltar

United Kingdom - Rabat (French Morocco)

United Kingdom - Algiers

Kisumu - Madagascar

Trans - Atlantic

These services are described in more detail in the appropriate sections below.

United Kingdom - West Africa

In the early part of the year this service was provided by the three Boeing flying boats "Berwick", "Bangor" and "Bristol", three PBY "Catalina" flying boats, the PBY flying boat "Guba" and one Liberator III landplane, but the loss on 23rd March of one of the

Catalinas, G-AGDA, which crashed on alighting at Poole after a training flight, reduced the number of Catalinas to two. By that time six "Sunderland" flying boats, which had been allotted to the route, were introduced into service and the remaining Catalinas were thereupon withdrawn for transfer to the Ceylon - Australia service. The Liberator III also was transferred to the United Kingdom - Cairo route via North Africa, while "Guba", with which maintenance difficulties had been experienced owing to shortage of spares, ceased to operate on the service and was employed instead on crew training. Unfortunately, on 28th July, Sunderland G-AGES crashed at Slieve Glass (Co. Kerry) in conditions of bad visibility.

The Boeings and the Sunderlands between them maintained an overall frequency of approximately three services a week in each direction between the United Kingdom and West Africa until 25th October, when the urgent requirements of the Post Office for the carriage of heavy Christmas mail to and from the Forces in the Middle East theatres and beyond necessitated the temporary transfer of the Sunderlands to the Mediterranean route. The Sunderlands did not return to the West African route on completion of their special mail-carrying task, but were retained in regular service on the Mediterranean route to the Middle East and India.

Simultaneously with the diversion of the Sunderlands in October, the Boeing flying boats reverted to their winter schedule, following the route Baltimore - Bermuda - Lisbon - Foynes - Lisbon - Bathurst - Lagos - Belem - Trinidad - Bermuda - Baltimore. On the United Kingdom - West Africa sector, this re-routing resulted in a one-way (southbound) service only and it was therefore necessary to make separate provision for a service in both directions to preserve unbroken the essential air communications between West Africa and the United Kingdom. The intention eventually was to institute a through landplane service to be operated by British Overseas Airways Corporation Ltd. between the United Kingdom and Lagos. But, as an interim measure, it was arranged that Royal Air Force Transport Command should provide a once-weekly service with "Dakota" landplanes on the route Lagos - Accra - Takoradi - Marshall - Freetown - Bathurst - Port Etienne - Rabat, connecting at Rabat with the service operated by British Overseas Airways Corporation between Rabat and the United Kingdom.

At the end of the year, therefore, the United Kingdom - West Africa service was operated once weekly by B.O.A.C. Boeing flying boats in the southbound direction only and once weekly in both directions by Transport Command "Dakota" landplanes between Rabat and Lagos, the connection between Rabat and the United Kingdom being made by B.O.A.C. "Dakotas."

West Africa - Egypt

As in the previous year, both landplanes and flying boats were employed for this service and two different routes were followed.

Direct Route

During the early part of the year, the direct route was served by Lockheed "Hudsons" operating to a frequency of four times a week between Cairo and Takoradi, and by Armstrong Whitworth "Ensigns" operating three times a week between Khartoum and Takoradi. On 23rd March, one of the Ensign services was extended for a short time to Freetown primarily for the purpose of providing a connection there for sea-cum-air traffic, particularly air mails to and from the United Kingdom for which Freetown was at that time the main entrepôt for West Africa.

Following a number of accidents to the Hudson aircraft, it was concluded that this type was unsuitable for operation on the trans-Africa route and in mid-July it was decided to withdraw them and replace them by Dakotas. A re-adjustment of services followed and on 25th July the Ensign service, which by then had been confirmed to the Khartoum - Lagos sector, and the Lockheed service between Cairo and Takoradi were replaced by an Ensign service operating five times a fortnight between Cairo and Takoradi. Dakotas which were added shortly afterwards began operation over the same route on 20th August with an initial frequency of once weekly, increased to twice weekly on 23rd October, when additional aircraft became available.

At the end of the year, the following services were operating:-

- | | | |
|------|---|--|
| (i) | Twice weekly in each direction between Cairo and Takoradi (or Accra according to traffic demands) | With Douglas Dakota landplanes |
| (ii) | Five times fortnightly in each direction between Cairo and Takoradi | With Armstrong Whitworth Ensign landplanes |

Via the Belgian Congo

At the beginning of the year, the "C" class flying boat service between Cairo and Lagos was operating to a frequency of three times a fortnight. This frequency was maintained until 14th August, when, in order to provide additional capacity on the Cairo - Karachi service, it became necessary to reduce the frequency to once-weekly. Subsequently, on 30th August, the frequency was further reduced to once fortnightly for the same reason.

The S.A.B.E.N.A. landplane services operated under charter to British Overseas Airways Corporation were continued during the year, only one important change being effected. As from 29th July, the Lagos - Khartoum service was extended to Cairo.

The following services, all to a frequency of once weekly, were in operation at the end of the year:-

- (i) Between Cairo and Takoradi
- (ii) Between Cairo and Lagos
- (iii) Between Lagos and Takoradi
- (iv) Between Lagos and Leopoldville

Ju.52 and Lockheed 14 landplanes were employed

United Kingdom - Middle East

The British Overseas Airways Corporation landplane service between the United Kingdom and Cairo, which operated intermittently during 1942 and terminated on 10th December was resumed on 27th February 1943 when two Liberator IIIs were transferred from the United Kingdom - West Africa service. The route followed was United Kingdom - Lisbon - Algiers - Cairo. From 8th June, Castel Benito (Tripoli) was substituted for Algiers. Towards the end of October the number of Liberator IIIs available for the service had been increased to four, and an irregular service averaging once a week was maintained throughout the rest of the year. This was only an interim arrangement, since the Liberator IIIs were earmarked for an eventual United Kingdom - Russia service via Cairo and Teheran.

As mentioned above, special arrangements were made in October for the temporary resumption of the flying boat service through the Mediterranean to Cairo for the purpose of meeting the urgent requirements of the Post Office for the carriage of the heavy Christmas mail to and from the Forces in the Middle East and beyond. The Sunderland flying boats which were then operating the United Kingdom - West Africa service were transferred to the Mediterranean route for this purpose. They carried out, between 25th October and 30th November, 19 flights to Cairo and return, and it was to this Sunderland service that the troops in the Middle East, Iraq and India owed the timely arrival of their Christmas letters.

On the successful completion of this special task in December, the Sunderlands were retained on the Mediterranean route and on 25th December began a regular service three times a week between the United Kingdom, Cairo and Karachi. These regular operations through a military area, however, necessitated giving the flying boats and their crews temporary military status.

Egypt - India

Throughout the year, the section of the route between Cairo and Calcutta continued to be served twice weekly by "C" class flying boats as part of the "Horseshoe" service. In July, extra heavy demands for the speedy conveyance of urgent military loads from

the Middle East to India necessitated a substantial increase in the capacity between Cairo and Karachi. This need was met by an adjustment of the flying boat services involving a reduction in the frequency of the trans-Africa flying boat service via the Congo, thereby enabling two extra "C" class flying boat services a week to be operated between Cairo and Karachi, making four per week in all.

In addition to these flying boat services, however, the British Overseas Airways Corporation continued to operate a landplane service at an average frequency of once weekly between Cairo and Karachi on the route Cairo - Lydda - Habbaniyah - Basra - Bahrein - Sharjah - Jiwani - Karachi. At the beginning of the year, converted Wellingtons on loan from the R.A.F. were used, but due to maintenance difficulties and the adverse effects on the fabric of climatic conditions in the Persian Gulf, the aircraft were returned to the Royal Air Force and replaced at the end of July by Lockheed Lodestar landplanes. The service was continued with these aircraft and was in regular operation at a once weekly frequency at the end of the year.

The once monthly landplane service between Asmara and Karachi via the Hadramaut was temporarily suspended in April, but resumed again in mid-June with a frequency of once a week. At the end of October, the service, which had up to then depended on the Cairo - Asmara service for a connection with the former place, was extended from Asmara to Cairo, thus providing a through service between Cairo and Karachi. Of considerable political importance, this service was also of practical value in supplementing the capacity available for the carriage of urgent loads between Egypt and India.

Durban - Cairo - India

The service between Durban, Cairo and India, on which the "C" class Empire flying boats continued to be employed, was operated twice weekly throughout the year with the regularity of clockwork, and the value of its contribution to the war effort, particularly on the section between Egypt and India, was material. The first three Short "C" class flying boats to be launched in 1936, namely "Canopus", "Caledonia" and "Cambria" were still in service on this route at the end of 1943.

India - Ceylon - Australia

Early in the year, plans were completed for the restoration of the air link with Australia by means of direct flights with long range aircraft between Ceylon and Western Australia. Four PBY Catalina flying boats were made available for this purpose. The first two were delivered by the British Overseas Airways Corporation to Ceylon on 21st and 25th April. With these two flying boats an "ad hoc" service was immediately started by the Royal Air Force unit in Ceylon as an interim measure pending the training of civil crews. On 1st July, the service was formally taken over by Qantas Empire Airways acting as agents for the British Overseas Airways Corporation, and from that date a regular once weekly service in each direction between Ceylon (Kogalla) and Western Australia (Perth) was commenced. The two remaining Catalinas were delivered by September, but, due to shortage of crews, it

was not until 30th October that the frequency of the service was increased to three times a fortnight. From that date also, the route was extended from Ceylon to Karachi, thus providing a through service from Perth to Karachi and a direct connection there with the main Empire route.

Australia - New Zealand

The thrice-fortnightly service, Sydney - Auckland, operated by Tasman Empire Airways Ltd. with Short S.30 flying boats was continued without incident during the year. (An increase to a twice weekly frequency was authorised by the Tasman Air Commission on the 1st January 1944)

United Kingdom - Gibraltar

The twice weekly flights operated by the Dutch company K.L.M. with a DC-2 and three DC-3 aircraft under a charter arrangement with the British Overseas Airways Corporation as an extension of the United Kingdom - Lisbon service continued until the middle of May, when arrangements were made for their replacement by a service operated by British Overseas Airways Corporation with Dakota aircraft to a twice weekly frequency. The first Dakota flight on the new service left the United Kingdom on 11th May. On 1st June, the frequency of the service was increased to four times weekly. With the intensification of the operation on the United Kingdom - North Africa (Fez) service, referred to later in this report, the frequency of the United Kingdom - Gibraltar service was correspondingly reduced, until at the middle of July, the service was temporarily suspended. The loads for Gibraltar were carried on the North Africa service, which included a call at Gibraltar.

United Kingdom - French Morocco

At the request of the R.A.F. Transport Command, arrangements were made to extend to Fez (French Morocco) the United Kingdom - Gibraltar Dakota service operated by British Overseas Airways Corporation. On 24th May, a Dakota landplane left the United Kingdom on an experimental flight to Fez (Ras el Ma) via Lisbon, and regular operations on the route commenced on 2nd June. By mid-June a frequency of seven times weekly had been reached. Owing to the unsuitability of the Ras el Ma airfield in the rainy season, arrangements were made to substitute Rabat (Sale) for Fez as the terminal point in North Africa. The changeover was effected with the Dakota service leaving United Kingdom on 12th September, arriving Rabat on 14th September. With the introduction of the United Kingdom - Algiers service (referred to below) on 20th November the frequency of the Rabat service was reduced to thrice weekly, and so continued until the end of 1943.

United Kingdom - Algiers

In order to meet further heavy demands for capacity to North Africa, arrangements were made at the request of R.A.F. Transport Command for British Overseas Airways Corporation crews to operate a landplane service to Algiers. As the route traversed a

military operational area, it was necessary for the aircraft operating it to bear Royal Air Force markings, and the British Overseas Airways Corporation crews to be given commissions in the Class "C.C" Reserve of the Royal Air Force. This militarised service was begun on 20th November and continued until the end of 1943, with a frequency of four times weekly. On outward flights the aircraft were routed from Whitchurch via St.Mawgan and Gibraltar to Algiers, and on inward flights via Rabat and Gibraltar. With the commencement of this service, the frequency of the United Kingdom - Rabat service referred to above was decreased from seven times to three times weekly.

Kenya - Madagascar

As indicated in the last Annual Report, plans were being made towards the end of 1942 for a service to Madagascar using Short S.23 and S.33 flying boats from the "Horseshoe" service pool.

A survey flight over the new route was completed early in January by British Overseas Airways Corporation and a regular once weekly service was commenced on 25th January, continuing throughout the year. The service followed the route Kisumu - Mombasa - Dar-es-Salaam - Lindi - Mayotte - Diego Suarez.

Communications Services in Middle East Area

These services continued to operate throughout the year with a few changes, the most important being as follows:-

With the progress of military operations westwards to Tunisia, the flights made with Lockheed and Wellington aircraft between Cairo and the Western Desert were suspended about the beginning of June, although a few isolated flights were made subsequently. During the period from 1st January until their discontinuance, approximately 270 flights in each direction were made.

A new once-weekly service between Cairo and Khartoum via Wadi Halfa was begun on 18th July using Lockheed Lodestar landplanes. As from 1st December, the Teheran - Habbaniyah service was cancelled, and the frequency of the Cairo - Adana and Cairo - Teheran services was increased to twice weekly. The frequency of the Cairo - Addis Ababa service was increased to once weekly. The services in regular operation at the end of the year were:-

- | | | |
|-------|---|--------------|
| (i) | Khartoum - Malakal - Juba - Kisumu - Nairobi | Twice weekly |
| (ii) | Khartoum - Wadi Halfa - Cairo | Once weekly |
| (iii) | Cairo - Luxor - Jidda - Port Sudan - Asmara - Addis Ababa | Once weekly |
| (iv) | Cairo - Luxor - Port Sudan - Asmara - Kamaran - Aden | Once weekly |
| (v) | Cairo - Lydda - Adana | Twice weekly |
| (vi) | Cairo - Lydda - Habbaniyah - Teheran | Twice weekly |

Transatlantic

The three Boeing flying boats "Berwick", "Bangor" and "Bristol" continued to provide an intermittent trans-Atlantic service in the course of their flights back to Baltimore for maintenance, between their regular operations on the United Kingdom - West Africa service. Until 8th June, the flying boats followed the circular winter route Baltimore - Bermuda - Lisbon - Foynes in the eastbound direction and Bathurst - Belem - Trinidad - Bermuda - Baltimore in the westbound direction, thereafter reverting to the summer route Baltimore - Bermuda - Foynes - Baltimore. On 30th October they returned again to the winter route, the complete cycle of which was Baltimore - Bermuda - Lisbon - Foynes - Poole - Foynes - Lisbon - Bathurst - Lagos - Bathurst - Belem - Trinidad - Bermuda - Baltimore. In all, 25 eastbound and 26 westbound Atlantic crossings were made during the year.

The North Atlantic Return Ferry Service continued to be operated by British Overseas Airways Corporation throughout the year in both directions across the Atlantic with Liberator landplanes to the requirements of R.A.F. Transport Command. The routing

varied according to weather conditions. Normally, the direct North Atlantic route Prestwick - Gander - Montreal was followed. At other times the route via Iceland, and occasionally the south-about route via the Azores, were used. During the year, 189 eastbound and 186 westbound flights were completed.

Air Mail Services on the Empire Air Routes

Before the war the whole of the first-class mail, i.e letters, letter packets and postcards, for destinations on the Empire air routes via Egypt to South Africa, India, Australia, New Zealand, Hong Kong and intermediate colonies was conveyed by air throughout at a postage rate of 1½d per half ounce (postcards 1d.). On the outbreak of war this arrangement was replaced by a surcharged air mail service, also by air throughout, via the Middle East, at 1/3d. per half ounce (postcards 7d.). The very considerable increase from 1½d. to 1/3d. per half ounce for air conveyance was the only practicable means of keeping the mail loads within the limits of the greatly reduced aircraft capacity then available.

With the fall of France and the closing of the Mediterranean in June 1940, the direct air link between the United Kingdom and Egypt was severed. The two remaining sections of the Empire air services, viz., Egypt - South Africa and Egypt - India - Australia were merged into a through route from South Africa to Australia (known as the "Horseshoe" route), and the 1/3d. air mails were sent by sea to South Africa for onward conveyance by the "Horseshoe" route from Durban, as this route was expected to afford some acceleration over the surface mails, which, having to be sent by the circuitous route via the Cape, were taking anything up to three months in transit. The time of transmission by this route was subject to fairly wide fluctuation but was in general 5 - 7 weeks to the Middle East and 5½ - 7½ weeks to India. As the air mails had to be sent as far as South Africa by sea there was no way of affording an air mail service to South Africa itself. With the development of the trans-Africa air route from the West Coast to Khartoum, operating in conjunction with an air service from the United Kingdom to West Africa, the mails for the Middle East were sent via West Africa instead of via South Africa, but as no accommodation for them could be provided on the aircraft to West Africa, they had still to be forwarded by sea over the first part of the journey. On account of the restricted aircraft capacity available on the trans-Africa air route, the mails for East Africa, India, Ceylon, Australia, etc., continued to be forwarded by surface route via South Africa. Shortly after the outbreak of war with Japan, India became the terminus of the "Horseshoe" route and the mails for Australia and New Zealand had to be diverted to the route by air to the United States of America and thence by sea.

With the re-opening of the Mediterranean in 1943 for regular air services, use of the routes via West Africa and South Africa was discontinued, and the air mails for East Africa, India and Ceylon, were forwarded by sea to Egypt and thence by air. No advantage over all-surface conveyance could be effected by any sea-cum-air route to the Middle East and the airmail service to the Middle East was therefore withdrawn. In the case of South Africa, conveyance by sea to Egypt and thence by air offered no advantage over all-surface transmission, and the Union, although recently served by

Airgraph, had no ordinary civilian air mail service from this country, even on a sea-cum-air basis, since 1940.

These sea-cum-air services available for both troops and civilian correspondents were the best that could be provided in the circumstances, but they were throughout unsatisfactory and a source of dissatisfaction to the public. In the case of the Forces, however, to meet the insistent demand for a quicker means of communication, first an airgraph and later a light weight air letter service, both with air transmission all the way, were introduced. These facilities were described in detail in the 1942 report. The airgraph service was available for correspondence to and from troops in nearly all theatres and was widely extended to civilian communications. But the air letter service, which exceeded the airgraph in popularity and was the means of putting the Forces air mail on a reasonable satisfactory footing, remained restricted to communications for the Forces. Since 1942, the air letter service was extended to include troops serving in West Africa, Southern Rhodesia and South Africa.

Services operated in 1944

A number of important changes in routing and frequency were made on the Empire and trans-Oceanic services during the year. Several new services were introduced and some of the existing ones were discontinued. A notable feature was the building up of the services to the Middle East and to India to meet the urgent demand for increased capacity between the United Kingdom and the Far East in furtherance of the war effort. The landplane service between the United Kingdom and Algiers was replaced by a service extended to Cairo, while the flying boat service between the United Kingdom and India, which had hitherto terminated at Karachi, was intensified and extended to Calcutta. New landplane service between the United Kingdom and West Africa and between Ceylon and Australia, as well as a new service with flying boats between East Africa and Ceylon via the Seychelles, were introduced. Operations discontinued during the year were the landplane services between the United Kingdom and Rabat (French Morocco), and between the United Kingdom and Algiers, and the flying boat service between the United Kingdom and Lagos.

The main trunk routes on which regular services were in operation at the end of the year were:-

Trans-Atlantic

- (a) United Kingdom - Canada (Return Ferry Service)
- (b) United Kingdom - USA

United Kingdom - Egypt

Egypt - India

United Kingdom - India

South Africa - India

India - Ceylon - Australia

Australia - New Zealand

United Kingdom - West Africa

Egypt - West Africa

United Kingdom - Gibraltar

East Africa - Madagascar

East Africa - Seychelles - Ceylon

These services are described in more detail in the appropriate sections below.

United Kingdom - Canada (Return Ferry Service)

The North Atlantic return ferry service continued to be operated by British Overseas Airways Corporation throughout the year in both directions across the Atlantic, with Liberator I and II landplanes, to the requirements of Transport Command. During the latter part of the year, the Liberator Is were replaced by Liberator IIs. The routing varied according to weather conditions. Normally, the direct North Atlantic route Prestwick - Gander - Montreal was followed. At other times, the routes via Iceland and the south-about via the Azores and Bermuda were used. The responsibility for the operation of this service was taken over by British Overseas Airways Corporation in September 1941. It remained an outstanding feature of the trans-Oceanic operations. During 1944, 275 eastbound and 276 westbound flights were completed, compared with 189 eastbound and 186 westbound flights in 1943.

United Kingdom - United States of America

During the first part of the year the three Boeing flying boats "Berwick", "Bangor" and "Bristol" again provided an intermittent trans-Atlantic service in the course of their flights back to Baltimore for maintenance between their regular operations on the United Kingdom - West Africa service. Until 6th May, they followed the winter route Baltimore - Bermuda - Lisbon - Foynes - Poole in the eastbound direction, and Poole - Foynes - Lisbon - Bathurst (Lagos) - Bathurst - Natal - Belem - Trinidad(Nassau) - Bermuda - Baltimore in the westbound direction. The call at Natal (Brazil) which had the effect of considerably increasing the payload over the trans-Atlantic sector was introduced at the beginning of March, and calls were also made as necessary at Nassau for the purpose of setting down returning ferry crews. By the time the direct North Atlantic route opened on 6th May it was no longer necessary to continue sending Middle East loads via West Africa and in consequence the Boeings, whose main function hitherto had been to operate between the United Kingdom and Lagos for that purpose, were concentrated on a trans-Atlantic service primarily to meet the demands for more capacity for the return of ferry crews to Canada. A thrice weekly service was scheduled as from 15th May and continued until 22nd October, when transfer again to the longer south-about winter route resulted in a reduction to one service a week. The winter route on this occasion omitted a call at Foynes, which was not operationally essential and no longer offered sufficient advantage in terms of payload to justify the extra mileage involved. The complete cycle of the revised winter route was therefore Baltimore - Bermuda - Lisbon - Poole - Lisbon - Bathurst - Natal - Belem - Trinidad - Nassau (if necessary) - Bermuda - Baltimore. In all, 93 eastbound and 92 westbound flights were made by the Boeing flying boats during the year.

United Kingdom - Egypt

Until towards the end of the year the British Overseas Airways Corporation continued, as an intermittent arrangement, to operate on this service the five Liberator III landplanes which, as mentioned in last year's report, were earmarked for an eventual United Kingdom - Russia service via Cairo and Teheran. Although the through service to Russia did not materialise, the aircraft were used as the occasion demanded for carrying loads destined for Russia by trans-shipment at Cairo and Teheran. The aircraft operated to Cairo on an ad-hoc basis until the end of June, when they were scheduled to operate a regular thrice weekly service. The route followed was Lyneham - Lisbon - Tripoli (Castel Benito) - Cairo. As from 17th March, the eastbound service was re-routed via Gibraltar in place of Lisbon, and at the end of May the eastbound and westbound services were both scheduled to call at Rabat in place of Gibraltar and Lisbon respectively, with calls at Gibraltar or Lisbon as required. The re-routing was determined by payload considerations. This interim service was supplemented early in the year by Avro York landplanes, of which the British Overseas Airways Corporation received five between 31st January and 26th September. These aircraft operated on an ad-hoc basis as they became available. The first flight to Cairo left the United Kingdom on 23rd April; thereafter until 1st July only occasional flights were carried out, but by mid-November a frequency of three services a fortnight was achieved. The route followed was the same as that of the Liberator IIIs. The Liberator IIIs were withdrawn from service on 21st December in order to release crews urgently needed by British Overseas Airways Corporation for training on the Lancastrian aircraft which were about to be delivered. The five Liberator IIIs were transferred to Transport Command, and compensation for the lost capacity on the United Kingdom - Cairo service was provided by increasing the frequency of the Dakota service referred to below.

In implementation of agreed policy that British Overseas Airways Corporation should, as soon as possible, operate regular landplane services between the United Kingdom and Egypt, the militarised Dakota landplane service which had operated since November 1943 between the United Kingdom and Algiers was, on 27th June, extended to Cairo. The frequency at the outset was three services a week, increased to four services a week from 30th July. Following the withdrawal of the Liberator IIIs from service, the frequency of the Dakotas was further increased on 18th December to 11 services a week in order to provide compensating capacity. Until 1st October, the route followed was Whitchurch - St.Mawgan - Gibraltar - Algiers - Tripoli - Cairo. Thereafter the call at Algiers was omitted. The United Kingdom terminal was transferred from Whitchurch to Hurn on 1st November, and calls were no longer made at St.Mawgan.

By the end of the year there were thus 11 Dakota services a week and approximately two York services a week operating between the United Kingdom and Cairo.

United Kingdom - Algiers

The militarised landplane service between the United Kingdom and Algiers, which had since November 1943 been operated four times a week by British Overseas Airways Corporation at the request of Transport Command, continued until 22nd June, when, as stated above, it was extended (later re-routed) to Cairo and thereafter ceased to be available for traffic terminating at Algiers. Algiers was already served by Transport Command as well as by British Overseas Airways Corporation, and as the Corporation had no continuing interest in the service, arrangements were made for the Command to provide the additional capacity necessary to compensate for the withdrawal of the British Overseas Airways Corporation service.

United Kingdom - Rabat

The main purpose of this service, operated by British Overseas Airways Corporation at the request of Transport Command, was to bring back to the United Kingdom returning R.A.F. ferry crews. The service continued until the autumn to be operated three times a week with Dakota landplanes. The route followed was Whitchurch - Lisbon - Rabat in the outward direction, and Rabat - (Gibraltar) - Whitchurch in the homeward direction. The call at Gibraltar was omitted from mid-April. With the re-routing of Refors aircraft in October, and the virtual disappearance of ferry crew traffic via Rabat, the continuance of the service became unnecessary for that purpose. British Overseas Airways Corporation had no continuing interest in a service between the United Kingdom and French Morocco, and arrangements were therefore made for the responsibility for its continued operation to be taken over by Transport Command.

Egypt - India

Throughout the year, the route between Cairo and Calcutta via the Persian Gulf continued to be served twice weekly by "C" class flying boats as part of the British Overseas Airways Corporation "Horseshoe" service. It was also served by Sunderland flying boats as part of the United Kingdom - India service at a frequency rising from three times a week at the beginning of the year to five services a week at the end of the year. At the beginning of the year there were also two extra "C" class flying boat services a week between Cairo and Karachi, as well as a once weekly service operated by Lockheed Lodestar landplanes. The readjustment at the end of February of the British Overseas Airways Corporation services on the trans-Africa and Egypt - India route involved the withdrawal of the two extra "C" class flying boat services and the once weekly Lockheed Lodestar landplane service, and their replacement by a landplane service operated with Armstrong Whitworth Ensigns twice weekly between Cairo and Calcutta, and once weekly between Cairo and Karachi. At the end of March, the service terminating at Karachi was extended to Calcutta. The saving in flying time resulting from the re-routeing over France of the Sunderland flying boat service made it possible, as from 24th December, to add a once weekly Sunderland service between Cairo and Karachi. At the end of the year, there were 11 services a week, including transit services operated over the Egypt - India route, six by Sunderland flying boats, two by "C" class flying boats and three by Ensign landplanes.

The British Overseas Airways Corporation once weekly landplane service between Cairo and Karachi via the Hadramaut Coast continued to be operated throughout the year without interruption. The route followed was Cairo - Luxor - Port Sudan - Asmara - Kamaran Islands (optional) - Aden - Riyan - Salalah - Masira - Jiwani - Karachi.

United Kingdom - India

At the beginning of the year, British Overseas Airways Corporation operated three services a week between the United Kingdom and Karachi with Sunderland flying boats. In March, the frequency was increased to four services a week, and by the end of April to five services a week. As from 10th May, two of these services were extended to Calcutta, and the frequency then became two services a week between the United Kingdom and Karachi and two a week between the United Kingdom and Calcutta. There had not been a direct service between the United Kingdom and Calcutta since June 1940. Until towards the end of the year, the route followed was Poole - Gibraltar - Djerba - Cairo - Habbaniyah - Bahrein - Jiwani - Karachi - Gwalior - Calcutta, but with the liberation of France it became possible, in December, to eliminate the detour via Gibraltar and to operate instead by the more direct route across France. As from 12th December, therefore, the Sunderlands flew non-stop over France to Djerba and thence to Cairo. This re-routing not only saved considerable mileage but also reduced the flying time between the United Kingdom and India by one day in each direction. This saving in time made it possible to increase the frequency of the service to Karachi from two, to three times a week, and to add a once weekly Sunderland service between Cairo and Karachi. At the end of the year, there were three Sunderland flying boat services a week between the United Kingdom and Karachi, two a week between the United Kingdom and Calcutta, and one a week between Cairo and Karachi.

South Africa - India

On the "Horseshoe" route, some 8,000 miles in length from Durban to Calcutta, the British Overseas Airways Corporation twice weekly service by the "C" class flying boats continued throughout the year to maintain a remarkable record for efficient operation. The route followed was Durban - Lourenco Marques - Beira - Mozambique - Lindi - Dar-es-Salaam - Mombasa - Kisumu - Port Bell - Laropi - Malakal - Khartoum - Wadi Halfa - Luxor (optional) - Cairo - Kallia - Habbaniyah - Basra - Bahrein - Dubai - Jiwani - Karachi - Raj Samand - Gwalior - Allahabad - Calcutta. In order to provide additional capacity for the conveyance of R.A.F. air crew trainees en route to and from South Africa and Southern Rhodesia, the service was reinforced as from 15th February by an additional once weekly service between Cairo and Kisumu.

India - Ceylon - Australia

The four PBY Catalina flying boats with which this service had been maintained since its inception in April 1943, continued to operate three times a fortnight between

Karachi, Ceylon and Perth. A fifth Catalina flying boat was added to the fleet on 16th May, but as its introduction coincided with the successive withdrawal of other units of the fleet for overhaul, the frequency of the service was not affected by the addition. The payload capacity of the Catalinas was small, and even if operated at maximum frequency could not meet the heavy priority demands on this important route. It was therefore decided to augment the service by two Liberator II landplanes, the first of which reached Perth on its delivery flight from the United Kingdom on 3rd June, and the second on 14th August. The Liberators, unlike the Catalinas, operated only between Colombo and Perth. Starting on 16th June with ad hoc flights, a regular once weekly service was introduced on 25th August, after the arrival of the second aircraft. The frequency was increased to twice weekly on 13th November, from which date the Catalina service was reduced from three times a fortnight to once a week in order to provide sufficient crews to enable the Liberators, which carried a bigger payload than the Catalinas, to operate at maximum frequency. At the end of the year, there were two services a week operated by Liberator IIs and one service a week by Catalinas. The service was operated by Qantas Empire Airways as agent for British Overseas Airways Corporation.

Australia - New Zealand

The service between Sydney and Auckland operated by Tasman Empire Airways with Short S.30 flying boats was successfully maintained throughout the year. The frequency was increased from three times a fortnight to twice weekly as from 1st January, and was still further increased to three times a week from 12th June.

United Kingdom - West Africa

At the end of 1943, the service between the United Kingdom and West Africa was provided once weekly by British Overseas Airways Corporation's Boeing flying boats in the southbound direction only, carrying loads for onward conveyance on the trans-Africa route to the Middle East and beyond, and once weekly in both directions by Transport Command Dakota landplanes between Rabat and Lagos, the connection between Rabat and the United Kingdom being made by the then existing British Overseas Airways Corporation Dakota service. The landplane service catered mainly for traffic destined for and originating in West Africa. On 16th April, British Overseas Airways Corporation took over from Transport Command the responsibility for providing the whole of the service between the United Kingdom and Lagos, and from that date operated a through service with Dakotas to West Africa, once weekly in both directions until 1st April, when the frequency was increased to two services a week. The route followed was Whitchurch - St.Mawgan - Lisbon - Rabat - Port Etienne (Dakar) - Bathurst - Freetown - Abidjan (occasionally) - Takoradi - Accra - Lagos. The call at Dakar was omitted as from mid-July.

In the meantime, the aircraft capacity position on the direct route to Egypt and India had improved to an extent which rendered it unnecessary to continue sending Middle East traffic via West Africa, and the Boeing flying boats accordingly ceased to operate

between the United Kingdom and Lagos as from 29th April, from which date the West African service was maintained solely by the twice weekly landplane service.

Egypt - West Africa

With the increased use made during the year of the direct route to the Middle East via North Africa and the Mediterranean, the aircraft capacity required on the trans-Africa route for onward conveyance of loads to Cairo decreased. At the beginning of the year, British Overseas Airways Corporation operated two services a week with Douglas Dakota landplanes, and five services a fortnight with Armstrong Whitworth Ensign landplanes on the direct route Cairo - Wadi Halfa - Khartoum - El Fasher - El Geneina - Maiduguri - Kano - Lagos - Accra. There were also two landplane services a week operated by the Belgian company, S.A.B.E.N.A., under charter to British Overseas Airways Corporation. These followed the Congo route Cairo - Wadi Halfa - Khartoum - Malakal - Juba - Kisumu - Stanleyville - Bangui - Libenge - Douala - Lagos - Accra, In addition, the British Overseas Airways Corporation "C" class flying boat service was operated once a fortnight by the Congo route Cairo - Luxor - Wadi Halfa - Khartoum - Malakal - Laropi - Stanleyville - Coquilhatville - Leopoldville - Libreville - Lagos. Following a readjustment of services designed to keep capacity in phase with changing demands, the Ensigns were withdrawn from the trans-Africa service at the end of February and transferred to the Egypt - India Route. In the meantime, the frequency of the Congo flying boat service had been increased to once weekly as from 14th February. A further readjustment of services took place on 12th November, when the S.A.B.E.N.A. charter service was reduced from twice weekly to one service a week. At the end of the year the following services were in operation:-

Direct Route

Two services a week by Dakota landplanes operated by British Overseas Airways Corporation between Cairo and Accra.

Route via the Belgian Congo

One service a week by "C" class flying boat service operated by British Overseas Airways Corporation between Cairo and Lagos.

One service a week by Lockheed Lodestar landplanes operated by S.A.B.E.N.A. under charter to British Overseas Airways Corporation between Cairo and Accra.

United Kingdom - Gibraltar

The twice weekly service operated by the British Overseas Airways Corporation with Dakota landplanes was continued at that frequency until the beginning of February, when it was increased to three times a week. The main purpose of the service was to carry to Gibraltar loads for trans-shipment there to the Sunderland flying boats en route from the United Kingdom to India, the payload of which was bigger between Gibraltar and Egypt than between the United Kingdom and Gibraltar. In consequence

of the subsequent re-routeing of the Sunderlands across France, thus eliminating the call at Gibraltar, the United Kingdom - Gibraltar service was reduced on 14th December to once a week.

In addition to the service operated by the British Overseas Airways Corporation, the Dutch company K.L.M. under charter to the Corporation operated one service a week to Gibraltar with Dakota aircraft as an extension of their United Kingdom - Lisbon service. The service started on 29th March and continued throughout the rest of the year. This operation by K.L.M. was a resumption of the service which was suspended in May 1943.

East Africa - Madagascar

The once weekly service operated by British Overseas Airways Corporation with "C" class flying boats between Kenya and Madagascar was maintained throughout the year. The route followed was Kisumu - Mombasa - Lindi - Panama - Diego Suarez.

East Africa - Seychelles - Ceylon

To meet the requirements of the military authorities in East Africa for improved air communication between the mainland and the Seychelles, the British Overseas Airways Corporation "G" class boat "Golden Hind" was made available from the United Kingdom. It was intended to operate an ad hoc service to the Seychelles at approximately fortnightly intervals and other local communication tasks as required. "Golden Hind" reached Durban on delivery flight from the United Kingdom on 2nd August, and as from the beginning of September operated a fortnightly service between Kisumu and the Seychelles and an additional fortnightly service between Mombasa and Diego Suarez (Madagascar). The route followed was Kisumu - Mombasa - Pamanzi - Diego Suarez - Seychelles. Shortly afterwards it was proposed by the military authorities in East Africa and Southeast Asia that the service should be extended to Ceylon. The "Golden Hind" left Mombasa on 10th November on a survey flight, which was successfully completed on 17th November. A regular fortnightly service was inaugurated on 28th November, thus providing a direct air connection across the wide expanse of the Indian Ocean between East Africa and Ceylon. The route followed was Kisumu - Mombasa - Port Victoria (Mahe Island, Seychelles) - Hittadu (Adda Atoll, Maldives) - Kogalla (Ceylon).

Communication Services Radiating from Cairo

A number of alterations in these services took place during the year.

The twice weekly Cairo - Khartoum and the once weekly Khartoum - Nairobi services were cancelled as from the 13th March and replaced by a through service operated four times a week between Cairo and Nairobi. From 6th June, two of these services were extended from Nairobi to Gwelo for the purpose of providing transport for R.A.F. trainees to and from the Training School in Southern Rhodesia. At the same time the Cairo - Nairobi service was reduced to once weekly: but on September 29th

this also was extended to Gwelo, thus making three services a week between Cairo and Gwelo.

The service between Cairo and Addis Ababa continued as in the previous year to be operated once a week, except that as from 31st October it was routed via Asmara, Kamaran and Aden instead of direct from Asmara to Addis Ababa.

The once weekly service between Cairo and Jidda via Port Sudan was introduced on 24th December. Up to that date Jidda had been served only as a port of call on the Cairo - Addis Ababa service.

The frequency of the Cairo - Aden service was increased from one service to two services a week, as from 14th January.

The Cairo - Adana service was operated twice a week until 28th April, when owing to a temporary falling off in traffic it was reduced to once weekly. The twice weekly frequency was resumed on 16th September and on 11th November the service was re-routed and extended to Ankara.

The service between Cairo and Teheran continued to be operated twice a week until 2nd August, when the frequency was increased to three times a week. The route, which had hitherto been Cairo - Lydda - Habbaniyah - Teheran, was altered as from 2nd June to Cairo - Damascus - Baghdad - Teheran in order to provide a connection between Damascus and Baghdad to meet the requirements of the Syrian Government.

At the end of the year the communication services radiating from Cairo were as follows:-

- | | | |
|-------|--|--------------------|
| (i) | Cairo - Wadi Halfa - Khartoum - Malakal - Juba - Kisumu - Nairobi - Kasama - Gwelo | Three times weekly |
| (ii) | Cairo - Luxor - Jidda - Port Sudan - Asmara - Kamaran - Aden - Addis Ababa | Once weekly |
| (iii) | Cairo - Port Sudan - Jidda | Once weekly |
| (iv) | Cairo - Luxor - Port Sudan - Asmara - Kamaran - Aden | Twice weekly |
| (v) | Cairo - Nicosia - Ankara | Twice weekly |
| (vi) | Cairo - Damascus - Baghdad - Teheran | Three times weekly |

All the above services were operated by B.O.A.C., and Lockheed Lodestar landplanes were employed in each case.

Civilian Air Letter Service

It was mentioned in the Report for 1943 that the air letter service, which had proved more popular than the airgraph, remained restricted to communications for the Forces and the Merchant Navy overseas. It had, of course, long been recognised that much of the civilian correspondence, particularly that of the business community, was of importance to the war effort and that many of the communications were unsuitable for transmission as airgraphs. Apart from this correspondence, and from private correspondence between the United Kingdom and persons normally resident abroad, there were large numbers of persons engaged overseas in a civilian capacity on work directly or indirectly concerned with the prosecution of the war who felt aggrieved that they could not share in facilities, particularly the air letter service, which were available to members of the Forces. Moreover it was felt that the rate of 1/3d. per half ounce for the sea-cum-air service, insofar as it continued to operate, was exorbitant in relation to the acceleration obtained; and the provision of some better alternative than the airgraph, with its comparatively high charge, was essential in the public interest. Arrangements were thereupon made for the introduction of an air letter service to civilian addressees in all countries on the Empire air routes at the rate of 6d., the air letters being normally carried all the way by air. As there was no service to British West Africa for ordinary air mail letters at 1/3d. per half ounce, this area was the first to obtain (commencing 9th June 1944) the benefits of the 6d. civilian air letter service. As from 24th August, the service was made available for communication to civilians in all Empire and British Mandated Territories in Africa, Asia and the Pacific, the principal countries concerned being Australia, New Zealand, Union of South Africa, Southern Rhodesia, India, Ceylon, East Africa and Palestine. The service also extended to Malta, Egypt, Anglo-Egyptian Sudan, Iraq and Iran.

It is interesting to note that the air letter service to and from Australia made possible by the Indian Ocean air link between Ceylon and Perth (Western Australia), marked the resumption of direct air mail communication between the United Kingdom and other Empire countries and the Commonwealth, which were interrupted in February 1942, when the Japanese invaded Malaya and Java. The first through British air mail from the United Kingdom to Australia left England on the 24th August 1944, and arrived in Australia on 4th September. The return air letter service from Australia to England was opened to the public on 11th September, the first mails being despatched from Australia on 15th September.

Concurrently with the introduction of this civilian air letter service, the postage rate for airgraph messages for civilian addressees in all countries, including those mentioned above, was reduced from 8d. to 3d. Most of these countries introduced similar air letter services at the same or comparable rates.

On 11th September, the civilian lightweight air letter service was extended to the Western Hemisphere, and made available for communication with civilians in Canada, Newfoundland, the British West Indies and the Falkland Islands.

Forces Air Mail Service

With the increase of available aircraft capacity during 1944, it was found possible to extend considerably the special air mail facilities available to the Forces. Among the concessions granted were the following:-

- (a) In May 1944, arrangements were made to provide "all-air" carriage for air letters between Australian and New Zealand troops serving in the Middle East, North Africa and the United Kingdom, and their homelands. By this concession the transit time of troops' air letters to and from New Zealand was reduced from 38 days in the case of the Mediterranean area and 63 days in the case of the United Kingdom to 12 and 14 days respectively.
- (b) The rationing of homeward (3d.) air letters from the Forces in all theatres was removed with effect from the 17th December 1944.
- (c) Following Lord Munster's report on the welfare of troops in India and South East Asia Command, the Prime Minister directed that all first-class mail for troops in overseas theatres, particularly those in the Far East, should as soon as possible be carried all the way by air. Before the end of the year, the following arrangements to implement this directive were made:-
 - (i) As from 1st January 1945, air mail letters at 1/3d. per half ounce to Forces, including the Merchant Navy in the Eastern Hemisphere, hitherto carried part of the way by sea, to be carried throughout by air, as in the case of 6d. air letters and 3d. airgraphs.
 - (ii) As from 4th February 1945, to Forces serving in the South East Asia and India Commands, including those in Ceylon, and to the Royal Navy and Merchant Navy in all parts of the world to which air services are available. (a) letters up to one ounce in weight to be carried all the way by air at the ordinary surface rate of postage (1½d.); and (b) letters weighing more than one ounce, for which the sender desires air transmission, to be sent by air, if prepaid, at the rate of 1½ ounces 6d., 2 ounces 1/-, and so on, at the rate of 6d. for each additional half ounce.
 - (iii) With the agreement of the Governments of India and Ceylon, comparable facilities homewards, including free passage for letters up to one ounce, with all air transmission were promised as from the 4th February 1945, to the Forces serving in the South East Asia and India Commands, including those in Ceylon. Comparable homeward facilities were also to be provided, as far as possible, for ships abroad.

Services Operated in 1945

1945 was a year of steady expansion in British air transport, with the inauguration of services to Australia, Burma and South Africa providing the highlights.

A number of important services already established on Empire routes were intensified or supplemented by additional services. Increases of frequency were effected on the services between the United Kingdom and Egypt, and the United Kingdom and West Africa. Landplane services from the United Kingdom to India and a new flying boat service from Egypt to India were begun.

Various services were re-routed or extended: on the Dakota service between the United Kingdom and Egypt, Gibraltar was eliminated from the route, which was revised to incorporate flight across France; the York landplane service between the United Kingdom and Karachi was extended to Calcutta, whilst the landplane service between Ceylon and Australia was extended from Perth to Sydney.

As the successful conclusion of hostilities in Europe and the Far East paved the way for notable additions to Empire services, so it enabled certain existing services which were operated primarily for military requirements to be curtailed or withdrawn. The trans-Africa landplane service maintained by S.A.B.E.N.A. on a charter basis, and the flying boat service operated by the British Overseas Airways Corporation, both routed via the Belgian Congo were withdrawn, so were the flying boat services between Kenya and Madagascar and between India and Australia, via Ceylon. Also discontinued during the year were the Sunderland flying boat service between Cairo and Karachi, one of the two weekly Dakota services between the United Kingdom and Gibraltar, and one of the three weekly Ensign services between Egypt and India.

The main trunk routes on which regular services were in operation at the end of 1945 were:-

- Trans-Atlantic
- (a) United Kingdom - Canada (Return Ferry Service)
- (b) United Kingdom - U.S.A.
- United Kingdom - Australia
- United Kingdom - Burma
- United Kingdom - South Africa
- United Kingdom - Egypt
- United Kingdom - India
- Egypt - India
- South Africa - India
- Ceylon - Australia
- Australia - New Zealand
- United Kingdom - West Africa
- Egypt - West Africa
- United Kingdom - Gibraltar

These services are described in more detail below, together with some notes on services from East Africa, and those radiating from Cairo.

Trans-Atlantic: United Kingdom - Canada (Return Ferry Service)

Throughout the year the British Overseas Airways Corporation maintained the North Atlantic Return Ferry Service with Liberator II landplanes in both directions across the Atlantic. Normally the direct route Prestwick - Gander - Montreal was followed, but at other times, due to weather conditions, the route via Iceland, and the southabout route via the Azores were used. This service, operated to the requirements of the R.A.F. Transport Command, became the responsibility of British Overseas Airways Corporation in September 1941. During the succeeding years it has remained an important trans-Oceanic operation, attaining a frequency of seven times weekly at the end of April, which was maintained for the rest of the year.

Trans-Atlantic: United Kingdom - U.S.A.

In the early part of the year the three Boeing 314A flying boats continued their trans-Atlantic service along the winter route, the complete cycle being:-
Poole - Lisbon - Bathurst - Natal (optional) - Belem - Trinidad - Nassau (if necessary) - Bermuda - Baltimore - Bermuda - Lisbon - Poole. Calls were made at Nassau only for the purpose of setting down returning ferry crews.

The once weekly frequency was stepped up to three times fortnightly at the beginning of February, rising to four times weekly when the service returned to its summer schedule on 12th May along the direct Northern route, Poole - Foynes - Botwood - Baltimore. This frequency was successfully maintained until mid - October, when the once weekly service along the Southern or winter route was resumed.

A variation was introduced into the eastbound flight by omitting the call at Lisbon and flying direct from Bermuda to Foynes. An appreciable speed-up of time tables resulted from the saving of mileage and cutting out of intermediate stops which this change of route occasioned. Simultaneously with the resumption of the winter schedule a twice weekly Baltimore - Bermuda shuttle service was inaugurated, providing a valuable increase in the carrying capacity on that section of the trans-Atlantic route.

United Kingdom - Australia

On 31st May an Avro Lancastrian left Hurn on the inaugural flight of the through service between Hurn and Sydney thus resuming the direct air communication between the United Kingdom and Australia which had been interrupted in the summer of 1940.

The overall time for the journey was 66¼ hours, representing a substantial improvement on the ten days required for the same journey by the Imperial

Airways/Qantas Empire Airways flying boats in 1939. The route was Hurn - Lydda - Karachi - Ratmalana (Ceylon) - Minneriya (Ceylon) - Learmouth - Sydney.

Crews of Qantas Empire Airways operated the Karachi - Sydney sector on behalf of British Overseas Airways Corporation. Minneriya was used on eastbound flights only, for refuelling before the long Indian Ocean crossing. The initial frequency was once weekly, rising as more aircraft became available to twice weekly in mid-July, and three times weekly in mid-August. This frequency was maintained with unfailing regularity throughout the rest of the year.

United Kingdom - Burma

The regular service to Rangoon, which had been suspended since February 1942, was resumed on the 9th October when the extension of the British Overseas Airways Corporation's Sunderland service between Poole and Karachi to Rangoon became effective. The frequency remained four times weekly and the route followed was Poole - Biscarosse (eastbound only) - Augusta - Cairo - Habbaniya - Bahrein - Karachi - Calcutta - Rangoon. This service was maintained without alteration during the rest of the year.

United Kingdom - South Africa

In mid-November the "Springbok" service between the United Kingdom and South Africa was inaugurated, operated by British Overseas Airways Corporation in conjunction with South African Airways at a once weekly frequency in each direction. At first the route was Hurn - Castel Benito - Cairo - Khartoum - Nairobi - Johannesburg, but it was altered at the end of the year to make a call at Luqa (Malta) in place of Castel Benito. Avro Yorks were adopted for this, the first through civil landplane service between the United Kingdom and South Africa. The former pre-war United Kingdom - South Africa service, operated with Empire flying boats, was suspended in June 1940.

United Kingdom - Egypt

During January the British Overseas Airways Corporation operated the Avro York service between the United Kingdom and Egypt at an approximate frequency of twice weekly according to requirements.

At the end of the month the service was extended to India, and the route then became Hurn - Rabat - Castel Benito (Tripoli) - Cairo - Shaiba - Karachi.

The loss in load capacity between the United Kingdom and Egypt was adequately compensated for by the increase of the frequency of the Hurn - Cairo Dakota service from eleven to fifteen times weekly at the end of January.

At the beginning of the year the Dakota service was re-routed across France, omitting the call at Gibraltar, and the revised route, which saved a day in each direction, was as follows:-

Hurn - Istres (Marseilles) - Castel Benito (Tripoli) - El Adem - Cairo.

In early June, Luqa (Malta) replaced Castel Benito on the route, and simultaneously with the commencement of the Dakota service between the United Kingdom and India the frequency of the United Kingdom - Egypt service was reduced from fifteen to fourteen times weekly. This frequency was maintained throughout the rest of the year.

United Kingdom - India

The liberation of France had allowed the British Overseas Airways Corporation flying boat services between the United Kingdom and India to be re-routed on 12th December 1944 for direct flight across France between Poole and Djerba (Tunis).

The resultant saving of a day in each direction made possible an increase in the frequency of the service to Karachi from two to three times weekly, and the addition of a once weekly Sunderland service between Cairo and Karachi.

At the beginning of 1945, therefore, British Overseas Airways Corporation operated three Sunderland services a week between the United Kingdom and Karachi and two a week between the United Kingdom and Calcutta along the route Poole - Djerba - Cairo - Habbaniya - Bahrein - Jiwani (eastbound only) - Karachi - Calcutta. From the 20th February onwards a call was made at Augusta in Sicily in place of Djerba, thus reducing the length of the UK - Egypt sector by 230 miles. In March the frequency of the UK - Karachi service rose to four times weekly, continuing at that rate when the service was extended to Rangoon in early October.

At the beginning of June a call at Marignane (Marseilles) was introduced, which shortened the stages between the UK and Cairo, and afforded a valuable increase in the payload capacity on that sector. From the beginning of November, however, it was found necessary, for operational reasons, to call at Biscarosse (near Bordeaux) instead of Marignane.

Towards the end of January the capacity between the UK and India was augmented by extending the York service between the UK and Cairo to Karachi. To begin with, the flights were made only as required, following the route Hurn - Rabat - Castel Benito (Tripoli) - Cairo - Shaibah - Karachi. But from mid-July onwards the service was given a regular twice weekly frequency, the route being altered so that Luqa (Malta) replaced Castel Benito. At the end of the year the service was extended to Calcutta, with an intermediate stop at Delhi.

Early in June the through capacity between the UK and India was still further increased by the inauguration of a twice weekly Dakota service along the route Hurn - Istres (Marseilles) - Luqa (Malta) - El Adem - Cairo - Baghdad - Sharjah - Karachi. The

frequency rose to three times weekly at the beginning of July and to five times weekly towards the close of the month. At the end of July the eastbound service was re-routed so that the Cairo - Karachi section became Cairo - Lydda - Baghdad - Basra - Sharjah - Jiwani - Karachi. The westbound route remained unchanged.

With the various additions made during the year to the UK - India route, British Overseas Airways Corporation were operating, by December, two Sunderland and two York services a week between the United Kingdom and Calcutta, and five Dakota services a week between the United Kingdom and Karachi.

Egypt - India

Throughout the year British Overseas Airways Corporation maintained the Ensign landplane service between Cairo and Calcutta, with a decrease of the frequency from three times to twice weekly at the beginning of November. The route was Cairo - Lydda - Baghdad West - Basra - Bahrein - Sharjah - Jiwani - Karachi - Jodhpur (optional) - Delhi and Allahabad - Calcutta. At the end of December, due to the decision to withdraw Ensigns from Middle East operations, the service was discontinued.

The capacity between Egypt and India was augmented at the end of January by a twice weekly service with "C" class flying boats along the route Cairo - Kallia - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi. This service continued to be operated during the remainder of the year, with an extension of the route to Calcutta in mid-October. The Karachi - Calcutta section was: Karachi - Raj Samand - Gwalior - Allahabad - Calcutta.

The re-routeing across France in December 1944 of the Sunderland services between the United Kingdom and India had made possible the addition of a once weekly Sunderland service between Egypt and India. This followed the route Cairo - Habbaniya - Bahrein - Jiwani (optional) - Karachi. In early June the frequency was raised from once to three times weekly, to match the increased loads arriving in Cairo when a call at Marignane was introduced on the Sunderland service between the United Kingdom and India. This frequency was maintained until mid-October when the service was withdrawn and the Sunderlands transferred to the then newly inaugurated service between the United Kingdom and Burma.

Regular operation of the once weekly Lodestar landplane service between Cairo and Karachi via the Hadramaut Coast was continued by British Overseas Airways Corporation throughout the year. The route remained unaltered: Cairo - Luxor - Port Sudan - Asmara - Kamaran Islands (optional) - Aden - Riyan - Salalah - Masirah - Jiwani - Karachi.

At the end of 1945 there were twenty services a week, including transit services operating over the Egypt - India route. Six of these services were flown by Sunderlands (UK - India and UK - Burma), four by "C" class flying boats (including the

"Horseshoe" service), two by York landplanes (UK - India), five by Dakotas (UK - India), two by Ensigns and one by Lodestars.

South Africa - India

The "C" class flying boat service, operated by British Overseas Airways Corporation over the 8,000 miles long "Horseshoe" route between Durban and Calcutta, was maintained on a twice weekly frequency throughout the year with unvarying regularity. The route was unchanged: Durban - Lourenco Marques - Beira - Mozambique - Lindi - Dar-es-Salaam - Mombasa - Kisumu - Port Bell - Laropi - Malakal - Khartoum - Wadi Halfa - Luxor (optional) - Cairo - Kallia - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi - Raj Samand - Gwalior - Allahabad - Calcutta.

An additional once weekly service with "C" class flying boats of British Overseas Airways Corporation operated along the Cairo - Kisumu sector of the "Horseshoe" route throughout the year. The route was: Cairo - Luxor (northbound only) - Wadi Halfa - Khartoum - Malakal - Laropi - Port Bell (once weekly only) - Kisumu.

India - Ceylon - Australia

A once weekly service between Karachi and Perth via Kogalla (Ceylon) with Catalina flying boats was continued in the first half of 1945, but the major part of the traffic demands on this route was met by a Liberator II landplane service operating at a twice weekly frequency on the route Colombo (Ratsamand) - Learmouth - Perth.

Both the Catalinas and the Liberators were operated by Qantas Empire Airways on behalf of British Overseas Airways Corporation.

Catalinas were found to be unsatisfactory and uneconomic, by reason of their small payload capacity, for the run between Karachi and Perth and in July the service was withdrawn. The consequent loss of capacity between Ceylon and Australia was made up by the increased frequency of the Lancastrian UK - Australia service, from once to twice weekly. At the end of November the route of the Liberator IIs was extended to Sydney, and from then on the call at Perth was omitted.

Australia - New Zealand

Throughout the year Tasman Empire Airways continued their service first begun in 1940, between Sydney and Auckland, using Short S.30 flying boats. The regular frequency was temporarily increased in July to four times weekly, but reverted to the normal three times weekly at the end of August.

United Kingdom - West Africa

British Overseas Airways Corporation maintained, all through 1945, their Dakota service between the United Kingdom and West Africa, on the route Hurn - Lisbon -

Rabat - Port Etienne - Bathurst - Freetown - Takoradi - Accra - Lagos. From the 12th May onwards the United Kingdom - West Africa and the Trans - Africa operations were combined, the aircraft being based in the United Kingdom and operating throughout the route from Hurn to Cairo. In November the West African terminal point of the two services became Accra in place of Lagos.

Although the frequency of the Dakota service from the United Kingdom to West Africa was raised in July from twice to three times weekly, the heavy demands on this route were still not satisfied. Towards the end of October, British Overseas Airways Corporation commenced flights along the route Hurn - Rabat - Bathurst - Accra, using Halifaxes converted for civil requirements. The Halifaxes had been allotted to the Corporation for experimental operation. To meet the demand for increased capacity they were used on the UK - West Africa route on the basis of approximately seven times fortnightly for the carriage of freight, with the object of enabling the Dakota service to convey the maximum number of passengers. These Halifax flights terminated in late December 1945.

Egypt - West Africa

For the first part of the year British Overseas Airways Corporation continued their once weekly service with "C" class flying boats along the "Congo" route, Cairo - Luxor (optional) - Wadi Halfa - Khartoum - Malakal - Laropi - Stanleyville - Coquilhatville - Leopoldville - Libreville - Lagos.

A general reduction in traffic on the trans-African route made it possible to dispense with this service at the end of January and to provide instead an additional service on the Cairo - Karachi route. A twice weekly Dakota service along the direct route between Egypt and West Africa was maintained by British Overseas Airways Corporation throughout the year.

By mid-March the West African terminal was extended from Accra to Lagos, the revised route being Cairo - Wadi Halfa - Khartoum - El Fasher - El Geneina - Maiduguri - Kano - Lagos. In October a call at Luxor was included on the northbound service, and in early November the West African terminal reverted from Lagos to Accra. The route then became Cairo - Luxor (northbound only) - Wadi Halfa - Khartoum - El Fasher (once weekly only) - El Geneina - Maiduguri - Kano - Lagos - Accra.

Accra continued as the common terminal of the United Kingdom - West Africa and the trans-Africa Dakota services which as previously noted, had been combined in mid-May.

The once weekly service with Lockheed Lodestar landplanes between Cairo and Accra via the Belgian Congo continued during the first eight months of the year to be operated by the Belgian company S.A.B.E.N.A. under charter to British Overseas Airways Corporation. The route was Cairo - Wadi Halfa - Khartoum - Malakal (eastbound only) - Juba - Entebbe (eastbound only) - Stanleyville - Bangui - Libenge -

Douala - Lagos - Accra. On the eastbound journey between Douala and Stanleyville the services were routed Douala - Bangui - Libenge - Stanleyville. The additional S.A.B.E.N.A. charter service with Lockheed Lodestars between the Belgian Congo and Nigeria maintained a once weekly frequency throughout the year, the route being Leopoldville - Pointe Noire - Libreville - Douala (once fortnightly only) - Lagos. A reduction of the volume of traffic into West Africa of R.A.F. Transport Command's South Atlantic Ferry service enabled the S.A.B.E.N.A. service between Cairo and Accra to be withdrawn at the end of August. The Leopoldville - Lagos service, the sole remaining service operated by S.A.B.E.N.A. under charter to British Overseas Airways Corporation was not affected.

S.A.B.E.N.A. has operated trans-African services on behalf of British Overseas Airways Corporation since October 1940. These services were introduced to reinforce the then exiguous trans-African supply routes, at a time when speedy communications to the Middle East were of the utmost importance, and made a substantial contribution to our successful military operations in that theatre of war. By September 1945 about 3,100,000 miles were flown on these services. The total ton miles amounted to 2,650,000; approximately 11,600 passengers were carried, in addition to 200 tons of mail and 315 tons of freight.

United Kingdom - Gibraltar

At the beginning of the year British Overseas Airways Corporation continued to operate a once weekly Dakota service from Hurn to Gibraltar via Lisbon, the call at Lisbon being optional on the northbound flight. The additional once a week Dakota service operated by K.L.M. under charter to the Corporation along the same route, was withdrawn at the beginning of March because of insufficient loads. On occasions when there were loads awaiting onward conveyance at Gibraltar, extensions from Lisbon were made by the K.L.M. charter service between Hurn and Lisbon.

In mid-May K.L.M. took over the British Overseas Airways Corporation Dakota service to Gibraltar and continued to operate it under charter arrangements for the rest of the year until the Corporation themselves resumed the service at the beginning of 1946. In early June 1945, the frequency rose from once to twice weekly, but it reverted to once weekly again at the beginning of August, when the small traffic demands made it possible to eliminate the Lisbon - Gibraltar - Lisbon sector of one of the two weekly services, and thus provide an additional service on the Hurn - Lisbon route.

East Africa - Madagascar

The once weekly service operated by British Overseas Airways Corporation between East Africa and Madagascar with "C" class flying boats was continued during part of the year. It ran Kisumu - Mombasa - Dar-es-Salaam - Lindi (westbound only) - Pamanzi - Diego Suarez. A sharp decrease in the traffic demands on this route came with the end of fighting in the Far East, and the service was withdrawn at the end of August.

East Africa - Seychelles - Ceylon

The report for 1944 noted that a regular fortnightly service was to be operated by British Overseas Airways Corporation along the route East Africa - Seychelles - Ceylon and it was inaugurated in November of that year. The service was started at the request of the military authorities in East Africa and Ceylon. At the beginning of December 1944 the single "G" class flying boat "Golden Hind" which had been assigned for this service was withdrawn for work of a higher priority. There was no subsequent military requirement for the service and consequently it was not resumed.

Communication Services Radiating from Cairo

During the year the Civil Air services radiating from Cairo underwent various alterations and some additional services were introduced.

The Cairo - Gwelo service, operated primarily for the purpose of transporting R.A.F. trainees from Southern Rhodesia, was reduced from three times to twice weekly in early May. Further decreases in traffic demands made possible another reduction in frequency in mid-July to once weekly, and the service was finally suspended towards the end of September.

The curtailment of this service in May allowed the resumption of a twice weekly Cairo - Nairobi service. This service had been in abeyance since the end of September 1944 due to the extension of the route to Gwelo. It was also possible in July to restore a twice weekly Cairo - Khartoum service, which had been withdrawn in March 1944.

The once weekly Cairo - Addis Ababa service was augmented in January by a once weekly shuttle service between Asmara and Addis Ababa.

From the end of July onwards the call at Jidda was omitted from the Cairo - Addis Ababa route. At the beginning of August the Asmara - Addis Ababa shuttle was extended to Cairo, making a second weekly service between Egypt and Ethiopia. The existing service was re-routed in September to make a call at Hargeisa in place of the Kamaran Islands.

The route of the twice weekly service between Cairo and Aden was altered in July to include a call at Jidda and to meet heavy priority demands it was increased in early August to three times weekly.

A call at Adana was introduced on the Cairo - Ankara service in mid-January, and in April the route was extended to Istanbul and thenceforth Adana was omitted from the itinerary. This service ran twice weekly throughout the year.

With the withdrawal of British Forces from Persia during 1945 it was decided to suspend the Egypt - Persia service at the end of September. This service, inaugurated in November 1941, was one of the earliest air communication services established in the Middle East theatre. It had been operated thrice weekly during 1945 by British

Overseas Airways Corporation. The route was Cairo - Damascus - Baghdad West - Teheran.

A once weekly service, instituted in December 1944 between Cairo and Jidda via Port Sudan was maintained throughout the year without alteration.

In the middle of February a service between Cairo and Basra was introduced which relieved the Egypt - India services of short-haul loads. The service was at first operated twice weekly with Dakotas, rising to three times weekly when the Dakotas were replaced by Lodestars at the end of April. At the beginning of October one of these three weekly services was re-routed via Damascus in place of Lydda, so restoring the air link with Damascus which had been severed by the withdrawal of the Cairo - Teheran service. One of the two remaining services was suspended in mid-December because of a reduction in priority requirements between Cairo and Basra.

At the end of 1945 the communication services radiating from Cairo were as follows. All were operated by B.O.A.C. with Lockheed Lodestar landplanes:-

- | | | |
|-------|--|--------------------|
| (i) | Cairo- Luxor (northbound) - Wadi Halfa - Khartoum - Malakal - Juba - Kisumu (optional) - Nairobi | Twice weekly |
| (ii) | Cairo - Luxor (northbound) - Wadi Halfa - Khartoum | Once weekly |
| (iii) | (a) Cairo - Luxor - Port Sudan - Asmara - Aden - Hargeisa - Addis Ababa | Once weekly |
| | (b) Cairo - Luxor (northbound only) - Wadi Halfa - Khartoum - Asmara - Aden - Hargeisa - Addis Ababa | Once weekly |
| (iv) | Cairo - Luxor - Jidda - Port Sudan - Asmara - Kamaran - Aden | Three times weekly |
| (v) | Cairo - Nicosia - Ankara - Istanbul | Twice weekly |
| (vi) | Cairo - Jidda - Port Sudan - Cairo (one direction only) | Once weekly |
| (vii) | (a) Cairo - Lydda - Baghdad - Basra | Once weekly |
| | (b) Cairo - Damascus - Baghdad - Basra | Once weekly |

British East Africa

At the beginning of September B.O.A.C. commenced operating the following services on behalf of the British East African Governments, pending the formation of British East African Airways. DH.89 landplanes were used:-

- | | | |
|-------|--|--------------------|
| (i) | Nairobi - Mombasa - Zanzibar - Dar-es-Salaam | Three times weekly |
| (ii) | Nairobi - Kisumu | Once weekly |
| (iii) | Nairobi - Kisumu - Entebbe | Twice weekly |

In early November the East African services were considerably expanded to include services previously operated by the R.A.F.. The revised list of schedules was then:-

- | | | |
|-------|--|--------------------|
| (i) | Dar-es-Salaam - Zanzibar | Four times weekly |
| (ii) | Dar-es-Salaam - Zanzibar - Tanga - Mombasa | Three times weekly |
| (iii) | Nairobi - Eldoret - Kisumu | Twice weekly |
| (iv) | Nairobi - Kisumu - Entebbe | Three times weekly |
| (v) | Nairobi - Mombasa | Once daily |
| (vi) | Dar-es-Salaam - Moshi - Nairobi | Three times weekly |

All were operated by B.O.A.C. with DH.89 landplanes.

Dominion and Foreign Services

Two Dominion and two American companies operated services to the United Kingdom during 1945.

South African Airways, one of the two Dominion airline companies to make regular flights to the United Kingdom, inaugurated on 10th November a service between Johannesburg and Hurn in conjunction with the B.O.A.C. Each company operated one service weekly in each direction. Details are given under "British Services Operated" earlier in this chapter.

Trans Canada Airlines Corporation, the other Dominion country, operated on behalf of the Canadian Government a three times weekly service between Montreal and Prestwick until 31st July. The frequency was then decreased to twice weekly. Avro Lancaster landplanes were employed on this service.

American Export Airlines Inc., operated commercial services between New York and Hurn Airport during the later part of the year. The original service, which began on

31st October, was operated twice weekly but was increased on 25th December to three times weekly. Intermediate stops were made at Gander (Newfoundland) and Rineanna (Eire).

Another weekly service, operated by this company, between New York and Hurn, called at Boston as well as Gander. This also began on 31st October and continued throughout the year.

Links were provided with Washington and Chicago by the introduction, on 4th December, of two services operated weekly connecting these cities with Hurn Airport. Intermediate calls were made at Gander (for refuelling only), Rineanna, and also at Philadelphia on the Washington service. The aircraft used on all these services were Douglas DC.4 landplanes.

The second American company operating services to the United Kingdom was Pan American Airways Inc., which from 28th October flew twice weekly from New York to Hurn Airport via Gander and Rineanna, using Douglas DC.4 landplanes. From 3rd December the service was increased to five times weekly.

Air Mail Services on the Empire Routes 1945

Early in 1945 special concessions, given in detail below, were announced for Forces' air letters and presumably as a result of these concessions, the airgraph traffic diminished considerably, despite the reduced rate of 3d. As the airgraph traffic was no longer sufficient to justify retention of the airgraph service it was withdrawn on 31st July.

By mid-June, improved facilities for the air carriage of mails made it possible to resume the civil surcharged (1/3d.) air mail service as distinct from the air letter service to Egypt, Palestine and other Middle East countries; also to give all-air conveyance for air mail to India and Ceylon which had, up to then, been sent as far as Egypt by sea. Air mail correspondence for East Africa continued for the time being to be forwarded by sea to Egypt, for onward conveyance by air. West Africa and South Africa would not be included in these arrangements at the time owing to insufficient aircraft capacity, although the 6d. air letters for Empire destinations in Africa, as well as Asia and the Middle East countries, continued to enjoy air transmission throughout.

The increased frequency of the air service to West Africa made it possible to carry the civil air mail from the United Kingdom to the West African area early in July, but it was not until mid-September that sufficient capacity became available on the B.O.A.C. services to enable civil surcharged air mail to be carried to East African and South African destinations.

Prior to November, the 6d. civil air letters for Australia and New Zealand, although carried all the way by air, were trans-shipped at Ceylon, while the ordinary surcharged mail for the Antipodes was being sent by sea part of the way. To meet the insistent needs of commercial firms, a small allotment of 100lb. weekly was made available in September on the B.O.A.C. Lancastrian service from the United Kingdom

to Australia for bona fide business correspondence despatched under a rationing scheme operated by the Department of Overseas Trade in collaboration with the Ministry of Civil Aviation and the General Post Office. These special arrangements were necessary only for a short time, however, since arrangements were made early in November for the all-air transmission of all the civil surcharged (1/3d.) air mail to Australia and New Zealand on the Lancastrian service. Intermediate traffic to the same destinations from the Middle East countries, various colonies, South Africa, Southern Rhodesia and India, was also accommodated on the service.

Mail for the Americas

Practically the whole of the civil air mail for the western hemisphere, originating in the United Kingdom, had been carried by American and Canadian air services up to November. Then arrangements were made in collaboration with the Air Ministry and the G.P.O. for loads amounting to some 6,300 lbs. weekly to be accommodated on the Return Ferry Service operating between Prestwick and Montreal.

By the end of the year, civil air mail services (air letters and ordinary surcharged) were available to nearly all Empire countries, and in addition, to a large number of foreign destinations.

Forces Air Mail Services

At the beginning of 1945 special concessional air mail facilities were introduced under a directive by the Prime Minister.

As from 4th February 1945, all first class mail for the Forces serving in South East Asia and India Commands, including those in Ceylon, and the Royal Navy and Merchant Navy in all parts of the world, was carried by air throughout. Letters up to one ounce in weight were charged at the ordinary surface rate of postage (1½d.). Letters weighing more than one ounce, for which the sender desired air transmission, went at the rate of 1½ ounces for 6d. two ounces for 1/-, and so on at the rate of 6d. for each additional half ounce.

On 28th March these postal concessions were extended to include the Army and Air Force in the Mediterranean, Middle East and East Africa, and later on to the Army and Air Forces in the western hemisphere. The responsibility for the carriage of the Forces mail devolved mainly on R.A.F. Transport Command, but British Overseas Airways Corporation also made a valuable contribution to the capacity required for the purpose on certain routes not fully served by the Royal Air Force.

By the end of the year, the Navy, the Army and the Air Force in all theatres were receiving the benefits of full air mail services at concessional rates.

Report on the Progress of Civil Aviation 1939 - 1945

Appendix B

United Kingdom Air Transport Companies

Details of Regular Services Operated During the Period 1st January - 31st August 1939

Subsidised Companies

Note: Unsubsidised services are marked with an asterisk. *

British Airways Ltd.

***London (Croydon) - Paris:** Until 15th April, four times daily; 16th - 18th April, eight times daily (five on Sundays); from 1st May, seven times daily (five on Sundays).

Note: As from 16th April, this service was operated in conjunction with Imperial Airways Ltd.

London (Heston) - Berlin - Warsaw: From 16th April, once daily on weekdays.

London (Heston) - Brussels: From 16th April, twice daily on weekdays

London (Heston) - Frankfurt - Budapest: From 16th April, once daily on weekdays

London (Heston) - Hamburg - Copenhagen - Malmö or Stockholm: Once daily on weekdays.

Note: The service was operated to Malmö until 16th April, when it was extended to Stockholm.

London (Croydon) - Cologne - Hanover - Berlin (Night mail service): Until 16th April, thrice weekly; from 17th April, once daily on weekdays.

Note: This service was operated in conjunction with the German company Deutsche Lufthansa A.G.

Imperial Airways Ltd

London (Croydon) - Paris: Until 31st January, four times daily (twice on Sundays); 1st February to 15th April, thrice daily (twice on Sundays); 16th to 30th April, eight times daily (five on Sundays); from 1st May, seven times daily (five on Sundays).

Note: From 16th April, this service was operated in conjunction with British Airways Ltd.

***London (Croydon) - Le Touquet:** 31st May to 8th July, once daily on weekdays; 9th to 31st July, once daily; from 1st August, once daily on weekdays.

***London (Croydon) - Brussels - Cologne - Frankfurt:** Until 15th April, once daily on weekdays; operated in conjunction with the Belgian company S.A.B.E.N.A.

London (Croydon) - Zurich: Until 31st January, once daily, in conjunction with the Swiss company Swissair.

London (Croydon) - Basle - Zurich: From 16th April, once daily, in conjunction with the Swiss company Swissair.

England - Australia: Thrice weekly, operated with flying boats.

In addition, a service between England and India was operated as follows:-

Until 5th July: By flying boat between England and Alexandria, and thence by landplane to Calcutta.

From 6th July: By flying boat between England and Karachi and thence by landplane to Calcutta.

Note: These services were operated in conjunction with Qantas Empire Airways Ltd., and Indian Trans-Continental Airways Ltd.

Bangkok - Hong Kong:

England - South Africa: Twice weekly. In addition, a weekly service between England and Kisumu was operated.

Khartoum - West Africa: A weekly service between Khartoum and Lagos was continued, together with a weekly service to Accra, which was extended to Takoradi on 30th April. The section of the service between Lagos and Takoradi was operated by Elders Colonial Airways Ltd., an associated company of Imperial Airways Ltd.

Bermuda - New York: Until 21st January, twice weekly. This service was operated in conjunction with Pan American Airways.

Allied Airways (Gandar Dower) Ltd.

Aberdeen - Thurso - South Ronaldshay (on request) - Howe (for Kirkwall and Stromness) - Lerwick: Until 31st May, four times weekly.

Note: Mail was carried on this service under contract with H.M. Postmaster General.

Aberdeen - Wick - Thurso - Kirkwall - Lerwick: From 1st June, once daily on weekdays.

Note: Mail was carried on this service under contract.

Aberdeen - Lerwick: From 10th July, thrice weekly.

Aberdeen - Thurso - South Ronaldshay (on request) - Howe (for Kirkwall): Until 31st May, twice weekly.

Thurso - South Ronaldshay (on request) - Howe (for Kirkwall and Stromness): Until 31st May, once daily on weekdays.

Thurso - Kirkwall: From 1st June, thrice daily on weekdays.

Thurso - Stromness: From 1st June, twice daily on weekdays.

***Inverness - Thurso - Howe (for Stromness):** Until 15th April, twice weekly.

The service between Newcastle and Stavanger operated by the company during the summer of 1938 was not operated during 1939.

Great Western and Southern Air Lines Ltd.

This company was formed on 5th December 1938, to take over certain services operated by Railway Air Services Ltd. It commenced operating regular air services on 3rd April 1939.

Brighton - Ryde - Bournemouth: 9th to 30th April, Twice on Sundays; 1st May to 2nd July, thrice daily (twice on Sundays); from 3rd July, five times daily.

Brighton - Ryde: 3rd to 30th April, twice daily (once on Sundays); from 1st May, once daily.

Ryde - Bournemouth: 3rd to 30th April, once daily on weekdays.

Liverpool - Manchester - Birmingham - Bristol - Southampton - Ryde - Brighton: From 1st May, once daily.

***Cardiff - Bristol - Bournemouth:** From 8th May, once daily.

***Cardiff - Bristol - Bournemouth - Ryde - Brighton:** From 8th May, once daily.

Brighton - Ryde - Bournemouth: Until 30th June, thrice daily (twice on Sundays); from 1st July, five times daily.

Bristol - Exeter (on request) - Plymouth - Lands End - Scilly Isles: From 5th May, once daily.

Lands End - Scilly Isles: From 7th May, six times daily (five on Sundays).

Heston - Croydon - Ryde: From 26th May, four times weekly.

***Croydon - Luxembourg:** From 16th May, twice weekly.

***Croydon - Brighton - Le Touquet:** 26th to 30th May, once daily; from 1st June, eight times weekly.

***Croydon - Le Touquet:** On 26th, 29th, 30th May, once daily; from 1st June, four times weekly.

***Croydon - Deauville:** On 26th, 27th, 29th, 30th May, once daily; from 1st July, once daily (additional services as required).

***Brighton - Deauville:** From 27th July, once daily.

Isle of Man Air Services Ltd.

Liverpool - Isle of Man: From 1st January, once daily on weekdays.

Note: Mail was carried on this service under contract with H.M. Postmaster General.

Liverpool - Blackpool - Isle of Man: From 16th April, once daily.

Manchester - Liverpool - Blackpool - Isle of Man: From 1st January to 15th April, once daily.

Manchester - Liverpool - Isle of Man: 16th April to 30th June, thrice daily (twice on Sundays); from 1st July, twice daily (once on Sundays).

Manchester - Liverpool - Isle of Man - Belfast: From 1st June, once daily on weekdays.

Manchester - Liverpool - Blackpool - Isle of Man - Belfast: 1st January to 15th April, once daily on weekdays.

Isle of Man - Carlisle: 1st January to 25th May, thrice weekly; 26th May to 30th June, four times weekly; from 1st July, thrice weekly.

Isle of Man - Glasgow: From 26th May, once daily.

Isle of Man - Belfast: From 1st January, once daily.

Blackpool - Isle of Man: From 16th April, once weekly.

The service Leeds - Bradford - Blackpool - Isle of Man operated by the company during 1938 was not resumed in 1939.

Jersey Airways Ltd.

***Heston - Jersey:** 1st January to 30th April, once daily; from 5th May, twice weekly.

Southampton - Jersey: 1st January to 4th April, twice daily (once on Sundays); 5th April to 24th June, thrice daily (twice on Saturdays and Sundays); from 25th June, thrice daily (six times on Saturdays and five times on Sundays).

Note: Mail was carried on this service under contract with H.M. Postmaster General.

***Jersey - Alderney:** 1st January to 30th April, twice daily on Fridays.

Jersey - Guernsey - Brighton: From 7th July, once daily on Mondays and Fridays.

Jersey - Guernsey - Exeter: From 7th July, once daily on Mondays and Fridays.

***Heston - Guernsey - Jersey:** From 5th May, twice daily except Saturdays.

Southampton - Guernsey - Jersey: From 5th May, once daily on weekdays.

***Jersey - Dinard:** From 5th May, twice weekly.

Note: This service was operated in conjunction with the French company Air France.

Guernsey Airways Ltd.

This company, which is an associated company of Jersey Airways Ltd., operated the following services:-

***Guernsey Alderney:** 5th to 31st May, twice daily on Wednesdays and Fridays; 1st to 30th June, twice daily on Mondays, Wednesdays and Fridays; from 1st July, twice daily on Sundays, Mondays, Wednesdays and Fridays.

***Guernsey - Jersey:** From 1st June, twice daily.

Guernsey - Southampton: From 5th May, twice daily.

Jersey - Guernsey - Brighton: From 7th July, twice weekly.

Jersey - Guernsey - Exeter: From 7th July, twice weekly.

Lundy and Atlantic Coasts Air Lines Ltd.

Barnstaple - Lundy Island: From 1st January, twice daily.

Northern Eastern Airways Ltd.

London (Croydon) - Doncaster - Leeds/Bradford - Newcastle - Perth/Dundee: 1st January to 16th April, once daily on weekdays.

Note: Mail was carried on the southward journey under contract with H.M. Postmaster General.

London (Croydon) - Newcastle - Grangemouth - Perth - Aberdeen: From 16th April, once daily on weekdays.

Note: Mail was carried on the southward journey under contract with H.M. Postmaster General.

***Doncaster - Edinburgh - Glasgow:** Until 15th May, once daily on weekdays.

***Doncaster - Hull:** Until 28th February, once daily on weekdays, on request.

***Grimsby - Hull:** Until 28th February, twice daily on weekdays.

***London (Croydon) - Knocke - Le Zoute:** 26th to 29th May, once daily; from 1st July, once daily.

Portsmouth, Southsea & Isle of Wight Aviation Ltd.

Portsmouth - Ryde: 1st to 22nd January, five times daily; 23rd January to 25th February, six times daily; 26th February to 31st March, seven times daily; 1st to 15th April, six times daily; 16th April to 13th May, ten times daily (none on Sundays); 14th May to 30th June, eleven times daily; 1st to 22nd July, twelve times daily; from 23rd July, twenty times daily.

***Portsmouth - Sandown:** From 17th July, twice daily.

Portsmouth - Ryde - Bournemouth: 1st to 24th February, twice daily on weekdays; 25th to 29th February, thrice daily on weekdays; 1st March to 16th April, twice daily on weekdays (once on Sundays).

Ryde - Bournemouth: 16th to 30th April, once each Sunday; 1st May to 16th July, four times daily; from 17th July, six times daily.

Southampton - Ryde: Until 15th April, twice daily on weekdays; from 16th April, twice daily.

Railway Air Services Ltd.

London (Croydon) - Birmingham (on request) - Stoke (on request) - Liverpool - Belfast - Glasgow: 1st January to 21st May, once daily on weekdays.

Belfast - Glasgow: 1st January to 31st May, twice daily (once on Sundays); from 22nd May, thrice daily (once on Sundays).

Note: Mails were carried on the above services under contract with H.M. Postmaster General.

London (Croydon) - Manchester - Liverpool - Glasgow: From 22nd May, once daily on weekdays.

London (Croydon) - Birmingham - Manchester - Liverpool - Isle of Man - Belfast - Glasgow: From 22nd May, once daily on weekdays.

London (Croydon) - Manchester - Liverpool: From 22nd May, four times daily on weekdays.

Note: Certain services previously operated by this company were operated during the period under review by Great Western & Southern Air Lines Ltd. (see relevant section).

Scottish Airways Ltd.

Inverness - Wick - Kirkwall: Until 14th May, once daily on weekdays.

Kirkwall - Lerwick: Until 14th May, four times weekly.

Glasgow - Perth - Inverness - Wick - Kirkwall: From 15th May, once daily on weekdays.

Note: Mail was carried under contract with H.M. Postmaster General.

Kirkwall - Longhope - Westray - Sanday - Stronsay - North Ronaldshay - Kirkwall: Until 17th June, thrice weekly on request; from 19th June, once daily on weekdays.

Glasgow - Tiree - Bara - Benbecula - North Uist: Until 28th May, twice weekly; from 29th May, thrice weekly.

Glasgow - Campbeltown -Islay: Until 28th May, once daily on weekdays; from 29th May, twice daily on weekdays.

Thurso - Kirkwall: From 15th May, once daily on weekdays.

Western Airways Ltd.

Weston-super-Mare - Cardiff - Swansea: Until 30th April, four times weekly.

Weston-super-Mare - Cardiff: Until 4th March, five times daily; 5th March to 15th April, six times daily; 16th to 30th April, seven times daily; 1st to 31st May, twenty-

eight times daily; 1st to 30th June, twenty-five times daily; from 1st July, twenty-six times daily.

Bristol - Cardiff - Swansea: From 1st May, five times daily.

Swansea - Barnstaple: From 8th May, twice daily.

Swansea - Barnstaple - Newquay - Penzance: From 8th May, once daily.

Weston-super-Mare - Bristol - Birmingham - Manchester: From 17th June, three times daily.

Western Isles Airways Ltd.

For details of services operated, see under "Scottish Airways Ltd."

Unsubsidised Companies.

Air Despatch Ltd.

London (Croydon) - Paris: Once daily on weekdays.

Channel Air Ferries Ltd.

Penzance - St. Mary's (Scilly Isles): Until 15th April, twice daily (once on Sundays).

London (Croydon) - Luxembourg: Until 15th April, twice weekly.

From 16th April, the above services were operated by Great Western & Southern Air Lines Ltd. See appropriate section.

West Coast Air Services Ltd.

The following services were operated in conjunction with the Irish company Aer Lingus Teoranta:-

London (Croydon) - Bristol - Dublin: Until 5th March, once daily on weekdays; 6th March to 15th April, twice daily on weekdays; from 16th April, twice daily (once on Sundays).

Dublin - Isle of Man: From 5th June, twice daily on weekdays.

Wrightways Ltd.

London (Croydon) - Paris: Twice daily.

London (Croydon) - Le Touquet: From 1st May, once weekly.

London (Croydon) - Dinard: From 1st June, twice weekly.

**Details of Services Operated During the Period
1st January - 31st December 1940**

Subsidised Companies

The British Overseas Airways Corporation

United Kingdom - France

London (Heston) - Paris: Until 28th January, once daily; 29th January to 20th May, twice daily (once on Sundays); 21st May to 11th June, once daily; after 11th June, the service ceased.

Armstrong Whitworth A.W.27 "E" class aircraft were used.

London (Heston) - Tours: 12th to 15th June, once daily, operated with Armstrong Whitworth A.S.27 "E" class aircraft.

United Kingdom - Scandinavia

Perth - Stavanger - Oslo - Stockholm: Until 9th April, once weekly with Junkers Ju.52 and Lockheed 14 aircraft.

Leuchars - Stockholm: Between April and December, nine special return flights were made with Lockheed 14 aircraft, stops in Norway being omitted after the invasion of that country by Germany.

United Kingdom - South Africa

Poole - Biscarosse - Marseilles - Rome - Brindisi - Corfu - Athens - Suda Bay - Alexandria - Cairo - Luxor - Wadi Halfa - Kareima - Khartoum - Kosti - Malakal - Juba - Port Bell - Kisumu - Naivasha - Mombasa - Dar es Salaam - Lindi - Mozambique - Quelimane - Beira - Lourenco Marques - Durban: Until 16th April, once weekly; 17th April to 11th June, twice weekly. On 10th and 11th June, the service was re-routed to avoid Italian territory. S.23, S.30, S.30 Mod. and S.33 ("C" class) flying boats were employed. After 11th June the service ceased.

Poole - Biscarosse - Marseilles - Rome - Brindisi - Corfu - Athens - Suda Bay - Alexandria - Cairo - Luxor - Wadi Halfa - Kareima - Khartoum - Kosti - Malakal - Juba - Port Bell - Kisumu: Until 16th April, once weekly, operated with Short "Empire" S.23, S.30 and S.30 Mod. ("C" class) flying boats. This service was additional to that shown above.

Anglo-Egyptian Sudan - West Africa

Khartoum - El Obeid - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Kaduna - Minna - Oshogbo - Lagos - Accra - Takoradi: Until 16th June, a weekly

service between Khartoum and Takoradi was maintained in conjunction with Elders Colonial Airways Ltd. De Havilland DH.86 ("Diana" class) aircraft were employed.

Khartoum - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Lagos - Accra - Takoradi: From 14th November, once fortnightly, with Junkers Ju.52 aircraft.

Egypt - West Africa

Cairo - Wadi Halfa - Khartoum - El Fasher - Fort Lamy - Maiduguri - Kano - Lagos - Accra - Takoradi: From 16th August, once weekly, Operated with Lockheed 14 aircraft.

Cairo - Luxor (see note) - Wadi Halfa - Khartoum - El Obeid - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Kaduna - Minna - Oshogbo - Lagos - Accra - Takoradi: 20th August to 4th October, fortnightly; 5th October to 25th November, once weekly. Operated with De Havilland DH.86 ("Diana" class) aircraft. From 26th November, once weekly, with Lockheed 10A aircraft; from 22nd December, once weekly with De Havilland DH.86 aircraft.

Note: From 26th November, Asyut was substituted for Luxor as a point of call on this service.

Cairo - Wadi Halfa - Khartoum - Juba - Stanleyville - Bangui - Libenge - Douala - Lagos - Takoradi: From 16th October, an additional weekly service was operated under charter arrangements with S.A.B.E.N.A. The aircraft employed were Lockheed 14 on the Cairo to Stanleyville section and Junkers Ju.52 on the Stanleyville to Takoradi section.

Thailand - China

Bangkok - Udorn - Hanoi - Fort Bayard - Hong Kong: Until 25th September, twice weekly; 5th October to 15th October, twice weekly, with calls at Tourane instead of Hanoi. Permission to land at Tourane was obtained from the governor-general of Indo-China prior to the commencement of each flight. De Havilland DH.86 ("Diana" class) aircraft were employed.

United Kingdom - Australia

Poole - Biscarosse - Marseilles - Rome - Brindisi - Corfu - Athens - Suda Bay - Alexandria - Tiberias - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi - Raj Samand - Gwalior - Allahabad - Calcutta - Akyab - Rangoon - Bangkok - Koh Samui - Penang - Singapore - Klabat Bay - Batavia - Surabaya - Bima - Koepang - Darwin - Groote Eylandt - Karumba - Townsville - Gladstone - Brisbane - Sydney: (On 6th June, Ajaccio was substituted for Marseilles as a night stop) Until 11th June, twice weekly, operated with Short "Empire" S.23, S.30, S.30 Mod and S.33 ("C" Class) flying boats. On 10th and 11th June, the service was re-routed to avoid Italian territory; after 11th June, the service was suspended.

Note: the service was operated in conjunction with Qantas Empire Airways Ltd.

South Africa - Australia

Durban - Lourenco Marques - Inhambane - Beira - Mozambique - Lindi - Dar es Salaam - Mombasa - Kisumu - Port Bell - Juba - Malakal - Kosti - Khartoum - Wadi Halfa - Luxor - Cairo - Tiberias - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi - Raj Samand - Gwalior - Allahabad - Calcutta - Akyab - Rangoon - Bangkok - Koh Samui - Penang - Singapore - Klabat Bay - Batavia - Surabaya - Bima - Koepang - Darwin - Groote Eylandt - Karumba - Townsville - Gladstone - Brisbane - Sydney: (From end of September, a call was made at Johannesburg (Vaalbank Dam) on the southbound service only) 19th June to 18th August, once weekly; from 19th August, twice weekly. Short "Empire" S.23 and S.33 ("C" class) flying boats were employed.

Note: The service was operated in association with Qantas Empire Airways Ltd. and Indian Trans-Continental Airways Ltd.

United Kingdom - India

London (Heston) - Bordeaux - Marseilles - Tunis - Malta - Sollum - Alexandria - Lydda - H.3. - Baghdad - Basra - Bahrein - Sharjah - Jiwani - Karachi - Jodhpur - Delhi - Cawnpore - Allahabad - Gaya - Calcutta: Until 18th April, twice weekly, operated with landplanes as follows:-
De Havilland DH.91 ("F" class), Heston - Alexandria; Handley Page 42 ("Hannibal" class), Alexandria - Karachi; Armstrong Whitworth A.W.15 ("Atalanta" class), Karachi - Calcutta.

Poole - Biscarosse - Marseilles - Rome - Brindisi - Athens - Suda Bay - Alexandria - Tiberias - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi: 19th April to 27th May, once weekly; 28th May to 10th June, twice weekly. Operated with Short "Empire" S.30 ("C" class) flying boats.

United Kingdom - Egypt

London (Heston) - Bordeaux - Marseilles - Tunis - Malta - Sollum - Alexandria: 19th April to 2nd May, twice weekly; 3rd May to 10th June, once weekly. Operated with Lockheed 14 aircraft.

London (Heston) - Bordeaux - Marseilles - Oran - Colomb Bechar - Aoulef Cherfa - Gao - Niamey - (Zinder) - Maiduguri - Fort Lamy - (Abecher) - El Geneina - El Fasher - (El Obeid) - Khartoum - Kareima - Wadi Halfa - Luxor - Cairo: Between 14th and 26th June, a number of flights were made with Lockheed 14 aircraft.

Egypt - India

Alexandria - Lydda - H.3. - Baghdad - Basra - Kuwait - Bahrein - Sharjah - Jiwani - Karachi: 19th April to 3rd May, once weekly. Operated with Handley Page 42 ("Hannibal" class) aircraft.

Trans-India

Karachi - Jodhpur - Delhi - Cawnpore - Allahabad - Calcutta: 19th April to 14th May, twice weekly; 15th May to 10th June, once weekly. Operated with Armstrong Whitworth A.W.15 ("Atalanta" class) aircraft.

United Kingdom - U.S.A.

Poole - Foynes - Botwood - Montreal - New York: Between 3rd August and 11th October, five return flights were made with Short "Empire" S.30 and S.30 Mod. ("C" class) flying boats.

United Kingdom - Portugal

London (Heston) - Bordeaux - Lisbon: 4th June to 19th June, twice weekly, operated with De Havilland DH.91 ("F" class) aircraft.

Poole - Lisbon: Between 19th June and 10th July, occasional flights were operated, carrying diplomatic mail; from 10th July, a service was operated twice weekly. The flights were made with Short "Empire" S.23, S.30 and S.30 Mod. ("C" class) flying boats.

London (Heston) - Oporto - Lisbon: 2nd August to 25th August, twice weekly; 26th August to 22nd September, four times weekly. (*See note in the following service*).

Bristol (Whitchurch) - Oporto - Lisbon: 23rd September to 9th October, and from 17th December, four times weekly.

Note: this service and the Heston - Lisbon service were operated with Douglas DC.3 aircraft under charter arrangements with K.L.M., employing Dutch crews only from 7th December.

United Kingdom - West Africa

Poole - Lisbon - Bathurst - Freetown - Lagos: From 6th August, flights were made with Short S.30 "Empire" ("C" class) flying boats.

Note: From 9th December, a call was made at Las Palmas on several of the flights, with the permission of the Spanish Government.

Allied Airways (Gandar Dower) Ltd.

Scotland - Orkney Islands

Aberdeen - Thurso - Kirkwall: Once daily on weekdays, with De Havilland DH.84 ("Dragon") and DH.89 ("Dragon Rapide") aircraft.

Note: From June, Wick was substituted for Thurso.

Orkney Islands - Shetland Islands

Kirkwall - Sumburgh: Until 3rd February, twice weekly; 3rd February to 2nd July, three times weekly; 3rd July to 2nd December, four times weekly; from 2nd December, five times weekly. Operated with De Havilland DH.84 ("Dragon") and DH.89 ("Dragon Rapide") aircraft.

Note: Mail was carried on both these services.

Great Western and Southern Airlines Ltd.

England - Scilly Isles

Lands End - Scilly Isles: Until 15th May, twice daily on weekdays, once on Sundays; 6th May to 29th September, five times daily on weekdays, twice on Sundays; from 30th September, twice daily on weekdays. Operated with De Havilland DH.84 ("Dragon") aircraft.

Isle of Man Air Services Ltd.

England - Isle of Man - Northern Ireland

Liverpool - Isle of Man: Until 5th May, twice daily; 6th May to 29th September, four times daily on weekdays; from 30th September, four times daily on weekdays, the last flight each day being subject to demands of traffic. Operated with De Havilland DH.89 ("Dragon Rapide") aircraft.

- Notes: (i) Mail was carried on this service.
- (ii) On 4th March, the service was extended from the Isle of Man to Belfast, with a frequency of once daily on weekdays until 5th May, and from that date three times weekly until 10th May, when the extension was suspended.

Jersey Airways Ltd.

England - Channel Islands

Shoreham - Guernsey - Jersey: Until 18th June, twice daily, with De Havilland DH.86 aircraft.

Shoreham - Jersey: Until 18th June, once daily, with De Havilland DH.86 aircraft.

Shoreham - Guernsey: Until 18th June, once daily, with De Havilland DH.86 aircraft.

- Notes: (i) Mail was carried on these services.
- (ii) On 2nd June, the United Kingdom terminal was transferred to Heston. On 18th June, Exeter was substituted for Heston, to assist in the evacuation of the inhabitants of the Islands during the invasion by German Forces.

Guernsey - Alderney: Until 31st May, three times weekly on demand; 1st to 18th June, on weekdays on demand. Operated with a De Havilland DH.86 aircraft.

Jersey - Guernsey: Until 18th June, on Sundays on demand, with De Havilland DH.86 aircraft.

Jersey - Alderney: Until 18th June, on weekdays on demand, with De Havilland DH.86 aircraft.

Note: Mail was carried on these services.

Railway Air Services Ltd.

Glasgow - Belfast - Liverpool: From 6th May, once daily on weekdays, with De Havilland DH.86 aircraft.

Scottish Airways Ltd.

Inverness - Wick - Kirkwall - Sumburgh: Until 5th March, twice weekly; from 6th March, three times weekly. Operated with De Havilland DH.89 ("Dragon Rapide") and DH.84 ("Dragon") aircraft.

Inverness - Wick - Kirkwall: From 1st January, once daily on weekdays. Operated with De Havilland DH.89 ("Dragon Rapide") and DH.84 ("Dragon") aircraft.

Inverness - Kirkwall - Sumburgh: From 15th April, three times weekly. Operated with De Havilland DH.89 ("Dragon Rapide") and DH.84 ("Dragon") aircraft.

Kirkwall - Westray - Sanday - Stronshay - North Ronaldshay: Until 23rd September, three times weekly.

Note: After 15th April, the call at Westray was omitted.

Glasgow - Campbeltown - Islay: From 1st January, once daily on weekdays. Operated with De Havilland DH.89 ("Dragon Rapide") aircraft.

Glasgow - Tiree - (Barra) - Benbecula - North Uist - Stornoway: From 14th May, three times weekly.

Glasgow - Sollas - Stornoway: 15th May to 23rd September, three times weekly.
Operated with De Havilland DH.89 ("Dragon Rapide") aircraft.

Note Mail was carried on the following routes:-

Inverness - Wick - Kirkwall

Kirkwall - Sumburgh

Kirkwall - Ronaldshay

Glasgow - Campbeltown

West Coast Air Services Ltd.

England - Eire

Liverpool - Dublin: 6th May to 4th August, once daily on weekdays, with De Havilland DH.86 aircraft.

Manchester - Dublin: From 5th August, once daily on weekdays, with De Havilland DH.86 aircraft.

Details of services Operated During the Period 1st January - 31st December 1941

Note: In the route itineraries, names of places in brackets indicate optional stops.

Subsidised Companies

The British Overseas Airways Corporation

United Kingdom - Sweden

Leuchars - Stockholm: 54 special return flights were made with Lockheed landplanes as follows:-

Until 17th July, Lockheed 14 landplanes; 18th July to 17th August, Lockheed 14 and modified Lockheed Hudson III landplanes; 18th August to 31st December, Lockheed 14, modified Lockheed Hudson III and Lockheed 18 "Lodestar" landplanes.

Anglo-Egyptian Sudan - West Africa

Khartoum - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Lagos - Accra - Takoradi: Until 17th October, once fortnightly, with Junkers Ju.52 landplanes; 18th October to 7th December, three times weekly; after 7th December, twice weekly.
Note: After 17th October, calls at Maiduguri and Accra were omitted, and Lockheed 18 "Lodestar" landplanes replaced the Junkers Ju.52 landplanes.

Khartoum - El Obeid - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Kaduna - Oshogbo - Lagos - Takoradi: 18th October to 7th December, once weekly, with Lockheed 14 landplanes. After 7th December, the service ceased.

Khartoum - El Obeid - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Lagos: 14th March to 27th April, three times weekly with Lockheed 10A "Electra" and Lockheed 14 landplanes; 28th April to 17th October, three times fortnightly, with Lockheed 10A "Electra" landplanes. After 17th October, the service ceased.

Khartoum - El Fasher - Fort Lamy - Maiduguri - Kano - Lagos - Takoradi - Freetown: 28th April to 17th October, once weekly, with Lockheed 14 landplanes. After 30th June, Takoradi replaced Freetown as the western terminal. After 17th October, the service ceased.

Egypt - West Africa

Cairo - Wadi Halfa - Khartoum - El Fasher - Fort Lamy - Maiduguri - Kano - Lagos - Accra - Takoradi: Until 14th March, once weekly, with Lockheed 14 landplanes. After 14th March, the service ceased.

Cairo - Asyut - Wadi Halfa - Khartoum - El Obeid - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Kaduna - Minna - Oshogbo - Lagos - Accra - Takoradi: Until 14th March, once weekly, with Lockheed 10A "Electra" landplanes. After 14th March, the service ceased.

Cairo - Asyut - Wadi Halfa - Khartoum - El Obeid - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Kaduna - Minna - Oshogbo - Lagos - Accra - Takoradi: Until 13th February, once weekly; 14th February to 17th October, twice weekly. Operated with De Havilland DH.86 ("Diana") class landplanes. After 17th October, the service ceased.

Cairo - Wadi Halfa - Khartoum - El Fasher - El Geneina - Fort Lamy - Maiduguri - Kano - Lagos - Takoradi: 18th to 28th October, twice weekly, with Lockheed 18 "Lodestar" landplanes. After 28th October, the service ceased.

Cairo - Wadi Halfa - Khartoum - Juba - Stanleyville - Bangui - Libenge - Douala - Lagos - Takoradi:

Note: This service was operated by S.A.B.E.N.A. under charter to British Overseas Airways Corporation.

Until 25th May, once weekly Junkers Ju.52 landplanes were employed between Takoradi and Stanleyville, and Lockheed 14 landplanes between Stanleyville and Cairo. During the period 12th March to 25th May, the Stanleyville - Douala section was re-routed as:- Stanleyville - Libenge - Bangui - Douala. After 25th May, the route was divided into two parts and operated as follows:-

- (1) **Cairo - Wadi Halfa - Khartoum - Malakal - Juba** From 28th May, once weekly, with Short S.23 ("C" class) flying boats. This service was operated by the British Overseas Airways Corporation.
- (2) **Juba - Stanleyville - Libenge - Bangui - Douala - Lagos - Takoradi** From 26th May, twice weekly, with Junkers Ju.52 and Lockheed 14 landplanes. This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

Cairo - Wadi Halfa - Khartoum - Malakal - Juba - Port Bell - Butiaba - Stanleyville - Coquilhatville - Leopoldville - Pointe Noire - Libreville - Lagos: From 4th July, once weekly, with Short S.23 ("C" class) flying boats.

Egypt - Anglo-Egyptian Sudan

Cairo - Luxor - Wadi Halfa - Kareima - Khartoum: 19th February to 27th May, twice weekly; from 28th May, once weekly. Short S.23 ("C" class) flying boats were employed.

Egypt - Eritrea

Cairo - Wadi Halfa - Port Sudan - Asmara: Early September to 5th November, once weekly; 6th November to 14th December, twice weekly; after 15th December, three times weekly. Operated with Lockheed 18 "Lodestar" landplanes.

Egypt - Turkey

Cairo - Lydda - Adana: From 3rd September, once weekly, with Lockheed 18 "Lodestar" landplanes.

Egypt - Persia

Cairo - Habbaniya - Teheran: From 3rd September, once weekly, with Lockheed 18 "Lodestar" landplanes.

Anglo-Egyptian Sudan - Eritrea

Khartoum - Asmara: 12th October to 14th December, twice weekly, with Lockheed 14 and Lockheed 18 "Lodestar" landplanes. After 14th December, a number of special flights were made.

South Africa - Australia

Durban - (Johannesburg) - Lourenco Marques - (Inhambane) - Beira - Mozambique - Lindi - Dar es Salaam - Mombasa - Kisumu - Port Bell - Juba - Malakal - (Kosti) - Khartoum - Wadi Halfa - Luxor - Cairo - Tiberias - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi - Raj Samand - Gwalior - Allahabad - Calcutta - Akyab - Rangoon - Bangkok - Koh Samui - Penang - Singapore - Klabat Bay - Batavia - Surabaya - Bima - Koepang - Darwin - Groote Eylandt - Karumba - Townsville - Gladstone - Brisbane - Sydney: Until 5th May, twice weekly; 6th May to 16th July, twice weekly on the Durban - Karachi section and once weekly on the Karachi - Sydney section. From 17th July, twice weekly throughout. Operated with Short S.23 and S.33 ("C" class) flying boats.

Notes:-

- (1) This service was operated in association with Qantas Empire Airways Ltd. and Indian Trans-Continental Airways Ltd.
- (2) Calls were made at Johannesburg (Vaalbank Dam) on southbound journeys only, until about 24th December.

Other alterations were made as follows:-

- (a) From 16th January, a call was made at Dili instead of Koepang, on the fourth service in each direction.
- (b) 15th April to 10th October, Rangoon was substituted for Bangkok as a night stop on the eastbound flights. After 10th October, Rangoon served as the night stop in both directions.
- (c) 19th May to 29th July, a shuttle service between Tiberias and Basra was operated at irregular intervals, with Short S.23 and S.33 ("C" class) flying boats.
- (d) 9th June to 31st July, Aquaba was substituted for Tiberias.
- (e) *From 7th December, on the entry of Japan into the war, the Rangoon - Batavia section was re-routed as follows:- Rangoon - Port Blair - Sabang - Medan - Singapore - Batavia.*

United Kingdom - Portugal

Poole - Shannon - Lisbon: Until 25th May, twice weekly, on a direct route Poole - Lisbon; 26th May to 8th August, once weekly, via Shannon (Foynes). Operated with Short S.30 ("C" class) flying boats.

Bristol - Chivenor - Oporto - Lisbon: Until 13th July, four times weekly; 14th July to 20th July, five times weekly; after 20th July, seven times weekly. Operated with Douglas DC.2 and DC.3 landplanes by K.L.M. (Royal Dutch Airlines) under charter to the British Overseas Airways Corporation.

United Kingdom - West Africa

Poole - Shannon - Lisbon - Bathurst - Freetown - Lagos: Until 25th May, ten return flights were operated with Short S.30 ("C" class) flying boats; from 26th May to 9th October, the service was routed via Shannon (Foynes) and operated once weekly with Short S.30 ("C" class), Consolidated Model 28 and Boeing 314A flying boats; from 10th October to 30th October, two flights were made with Boeing 314A flying boats. After 30th October, the service ceased.

Note: The calls at Poole and Freetown were omitted when Boeing 314A flying boats were used.

United Kingdom - U.S.A.

Shannon - Botwood - Baltimore: 18th July to 5th November, approximately once every ten days, with Boeing 314A flying boats. After 5th November, the service ceased.

Shannon - Lisbon - Bathurst - Lagos - Bathurst - Belem - Trinidad - Bermuda - Baltimore - Bermuda - Lisbon - Shannon: From 30th October, three flights were made with Boeing 314A flying boats.

United Kingdom - Canada

Prestwick - Gander - Montreal: From 24th September, a number of special flights were made with Consolidated Liberator LB30A landplanes. This service was operated under the control of the Royal Air Force Ferry Command.

United Kingdom - Egypt

Poole - Shannon - Lisbon - Gibraltar - Malta - Cairo: From 12th October, a number of special flights were made with Short S.30 ("C" class) and Consolidated Model 28 flying boats.

United Kingdom - Eire

Bristol - Dublin: From 4th July, a number of flights were made with De Havilland DH.91 ("F" class) landplanes, to connect with services operated from Shannon (Foynes).

Allied Airways (Gandar Dower) Ltd.

Aberdeen - Wick - Kirkwall: Once daily on weekdays, with De Havilland DH.84 "Dragon" and DH.89 "Dragon Rapide" landplanes.

Kirkwall - Sumburgh: Until 20th January, five times weekly; after 20th January, once daily on weekdays, with De Havilland DH.84 "Dragon" and DH.89 "Dragon Rapide" landplanes.

Great Western and Southern Airlines Ltd.

Lands End - Scilly Isles: Until 4th November, twice daily on weekdays, with De Havilland DH.84 "Dragon" landplanes. After 4th November, the service ceased.

Isle of Man Air Services Ltd.

Liverpool - Isle of Man: Until 26th October, four times daily on weekdays; after 26th October, three times daily on weekdays. Operated with DH.89 "Dragon Rapide" landplanes.

Note: The fourth daily service was only operated when traffic demanded.

Railway Air Services Ltd.

Liverpool - Belfast - Glasgow: Once daily on weekdays, with De Havilland DH.86 landplanes. After 1st September, the Liverpool - Belfast section was duplicated.

Scottish Airways Ltd.

Inverness - Wick - Kirkwall: Until 18th February, once daily on weekdays; after 18th February, twice daily on weekdays, with the call at Wick omitted. Operated with De Havilland DH.84 "Dragon" and DH.89 "Dragon Rapide" landplanes.

Glasgow - Tiree - (Barra) - Benbecula - Sollas - Stornoway: Until 25th January, three times weekly; 27th January to 30th April, four times weekly; 1st May to 8th November, once daily on weekdays; from 10th November, three times weekly. Operated with De Havilland DH.84 "Dragon" and DH.89 "Dragon Rapide" landplanes.

Inverness - Kirkwall - Sumburgh: Until 23rd February, five times weekly; after 23rd February, once daily on weekdays. Operated with De Havilland DH.84 "Dragon" and DH.89 "Dragon Rapide" landplanes.

Glasgow - Cambeltown - Islay: Twice daily on weekdays. Operated with Spartan "Cruiser" landplanes until April; after then, De Havilland DH.89 "Dragon Rapide" landplanes were employed.

West Coast Air Services Ltd.

England - Eire

Manchester - Dublin: Once daily on weekdays, with De Havilland DH.86 landplanes.

Note: West Coast Air Service Ltd. operated this service in conjunction with Aer Lingus Teoranta, Eire.

Details of services Operated During the Period 1st January - 31st December 1942

Note: The name of the country or geographical zone is inserted in brackets after the name of the first stopping place therein.

Subsidised Companies

The British Overseas Airways Corporation

United Kingdom - Sweden

Leuchars - Stockholm: A total of 169 special return flights were made with landplanes as follows:-

Until 8th August, Lockheed "Lodestar" and Lockheed "Hudson III"; 9th August to 11th August, Lockheed "Lodestar" , Lockheed "Hudson III" and Armstrong Whitworth "Whitley V"; 12th August to 24th October, Lockheed "Lodestar" and Armstrong Whitworth "Whitley V"; after 24th October, Lockheed "Lodestar" and Lockheed "Hudson III".

Of the 169 special return flights, five were made at irregular intervals with the Curtiss-Wright CW20 landplane.

Note: A.B.Aerotransport, the Swedish air transport company, operated a service Aberdeen - Stockholm, with Douglas DC.3 landplanes; 27th March to 21st June, once weekly; 22nd June to 15th August, service suspended; after 15th August, frequency irregular, the average being three times weekly.

United Kingdom - U.S.S.R.

Prestwick - Ramenskoye: From 21st October, two return flights with a Consolidated "Liberator" landplane.

Anglo-Egyptian Sudan - West Africa

Khartoum - El Fasher - El Geneina - Fort Lamy (Chad) - Kano (Nigeria) - Lagos - Takoradi (Gold Coast): Until 12th March, twice weekly with Lockheed "Lodestar" landplanes; 13th March to 3rd May, twice weekly with Lockheed 14, Lockheed "Lodestar" and De Havilland "Fleming" landplanes; 4th May to 1st August, service suspended; after 1st August, twice weekly with Armstrong Whitworth "Ensign" landplanes.

Note: 13th March to 3rd May, calls were made at Accra (Gold Coast) regularly and at El Obeid (Anglo-Egyptian Sudan), Kaduna (Nigeria) and Oshogbo once weekly; 2nd

August to 30th October, the Lagos - Takoradi stage was suspended; after 30th October, the Lagos - Takoradi stage was operated once weekly.

Khartoum - El Fasher - El Geneina - Fort Lamy (Chad) - Kano (Nigeria): 15th May to 14th June, six times weekly with Lockheed 14, Lockheed "Lodestar" and Vickers-Armstrong "Wellington" landplanes. On 14th June, the service ceased.

Khartoum - Juba - Entebbe (Uganda) - Stanleyville (Belgian Congo) - Libenge - Bangui (Ubangi-Shari) - Douala (Cameroons) - Lagos (Nigeria) - Accra (Gold Coast) - Takoradi: From 11th July, once weekly. Lockheed 14 and Lockheed "Lodestar" landplanes were employed between Khartoum and Stanleyville; Junkers Ju.52, Lockheed 14 and Lockheed "Lodestar" landplanes were employed between Stanleyville and Takoradi.

Note: This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

The stop at Entebbe was optional until 2nd November. After 2nd November, became a normal stop.

Egypt - West Africa

Cairo - Wadi Halfa (Anglo-Egyptian Sudan) - Khartoum - El Obeid - El Fasher - El Geneina - Fort Lamy (Chad) - Maiduguri (Nigeria) - Kano - Kaduna - Oshogbo - Lagos - Accra (Gold Coast) - Takoradi: 4th May to 14th May, and 20th June to 8th November, once weekly with Lockheed 14, Lockheed "Lodestar" and De Havilland "Flamingo" landplanes, 15th May to 19th June, service suspended. On 8th November, the service ceased.

Cairo - Wadi Halfa (Anglo-Egyptian Sudan) - Khartoum - El Fasher - El Geneina - Fort Lamy (Chad) - Maiduguri (Nigeria) - Kano - Lagos: 3rd May to 14th May and 15th June to 8th November, twice weekly with Lockheed 14, Lockheed "Lodestar" and De Havilland "Flamingo" landplanes. Calls at Maiduguri were made on eastbound flights only. 15th May to 14th June, service suspended. On 8th November, the service ceased.

(a) **Cairo - Wadi Halfa (Anglo-Egyptian Sudan) - Khartoum - Malakal - Juba:** Until 14th February, once weekly with Short S.23 flying boats,

(b) **Juba - Stanleyville (Belgian Congo) - Libenge - Bangui (Ubangi-Shari) - Douala (Cameroons) - Lagos (Nigeria) - Takoradi (Gold Coast):** Until 14th February, twice weekly with Lockheed 14 and Junker Ju.52 landplanes.

Note: This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

(c) After 14th February, the services at (a) and (b) were combined and operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation, as follows:-

Cairo - Wadi Halfa (Anglo-Egyptian Sudan) - Khartoum - Malakal - Juba - Stanleyville (Belgian Congo) - Libenge - Bangui (Ubangi-Shari) - Douala (Cameroons) - Lagos (Nigeria) - Takoradi (Gold Coast): 15th February to 10th July, twice weekly with Junkers Ju.52 and Lockheed 14 landplanes.

Note: After 10th July, the service was re-routed via Entebbe and Accra, and was operated once weekly with Junkers Ju.52, Lockheed 14 and Lockheed "Lodestar" landplanes. Between 10th July and 26th November, Malakal was omitted once fortnightly when Lockheed 14 and "Lodestar" landplanes were used. Entebbe was an optional stop on southbound flights 11th July to 2nd November, after which it became a normal stop.

Cairo - Wadi Halfa (Anglo-Egyptian Sudan) - Khartoum - Malakal - Juba - Port Bell (Uganda) - Butiaba - Stanleyville (Belgian Congo) - Coquilhatville - Leopoldville - Pointe Noire (Middle Congo) - Libreville (Gabon) - Lagos (Nigeria): Until 20th May, once weekly; 21st May to 15th August, twice weekly; 16th August to 30th September, five times fortnightly; 1st October to 9th December, twice weekly; after 9th December, three times fortnightly. Operated with Short S.23 flying boats.

Note: Calls at Juba and Port Bell were omitted on westbound flights, and calls at Butiaba were omitted in eastbound flights. After 14th May, the calls at Pointe Noire were made once weekly. From 14th May to 4th October, calls were made at Kisumu (Kenya), once fortnightly, on westbound flights. After 4th October, Laropi (Uganda) was substituted for Juba, Port Bell and Butiaba, and an optional call at Luxor (Egypt) was included.

Belgian Congo - Nigeria

Leopoldville - Pointe Noire (Middle Congo) - Libreville (Gabon) - Douala (Cameroons) - Lagos (Nigeria): From 26th October, once weekly with Junkers Ju.52, Lockheed 14 and Lockheed "Lodestar" landplanes. Calls were made at Douala, once fortnightly, by the Junkers Ju.52 landplanes.

Egypt - Anglo-Egyptian Sudan

Cairo - Luxor (optional) - Wadi Halfa (Anglo-Egyptian Sudan) - Kareima (optional) - Khartoum: Until 13th February, once weekly with Short S.23 flying boats. On 13th February, the service ceased.

Cairo - Wadi Halfa (Anglo-Egyptian Sudan) - Khartoum: 2nd August to 27th August, seven return flights were made with Vickers-Armstrong "Wellington" landplanes. On 27th August, operations ceased.

Cairo - Luxor - Port Sudan (Anglo-Egyptian Sudan): From 17th December, once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes.

Egypt - Eritrea

Cairo - Wadi Halfa (Anglo-Egyptian Sudan) - Port Sudan - Asmara (Eritrea): Until 12th February, three times weekly; 13th February to 3rd May, twice weekly; 4th May to 21st May, three times fortnightly; 22nd May to 18th July, five times fortnightly; after 18th July, three times fortnightly. Operated with Lockheed 14 and Lockheed "Lodestar" landplanes throughout the year. In addition, after 31st March, De Havilland "Flamingo" landplanes, and between 21st May and 19th July, Armstrong Whitworth "Ensign" landplanes were used.

Note: After 3rd May, Luxor (Egypt) was substituted for Wadi Halfa. After mid-December, one service fortnightly was routed thus on the return journeys:- Asmara - Port Sudan - Jidda (Hejaz) - Hurghada (Egypt) - Cairo.

Cairo - Luxor - Port Sudan (Anglo-Egyptian Sudan) - Jidda (Hejaz) - Port Sudan (Anglo-Egyptian Sudan) - Asmara (Eritrea): 7th May to 5th July, once fortnightly with Lockheed 14 and Lockheed "Lodestar" landplanes. After 5th July, the service was re-routed as follows:-

Cairo - Hurghada - Jidda (Hejaz) - Port Sudan (Anglo-Egyptian Sudan) - Asmara (Eritrea): Once fortnightly with Lockheed 14, Lockheed "Lodestar" and De Havilland "Flamingo" landplanes.

Note: After mid-December, the service was routed thus on the return journeys:- Asmara - Port Sudan - Luxor - Cairo.

Egypt - Western Desert

Cairo - Points in Western Desert: Until 31st January, a number of flights was made; 1st February to 31st March, twice daily. Operated with Armstrong Whitworth "Ensign" and De Havilland "Flamingo" landplanes. 1st April to 11th November, service suspended. After 11th November, a number of flights was made with Lockheed 14, Lockheed "Lodestar" and Vickers-Armstrong "Wellington" landplanes.

Egypt - Malta

Cairo - Malta: 5th May to 25th June, three times weekly with Lockheed "Lodestar" landplanes. On 25th June, the service ceased.

Egypt - Turkey

Cairo - Lydda (Palestine) - Adana (Turkey): Once weekly with landplanes, as follows:-

Until 31st March, Lockheed "Lodestar"; 1st April to 2nd May, Lockheed "Lodestar" and De Havilland "Flamingo"; after 2nd May, Lockheed 14, Lockheed "Lodestar" and De Havilland "Flamingo" landplanes.

Egypt - Persia

Cairo - Habbaniya (Iraq) - Teheran (Persia): Once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes.

Note: After 13th February, calls at Lydda (Palestine) were included.

Iraq - Persia

Habbaniya - Teheran: From 5th May, once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes.

Eritrea - Ethiopia

Asmara - Addis Ababa: From 17th April, once fortnightly, with landplanes as follows:-

17th April to 5th May, De Havilland "Flamingo"; after 15th May, Lockheed 14 and Lockheed "Lodestar" landplanes.

Eritrea - Aden

Asmara - Kamaran (Red Sea) - Aden: From 7th April, once weekly with De Havilland "Flamingo" landplanes. After 6th May, Lockheed 14 and Lockheed "Lodestar" landplanes were used in addition.

Anglo-Egyptian Sudan - Kenya

Khartoum - Malakal - Juba - Kisumu (Kenya) - Nairobi: From 1st November, twice weekly with Lockheed 14 and Lockheed "Lodestar" landplanes.

Anglo-Egyptian Sudan - Eritrea

Khartoum - Asmara: Until mid-February, a number of flights was made; mid-February to 3rd May, twice weekly; 4th May to mid-November, approximately three times fortnightly; after mid-November, a number of flights was made. Operated with landplanes as follows:-

Until mid-February, Lockheed 14 and Lockheed "Lodestar" ; mid-February to 1st August, Lockheed 14, Lockheed "Lodestar" and De Havilland "Flamingo"; 2nd August - mid-November, De Havilland "Flamingo" and Armstrong Whitworth "Ensign"; after mid-November, Lockheed 14, Lockheed "Lodestar" and Armstrong Whitworth "Ensign".

Egypt - India

Cairo - Kallia (Palestine) - Habbaniya (Iraq) - Basra - Bahrein (Persian Gulf) - Dubai (Trucial Oman) - Jiwani (India) - Karachi: 23rd April to 11th May, once weekly with Short S.23 and S.33 flying boats. On 11th May, the service ceased.

Cairo - Kallia (Palestine) - Habbaniya (Iraq) - Basra - Bahrein (Persian Gulf) - Sharjah (Trucial Oman) - Jiwani (India) - Karachi: 6th June to 18th July, once weekly; 19th July to 27th August, service suspended; 28th August to 26th November, twice weekly; after 26th November, once weekly. Operated with landplanes as follows:-

6th June to 18th July, Armstrong Whitworth "Ensign"; after 27th August, Vickers-Armstrong "Wellington".

Eritrea - India

Asmara - Kamaran (Red Sea) - Aden - Riyan (Aden Protectorate) - Salalah (Muscat and Oman) - Masirah - Jiwani (India) - Karachi: Mid-April to 8th November, once monthly; 9th November to 22nd November, service suspended; after 22nd December, once monthly. Operated with landplanes as follows:-

Mid-April to 5th May, Lockheed "Lodestar"; after 5th May, Lockheed 14, Lockheed "Lodestar" and Armstrong Whitworth "Ensign".

Note: Mid-April to 5th May, calls at Kamaran omitted; 6th May to 8th November, calls at Kamaran omitted on westbound flights only.

Egypt - Arabia

Cairo - Lydda (Palestine) - Habbaniya (Iraq) - Basra - Bahrein (Persian Gulf) - Sharjah (Trucial Oman): From 26th October to 8th November, several return flights were made with Vickers-Armstrong "Wellington" landplanes and a few additional flights were made between Habbaniya and Sharjah. On 8th November, operations ceased.

South Africa - Australia

Durban - Lourenco Marques (Portuguese East Africa) - Beira - Mozambique -Lindi (Tanganyika) - Dar es Salaam - Mombasa (Kenya) - Kisumu - Port Bell (Uganda) - Juba (Anglo-Egyptian Sudan) - Malakal - Khartoum - Wadi Halfa - Luxor* (Egypt) - Cairo - Tiberias (Palestine) - Habbaniya (Iraq) - Basra - Bahrein (Persian Gulf) - Dubai (Trucial Oman) - Jiwani (India) - Karachi - Raj Samand - Gwalior - Allahabad - Calcutta - Akyab (Burma) - Rangoon - Port Blair (Andaman Islands) - Sabang (Sumatra) - Sibolga - Batavia (Java) - Surabaya - Bima (Sumbawa) - Koepang (Dutch Timor) - Darwin (Australia) - Groote Eylandt - Karumba - Townsville - Gladstone - Brisbane - Sydney: Twice weekly, with Short S.23 and S.33 flying boats. Certain modifications and curtailments were introduced owing to the war situation in the Far East (see notes (2) and (3)).

- * Optional stop after 12th February.

Notes:

- (1) This service was operated in association with Qantas Empire Airways Ltd. until 12th February, and with Indian Trans-Continental Airways Ltd. throughout the year.
- (2) From late January to 12th February, the British Overseas Airways Corporation operated over the route as far east as Rangoon. After 12th February, their operations extended only as far east as Calcutta.
- (3) A shuttle service between Batavia and Singapore (Malaya) was operated with Short S.23 and S.33 flying boats as follows:- Until 12th January, four times weekly; 13th January to 15th February, twice weekly; On 15th February, the service ceased.
- (4) From 19th February, calls were made at Johannesburg on southbound journeys only.
- (5) From 1st April, Kallia (Palestine) was substituted for Tiberias.
- (6) From 5th October, Laropi (Uganda) was substituted for Juba.
- (7) From 6th May, Raj Samand and Allahabad served as optional fuel stops.

United Kingdom - Portugal

Bristol - Chivenor - Oporto - Lisbon: Until 31st May, seven times weekly with Douglas DC.2 and DC.3 landplanes; 1st June to 31st October, four times weekly with DC.3 landplanes; 1st November to 21st November, once weekly with DC.2 landplanes and three or four times weekly (according to requirements), with DC.3 landplanes; after 21st November, once fortnightly with DC.2 landplanes, and three times weekly with DC.3 landplanes.

Note: Operated by K.L.M. (Royal Dutch Airlines) under charter to the British Overseas Airways Corporation.

Chivenor was an optional stop on southbound flights only, and Oporto an optional stop on northbound flights only.

United Kingdom - Gibraltar

Bristol - Chivenor - Oporto (Portugal) - Lisbon - Gibraltar: From 15th October, once weekly with Douglas DC.2 landplanes and once weekly with Douglas DC.3 landplanes.

Note: Operated by K.L.M. (Royal Dutch Airlines) under charter to the British Overseas Airways Corporation.

Chivenor was an optional stop on southbound flights only, and Oporto an optional stop on northbound flights only.

Bristol - Portreath - Gibraltar: 9th August to 16th October, 16 southbound and 15 northbound flights were made with landplanes, as follows:-

9th August to 15th August, Armstrong Whitworth "Whitley V"; 16th August to 3rd October, Armstrong Whitworth "Whitley V" and Lockheed "Hudson III"; 4th October to 16th October, Armstrong Whitworth "Whitley V". On 16th October. the service ceased.

United Kingdom - West Africa

Poole - Shannon (Eire) - Lisbon (Portugal) - Bathurst (Gambia) - Freetown (Sierra Leone) - Lagos (Nigeria): From 23rd February, 62 southbound and 60 northbound flights were completed. Flying boats were as follows:-

23rd February to 13th May, Short S.30; 14th May to 30th June, Short S.30 and Consolidated "Catalina"; 1st July to 5th August, Short S.30 and Short "G" class; 6th August to 18th August, Short S.30, "G" class, and Consolidated "Guba"; after 18th August, Short S.30, "G" class, Consolidated "Guba" and Consolidated "Catalina".

Note: The Short "G" class flying boats omitted the call at Freetown.

Lyneham - Lisbon (Portugal) - Bathurst (Gambia) - Lagos (Nigeria): From 18th December, one return flight was made with a Consolidated "Liberator" landplane.

United Kingdom - Africa - U.S.A.

Winter route

Shannon (Eire) - Lisbon (Portugal) - Bathurst (Gambia) - Lagos (Nigeria) - Bathurst (Gambia) - Belem (Brazil) - Port of Spain (West Indies) - Bermuda - Baltimore (U.S.A.) - Bermuda - Lisbon (Portugal) - Shannon: Until 14th May, 9 round flights were made with Boeing 314A flying boats. Connection with the United Kingdom was made with the services operating from Poole to Shannon (see UK - Eire). In addition, from 27th February to 14th May, 5 return flights were made over the Shannon - Lisbon - Bathurst - Lagos section. From 14th May to 29th October see summer route details. After 21st October, four round flights were completed. Boeing 314A flying boats were employed.

In addition, 5 return flights were made over the Lisbon - Bathurst - Lagos section, connecting with the United Kingdom by means of a shuttle service, Lisbon - Shannon - Poole, which was operated with Short "G" class and Short S.30 flying boats. One of the 5 return flights was extended to Shannon, the connection being made with the Bristol - Shannon (UK - Eire) service.

Summer route

(a) **Shannon - Botwood (Newfoundland) - Baltimore:** 15th May to 29th October, 16 eastbound and 15 westbound flights were made with Boeing 314A flying boats. Connection with the UK was by the UK - Eire services.

(b) **Shannon - Lisbon - Bathurst - Lagos:** 15th May to 29th October, 17 southbound and 16 northbound flights were made with Boeing 314A flying boats. After 29th October, the route formed part of the winter service.

United Kingdom - Canada

Prestwick - Gander - Montreal: 129 westbound and 133 eastbound flights were made with Consolidated "Liberator" landplanes. Operational control was in the hands of the Royal Air Force Ferry Command.

Prestwick - Reykjavik - Goose Bay - Montreal: 5th July to 26th August, 7 westbound and 1 eastbound flights were made with Consolidated "Liberator" landplanes. On 26th August, operations ceased. Operational control was in the hands of the Royal Air Force Ferry Command.

United Kingdom - Egypt

Poole - Shannon - Lisbon - Gibraltar - Malta - Cairo: Until 7th March, 8 eastbound and 7 westbound flights were made with Consolidated "Catalina" and Short S.30 flying boats. On 7th March, operations ceased.

Note: Gibraltar was an optional stop on westbound flights only.

Lyneham - Gibraltar - Cairo: 14th July to 10th December, 24 return flights were made with Consolidated "Liberator" landplanes. On 10th December, operations ceased. Operational control was in the hands of Royal Air Force Ferry Command.

United Kingdom - Malta

(a) **Poole - Shannon - Lisbon - Gibraltar:** 19th March to 11th August, 9 return flights were made with flying boats as follows:-

19th March to 17th July, Short "G" class; 18th July to 11th August, Consolidated "Catalina". On 11th August, operations ceased.

(b) **Gibraltar - Malta:** 24th March to 2nd October, 36 return flights were made as follows:-

24th March to 13th May, Consolidated "Catalina" flying boat; 16th May to 3rd August, Consolidated "Catalina" flying boat and Curtiss-Wright CW.20 landplane; 4th August to 18th August, Consolidated "Catalina" flying boat, Curtiss-Wright CW.20 and

Lockheed "Hudson III" landplanes; 19th August to 2nd October, Curtiss-Wright CW.20 and Lockheed "Hudson III" landplanes. On 2nd October, operations ceased.

United Kingdom - Eire

Bristol - Dublin: 249 westbound and 248 eastbound flights were made, connecting with trans-Atlantic services operated from Eire. Operated with landplanes as follows:-

Until 9th November, De Havilland DH.91 "Frobisher" class; after 9th November, De Havilland DH.91 "Frobisher" class and Armstrong Whitworth "Whitley V".

Note: After 21st February, Shannon replaced Dublin as the Eire terminal.

Poole - Shannon: 12th February to 4th April, 2 return flights were made with Short S.23 and Short "G" class flying boats; 5th April to 15th June, operations suspended; 16th June to 29th October, 7 return flights were made with Short "G" class and Short S.30 flying boats. On 29th October, operations ceased.

Allied Airways (Gandar Dower) Ltd.

Aberdeen - Wick - Grimsetter (for Kirkwall): Once daily on weekdays, with De Havilland "Dragon" and De Havilland "Dragon Rapide" landplanes.

Grimsetter (for Kirkwall) - Sumburgh: Once daily on weekdays with De Havilland "Dragon" and De Havilland "Dragon Rapide" landplanes.

Great Western and Southern Air Lines Ltd.

Lands End - Scilly Isles: From 12th January, three times daily on weekdays with De Havilland "Dragon" landplanes.

Note: The third daily service operated only when traffic demanded.

Isle of Man Air Services Ltd.

Liverpool - Isle of Man: Until 29th March, three times daily on weekdays; 30th March to 4th October, four times daily on weekdays; after 4th October, three times daily on weekdays. Operated with De Havilland "Dragon Rapide" landplanes.

Railway Air Services Ltd.

Liverpool - Belfast: Twice daily on weekdays with De Havilland DH.86 landplanes.

Belfast - Glasgow: Until 29th June, once daily on weekdays; after 29th June, twice daily on weekdays. Operated with De Havilland landplanes as follows:-

Until 28th June, DH.86; 29th June to 3rd October, DH.86 and "Dragon Rapide"; after 4th October, "Dragon Rapide".

Scottish Airways Ltd.

Inverness - Grimsetter (for Kirkwall): Twice daily on weekdays with De Havilland "Dragon" and "Dragon Rapide" landplanes.

Inverness - Grimsetter (for Kirkwall) - Sumburgh: Once daily on weekdays with De Havilland "Dragon" and "Dragon Rapide" landplanes.

Glasgow - Cambeltown - Islay: Twice daily on weekdays with De Havilland "Dragon Rapide" landplanes.

Glasgow - Tiree - Barra* - Benbecula - Sollas - Stornoway: Until 29th March, three times weekly; after 29th March, once daily on weekdays. Operated with De Havilland "Dragon Rapide" landplanes.

Note: After 7th November, calls at Benbecula and Sollas were omitted three days a week.

* Optional stop until 4th October, after which the stop was omitted.

West Coast Air Services Ltd.

United Kingdom - Eire

Manchester - Dublin: Once daily on weekdays with De Havilland DH.86 landplanes. After 15th November, Liverpool was used instead of Manchester.

Note: This service was operated in conjunction with the Eireann company, Aer Lingus Teoranta.

Details of services Operated During the Period 1st January - 31st December 1943

Subsidised Companies

The British Overseas Airways Corporation

United Kingdom - Sweden

Leuchars - Stockholm: A total of 341 special return flights were made with landplanes as follows:-

Until 3rd February, Lockheed "Lodestar" and "Hudson III"; 4th February to 11th March, Lockheed "Lodestar", "Hudson III" and De Havilland "Mosquito"; 12th March to 4th May, Lockheed "Lodestar", "Hudson III", De Havilland "Mosquito" and Douglas "Dakota"; 13th May to 14th August, Lockheed "Hudson III" and De Havilland "Mosquito"; 15th August to 30th September, De Havilland "Mosquito"; after 30th September, De Havilland "Mosquito" and Douglas "Dakota".

Of the 341 special return flights, one experimental and two special return flights were made with Consolidated "Liberator" landplanes, calling westbound at Gothenburg for refuelling.

Notes: By arrangement with the British Overseas Airways Corporation, The Royal Norwegian Government operated nine flights (five eastbound and four westbound) between Leuchars and Stockholm, from 15th November, with Lockheed "Lodestar" landplanes.

United Kingdom - U.S.S.R.

Prestwick - Ramenskoye: Until 8th April, six return flights with Consolidated "Liberator" landplanes. On 8th April, operations ceased.

Lyneham - Gibraltar - Tripoli - Cairo - Habbaniya* - Teheran* - Kuibyshev (USSR) - Ramenskoye: 10th June to 7th August, four return flights with Consolidated "Liberator" landplanes. On 7th August, operations ceased.

Lyneham - Gibraltar - Cairo - Algiers - Cairo - Habbaniya - Ramenskoye:** 9th October to 8th November, one special return flight with Consolidated "Liberator" landplane.

Lyneham - Gibraltar - Cairo - Habbaniya - Ramenskoye: 9th October to 15th November, one special return flight with Consolidated "Liberator" landplane.

Lyneham - Algiers - Cairo - Habbaniya - Teheran - Ramenskoye:** 9th October to 10th November, one special return flight with Consolidated "Liberator" landplane.

* Alternative calls

** Omitted westbound

United Kingdom - Portugal

Bristol - Chivenor* - Oporto - Lisbon:** Until 10th May, four times weekly; 9th May to 22nd May, six times weekly; 23rd May to 1st June, once daily; 2nd June to 10th June, service suspended; after 10th June, five times weekly. Operated with Douglas DC.2 and DC.3 landplanes.

Note: Operated by K.L.M. under charter to the British Overseas Airways Corporation.

* Refuelling call southbound, omitted northbound. From 11th November, St.Mawgan replaced Chivenor.

** Optional northbound, omitted southbound.

Bristol - Chivenor* - Lisbon: 2nd June to 26th July, six return flights were made with Douglas "Dakota" landplanes. On 26th July, operations ceased.

* Refuelling call southbound, omitted northbound.

Poole - Shannon - Lisbon: 3rd March to 28th May, 11 return flights were made with Short "Sunderland" flying boats. On 28th May, operations ceased.

United Kingdom - Gibraltar

Bristol - Chivenor* - Oporto - Lisbon - Gibraltar:** Until 14th May, twice weekly, with Douglas DC.2 and DC.3 landplanes. On 14th May the service ceased.

Note: Operated by K.L.M. under charter to the British Overseas Airways Corporation.

* Refuelling call southbound, omitted northbound.

** Refuelling call northbound, omitted southbound.

Bristol - Chivenor* - Lisbon - Gibraltar:** 9th May to 31st May, twice weekly; 1st June to 14th July, four times weekly; 15th July to 5th August, service suspended; after 5th August, twice weekly. Operated with Douglas "Dakota" landplanes.

Note: From 1st September, calls made at Lyneham, southbound only.

* Refuelling call southbound, omitted northbound.

** Optional northbound, normal southbound.

United Kingdom - French Morocco

Bristol - Lyneham* - Chivenor - Lisbon*** - Gibraltar**** - Fez (French Morocco):** 2nd June to 19th November, once daily with Douglas "Dakota" landplanes; after 19th November, three times weekly with Douglas "Dakota" landplanes.

Note: From 16th September, Rabat replaced Fez.

- * Omitted northbound
- ** Until 22nd August, optional refuelling call southbound, omitted northbound. After 22nd August, omitted in both directions.
- *** Until 15th June, normal call; after 15th June, optional northbound, normal southbound.
- **** Until 15th June, omitted; after 15th June, optional.

United Kingdom - Algeria

Bristol - St.Mawgan* - Gibraltar - Rabat - Algiers:** From 20th November, four times weekly with Douglas "Dakota" landplanes.

Note: "Militarised" service.

- * Refuelling call southbound, omitted northbound.
- ** Omitted southbound.

United Kingdom - Egypt

Poole - Shannon - Lisbon - Gibraltar - Djerba - Cairo: From 25th October, 27 eastbound and 26 westbound flights were made, with Short "Sunderland" flying boats.

Lyneham - Lisbon - Algiers - El Adem* (Libya) - Cairo: 27th February to 4th June, 9 return flights were made, with Consolidated "Liberator" landplanes. On 4th June, operations ceased.

- * Refuelling call westbound, omitted eastbound.

Lyneham - Lisbon - Tripoli (Libya) - Cairo: From 8th June, 30 eastbound and 29 westbound flights were made with Consolidated "Liberator" landplanes.

Lyneham - Gibraltar - Cairo: From 26th November, 3 return flights were made with Consolidated "Liberator" landplanes.

United Kingdom - India

Poole - Gibraltar - Djerba - Cairo - Habbaniya - Bahrein - Jiwani* - Karachi: From 25th December, three times weekly with Short "Sunderland" flying boats.

Note: "Militarised" service.

* Omitted westbound.

United Kingdom - West Africa

Poole - Shannon - Lisbon - Bathurst - Freetown - Lagos: Until 23rd March, 13 southbound and 17 northbound flights were completed. On 23rd March, operations ceased. Flying boats used were as follows:- Until 26th February, Short "G" class, Consolidated "Catalina" and Consolidated "Guba"; after 26th February, Consolidated "Catalina" and Consolidated "Guba".

Note: The Short "G" class flying boats omitted the call at Freetown.

Poole - Shannon - Lisbon - Port Etienne (French Mauritania) - Bathurst - Freetown - Abidjan* (Ivory Coast) - Lagos: 1st March to 5th November, 55 return flights were completed with Short "Sunderland" flying boats. On 5th November, operations ceased.

* Omitted until 11th July; after 11th July, normal call.

Lyneham - Lisbon - Bathurst - Lagos: Two return flights were made with Consolidated "Liberator" landplanes until 14th February, when operations ceased.

United Kingdom - Africa - U.S.A.

Winter route

Poole - Shannon - Lisbon - Bathurst - Lagos - Bathurst - Belem - Port of Spain - Bermuda - Baltimore - Bermuda - Lisbon - Shannon - Poole: Until 12th June, 10 westbound and 11 eastbound flights were made. In addition, 11 southbound and 9 northbound flights were made over the Poole - Shannon - Lisbon - Bathurst - Lagos section. From 13th June to 24th October, the summer route was employed. After 24th October, 8 westbound and 6 eastbound flights were completed. Boeing 314A flying boats were used.

Summer route

(a) **Poole - Shannon - Botwood - Baltimore:** 13th June to 24th October, 12 return flights were completed with Boeing 314A flying boats.

(b) **Poole - Shannon - Lisbon - Bathurst - Lagos:** 13th June to 24th October, 10 southbound and 12 northbound flights were made with Boeing 314A flying boats. After 24th October, the service resumed the winter route.

United Kingdom - Eire

Bristol - Shannon: 121 return flights were made with landplanes as follows:-

Until 16th May, De Havilland DH.91 "Frobisher" class and Armstrong Whitworth "Whitley V"; 17th May to 15th July, De Havilland DH.91 "Frobisher" class and Douglas "Dakota"; 16th July to 29th August, Douglas "Dakota". On 29th August, the service ceased.

Poole - Shannon: From 27th May, 61 westbound and 60 eastbound flights were made with flying boats as follows:-

Until 16th August, Short "G" class; after 16th August, Short "G" class and Short "Sunderland".

United Kingdom - Canada

Prestwick - Gander or Goose Bay - Montreal: 107 westbound and 187 eastbound flights were made with Consolidated "Liberator" landplanes. Operational control until 25th March was in the hands of Royal Air Force Ferry Command subsequently, the Royal Air Force Transport Command.

Prestwick - Reykjavik - Goose Bay - Montreal: From 2nd March, 73 westbound and 3 eastbound flights were made with Consolidated "Liberator" landplanes. Operational control until 25th March was in the hands of Royal Air Force Ferry Command subsequently, the Royal Air Force Transport Command.

Prestwick - Lagens (Azores) - Gander - Montreal: From 17th December, 6 westbound flights were made with Consolidated "Liberator" landplanes. Operational control until 25th March was in the hands of Royal Air Force Ferry Command subsequently, the Royal Air Force Transport Command.

Anglo-Egyptian Sudan - West Africa

Khartoum - El Fasher - El Geneina - Fort Lamy - Kano - Lagos - Takoradi: Until 19th March, twice weekly; 20th March to 21st June, once weekly; 22nd June to 11th July, twice weekly; 12th July to 26th July, three times weekly with Armstrong Whitworth "Ensign" landplanes.

Notes:

- (1) 22nd June to 26th July, Maiduguri replaced Fort Lamy.
- (2) The Lagos - Takoradi stage was operated as follows:- Until 14th March, once weekly; 15th March to 12th May, frequency irregular. On 13th May, this stage of the service was suspended.
- (3) On 26th July, the service was replaced by a Cairo - Takoradi service using Armstrong-Whitworth "Ensign" landplanes. See under Egypt - West Africa heading.

Khartoum - El Fasher - El Geneina - Fort Lamy - Kano - Lagos - Takoradi* - Marshall (Liberia) - Freetown:** 20th March to 11th July, once weekly with Armstrong-Whitworth "Ensign" landplanes. On 11th July the service ceased.

Note: 3rd April to 21st June, calls made at Accra westbound only; after 21st June, calls made at Maiduguri, Fort Lamy and Accra being omitted.

* Until 2nd April, optional for refuelling; 3rd April to 21st June, omitted westbound; after 21st June, normal call.

** Until 2nd April, optional for refuelling; after 2nd April, normal call.

Khartoum - El Fasher - El Geneina* - Fort Lamy - Kano - Asmara: 10th May to 1st July, once weekly with Armstrong-Whitworth "Ensign" landplanes. On 1st July, the service ceased.

Note: Asmara became the eastern terminus on 25th May; after 22nd June, Maiduguri, on occasions, replaced Fort Lamy.

* Normal call until 24th May; after 24th May, optional.

Khartoum - Juba - Entebbe* - Stanleyville - Bangui - Libenge** - Douala - Lagos - Accra -**

Until 14th June, Lockheed 14 and Lockheed "Lodestar" between Khartoum and Stanleyville; Junkers Ju.52, Lockheed 14 and Lockheed "Lodestar" between Stanleyville and Takoradi. After 14th June, Lockheed 14 and Lockheed "Lodestar" throughout.

Notes:

- (1) This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.
- (2) 15th June to 26th July, calls made at Malakal; 27th July to 10th August, calls at Malakal omitted.
- (3) After 10th August, this service was replaced by a Cairo - Takoradi service detailed later under Egypt - West Africa heading.

* After 27th May, omitted westbound only.

** Eastbound, the call at Bangui was made before the call at Libenge.

Egypt - West Africa

Cairo - Wadi Halfa - Khartoum - El Fasher* - El Geneina - Maiduguri - Kano - Lagos - Accra*** - Takoradi:** 6th June to 18th July, four times weekly with Lockheed "Lodestar" landplanes; 19th July to 19th August, service suspended; 20th August to 22nd October, once weekly; 23rd October to 28th November, twice weekly; after 28th November, three times fortnightly. Operated with Douglas "Dakota" landplanes after 19th August.

Notes:

- (1) 20th August to 31st October, Wadi Halfa was omitted and Lagos and Maiduguri were included, eastbound only.
- (2) 20th August to 31st October, the eastern terminus was Lagos, Accra or Takoradi, and after 31st October, either Accra or Takoradi according to traffic requirements.

- * Omitted, both directions, except that until 18th July, optional eastbound only.
- ** Until 18th July, optional; 20th August to 31st October, omitted eastbound; after 31st October, normal call.
- *** Until 18th July omitted eastbound; after 19th August, see note (2) above.

Cairo - Wadi Halfa - Khartoum - El Fasher - El Geneina - Maiduguri - Kano - Lagos - Accra* - Takoradi: From 26th July, five times fortnightly with Armstrong-Whitworth "Ensign" landplanes.

Note: This service replaced a Khartoum - Takoradi service described under Anglo-Egyptian Sudan - West Africa heading.

- * After 1st November, omitted.

Cairo - Luxor* - Wadi Halfa - Khartoum - Malakal - Laropi - Stanleyville - Coquilhatville - Leopoldville - Pointe Noire - Libreville - Lagos:** Until 3rd August, three times fortnightly; 4th August to 29th August, once weekly; after 29th August, once fortnightly. Operated with Short S.23, S.30 and S.33 flying boats.

- * Optional
- ** Once weekly until 9th May; 10th May to 17th November, optional; after 17th November, omitted.

Cairo - Wadi Halfa - Khartoum - Malakal - Juba - Entebbe* - Stanleyville - Bangui - Libenge** - Douala - Lagos - Accra - Takoradi:** Once weekly with Lockheed 14, Lockheed "Lodestar" and Junkers Ju.52 landplanes.

Note: This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

- * After 27th May, call westbound only.
- ** Eastbound, the call at Bangui was made before the call at Libenge.

Cairo - Wadi Halfa - Khartoum - Malakal* - Juba - Entebbe* - Stanleyville - Bangui - Libenge** - Douala - Lagos - Accra - Takoradi:** From 11th August, once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes. Previous to 11th August, the eastern terminus was Khartoum.

Note: This service replaced a Khartoum - Takoradi service described under Anglo-Egyptian Sudan - West Africa heading. The service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

* Call eastbound only.

** Eastbound, the call at Bangui was made before the call at Libenge.

Belgian Congo - Nigeria

Leopoldville - Pointe Noire - Libreville - Douala - Lagos: Until 17th June, once weekly with Lockheed 14, Lockheed "Lodestar" and Junkers Ju.52 landplanes, the latter calling at Douala once fortnightly; 18th June to 5th August, once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes, the call at Douala being omitted; after 5th August, once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes. After 5th August, the call at Douala was made once fortnightly.

Note: This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

Egypt - Anglo-Egyptian Sudan

Cairo - Luxor - Port Sudan: Until 8th March, once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes. On 18th March, the service ceased.

Cairo - Wadi Halfa - Khartoum: From 18th July, once weekly with Lockheed "Lodestar" landplanes.

Egypt - Eritrea

Cairo Luxor* - Jidda - Port Sudan - Asmara:** Once weekly with landplanes as follows:-

Until May, Lockheed 14, Lockheed "Lodestar" and De Havilland "Flamingo"; May to August, Lockheed "Lodestar" and De Havilland "Flamingo"; after August, Lockheed "Lodestar".

* Until 7th March, Hurghada replaced Luxor, northbound only, once fortnightly. On 8th March, the calls at Luxor were commenced.

** Until 30th November, calls northbound only, once fortnightly; after 30th November, normal calls in both directions.

Egypt - Western Desert

Cairo - Points in Western Desert: Until 28th February, a number of flights was made: 1st March to 16th May, twice daily; 17th May to 1st June, once daily. Operated with Lockheed 14, Lockheed "Lodestar" and Vickers-Armstrong "Wellington" landplanes. On 1st June, the service ceased.

Egypt - Turkey

Cairo - Lydda - Adana: Until May, once weekly with Lockheed 14, Lockheed "Lodestar" and De Havilland "Flamingo" landplanes; May to August, once weekly with Lockheed "Lodestar" and De Havilland "Flamingo" landplanes; August to 30th November, once weekly with Lockheed "Lodestar" landplanes; after 30th November, twice weekly with Lockheed "Lodestar" landplanes.

Egypt - Persia

Cairo - Lydda - Habbaniya - Teheran: Until May, once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes; May to 30th November, once weekly with Lockheed "Lodestar" landplanes; after 30th November, twice weekly with Lockheed "Lodestar" landplanes.

Iraq - Persia

Habbaniya - Teheran: Until May, once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes; May 30th to 30th November, Lockheed "Lodestar" landplanes. On 30th November, the service ceased.

Eritrea - Ethiopia

Asmara - Addis Ababa: Until May, once fortnightly with Lockheed 14 and Lockheed "Lodestar" landplanes; May to 30th November, once fortnightly with Lockheed "Lodestar" landplanes; after 30th November once weekly with Lockheed "Lodestar" landplanes.

Anglo-Egyptian Sudan - Kenya

Khartoum - Malakal - Juba - Kisumu - Nairobi: Twice weekly with landplanes as follows:-

Until May, Lockheed 14 and Lockheed "Lodestar" ; after May, Lockheed "Lodestar" landplanes.

Anglo-Egyptian Sudan - Eritrea

Khartoum - Asmara: Until 11th May, a number of flights was made with Lockheed 14, Lockheed "Lodestar" and Armstrong-Whitworth "Ensign" landplanes; 12th May to 11th July, twice weekly with Lockheed "Lodestar" and Armstrong-Whitworth "Ensign" landplanes; after 11th July, five times every four weeks with Armstrong-Whitworth "Ensign" landplanes.

Egypt - India

Cairo - Kallia - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi: 17th August to 30th August, once weekly; after 30th August, twice weekly. Operated with Short S.23, S.30 and S.33 flying boats.

Cairo - Lydda - Habbaniya - Basra - Bahrein - Sharjah - Jiwani - Karachi: Once weekly with landplanes as follows:-

Until 14th July, Vickers-Armstrong "Wellington"; after 14th July, Lockheed "Lodestar".

Cairo - Luxor - Port Sudan - Asmara - Kamaran - Aden - Riyan - Salalah - Masirah - Jiwani - Karachi: From 2nd November, once weekly with Lockheed "Lodestar" landplanes.

Eritrea - India

Asmara - Kamaran* - Aden - Riyan - Salalah - Masirah - Jiwani - Karachi: Until 11th February, once monthly with Lockheed 14 and Lockheed "Lodestar" landplanes; 11th February to 13th June, service suspended; 14th June to 1st November, once weekly with Lockheed "Lodestar" landplanes; after 1st November the service was replaced by the Cairo - Karachi service starting on 2nd November, described under the Egypt - India heading.

* Until 11th February, omitted westbound only; 14th June to 1st November, optional in both directions.

Egypt - Aden

Cairo - Luxor* - Jidda** - Port Sudan - Asmara - Kamaran - Assab*** (Eritrea) - Aden: Once weekly with landplanes as follows:-

Until May, with Lockheed 14, Lockheed "Lodestar" and De Havilland "Flamingo"; May to August, Lockheed "Lodestar" and De Havilland "Flamingo"; after August, Lockheed "Lodestar".

* Until 16th March, Hurghada replaced Luxor, southbound only, once fortnightly; after 16th March, calls at Luxor normal.

** Until 30th November, once fortnightly southbound, omitted northbound; after 30th November, omitted both directions.

*** Calls 1st October to 23rd November only.

South Africa - India

Durban - Johannesburg* - Lourenco Marques - Beira - Mozambique - Lindi - Dar es Salaam - Mombasa - Kisumu - Port Bell - Laropi - Malakal - Khartoum - Wadi Halfa - Luxor** - Cairo - Kallia - Habbaniya - Basra - Bahrein - Dubai - Jiwani (India) - Karachi - Raj Samand*** - Gwalior - Allahabad* - Calcutta: Twice weekly, with Short S.23, S.30 and S.33 flying boats.

Note; From 8th August, a shuttle service was operated between Durban and Johannesburg twice weekly.

- * Until 8th August, calls southbound only; after 8th August, omitted, both directions.
- ** Optional
- *** Until 21st April, optional for refuelling; after 21st April, normal calls.

Kenya - Madagascar

Kisumu - Mombasa - Dar es Salaam* - Lindi - Pamanzi Island (Comoros) - Diego Suarez: From 25th January, once weekly with Short S.23, S.30 and S.33 flying boats.

- * Omitted eastbound after October.

Ceylon - Australia

Kogalla - Perth: From 11th July to 2nd November, once weekly with Consolidated "Catalina" flying boats. On 3rd November, this service was replaced by the India - Australia service described below.

Note: Operated by Qantas Empire Airways Ltd. under charter to the British Overseas Airways Corporation.

India - Australia

Karachi - Kogalla - Perth: From 3rd November, three times fortnightly with Consolidated "Catalina" flying boats.

Note: Operated by Qantas Empire Airways Ltd. under charter to the British Overseas Airways Corporation.

Allied Airways (Gandar Dower) Ltd.

Aberdeen - Wick - Grimsetter (for Kirkwall) - Sumburgh: Once daily on weekdays with landplanes as follows:- Until October, De Havilland "Dragon" and "Dragon Rapide"; after October, De Havilland "Dragon Rapide".

Aberdeen - Grimsetter* (for Kirkwall) - Sumburgh: From 13th December, three times weekly with De Havilland "Dragon Rapide" landplanes.

* Omitted southbound.

Aberdeen - Grimsetter (for Kirkwall): From 13th December, three times weekly with De Havilland "Dragon Rapide" landplanes.

Grimsetter (for Kirkwall) - Wick: From 14th September, three times weekly with De Havilland "Dragon Rapide" landplanes.

Great Western and Southern Air Lines Ltd.

Lands End - Scilly Isles: Three times daily on weekdays, with landplanes as follows:- Until August, De Havilland "Dragon"; after August, De Havilland "Dragon Rapide".

Note: The third daily service was operated only when traffic demanded.

Isle of Man Air Services Ltd.

Liverpool - Isle of Man: Until 4th April, three times daily on weekdays; 5th April to 3rd October, four times daily on weekdays; after 3rd October, three times daily on weekdays. Operated with De Havilland "Dragon Rapide" landplanes.

Railway Air Services Ltd.

Liverpool - Belfast: Until 4th April, twice daily on weekdays with De Havilland DH.86 landplanes; 5th April to 3rd October, twice daily on weekdays with De Havilland DH.86 landplanes once daily on weekdays with De Havilland "Dragon Rapide" landplanes; after 3rd October, twice daily on weekdays with De Havilland DH.86 landplanes.

Belfast - Glasgow: Until 6th June, twice daily on weekdays; 7th June to 3rd October, three times daily on weekdays; after 3rd October, twice daily on weekdays. Operated with De Havilland "Dragon Rapide" landplanes.

Note: Operated by Scottish Airways Ltd. under charter to Railway Air Services Ltd.

Scottish Airways Ltd.

Inverness - Grimsetter (for Kirkwall): Twice daily on weekdays. Operated with landplanes as follows:- Until October, De Havilland "Dragon" and "Dragon Rapide"; after 3rd October, De Havilland "Dragon Rapide".

Inverness - Grimsetter (for Kirkwall) - Sumburgh: Once daily on weekdays. Operated with landplanes as follows:- Until October, De Havilland "Dragon" and "Dragon Rapide"; after October, De Havilland "Dragon Rapide".

Inverness - Sumburgh: From 4th October, once daily on weekdays with De Havilland "Dragon Rapide".

Glasgow - Cambeltown - Islay: Twice daily on weekdays with De Havilland "Dragon Rapide".

Glasgow - Tiree - Benbecula - Sollas - Stornoway: Once daily on weekdays. Operated with landplanes as follows:- Until October, De Havilland "Dragon" and "Dragon Rapide"; after October, De Havilland "Dragon Rapide".

Note: Benbecula and Sollas were omitted three days a week until 10th April, and after 7th November.

West Coast Air Services Ltd.

Liverpool - Dublin: Once daily on weekdays, with De Havilland DH.86 landplanes.

Note: This service was operated in conjunction with the Eireann company, Aer Lingus Teoranta.

**Details of services Operated During the Period
1st January - 31st December 1944**

Subsidised Companies

The British Overseas Airways Corporation

United Kingdom - Sweden

Leuchars - Stockholm: A total of 974 special flights (490 eastbound and 484 westbound) were made with landplanes as follows:-

Until 1st April, Douglas "Dakota" and De Havilland "Mosquito"; 1st April to 31st August, De Havilland "Mosquito"; 1st September to 3rd December, Douglas "Dakota" and De Havilland "Mosquito"; thereafter, Douglas "Dakota".

Of these special flights, eight in each direction were made with Consolidated "Liberator" landplanes.

United Kingdom - Portugal

Bristol - St.Mawgan* - Oporto - Lisbon:** Until 27th January, five times weekly; thereafter, six times weekly with landplanes as follows:-

Until 22nd February, Douglas DC.2 and DC.3 ; thereafter, Douglas DC.2, DC.3 and "Dakota".

Notes:

- (1) Operated by K.L.M. under charter to British Overseas Airways Corporation.
- (2) From 1st November, Hurn replaced Bristol.
- * Until 31st October, refuelling call southbound, omitted northbound; thereafter omitted both directions.
- ** Until 31st October, optional northbound, omitted southbound; thereafter omitted both directions.

Bristol - Lulsgate Bottom* - Lisbon: 20th January to 14th March, twice weekly with Douglas "Dakota" landplanes. On 14th March, the service ceased.

- * Optional southbound, omitted northbound.

Croydon (for London) - St.Mawgan* - Madrid - Lisbon: From 24th October, once weekly with Douglas "Dakota" landplanes.

Note: From 1st November, Hurn replaced Croydon.

- * Until 31st October, refuelling call southbound, omitted northbound; thereafter, omitted both directions.

United Kingdom - Gibraltar

Bristol - Lulsgate Bottom* - St.Mawgan - Lisbon*** - Gibraltar:** Until 5th February, twice weekly; 6th February to 20th December, three times weekly; thereafter, once weekly, with Douglas "Dakota" landplanes.

Note: From 1st November, Hurn replaced Croydon.

- * Until 31st October, optional southbound, omitted northbound; thereafter omitted.
- ** Until 31st October, refuelling call southbound, omitted northbound; thereafter omitted.
- *** Regular southbound, optional northbound.

Bristol - St.Mawgan* - Lisbon - Gibraltar: From 29th March, once weekly with Douglas "Dakota" landplanes.

Notes:

- (1) Operated by K.L.M. under charter to British Overseas Airways Corporation.
 - (2) From 1st November, Hurn replaced Bristol.
- * Until 31st October, refuelling call southbound, omitted northbound; thereafter omitted both directions.

United Kingdom - French Morocco

Bristol - St.Mawgan* - Lisbon - Gibraltar*** - Rabat:** Until 13th October, three times weekly with Douglas "Dakota" landplanes. On 13th October, the service ceased.

Note: From 4th January, Lulsgate Bottom (between Bristol and St.Mawgan) was included, southbound only, as an optional call.

- * Refuelling call southbound, omitted northbound.
- ** Regular southbound, optional northbound.
- *** Optional southbound, regular northbound.

United Kingdom - Algeria

Bristol - St.Mawgan* - Gibraltar - Rabat*** - Algiers:** Until 26th June, four times weekly, with Douglas "Dakota" landplanes. On 26th June, the service ceased.

Note: "Militarised" service.

- * Refuelling call southbound, omitted northbound.
- ** Regular southbound, optional northbound.
- *** Omitted southbound, regular northbound.

United Kingdom - Egypt

Lyneham - Lisbon - Tripoli - Cairo: Until 21st December, 100 eastbound and 101 westbound flights were made with Consolidated "Liberator" landplanes. On 21st December, operations ceased.

Notes:

- (1) 5th March to 20th May, Gibraltar replaced Lisbon, eastbound.
- (2) From 21st May, Rabat replaced Lisbon and Gibraltar.
- (3) From 1st November, Hurn replaced Lyneham.

Lyneham - Lisbon* - Gibraltar - Tripoli - Cairo:** From 23rd April, 36 eastbound and 35 westbound flights were made with Avro "York" landplanes.

Note: After 20th May, Rabat replaced Lisbon and Gibraltar.

- * Until 20th May, westbound only.
- ** Until 20th May, eastbound only.

Bristol - St.Mawgan* - Gibraltar - Algiers - Tripoli - Cairo:** 27th June to 29th July, three times weekly; 30th July to 17th December, four times weekly; thereafter, eleven times weekly, with Douglas "Dakota" landplanes.

Note: From 1st July, Hurn replaced Bristol.

- * Until 31st October, refuelling call eastbound, omitted westbound; thereafter, omitted.
- ** From 1st October, omitted.

United Kingdom - India

Poole - Gibraltar* - Djerba - Cairo - Habbaniya - Bahrein - Jiwani - Karachi:** Until April, three times weekly; April to 9th May, five times weekly; 10th May to 27th December, twice weekly; thereafter, three times weekly.

Note: "Militarised" service.

- * From 12th December, omitted.
- ** Regular eastbound, omitted westbound.

Poole - Gibraltar* - Djerba - Cairo - Habbaniya - Bahrein - Jiwani - Karachi - Gwalior*** - Calcutta:** From 10th May, twice weekly, with Short "Sunderland" flying boats.

Note: "Militarised" service.

- * From 12th December, omitted.
- ** Regular eastbound, omitted westbound.
- *** From 1st October, omitted.

United Kingdom - West Africa

Bristol - St.Mawgan* - Lisbon - Rabat - Port Etienne - Dakar - Bathurst - Freetown - Takoradi - Accra - Lagos:** 16th April to 31st July, once weekly; thereafter, twice weekly, with Douglas "Dakota" landplanes.

Note: From 1st November, Hurn replaced Bristol.

- * Until 31st October, refuelling call southbound, omitted northbound; thereafter omitted.
- ** From 16th July, omitted.

United Kingdom - U.S.A.

Winter route (U.K. - Africa - U.S.A.)

Poole* - Shannon - Lisbon - Bathurst - Lagos - Bathurst - Belem*** - Port of Spain - Bermuda - Baltimore - Bermuda - Lisbon - Shannon - Poole:** Until 6th May and after 29th October, once weekly in one direction, with Boeing 314A flying boats; 6th May to 29th October, see summer route details.

Note: From 1st March, Natal (Brazil) and Nassau were included for refuelling only.

- * 21st February to 8th May, Poole omitted.
- ** After 29th October, Lagos omitted.
- *** Refuelling call only.

Summer route (U.K. - Newfoundland - U.S.A.)

Shannon - Botwood - Baltimore: 6th May to 29th October, three times weekly with Boeing 314A flying boats.

Note: 16th September to 29th October, service extended eastwards to Poole.

United Kingdom - Eire

Poole - Shannon: Until 18th February, 9 westbound and 11 eastbound flights were made, with Short "G" class and "Sunderland" flying boats. On 18th February, the service ceased.

London - Shannon: From 11th February, 359 eastbound and 357 westbound flights were made, 32 in each direction with Lockheed "Hudson III", and 327 eastbound and 325 westbound flights with Douglas "Dakota" landplanes.

United Kingdom - Canada

Between Prestwick and Montreal 277 westbound and 274 eastbound flights were made, with Consolidated "Liberator" landplanes over the following routes:-

Prestwick - Gander or Goose Bay - Montreal: 132 westbound and 271 eastbound flights.

Prestwick - Reykjavik - Goose Bay - Montreal: 85 westbound flights.

Prestwick - Lagens (Azores) - Bermuda - Gander - Montreal: 60 westbound and 3 eastbound flights.

Egypt - West Africa

Cairo - Wadi Halfa - Khartoum - El Geneina - Maiduguri - Kano - Lagos - Accra - Takoradi: Twice weekly with Douglas "Dakota" landplanes.

Notes:

- (1) From 21st February, calls were made once weekly at El Fasher between Khartoum and El Geneina.
- (2) Until 14th March the western terminus was Accra or Takoradi according to traffic requirements; thereafter, Accra was the western terminus.

Cairo - Wadi Halfa - Khartoum - El Fasher - El Geneina - Maiduguri - Kano - Lagos - Accra* - Takoradi: Until 19th February, nine times fortnightly, with Armstrong-Whitworth "Ensign" landplanes. On 19th February, the service ceased.

* Optional westbound, omitted eastbound.

Cairo - Luxor* - Wadi Halfa - Khartoum - Malakal - Laropi - Stanleyville - Coquilhatville - Leopoldville - Libreville - Lagos: Until 13th February, once fortnightly; thereafter, once weekly, with Short S.23, S.30 and S.33 flying boats.

* Optional

Cairo - Wadi Halfa - Khartoum - Malakal* - Juba - Kisumu - Stanleyville - Bangui*** - Libenge*** - Douala - Lagos - Accra - Takoradi:** Until 12th November, once weekly with landplanes, as follows:-

Until 3rd February, Junkers Ju.52, Lockheed 14 and Lockheed "Lodestar"; 3rd February to 12th November, Lockheed 14 and Lockheed "Lodestar". On 12th November, the service ceased.

Notes:

- (1) This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.
- (2) Until 25th April, the western terminus was Accra or Takoradi according to traffic requirements; after 25th April, Accra was the terminus.
- * Until 3rd February, regular call in both directions; thereafter, regular westbound, optional eastbound.
- ** Westbound only.
- *** Eastbound, the call at Bangui was made before the call at Libenge.

Cairo - Wadi Halfa - Khartoum - Malakal* - Juba - Kisumu* - Stanleyville - Bangui - Libenge** - Douala - Lagos:** Once weekly with Lockheed 14 and Lockheed "Lodestar" landplanes.

Notes:

- (1) This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.
- (2) From 1st December, eastbound only, Entebbe replaced Kisumu.
- * Eastbound only.
- ** Eastbound, the call at Bangui was made before the call at Libenge.

Belgian Congo - Nigeria

Leopoldville - Pointe Noire - Libreville - Douala* - Lagos: Once weekly, with Lockheed 14 and Lockheed "Lodestar" landplanes.

Note: This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

- * Omitted alternate weeks.

Nigeria - Gold Coast

Lagos - Accra - Takoradi: Once weekly with landplanes, as follows:-

Until 14th February, Junkers Ju.52, Lockheed 14 and Lockheed "Lodestar"; thereafter, Lockheed 14 and "Lodestar".

Note: Until 25th April, the western terminus was Accra or Takoradi according to traffic requirements; thereafter, Accra was the terminus.

Egypt - Anglo-Egyptian Sudan

Cairo - Wadi Halfa - Khartoum: Until 13th March, once weekly, with Lockheed "Lodestar" landplanes. On 13th March, the service ceased.

Egypt - Turkey

Cairo - Lydda - Adana: Until 29th April, twice weekly; 30th April to 15th September, once weekly; thereafter, twice weekly with Lockheed "Lodestar" landplanes.

Notes:

- (1) From 26th February, Nicosia was included between Lydda and Adana.
- (2) From 11th November, Lydda was omitted, and Ankara replaced Adana.

Egypt - Persia

Cairo - Lydda - Habbaniya - Teheran: Until September, twice weekly; after September, three times weekly, with Lockheed "Lodestar" landplanes.

Note: From 2nd June, Damascus and Baghdad replaced Lydda and Habbaniya respectively.

Egypt - Southern Rhodesia

Cairo - Wadi Halfa - Khartoum - Malakal - Juba - Kisumu* - Nairobi - Tabora - Kasama - Gwelo:** 6th June to 28th September, twice weekly; thereafter, three times weekly, with Lockheed "Lodestar" landplanes.

* Optional.

** After 28th September, omitted.

Egypt - Kenya

Cairo - Wadi Halfa - Khartoum - Malakal - Juba - Kisumu - Nairobi: 13th March to 5th June, four times weekly; 5th June to 28th September, once weekly, with Lockheed "Lodestar" landplanes. On 28th September, the service ceased.

Cairo - Luxor - Wadi Halfa - Khartoum - Malakal - Laropi - Kisumu: From 15th February, once weekly, with Short S.23, S.30 and S.33 flying boats.

Egypt - Ethiopia

Cairo - Luxor - Jidda - Port Sudan - Asmara - Addis Ababa: Once weekly, with Lockheed "Lodestar" landplanes.

Note: From 31st October, calls were made at Kamaran and Aden.

Egypt - Hejaz

Cairo - Port Sudan - Jidda - Cairo: From 24th December, once weekly, with Lockheed "Lodestar" landplanes.

Anglo-Egyptian Sudan - Eritrea

Khartoum - Asmara: This service, which was operated five times monthly with Armstrong-Whitworth "Ensign" landplanes, ceased on 3rd January.

Egypt - India

Cairo - Lydda - Habbaniya - Shaibah - Bahrein - Sharjah - Jiwani - Karachi: Until 6th March, once weekly, with Lockheed "Lodestar" landplanes. On 6th March, the service ceased.

Cairo - Lydda - Habbaniya - Basra - Bahrein - Sharjah - Jiwani - Karachi: 4th March to 11th March, once weekly with Armstrong-Whitworth "Ensign" landplanes. On 11th March, the service ceased.

Cairo - Lydda - Habbaniya - Basra - Bahrein - Sharjah - Jiwani - Karachi - Jodhpur* - Delhi - Allahabad - Calcutta: 2nd March to 17th March, twice weekly; thereafter, three times weekly, with Armstrong-Whitworth "Ensign" landplanes.

Note: From 19th July, Baghdad replaced Habbaniya.

* From 18th September, omitted.

Cairo - Luxor - Port Sudan - Asmara - Kamaran* - Aden - Riyan - Salalah - Masirah - Jiwani - Karachi: Once weekly, with Lockheed "Lodestar" landplanes.

* Until 29th February, optional eastbound, regular westbound; thereafter, optional both directions.

Cairo - Kallia - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi: Until 14th February, twice weekly, with Short S.23, S.30 and S.33 flying boats. On 14th February, the service ceased.

Cairo - Habbaniya - Bahrein - Jiwani - Karachi: From 24th December, once weekly, with Short "Sunderland" flying boats.

Egypt - Aden

Cairo - Luxor - Port Sudan - Asmara - Kamaran - Aden: Until 27th January, once weekly; thereafter, twice weekly, with Lockheed "Lodestar" landplanes.

South Africa - India

Durban - Lourenco Marques - Beira - Mozambique - Lindi - Dar es Salaam - Mombasa - Kisumu - Port Bell - Laropi - Malakal - Khartoum - Wadi Halfa - Luxor* - Cairo - Kallia - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi - Raj Samand - Gwalior - Allahabad - Calcutta: Twice weekly, with Short S.23, S.30 and S.33 flying boats.

* Optional.

Natal - Transvaal

Durban - Johannesburg: Twice weekly, with Short S.23, S.30 and S.33 flying boats.

Kenya - Madagascar

Kisumu - Mombasa - Dar es Salaam* - Lindi - Pamanzi Island - Diego Suarez: Once weekly, with Short S.23, S.30 and S.33 flying boats.

* Westbound only.

Kenya - Ceylon

Kisumu - Mombasa - Port Victoria (Seychelles) - Hittadu (Maldives) - Kogalla: From 10th November, once fortnightly, with Short "G" class flying boats.

Ceylon - Australia

Colombo - Sigiriya* - Exmouth Gulf** - Perth: 16th June to 12th November, once weekly: thereafter, twice weekly, with Consolidated "Liberator" landplanes.

Note: This service was operated by Qantas Empire Airways Ltd. under charter to the British Overseas Airways Corporation.

* Regular eastbound. omitted westbound.

** Regular westbound, omitted eastbound.

India - Australia

Karachi - Kogalla - Perth: Until 6th December, three times fortnightly; thereafter, once weekly, with Consolidated "Catalina" flying boats.

Note: This service was operated by Qantas Empire Airways Ltd. under charter to the British Overseas Airways Corporation.

Allied Airways (Gandar Dower) Ltd.

Aberdeen - Wick - Kirkwall - Sumburgh: Once daily on weekdays, with De Havilland "Dragon Rapide" landplanes.

Aberdeen - Kirkwall* - Sumburgh: Until 2nd October, three times weekly, with De Havilland "Dragon Rapide" landplanes. On 2nd October, the service ceased.

* Regular northbound, omitted southbound.

Aberdeen - Kirkwall: Until 2nd October, three times weekly, with De Havilland "Dragon Rapide" landplanes. On 2nd October, the service ceased.

Kirkwall - Wick: Until 2nd October, three times weekly, with De Havilland "Dragon Rapide" landplanes. On 2nd October, the service ceased.

Aberdeen - Wick - Kirkwall: Until 2nd October, four times weekly, with De Havilland "Dragon Rapide" landplanes.

Great Western and Southern Airlines Ltd.

Lands End - Scilly Isles: Until 1st October, twice daily on weekdays; after 1st October, three times daily on weekdays, with De Havilland "Dragon Rapide" landplanes.

Isle of Man Air Services Ltd.

Isle of Man - Liverpool: Until 2nd April, three times daily on weekdays; 3rd April to 1st October, four times daily on weekdays; thereafter, three times daily on weekdays with De Havilland "Dragon Rapide" landplanes.

Railway Air Services Ltd.

Liverpool - Belfast: Until 2nd April, twice daily on weekdays with De Havilland "Dragon Rapide" landplanes; 3rd April to 1st October, three times daily on weekdays with De Havilland "Dragon Rapide" and DH.86 landplanes. ; thereafter, twice daily on weekdays, with De Havilland "Dragon Rapide" landplanes.

Glasgow - Belfast: Until 2nd April, twice daily on weekdays; 3rd April to 1st October, three times daily on weekdays; thereafter, twice daily on weekdays, with De Havilland "Dragon Rapide" landplanes.

Note: Operated by Scottish Airways Ltd. under charter to Railway Air Services Ltd.

London - Liverpool - Belfast: From 13th November, once daily on weekdays with De Havilland "Dragon Rapide" and DH.86 landplanes.

Scottish Airways Ltd.

Inverness - Kirkwall: Twice daily on weekdays, with De Havilland "Dragon Rapide" landplanes.

Inverness - Kirkwall - Sumburgh: Once daily on weekdays, with De Havilland "Dragon Rapide" landplanes.

Glasgow - Cambeltown - Islay: Until 2nd April, twice daily on weekdays, with De Havilland "Dragon Rapide" landplanes. On 2nd April, the service ceased.

Glasgow - Cambeltown: From 3rd April, twice daily on weekdays, with De Havilland "Dragon Rapide" landplanes.

Glasgow - Islay: From 3rd April, once daily on weekdays, with De Havilland "Dragon Rapide" landplanes.

Glasgow - Tiree - Benbecula - Sollas - Stornoway: Three times weekly, with De Havilland "Dragon Rapide" landplanes.

Glasgow - Tiree - Stornoway: Three times weekly, with De Havilland "Dragon Rapide" landplanes.

Inverness - Sumburgh: Until 2nd April, once daily on weekdays; after 2nd April, three times weekly, with De Havilland "Dragon Rapide" landplanes.

Inverness - Stornoway: 24th May to 18th December, three times weekly, with De Havilland "Dragon Rapide" landplanes. On 18th December, the service ceased.

West Coast Air Services Ltd.

United Kingdom - Eire

Liverpool - Dublin: Once daily on weekdays, with De Havilland DH.86 landplanes.

Note: Until 14th April and after 18th September, this service was operated in conjunction with the Eireann company Aer Lingus Teoranta.

Foreign Air Transport Companies

The Norwegian Government organisation, **Royal Norwegian Air Transport**, which was established on 19th November 1943, operated 187 flights (95 eastbound and 92 westbound) between Leuchars and Stockholm, with Lockheed "Lodestar" landplanes. These operations were conducted by arrangement with the British Overseas Airways Corporation.

A.B. Aerotransport, the Swedish air transport company, operated services between Sweden and the United Kingdom as follows:-

Stockholm - Aberdeen: 5th March to 18th April, nine return flights, with Douglas DC.3 landplanes. On 18th April, operations ceased.

Stockholm - Prestwick: From 9th October, eight return flights with Boeing B.17 landplanes.

Societe Anonyme Belge D'Exploitation de la Navigation Aerienne (S.A.B.E.N.A.) operated to the United Kingdom as follows:-

Leopoldville - Libreville - Lagos - Niamey* - Gao - Aoulef - Casablanca - Lisbon - Bristol:** From 13th September, once monthly with Lockheed "Lodestar" landplanes.

* From 12th October, omitted.

** From 1st November, Hurn was substituted for Bristol.

American Airlines Inc. and Transcontinental and Western Air Inc., on behalf of the United States Army Air Transport Command, operated to the United Kingdom as follows:-

Prestwick - Marrakech: Ten times weekly, with Douglas C.54 landplanes.

United Kingdom Air Transport Companies

Details of services Operated During the Period 1st January - 31st December 1945

United Kingdom - Sweden

Leuchars - Stockholm: Until 3rd June, a total of 336 special flights (167 eastbound and 169 westbound) were made. 4th June to 24th June, once daily; 25th June to 29th July, three times weekly; 30th July to 31st December four times weekly, with landplanes as follows:-

Until 11th April, Douglas "Dakota"; 12th April to 18th May, De Havilland "Mosquito"; thereafter, Douglas "Dakota".

Notes:

- (1) From 12th April, the service was extended to Helsinki once weekly if required.
- (2) From 4th June, London (Croydon) replaced Leuchars.
- (3) From 20th June, a call at Gothenburg was included.

United Kingdom - Portugal

Hurn - Lisbon: Until 3rd March, six times weekly; 4th March to 5th June, four times weekly; 6th June to 16th June, three times weekly; 17th June to 31st July, seven times fortnightly; 1st August to 21st October, nine times fortnightly; thereafter, five times weekly, with landplanes as follows:- Until 14th May, Douglas DC.2, DC.3 and "Dakota"; thereafter, DC.3 and "Dakota".

Note: Operated by K.L.M. under charter to B.O.A.C.

Hurn - Madrid - Lisbon: Until 25th October, once weekly; thereafter, twice weekly, with Douglas "Dakota" landplanes.

Note: From 11th September, Croydon replaced Hurn.

United Kingdom - Gibraltar

Hurn - Lisbon* - Gibraltar: Until 4th March, once weekly by K.L.M. under charter to B.O.A.C.; 5th March to 17th May, once weekly by B.O.A.C. alone; thereafter, by K.L.M. alone, as follows:- 18th May to 6th June, once weekly; 7th June to 31st July, twice weekly; thereafter, once weekly with Douglas "Dakota" landplanes.

* Until 6th June, optional northbound once weekly; thereafter regular.

United Kingdom - Egypt

Hurn - Rabat - Tripoli - Cairo: Up to 8th February, a total of 199 flights (84 eastbound and 115 westbound) were made, with Avro "York" landplanes; after 8th February see Hurn - Karachi service under U.K - India heading.

Hurn - Gibraltar - Tripoli - Cairo: Until 27th January, eleven times weekly; 28th January to 2nd June, fifteen times weekly; thereafter, fourteen times weekly, with Douglas "Dakota" landplanes.

Notes:

- (1) After 5th January, service was re-routed as follows:- Hurn - Marseilles* - Tripoli - El Adem - Cairo.
- (2) From 1st June, Malta replaced Tripoli.
- * Refuelling call only.

United Kingdom - India

Poole - Djerba - Cairo - Habbaniya - Bahrein - Jiwani* - Karachi: Until 1st March, three times weekly; 2nd March to 8th October, four times weekly, with Short "Sunderland" flying boats; after 8th October, see Poole - Rangoon service under U.K. - Burma heading.

Notes:

- (1) "Militarised" service.
- (2) From 20th February, Augusta (Sicily) replaced Djerba.
- (3) From 1st June, call was made at Marseilles between Poole and Augusta.
- * From 1st January, omitted westbound; from 1st June, optional.

Poole - Djerba - Cairo - Habbaniya* - Bahrein - Jiwani - Karachi - Calcutta:** Twice weekly with Short "Sunderland" flying boats.

Notes:

- (1) "Militarised" service.
- (2) From 20th February, Augusta (Sicily) replaced Djerba.
- (3) From 1st June, call was made at Marseilles.
- (4) From 5th November, Biscarosse*** (France) replaced Marseilles, and Jiwani was omitted.
- * 4th October to 4th November, regular eastbound, optional westbound; thereafter, eastbound only.
- ** 1st January to 3rd October, omitted westbound; thereafter, optional.
- *** Eastbound only.

Hurn - Rabat - Tripoli - Cairo - Shaibah - Karachi: Until 8th February this service was provided by the Hurn - Rabat - Tripoli - Cairo service (under U.K. - Egypt heading); 9th February to 15th July, a total of 351 flights (176 eastbound and 175 westbound) were made; thereafter, twice weekly, with Avro "York" landplanes.

Notes:

- (1) From 16th July, Malta replaced Rabat and Tripoli.
- (2) From 13th December, service was extended to Calcutta via Delhi.

Hurn - Marseilles* - Malta - El Adem* - Cairo - Baghdad - Sharjah - Karachi: 4th June to 2nd July, twice weekly; 3rd July to 13th July, three times weekly; 14th July to 24th July, four times weekly; thereafter, five times weekly, with Douglas "Dakota" landplanes.

Notes:

- (1) "Militarised" service.
- (2) From 1st September, calls were made at Lydda between Cairo and Baghdad, Basra between Baghdad and Sharjah, and Jiwani between Sharjah and Karachi. From 15th October, these calls were made eastbound only.
- (3) From 15th November, Jiwani was omitted.
- * Refuelling call only.

United Kingdom - Burma

Poole - Marseilles - Augusta - Cairo - Habbaniya* - Bahrein - Jiwani - Karachi - Calcutta - Rangoon: Until 8th October this service was carried by the Poole - Djerba - Cairo - Habbaniya - Bahrein - Jiwani - Karachi service (under U.K. - India heading. From 9th October, four times weekly, with Short "Sunderland" flying boats.

Note: From 5th November, Biscarosse** replaced Marseilles, and Jiwani was omitted.

- * Until 11th December, regular in both directions; thereafter, eastbound only.
- ** Eastbound only.

United Kingdom - Australia

Hurn - Lydda - Karachi - Colombo - Minneriya* - Learmouth - Gawler* - Sydney: 31st May to 14th July, once weekly; 15th July to 13th August, twice weekly; thereafter, three times weekly, with Avro "Lancastrian" landplanes.

Notes:

- (1) From 1st December, Negombo replaced Colombo and Minneriya.
- (2) The Karachi - Sydney section of this service was operated by Qantas Empire Airways Ltd. on behalf of B.O.A.C.
- * Refuelling call southbound, omitted northbound.
- ** Refuelling call westbound, omitted eastbound.

United Kingdom - West Africa

Hurn - Lisbon - Rabat - Port Etienne - Bathurst - Freetown - Takoradi - Accra - Lagos:

Until 4th July, twice weekly; thereafter, three times weekly, with Douglas "Dakota" landplanes.

Note: From 3rd November, service terminated at Accra.

Hurn - Rabat - Bathurst - Accra: From 23rd October, ad hoc: maximum seven times fortnightly, with Handley-Page "Halifax" landplanes.

Note: Freight only.

United Kingdom - South Africa

Hurn - Tripoli - Cairo - Khartoum - Nairobi - Johannesburg: From 10th November, once weekly, with Avro "York" landplanes.

Notes:

- (1) In conjunction with South African Airways, who operated a once weekly service in the reverse direction.
- (2) From 21st December, Malta replaced Tripoli.

United Kingdom - Eire

London - Shannon: Up to 29th October, a total number of 578 flights (289 eastbound and 289 westbound) were made, with Douglas "Dakota" and Lockheed "Hudson" landplanes. On 29th October, the service ceased.

United Kingdom - Canada

Prestwick - Reykjavik* - Goose Bay* - Lagens* - Bermuda* - Gander - Montreal: Until 26th April, six times weekly; thereafter, seven times weekly, with Consolidated "Liberator" landplanes.

* Refuelling calls as necessary.

United Kingdom - U.S.A.

Winter route (U.K. - Africa - U.S.A.)

Poole - Lisbon - Bathurst - Natal* - Belem - Port of Spain - Nassau - Bermuda - Baltimore - Bermuda - Lisbon - Poole: Until 6th February, once weekly; 7th February to 11th May, three times fortnightly; 12th May to 17th October, see summer routeing; thereafter, once weekly in one direction, with Boeing 314A flying boats.

Note: From 18th October, Nassau was omitted and Shannon replaced Lisbon eastbound.

* From 18th October optional.

Summer route (U.K. - Newfoundland - U.S.A.)

Poole - Shannon - Botwood - Baltimore: 12th May to 17th October, four times weekly, with Boeing 314A flying boats.

U.S.A. - Bermuda

Baltimore - Bermuda: From 8th October, twice weekly with Boeing 314A flying boats.

Note: Extra flight once weekly as required.

Egypt - West Africa

Cairo - Wadi Halfa - Khartoum - El Fasher* - El Geneina - Maiduguri - Kano - Lagos - Accra: Twice weekly, with Douglas "Dakota" landplanes.

Note: From 9th October, Luxor was included northbound between Cairo and Wadi Halfa.

* Once weekly only.

Cairo - Wadi Halfa - Khartoum - Malakal* - Juba - Entebbe* - Stanleyville - Bangui** - Libenge* - Douala - Lagos: Until 5th September, once weekly, with Lockheed 14 and Lockheed "Lodestar" landplanes. On 5th September, the service ceased.

Note: This service was operated by S.A.B.E.N.A. under charter to B.O.A.C.

* Omitted westbound.

** Eastbound, the call at Bangui was made before the call at Libenge.

Cairo - Luxor* - Wadi Halfa - Khartoum - Malakal - Laropi - Stanleyville - Coquilhatville - Leopoldville - Libreville - Lagos: Until 22nd January, once weekly, with "C" class flying boats. On 22nd January, the service ceased.

* Optional

Nigeria - Gold Coast

Lagos - Accra: Until 27th August, once weekly, with Lockheed 14 and Lockheed "Lodestar" landplanes. On 27th August, the service ceased.

Note: This service was operated by S.A.B.E.N.A. under charter to B.O.A.C.

Belgian Congo - Nigeria

Leopoldville - Pointe Noire - Libreville - Douala* - Lagos: Once weekly, with Lockheed 14 and Lockheed "Lodestar" landplanes.

Note: This service was operated by S.A.B.E.N.A. under charter to B.O.A.C.

* Omitted alternate weeks.

Egypt - Anglo-Egyptian Sudan

Cairo - Wadi Halfa - Khartoum: 9th July to 2nd August, twice weekly; thereafter, once weekly, with Lockheed "Lodestar" landplanes.

Note: From 3rd August, Luxor was included between Cairo and Wadi Halfa northbound only.

Egypt - Turkey

Cairo - Nicosia - Ankara: Twice weekly, with Lockheed "Lodestar" landplanes.

Notes:

- (1) 13th January to 6th April, Adana was included.
- (2) From 6th April, service extended to Istanbul.

Egypt - Persia

Cairo - Damascus - Baghdad - Teheran: Until 12th October, three times weekly, with Lockheed "Lodestar" landplanes. On 12th October, the service ceased.

Egypt - Iraq

Cairo - Lydda - Baghdad - Basra: 18th February to 27th April, twice weekly; 28th April to 1st October, three times weekly; 2nd October to 25th December, twice weekly; thereafter, once weekly, with landplanes as follows:- Until 27th April, Douglas "Dakota"; thereafter, Lockheed "Lodestar".

Cairo - Damascus - Baghdad - Basra: From 2nd October, once weekly, with Lockheed "Lodestar" landplanes.

Egypt - Southern Rhodesia

Cairo - Wadi Halfa - Khartoum - Malakal - Juba - Kisumu* - Nairobi - Kasama - Gwelo: Until 7th May, three times weekly; 8th May to 10th July, twice weekly; 11th July to 25th September, once weekly, with Lockheed "Lodestar" landplanes. On 25th September, service ceased.

* Optional.

Egypt - Kenya

Cairo - Luxor* - Wadi Halfa - Khartoum - Malakal - Laropi - Kisumu: Once weekly, with "C" class flying boats.

Note: From 7th November, Port Bell** was included southbound between Laropi and Kisumu.

* Until 9th October, optional; thereafter, optional southbound, regular northbound.

** Southbound only.

Cairo - Wadi Halfa Khartoum - Malakal - Juba - Kisumu* - Nairobi: From 10th May, twice weekly, with Lockheed "Lodestar" landplanes.

Notes:

(1) 18th October to 8th December, service terminated at Kisumu.

(2) From 9th October, Luxor was included northbound.

* Until 17th October, optional; 18th October to 8th December, regular; thereafter, optional.

Egypt - Ethiopia

Cairo - Luxor - Jidda - Port Sudan - Asmara - Kamaran - Aden - Addis Ababa: Until 30th July, once weekly; 31st July to 31st August, twice weekly; thereafter, once weekly, with Lockheed "Lodestar" landplanes.

Notes:

- (1) From 1st September, Jidda was omitted.
- (2) From 5th October, Kamaran was omitted.

Cairo - Wadi Halfa - Khartoum - Asmara - Kamaran - Aden - Hargeisa - Addis Ababa: From 1st September, once weekly, with Lockheed "Lodestar" landplanes.

Note: From 5th October, Kamaran was omitted, and Luxor was included northbound.

Eritrea - Ethiopia

Asmara - Kamaran - Aden - Addis Ababa: 18th January to 31st July, once weekly, with Lockheed "Lodestar" landplanes. On 31st July, the service ceased.

Note: From 28th July, Hargeisa (British Somaliland) was included between Aden and Addis Ababa.

Egypt - Hejaz

Cairo - Port Sudan - Jidda - Cairo: Until 13th January, in one direction only, as shown; thereafter, in reverse direction, once weekly, with Lockheed "Lodestar" landplanes.

Note: From 7th October, Jidda was included, once weekly southbound, and twice weekly northbound.

Egypt - India

Cairo - Habbaniya - Bahrein - Jiwani* - Karachi: Until 31st May, once weekly; 1st June to 14th October, three times weekly, with Short "Sunderland" flying boats. On 14th October, the service ceased.

* Omitted westbound.

Cairo - Kallia - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi: From 29th January, twice weekly, with "C" class flying boats.

Notes:

- (1) From 8th October, Jiwani was omitted.
- (2) From 8th October, route was extended to Raj Samand, Gwalior, Allahabad and Calcutta.

Cairo - Lydda - Baghdad - Basra - Bahrein - Sharjah - Jiwani - Karachi - Jodhpur* - Delhi - Allahabad - Calcutta: Until 31st October, three times weekly; thereafter, twice weekly, with Armstrong-Whitworth "Ensign" landplanes.

Cairo - Luxor - Port Sudan - Asmara - Kamaran* - Aden - Riyan - Salalah - Masirah - Jiwani - Karachi: Once weekly, with Lockheed "Lodestar" landplanes.

* Optional until 18th October, thereafter, omitted.

South Africa - India

Durban - Lourenco Marques - Beira - Mozambique - Lindi - Dar es Salaam - Mombasa - Kisumu - Port Bell - Laropi - Malakal - Khartoum - Wadi Halfa - Luxor* - Cairo - Kallia - Habbaniya - Basra - Bahrein - Dubai - Jiwani - Karachi - Raj Samand - Gwalior - Allahabad - Calcutta:** Twice weekly, with "C" class flying boats.

Note: From 10th October, Jiwani was omitted.

* Until 9th October, optional; thereafter, optional southbound, regular northbound.

** Until 25th July, regular both directions; 25th July to 9th October, omitted westbound; thereafter, regular both directions.

Kenya - Madagascar

Kisumu - Mombasa - Dar es Salaam* - Lindi - Pamanzi Island - Diego Suarez: Until 2nd September, once weekly, with "C" class flying boats. On 2nd September, the service ceased.

* Westbound only.

Ceylon - Australia

Colombo - Sigiriya* - Exmouth Gulf - Perth: Twice weekly, with Consolidated "Liberator" landplanes.

Notes:

(1) From 30th November, Minneriya* (Ceylon) - Learmouth (Australia) and Sydney replaced Sigiriya, Exmouth Gulf and Perth respectively.

(2) Operated by Qantas Empire Airways Ltd. under charter to B.O.A.C.

* Eastbound only.

India - Australia

Karachi - Kogalla - Perth: Until 17th July, once weekly, with Consolidated "Catalina" flying boats. On 17th July, the service ceased.

Note: Operated by Qantas Empire Airways Ltd. under charter to B.O.A.C.

The following services were operated by the Corporation on behalf of East African Airways.

Tanganyika - Zanzibar

Dar es Salaam - Zanzibar: 2nd November to 29th December, four times weekly, with DH.89 landplanes. On 29th December, the service ceased.

Tanganyika - Kenya

Dar es Salaam - Zanzibar - Tanga - Mombasa: From 1st November, three times weekly, with DH.89 landplanes.

Dar es Salaam - Moshi - Nairobi: From 1st November, three times weekly, with DH.89 landplanes.

Kenya - Uganda

Nairobi - Kisumu - Entebbe: 3rd September to 31st October, twice weekly; thereafter, three times weekly, with DH.89 landplanes.

Kenya - Tanganyika

Nairobi - Mombasa - Zanzibar - Dar es Salaam: 1st September to 31st October, three times weekly, with DH.89 landplanes. On 31st October, the service ceased.

Kenya (Internal)

Nairobi - Kisumu: 6th September to 31st October, once weekly; thereafter, twice weekly, with DH.89 landplanes.

Note: From 1st November, Eldoret, between Nairobi and Kisumu, was included.

Nairobi - Mombasa: From 1st November, once daily, with DH.89 landplanes.

Allied Airways (Gandar Dower) Ltd.

Aberdeen - Wick - Kirkwall - Sumburgh: Once daily on weekdays, with DH.89 landplanes.

Aberdeen - Wick* - Kirkwall: Until 8th April, four times weekly; 9th April to 7th October, three times weekly; from 8th October, once daily on weekdays, with DH.89 landplanes.

* From 8th October, omitted.

Aberdeen - Sumburgh: From 8th October, once daily on weekdays, with DH.89 landplanes.

Jersey Airways Ltd.

London - Guernsey* - Jersey: From 21st June, twice daily; from 25th June, four times daily; from 16th July to 9th September, three times daily, with DH.89 landplanes.

* Omitted once daily on return journey.

Jersey - Guernsey: From 16th July to 9th September, once daily, with DH.89 landplanes.

Jersey Airways Ltd. was taken over by Channel Island Airways Ltd. on 10th September.

Channel Island Airways Ltd.

Croydon - Jersey: From 10th September, once daily, with DH.89 landplanes.

Croydon - Guernsey: From 10th September, once daily, with DH.89 landplanes.

Guernsey - Jersey: 19th September to 14th October, twice daily; thereafter, three times daily, with DH.89 landplanes.

Southampton - Guernsey - Jersey* - Southampton: From 10th September, sixteen times weekly in one direction, with DH.89 landplanes.

* Once daily southbound, cargo only except that passengers were carried between Guernsey and Jersey.

Southampton - Jersey - Guernsey - Southampton: From 10th September, once daily in one direction, with DH.89 landplanes.

Southampton - Guernsey: 10th September to 19th October, twice daily; thereafter, once daily, with DH.89 landplanes.

Alderney - Guernsey - Jersey: From 20th December to 31st December, twice weekly, with DH.89 landplanes.

Great Western and Southern Airlines Ltd.

Lands End - Scilly Isles: Until 2nd June, three times daily on weekdays; thereafter, four times daily on weekdays, with DH.89 landplanes.

Isle of Man Air Services Ltd.

Isle of Man - Liverpool: Until 1st April, three times daily on weekdays; 2nd April to 29th October, four times daily on weekdays; thereafter, three times daily on weekdays, with DH.89 landplanes.

Railway Air Services Ltd.

Liverpool - Belfast: Until 8th April, twice daily on weekdays; 9th April to 8th October, three times daily on weekdays; thereafter, twice daily on weekdays, with De Havilland DH.86 landplanes.

Glasgow - Belfast: Until 8th April, twice daily on weekdays; 9th April to 22nd July, three times daily on weekdays; 23rd July to 7th October, four times daily on weekdays; 8th October to 17th November, twice daily on weekdays; thereafter, twice daily on weekdays, and once daily on Sundays, with DH.89 landplanes.

Note: Operated by Scottish Airways Ltd. under charter to Railway Air Services Ltd.

London - Liverpool - Belfast: Once daily on weekdays, with DH.89 and DH.86 landplanes.;

London - Liverpool* - Prestwick: 9th April to 24th June, once daily on weekdays, with DH.89 landplanes. On 24th June, the service ceased.

Note: Operated by Scottish Airways Ltd. under charter to railway Air Services Ltd.

* Refuelling call only.

London - Liverpool - Glasgow: From 25th June, once daily on weekdays, with DH.89 landplanes.

Note: Operated by Scottish Airways Ltd. under charter to railway Air Services Ltd.

London - Belfast: From 3rd December, once daily on weekdays, with Avro XIX landplanes.

Scottish Airways Ltd.

Inverness - Kirkwall: Twice daily on weekdays, with DH.89 landplanes.

Inverness - Kirkwall - Sumburgh: Once daily on weekdays, with DH.89 landplanes.

Inverness - Sumburgh: Until 7th October, three times weekly, with DH.89 landplanes. On 7th October, the service ceased.

Inverness - Stornoway: From 9th April, three times weekly, with DH.89 landplanes.

Glasgow - Campbeltown: Twice daily on weekdays, with DH.89 landplanes.

Glasgow - Islay: Until 22nd July, once daily on weekdays; 23rd July to 7th October, twice daily on weekdays; thereafter, once daily on weekdays, with DH.89 landplanes.

Glasgow - Tiree - Benbecula - Sollas* - Stornoway: Three times weekly, with DH.89 landplanes.

* From 8th October, omitted.

Glasgow - Tiree - Stornoway: Three times weekly, with DH.89 landplanes.

Glasgow - Tiree: 23rd July to 7th October, three times weekly, with DH.89 landplanes. On 7th October, the service ceased.

Glasgow - Stornoway: From 9th April, three times weekly, with DH.89 landplanes.

West Coast Air Services Ltd.

Liverpool - Dublin: Until 7th October, once daily on weekdays; thereafter, twice daily on weekdays, with DH.86 landplanes.

Croydon - Dublin: From 3rd December, once daily on weekdays, with Avro XIX landplanes.

Note: These services were operated in conjunction with the Eireann company Aer Lingus Teoranta.

Foreign Air Transport Companies

Societe Anonyme Belge D'Exploitation de la Navigation Aerienne (S.A.B.E.N.A.), the Belgian air transport company, operated to the United Kingdom as follows:-

(1) **Leopoldville - Libreville* - Lagos - Gao - Aoulef - Casablanca - Lisbon - Hurn:** Until 10th May, once monthly; 11th May to 5th August, twice monthly with Lockheed "Lodestar" landplanes. On 5th August, the service ceased.

Note: Until 22nd July, the service terminated at Hurn; thereafter it was extended to Brussels.

* Optional.

(2) **Brussels - London (Croydon Airport):** 24th October to 31st November, once daily on weekdays; thereafter, once daily, with Lockheed "Lodestar" landplanes.

Det Danske Luftfartselskab (D.D.L.), the Danish air transport company, operated to the United Kingdom on behalf of the Danish military authorities as follows:-

Copenhagen - Blackbushe: 4th September to 31st October, three times weekly; thereafter, once daily, with Curtiss "Condor", Boeing B.17 and Douglas DC.3 landplanes.

Air France (R.L.A.F.) operated to the United Kingdom on behalf of the French Government as follows:-

Paris - London (Croydon Airport): 8th January to 24th February, twice weekly: 25th February to 10th June, three times weekly; 11th June to 22nd October, once daily on weekdays; thereafter, ten times weekly, with landplanes as follows:- Until 10th June, Lockheed 14 and Lockheed "Lodestar"; 11th June to 22nd October, Douglas DC.3; thereafter, Bloch 220 and Junkers Ju.52.

The Norwegian Government organisation, **Royal Norwegian Air Transport**, operated to the United Kingdom as follows:-

Leuchars - Stockholm: Until 8th July, non scheduled flights, with Lockheed "Lodestar" landplanes. On 8th July, the service ceased.

Oslo - London (Croydon Airport): From 9th July, once daily on weekdays, with Douglas DC.3 landplanes.

Oslo - Turnhouse: 1st October to 8th November, once every two days, with Lockheed "Lodestar" landplanes. On 8th November, the service ceased.

A.B. Aerotransport, the Swedish air transport company, operated to the United Kingdom as follows:-

Stockholm - Prestwick: Until 9th May, thirty-one return flights with Boeing B.17 landplanes; thereafter, the service was superseded by the Stockholm - Gothenburg - Prestwick flights.

Stockholm - Gothenburg - Prestwick: 21st May to 2nd July: once daily on weekdays, with Boeing B.17 landplanes; thereafter the service was superseded by the Stockholm - Gothenburg - London flights.

Stockholm - Gothenburg - London (Croydon Airport): 3rd July to 26th July, three times weekly; thereafter, four times weekly, with Douglas DC.3 landplanes.

American Export Airlines Inc. operated commercial services between the United States and the United Kingdom as follows:-

New York - Gander - Rineanna - Hurn: 31st October to 25th December, twice weekly; thereafter, three times weekly, with Douglas DC.4 landplanes.

New York - Boston - Gander - Rineanna - Hurn: From 31st October, once weekly, with Douglas DC.4 landplanes.

Washington - Philadelphia - Gander - Rineanna - Hurn: From 4th December, once weekly, with Douglas DC.4 landplanes.

Chicago - Gander - Rineanna - Hurn: From 4th December, once weekly, with Douglas DC.4 landplanes.

Notes:

- (1) Calls at Gander were for refuelling only.
- (2) As from 10th November, the name of the company was changed to "American Overseas Airlines Inc."

Pan American Airways Inc. operated commercial services between the United States and the United Kingdom as follows:-

New York - Gander - Rineanna - Hurn: 28th October to 3rd December, twice weekly; thereafter, five times weekly, with Douglas DC.4 landplanes.

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Appendix C

Regular Air Services in British Empire Countries other than the United Kingdom in 1939

Editor's Note: The following explanatory paragraph is a direct transcript of the original document text. All following text is given as in the original document, except where some explanation is felt useful. Such text is prefaced as an "Editor's Note".

Note: In the section dealing with each territory, details are given of the services operated by any locally registered air transport companies. In addition, mention is made under the sub-heading "Empire Service" or "Other Services", as appropriate, of regular air services operated by other companies, British or foreign, on which stops were made within the territory under review. Certain of the services were suspended or modified after the outbreak of war.

Australia

Qantas Empire Airways Ltd.

Sydney – Singapore – England: Thrice weekly. Operated in conjunction with Imperial Airways Ltd.

Other services.

Until 2nd August, the Netherlands East Indies Company, K.N.I.L.M., operated a twice-weekly service between Batavia and Sydney calling at Darwin, Cloncurry, Longreach and Brisbane. On 3rd August, the frequency of the service was reduced to once weekly.

Bermuda

From 21st January, **Imperial Airways Ltd.** suspended the operation of the twice-weekly service between Hamilton, Bermuda and Port Washington, New York, owing to the shortage of aircraft.

Pan American Airways Inc. operated a twice-weekly service between the United States of America and Bermuda.

British West Indies

Pan American Airways Inc. operated the following services passing through the British West Indies:-

Miami (USA) – South America, via San Juan (Puerto Rico) – Port of Spain (Trinidad): Weekly.

Miami (USA) – South America, via San Juan (Puerto Rico) – St. Johns (Antigua) – Port of Spain (Trinidad) – Georgetown (British Guiana): Weekly.

San Juan (Puerto Rico) – Port of Spain (Trinidad): Weekly.

Miami (USA) – Cat Cay (Bahamas): Thrice weekly until 28th April.

Miami (USA) – Nassau (Bahamas): Daily, from January to April, and afterwards thrice weekly.

Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Cristobal (Canal Zone): Twice weekly during January and February. Weekly during March and April, and from May, twice weekly.

Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Barranquilla (Colombia): Twice weekly.

Kingston (Jamaica) – Santiago (Cuba) – Port au Prince (Haiti): Weekly.

Port of Spain (Trinidad) – Cristobal (Canal Zone): Twice weekly.

Port of Spain (Trinidad) – Barranquilla (Colombia): Twice weekly.

Port of Spain (Trinidad) – Maracaibo (Venezuela): Twice weekly.

Transportes Aereos Centre Americanos Ltd., a Honduras company, operated a thrice-weekly service between Belize and El Cayo (British Honduras), and a twice-weekly service to San Pedro Sula (Honduras), calling at Stann Creek, Peints Gorda and Puerto Barrios. This service connected with the services operated by the company in Central American countries.

The Compania Mexicana de Transportes Aereos de Chiapas operated a twice weekly service between Chetumal (in the Mexican territory of Quintana Roo) and Belize in British Honduras.

In January, the Netherlands company K.L.M. inaugurated a weekly service between Curacao and Trinidad, and a thrice-weekly service between Trinidad and Barbados. On 1st August, the frequency of the former service was increased to twice weekly and the latter service to four times weekly.

Burma

Empire services.

The England – Australia service was operated through Burma by Imperial Airways Ltd., in conjunction with Indian Trans-Continental Airways Ltd. and Qantas Empire Airways Ltd. (see under “India” and “Australia” respectively), stops being made at Akyab and Rangoon.

Other services.

The French air transport company, Air France, continued to operate a weekly service from France to the Far East, which called at Akyab and Rangoon. The Netherlands company, K.L.M., continued to operate a thrice-weekly service from the Netherlands to the Netherlands East Indies, which called at Rangoon.

Canada

Pan American Airways Inc. Inaugurated, on 28th June, a weekly service between New York and Southampton, calling at Shediac (New Brunswick) and Botwood (Newfoundland).

Pacific Alaska Airways Inc., a subsidiary of Pan American Airways Inc., operated a weekly service between Juneau (Alaska) and Fairbanks (Alaska) calling at Whitehorse (Yukon Territory).

Cyprus

Misr Airworks S.A.E.

Cairo – Lydda – Haifa – Larnaca: Weekly, from June.

The Gambia

Elders Colonial Airways Ltd., an associated company of Imperial Airways Ltd., re-instituted on 16th April the weekly service between Bathurst and Freetown (see under “Sierra Leone”). This service was suspended on 15th July 1939.

Bathurst was used as a regular stopping place by the German air transport company, **Deutsche Lufthansa A.G.**, which operated a weekly air mail service between Europe and South America.

Gold Coast

Empire Air Services.

Elders Colonial Airways Ltd., (see under "Nigeria"), an associated company of Imperial Airways Ltd., continued to operate a weekly service from Accra to Lagos. On 1st June, the service was extended to Takoradi. This service connected at Lagos with the weekly Khartoum – West Africa service operated by Imperial Airways Ltd.

Other Services.

The French air transport company, Aeromaritime, continued to operate a weekly service from Dakar to Pointe Noire, which called at Accra.

Hong Kong

Empire Air Service.

Imperial Airways Ltd., continued to operate a twice-weekly service from Hong Kong to Bangkok connecting at the latter place with the main England – Australia route.

Other Services.

The French air transport company, Air France, continued to operate a weekly service between France and Hong Kong.

The weekly San Francisco – Hong Kong service was operated by Pan American Airways Inc.

China National Aviation Corporation operated a thrice-weekly service between Chungking and Hong Kong, via Kweilin, and Eurasia Aviation Corporation operated a twice-weekly service between Chungking and Hong Kong. Between March and July, these services were operated irregularly owing to hostilities.

India

Indian Trans-Continental Airways Ltd.

Karachi – Singapore (Operated in conjunction with Imperial Airways Ltd.) as part of the England – Australia service. The service was operated twice weekly by landplanes as far as Calcutta, and calls were made at Jodhpur, Delhi, Cawnpore and Allahabad.

Other services.

The French air transport company, Air France, operated a weekly service between France and the Far East, calling at Karachi, Jodhpur, Allahabad and Calcutta.

The Netherlands company, K.L.M., operated a thrice-weekly service from the Netherlands to the Netherlands East Indies, calling at Karachi, Jodhpur, Allahabad and Calcutta.

Kenya

Wilson Airways Ltd.

Kisumu – Nairobi – Moshi – Dodoma – Mbeya – Mpika – Broken Hill – Lusaka: Twice weekly. (Note: As from 1st February, the Kisumu – Nairobi section was operated once weekly, and that from Nairobi to Lusaka twice weekly).

Dar-es-Salaam – Morogoro – Dodoma: Once weekly.

Dar-es-Salaam – Zanzibar – Tanga – Mombasa – Nairobi – Nyeri – Nanyuki – Eldoret – Kitale – Kakamega – Kisumu: Thrice weekly to Nairobi, and twice weekly from Nairobi to Kisumu. From 1st February, twice weekly throughout this route.

Nairobi – Kisumu – Mara – Musoma – Mwanga – Geita: Once weekly.

Kisumu – Nairobi: Twice weekly.

Dar-es-Salaam – Mafia – Kilwa: Once weekly. From 16th April the service was operated on request only.

Empire Services.

The England – South Africa service continued to be operated twice-weekly by Imperial Airways Ltd., throughout the period calls being made at Kisumu and Mombasa. In addition, a weekly service from Kisumu to England was operated by the company.

Other Services.

South African Airways (see under “Union of South Africa”) operated services to Kisumu via Nairobi.

Malaya

Empire Service.

The main England – Australia route was operated by Imperial Airways Ltd. through Malaya in conjunction with Indian Trans-Continental Airways Ltd. (see under “India”), and Qantas Empire Airways Ltd. (see under “Australia”). Stops were made at Penang and Singapore.

Other Services.

The Netherlands company, K.L.M., operated a thrice-weekly service from the Netherlands to the Netherlands East Indies, calling at Penang and Singapore.

The Netherlands East Indies company, K.N.I.L.M., operated a once-weekly service between Batavia and Saigon, calling at Singapore.

Nigeria

Elders Colonial Airways Ltd.

This company, an associated company of Imperial Airways Ltd, continued to operate a weekly service from Accra to Lagos. The service was extended to Takoradi on 1st June. The service connected at Lagos with the weekly Khartoum – West Africa service operated by Imperial Airways Ltd. (see below).

Empire Services.

A weekly service between Khartoum and Lagos was operated by Imperial Airways Ltd., connection being made at Khartoum with the main England – South Africa route. On this service, intermediate stops in Nigeria were made at Maiduguri, Kano, Kaduna, Minna and Oshogbo. The extension from Lagos to Takoradi was operated by Elders Colonial Airways Ltd. (see above).

Northern Rhodesia

Rhodesian and Nyasaland Airways Ltd. (see under “Southern Rhodesia”), operated services to Lusaka and Fort Jameson. From 1st February calls were also made at Nyimba, Mumbwa, Mankoya and Mongu.

Wilson Airways Ltd. (see under “Kenya”), operated services calling at Mpika, Broken Hill and Lusaka.

South African Airways. (see under “Union of South Africa”), operated services calling at Livingstone, Lusaka, Broken Hill and Mpika.

A French transport company, **Regie Air Afrique**, maintained a service from North Africa to Madagascar, calling weekly at Broken Hill.

Nyasaland

Rhodesian and Nyasaland Airways Ltd. (see under “Southern Rhodesia”), operated services calling at Blantyre and Lilongwe.

Palestine

Misr. Airworks S.A.E.

Cairo – Lydda – Haifa – Larnaca: Weekly, from June.

Tel Aviv – Haifa: Once daily until 28th February.

Haifa – Beirut: Once daily until 15th April.

Tel Aviv – Haifa – Beirut: Until 15th April, once daily. From 16th April, twice daily.

Tel Aviv – Lydda: Once daily from 1st June.

Empire Services.

The main England – Australia route was operated through Palestine by Imperial Airways Ltd., a stop being made at Tiberias. In addition, a land-plane service was operated between Egypt and India, calling at Lydda.

Other Services.

The Italian and Polish air transport companies, Ala Littoria S.A. and “L.O.T.”, operated services from Europe to Haifa and Lydda respectively.

Misr. Airworks S.A.E., an Egyptian company, operated various services calling at Lydda and Haifa.

The Netherlands air transport company, K.L.M., operated a thrice-weekly service between the Netherlands and the Netherlands East Indies, calling at Lydda.

Sierra Leone

Elders Colonial Airways Ltd., (see under “The Gambia”), an associated company of Imperial Airways Ltd., re-instituted on 16th April the weekly service between Bathurst and Freetown. This service was suspended on 15th July 1939.

Southern Rhodesia

Rhodesian and Nyasaland Airways Ltd.

Beira – Salisbury: Twice weekly.

Salisbury – Bulawayo – Pietersburg – Johannesburg: From 1st January once daily except Sundays.

Note: Three of the services on the section Bulawayo – Johannesburg were operated in conjunction with South African Airways.

Salisbury – Gatooma – Que Que – Gwelo – Bulawayo: Twice weekly.

Beira – Umtali – Salisbury: Twice weekly.

Blantyre – Salisbury: Twice weekly.

Salisbury – Lusaka: Twice weekly.

Blantyre – Beira: Once weekly.

Blantyre – Lilongwe – Fort Jameson: Twice weekly.

Lusaka – Nyimba – Fort Jameson: From 1st February once weekly.

Lusaka – Mumbwa – Mankoya – Mongu: From 1st February once weekly.

Other Services.

South African Airways (see under “Union of South Africa) operated services calling at Bulawayo.

Sudan

Empire Service.

Imperial Airways Ltd. operated a twice-weekly service between England and South Africa, calling at Wadi Halfa, Khartoum, Malakal and Juba. In addition, the company operated a weekly service between England and Kisumu.

On the weekly Khartoum – West Africa service operated by Imperial Airways Ltd., calls in the Sudan were made at El Obeid, El Fasher and El Geneina.

Other Services.

The Italian company, Ala Littoria S.A. operated a service from Italy to Italian East Africa, calling at Wadi Halfa and Khartoum four times weekly until 31st January, and thereafter thrice weekly.

Tanganyika

Empire Services.

The England – South Africa service operated twice weekly by Imperial Airways Ltd., was continued, calls being made at Dar-es-Salaam and Lindi.

Other Services.

Wilson Airways Ltd. (see under "Kenya"), operated various services calling at Dar-es-Salaam, Moshi, Dodoma, Mbeya, Tanga, Mafia, Kilwa, Morogoro, Geita, Musoma and Mwanza.

South African Airways. (see under "Unions of South Africa"), continued to operate services calling at Mbeya, Dodoma and Moshi.

Uganda

Empire Services.

The England – South Africa twice weekly service and the England – Kisumu weekly service, both operated by Imperial Airways Ltd., were continued, a stop being made at Port Bell (Entebbe).

Union of South Africa

South African Airways.

Johannesburg – Durban: Once daily, with additional services on Mondays, Wednesdays and Saturdays.

Johannesburg – Bloemfontein – Victoria West – Cape Town: Once weekly.

Johannesburg – Pietersburg – Bulawayo – Livingstone – Lusaka – Broken Hill – Mpika – Mbeya – Dodoma – Moshi – Nairobi – Kisumu: Once weekly.

Johannesburg – Pietersburg – Bulawayo: From 1st January, twice weekly. (Operated in conjunction with R.A.N.A., see under "Southern Rhodesia").

Johannesburg – Kimberley – Upington – Keetmanshoop – Mariental – Windhoek: Once weekly.

Durban – East London – Port Elizabeth – Cape Town: Four times weekly.

Durban – East London – Port Elizabeth – Mossel Bay – Cape Town: Thrice weekly from 1st January until 1st June. Twice weekly from 1st June.

Johannesburg – Kimberley – Beaufort West – Cape Town: Five times weekly.

Johannesburg – Bloemfontein – Port Elizabeth: Thrice weekly.

Johannesburg – Palapye Road – Maun – Windhoek: Once weekly.

Empire Service.

The twice-weekly service between England and Durban was operated by Imperial Airways Ltd.

Other Services.

Rhodesian and Nyasaland Airways Ltd. (see under "Southern Rhodesia") operated services to Johannesburg which called at Pietersburg en route.

The **Divisao Exploracao Transportes Aeraeos (D.E.T.A.)**, a Portuguese company, operated a service between Lourenco Marques and Johannesburg four times weekly.

Regular Air Services in British Empire Countries other than the United Kingdom in 1940

Australia

Subsidised Services.

Qantas Empire Airways Ltd.

Sydney – Singapore – England: Until 11th June, twice weekly. Operated in conjunction with the British Overseas Airways Corporation. The service was suspended after 11th June.

Sydney – Singapore – Durban (South Africa): 19th June – 18th August, once weekly; from 19th August, twice weekly. Operated in conjunction with the British Overseas Airways Corporation.

Other services.

The Netherlands East Indies Company, K.N.I.L.M., operated a service between Batavia and Sydney, once weekly, calls being made at Darwin, Cloncurry, Longreach and Brisbane. Lockheed 14 aircraft were employed during the greater part of the year, but towards the end of the year, they were replaced by Douglas DC-3s.

Bermuda

Services operated by domestic companies

There were no domestic air transport companies operating in Bermuda.

Empire Services.

There were no Empire services in operation in or through Bermuda.

Other Services.

Pan American Airways Inc.

Pan American Airways Inc. operated a twice-weekly service between the United States of America and Bermuda. Baltimore was the terminal in the United States except for the period from 1st April to 31st October, when New York was the terminal.

Pan American Airways Inc. also operated a trans-Atlantic service throughout the year. Calls were made at Bermuda twice-weekly until 17th March, and three times weekly from 23rd October. Between these dates, no calls were made at Bermuda.

British West Indies

Services operated by domestic companies

Bahama Airways Ltd. made frequent flights between Nassau and the United States of America.

The company also carried out numerous flights within the Bahamas, covering most of the outer islands.

In addition to these flights, during the winter season a regular service carrying mail and passengers was operated between Nassau and Harbour Island, Governor's Harbour, Rock sound and Hatchet Bay. Douglas "Dolphin" amphibian and Loening amphibian aircraft were employed.

West Indian Airways.

On 27th November, the company commenced a mail service three times weekly, between Trinidad and Tobago for the carriage of mail, passengers and express goods. Lockheed "Lodestar" aircraft were used.

The service was extended on an experimental basis with the object of extension, at a later date, to the Windward and Leeward Islands.

Empire Services.

There were no Empire services in operation in or through the British West Indies.

Other Services.

Pan American Airways Inc. operated the following services via the British West Indies:-

Miami (USA) – South America, via St. Johns (Antigua) – Port of Spain (Trinidad) – Georgetown (British Guiana): Once weekly.

Miami (USA) – South America, via San Juan (Puerto Rico) – Port of Spain (Trinidad): Until 31st August, twice weekly; from 1st September, three times weekly.

Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Cristobal (Canal Zone): Until 31st August, twice weekly.

Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Barranquilla (Colombia): Until 30th June, twice weekly; from 1st July – 31st August, once weekly; from 1st September, twice weekly.

Kingston (Jamaica) – Santiago (Cuba) – Port au Prince (Haiti): Once weekly.

Miami (USA) – Nassau (Bahamas): Until 30th April, once daily; from 1st May – 15th December, three times weekly; from 16th December, once daily.

Miami (USA) – Cat Cay (Bahamas): Until 29th January, twice weekly; 30th January – 27th March, three times weekly; 28th March – 26th April, twice weekly; from 20th December, twice weekly. The service was not operated between 26th April and 20th December.

Cristobal (Canal Zone) - Port of Spain (Trinidad): Until 30th June, twice weekly; from 1st July, three times weekly.

Barranquilla (Colombia) - Port of Spain (Trinidad): Until 30th June, twice weekly; from 1st July, once weekly.

Maracaibo (Venezuela) - Port of Spain (Trinidad): Until 31st October, twice weekly; from 1st November, three times weekly.

Transportes Aereos Centre Americanos Ltd. (T.A.C.A.), operated the following services:-

San Pedros Sula – Puerto Barrios – Punta Gorda – Belize (British Honduras): Twice weekly.

Belize – Orange-Walk – El Cayo: Twice weekly.

Belize – El Corozal: Once weekly.

K.L.M.

The Netherlands company K.L.M. operated until 5th June, the following services, with Lockheed 14 aircraft:-

Curacao – Trinidad* – Barbados: Twice weekly.

Trinidad – Barbados: Twice weekly.

Trinidad – Ciudad Bolivar (Venezuela): Once weekly.

Trinidad – Paramaribo (Dutch Guiana): Once weekly.

* From 1st May, a stop was made at Barcelona (Venezuela).

On 5th June, the services operating in British territory were suspended by order of the Governor of Trinidad.

Burma

Empire services.

The United Kingdom – Australia service was operated through Burma by the British Overseas Airways Corporation in conjunction with Qantas Empire Airways Ltd. (see under “Australia”), stops being made at Akyab and Rangoon. The service was twice weekly until 11th June, after which date the service was suspended.

From 19th June, the Durban – Cairo – Sydney service also included calls at Akyab and Rangoon and was operated once weekly. From 19th August, the frequency was increased to twice weekly. Short “Empire” S.23 and S.33 (“C” Class) flying boats were used.

Other services.

Air France

The French air transport company, Air France, maintained, until 7th June, a weekly service between France and the Far East, calling at Akyab and Rangoon. Dewoitine D.338 aircraft were used.

K.L.M. (Royal Dutch Airlines)

The Netherlands company, K.L.M., operated until 14th May, a twice-weekly service between Naples and the Netherlands East Indies, calling at Rangoon. From 20th May to 12th June, the frequency was reduced to once weekly. After 30th July, the western terminal was transferred from Naples to Lydda and a weekly service was operated with stops as above. Douglas DC-3 aircraft were employed.

C.N.A.C.

The China National Aviation Corporation (C.N.A.C.) operated throughout the year a weekly service over the route Chungking – Kunming – Lashio – Rangoon.

Canada

Other Services

Pan American Airways Inc. did not resume their trans-Atlantic service over the Northern route (i.e. Port Washington – Shediac – Botwood – Foynes – Southampton) which was suspended on 3rd October 1939.

Pacific Alaska Airways Inc., a subsidiary of Pan American Airways Inc., operated a weekly service between Juneau (Alaska) and Fairbanks (Alaska) calling at Whitehorse (Yukon Territory).

United Air Lines maintained a twice-daily service between Seattle and Vancouver.

Cyprus

Misr Airworks S.A.E.

On 6th May, the company's service to Cyprus, which was suspended on 24th October 1939, was resumed by extending the Cairo – Port Said – Lydda – Beirut weekly service to Larnaca (Cyprus).

During June, Nicosia was substituted for Larnaca as the terminal in Cyprus, and the service was further extended to Adana (Turkey) with the same frequency.

Eire

Empire Air Services.

The British Overseas Airways Corporation operated a trans-Atlantic service as follows: Poole – Foynes – Botwood – Montreal – New York: August 3rd – October 11th, five return flights with Short "Empire" S.30 and S.30 mod ("C" Class) flying boats.

The Gambia

Services operated by domestic companies

There were no domestic air transport companies operating in Gambia.

Empire Air Services.

The British Overseas Airways Corporation commenced on 6th August an irregular service between the United Kingdom and Lagos calling at Bathurst. Short S.30 ("C" Class) flying boats were used.

Other Services.

No foreign air transport companies operated in or through Gambia.

Gold Coast

Services operated by domestic companies

There were no domestic air transport companies operating in Gold Coast.

Empire Air Services.

Elders Colonial Airways Ltd., an associated company of British Overseas Airways Corporation., operated until 14th June a weekly service between Takoradi and Lagos. This service connected at Lagos with the weekly Khartoum – West Africa service operated by the British Overseas Airways Corporation.

The British Overseas Airways Corporation operated services as follows:-

Cairo – Wadi Halfa – Khartoum – El Fasher – Fort Lamy – Maiduguri – Kano – Lagos – Accra – Takoradi: From 16th August, once weekly with Lockheed 14 aircraft.

Cairo – Luxor (or Asyut, see * below) – Wadi Halfa – Khartoum – El Obeid – El Fasher – El Geneina – Fort Lamy – Maiduguri – Kano – Kaduna – Minna – Oshogbo – Lagos – Accra – Takoradi: 20th August – 4th October, once fortnightly; 5th October – 25th November, once weekly. De Havilland D.H. 86 (“Diana” Class) aircraft were employed.

* From 26th November, once weekly, with Lockheed 14 aircraft. From 22nd December, once weekly, with De Havilland D.H. 86 (“Diana” Class) aircraft. Asyut was substituted for Luxor as a stop on these services.

Cairo – Wadi Halfa – Khartoum – Juba – Stanleyville – Bangui – Libenge – Douala – Lagos – Takoradi: From 16th October, a weekly service was operated under charter arrangements with S.A.B.E.N.A., with Lockheed 14 aircraft on the Cairo – Stanleyville section, and Junkers Ju.52 aircraft on the Stanleyville – Takoradi section.

Khartoum – Takoradi: From 14th November, once fortnightly with Junkers Ju.52 aircraft.

Other Services.

The French air transport company, Aeromaritime, continued to operate until 25th June, a weekly service from Dakar to Pointe Noire, which called at Accra. Sikorsky S.43 aircraft were employed.

Hong Kong

Empire Air Service.

The British Overseas Airways Corporation operated, until 15th October, a twice-weekly service between Hong Kong and Bangkok connecting at the latter place with the United Kingdom – Australia route.

Other Services.

Air France

The French air transport company, Air France, maintained, until 7th June a weekly service between France and Hong Kong. Dewoitine D.338 aircraft were used.

Pan American Airways Inc.

Pan American Airways Inc. maintained their weekly service San Francisco – Hong Kong service.

China National Aviation Corporation

China National Aviation Corporation (C.N.A.C.) operated a service over the route Chungking – Kweilin - Hong Kong three times weekly except for the period from 1st May to 31st July, when it was operated once daily. From 15th October, the Corporation also operated a weekly service between Hong Kong and Namyung.

India

Empire Services

From 15th June to 21st July, occasional flights were made between Cairo and Karachi with Armstrong-Whitworth A.W. "Atalanta" aircraft. This service was arranged by the Indian Government and operated for them by the British Overseas Airways Corporation.

Other services.

Air France

The French air transport company, Air France, operated until 7th June, a weekly service between France and the Far East, calling at Karachi, Jodhpur, Allahabad and Calcutta. Dewoitine D.338 aircraft were used.

K.L.M. (Royal Dutch Air Lines)

The Netherlands company, K.L.M., operated until 14th May, a twice-weekly service between Naples and the Netherlands East Indies, calling at Karachi, Jodhpur, Allahabad and Calcutta. From 20th May to 12th June, the frequency was reduced to once weekly. After 30th July, the western terminal was transferred from Naples to Lydda and a weekly service was operated with stops as above. Douglas DC-3 aircraft were employed.

Kenya

Services operated by domestic companies

Wilson Airways Ltd.

Nairobi – Moshi – Mombasa: Until 9th May, once weekly, from which date the service was suspended.

Mombasa – Tanga – Zanzibar – Dar-es-Salaam: Until September, twice weekly.

Kisumu – Nairobi: Until September, twice weekly.

Note:- Wilson Airways Ltd., in which the British Overseas Airways Corporation has acquired a 45% holding in 1934, went into liquidation in September. The company's aircraft were taken over by the R.A.F. during that month

Empire Services.

The British Overseas Airways Corporation maintained the England – South Africa service once weekly until 16th April. Calls were made at Kisumu, Naivasha and Mombasa. In addition, until 16th April, a weekly service was operated between the United Kingdom and Kisumu. From 17th April to 11th June, a twice-weekly service was operated between the United Kingdom and Durban, with calls at Kisumu, Naivasha and Mombasa. On 19th June, the Corporation commenced the service between Durban – Cairo – Sydney, with a frequency of once weekly. From 19th August, the frequency was increased to twice weekly. Calls were made at Kisumu and Mombasa.

Other Services.

South African Airways operated until 24th May a weekly service from Johannesburg to Kisumu with a stop at Nairobi. From 7th December, a weekly service was operated between Johannesburg and Entebbe, with stops at Nairobi and Kisumu.

Malaya

Empire Service.

The United Kingdom – Australia route was operated until 11th June by the British Overseas Airways Corporation in conjunction with Qantas Empire Airways Ltd., calls being made at Penang and Singapore.

On 19th June, the Corporation, in conjunction with Qantas Empire Airways Ltd., commenced a weekly service between Durban, Cairo and Sydney, and from 19th August the service was increased to twice weekly, calls being made at Penang and Singapore.

Other Services.

K.L.M. (Royal Dutch Airlines)

The Netherlands company, K.L.M., operated a twice-weekly service between Naples and the Netherlands East Indies, calling at Penang and Singapore. From 20th May to 12th June, the frequency was reduced to once weekly, and from 30th July, the western terminal was transferred from Naples to Lydda. Douglas DC-3 aircraft were employed.

K.N.I.L.M.

The Netherlands East Indies company, K.N.I.L.M., operated until 15th June a weekly service between Batavia and Saigon, calling at Singapore. From 15th May, the service was increased to twice weekly. In addition, the company's service from Batavia to Medan (Sumatra) included a call at Singapore twice weekly until 14th May. From 15th May to 17th November, the frequency of the calls at Singapore was reduced to once weekly, and from 18th November it was increased to three times weekly.

New Zealand

Empire Services.

Tasman Empire Airways

This company, whose board of directors included representatives of the British Overseas Airways Corporation, Qantas Empire Airways Ltd., and Union Airways of New Zealand Ltd., commenced operations on 30th April with a weekly service between Auckland (New Zealand) and Sydney (Australia). Short "Empire" S.30 ("C" Class) flying boats were employed.

From 15th August, the company operated an additional service on this route on alternate weeks in order to make connection with Pan American Airways' fortnightly service between San Francisco and Auckland (see below).

Other Services.

On 12th July, Pan American Airways Inc. commenced a fortnightly service as follows: San Francisco – Los Angeles – Honolulu – Canton Island – Noumea – Auckland. Until 11th September, only mail was carried. After this date passengers and mail were carried regularly.

Nigeria

Services operated by domestic companies

Elders Colonial Airways Ltd.

This company, an associated company of the British Overseas Airways Corporation, operated until 14th June, a weekly service between Lagos and Takoradi. This service connected at Lagos with the weekly Khartoum – West Africa service operated by British Overseas Airways Corporation. De Havilland D.H. 86 (“Diana” Class) aircraft were employed.

Empire Services.

The British Overseas Airways Corporation operated a weekly service between Khartoum and Lagos until 6th June. Intermediate stops in Nigeria were made at Maiduguri, Kano, Kaduna, Minna and Oshogbo. The extension from Lagos to Takoradi was operated by Elders Colonial Airways Ltd.

From 16th August, the Corporation operated a weekly service between Cairo and Takoradi using Lockheed 14 aircraft, stops being made at Maiduguri, Kano and Lagos.

On 20th August, the Corporation commenced a fortnightly service between Cairo and Takoradi, using De Havilland D.H. 86 (“Diana” Class) aircraft. From 5th October, the frequency of the service was increased to once weekly, stops being made at Maiduguri, Kano, Kaduna, Minna, Oshogbo and Lagos. From 26th November, this service was continued with Lockheed 10A in place of the De Havilland D.H.86 aircraft.

From 14th November, the Corporation operated a fortnightly service between Khartoum and Takoradi, calls being made at Maiduguri, Kano and Lagos. Junkers Ju.52 aircraft were employed.

From 22nd December, the Corporation operated an additional weekly service between Cairo and Takoradi, using De Havilland D.H. 86 aircraft, calls being made at Maiduguri, Kano, Kaduna, Minna, Oshogbo and Lagos.

From 16th October, a weekly service between Cairo and Takoradi was operated by S.A.B.E.N.A., under charter arrangements with the British Overseas Airways Corporation, which included a stop at Lagos. S.A.B.E.N.A. employed Lockheed 14 aircraft on the Cairo – Stanleyville section and Junker Ju.52 aircraft on the Stanleyville – Takoradi section.

From 6th August, the Corporation made flights between the United Kingdom and Lagos.

Northern Rhodesia

Services operated by domestic companies

There were no domestic air transport companies operating in Northern Rhodesia.

Empire Services.

There were no Empire services in operation in or through Northern Rhodesia.

Other Services.

Southern Rhodesia Air Services.

Services were operated to Lusaka, Fort Jameson, Nyimba, Mumbwa, Mankoya and Mongu.

South African Airways.

Services were operated via Livingstone, Lusaka, Broken Hill, Mpika and Kasama.

Regie Air Afrique

During March and April, the French transport company, Regie Air Afrique, maintained a service between Algiers and Madagascar, calling once weekly at Broken Hill.

Nyasaland

Services operated by domestic companies

There were no domestic air transport companies operating in Nyasaland.

Empire Services.

There were no Empire services in operation in or through Nyasaland.

Other Services.

Southern Rhodesia Air Services. Operated services with calls at Blantyre and Lilongwe.

Palestine

Services operated by domestic companies

Palestine Airways Ltd.

Tel Aviv – Haifa – Beirut: From 21st March, twice weekly, operated with Short Scion Junior or De Havilland D.H. 89 (“Dragon Rapide”) aircraft.

Empire Services.

Until 11th June, the United Kingdom – Australia service, operated twice weekly by the British Overseas Airways Corporation, was routed via Palestine, a stop being made at Tiberias.

The Durban – Cairo – Sydney service, which the Corporation commenced to operate once weekly on 19th June, included a stop at Tiberias. On 19th August, the frequency of the service was increased to twice weekly.

The Corporation operated until 18th April, a twice-weekly landplane service to India, a call being made at Lydda. From 19th April to 3rd May, the calls at Lydda were made once weekly.

The United Kingdom – India flying boat service operated by the Corporation made calls at Tiberias once weekly from 19th April to 27th May, and twice weekly from 28th May to 10th June.

Other Services.

Ala Littoria S.A.

Until 6th June, the Italian company, Ala Littoria S.A. operated a three times weekly service between Rome and Basra, via Haifa.

Misr. Airworks S.A.E.

This Egyptian company, operated services calling at Lydda.

K.L.M. Royal Dutch Airlines.

The Netherlands company, K.L.M., operated a twice-weekly service between Naples and the Netherlands East Indies, calling at Lydda. From 20th May, the frequency was reduced to once weekly. From 30th July, the service continued to operate once weekly with Lydda as the western terminal. Douglas D.C. 3 aircraft were used.

Sierra Leone

Services operated by domestic companies

There were no domestic air transport companies operating in Sierra Leone.

Empire Air Services.

From 6th August, the British Overseas Airways Corporation commenced flights between the United Kingdom and Lagos, calling at Freetown.

Other Services.

The French air transport company, Aeromaritime, maintained until 25th June, a weekly service from Dakar to Pointe Noire, calling at Freetown. Sikorsky S.43 aircraft were employed.

Southern Rhodesia

Services operated by domestic companies

Southern Rhodesia Air Services.

On 1st February 1940, the Southern Rhodesian Government acquired the assets of the Rhodesian and Nyasaland Airways Ltd. The new company, Southern Rhodesia Air Services, maintained the services previously operated by R.A.N.A. Services were operated as follows:-

Beira – Salisbury: Twice weekly.

Salisbury – Bulawayo – Johannesburg: Three times weekly.

Note: Calls at Pietersburg, Gatooma, Que Que and Gwelo were made on request.

Blantyre – Salisbury: From 17th September, once weekly.

Salisbury – Lusaka: Twice weekly.

Blantyre – Beira: Once weekly.

Salisbury - Blantyre – Lilongwe – Fort Jameson: Until 16th September, twice weekly; from 17th September, once weekly.

Lusaka – Fort Jameson: Once weekly.

Lusaka – Mumbwa – Mankoya – Mongu: Once weekly.

Salisbury – Bulawayo: Until 29th June, three times weekly.

Salisbury – Lusaka – Broken Hill: Until 29th June, once weekly.

Empire Services.

There were no Empire services in operation in or through Southern Rhodesia.

Other Services.

South African Airways operated services calling at Bulawayo.

Sudan

Services operated by domestic companies

There were no domestic air transport companies operating in Sudan.

Empire Services.

Until 16th April, a weekly service between the United Kingdom and Durban was operated by the British Overseas Airways Corporation, with stops at Wadi Halfa, Kareima, Khartoum, Kosti, Malakal and Juba. In addition, a weekly service was operated between the United Kingdom and Kisumu with intermediate stops as above.

From 17th April to 11th June, the frequency of the United Kingdom – Durban service was increased from once to twice weekly. On 17th June, the Durban – Cairo – Sydney “Horseshoe” service commenced to operate once weekly, with calls at Wadi Halfa, Khartoum, Kosti, Malakal and Juba. On 19th August, the service was increased to twice weekly.

Until 16th June, a weekly service between Khartoum and Takoradi was operated by the British Overseas Airways Corporation, calls in the Sudan being made at El Obeid, El Fasher and El Geneina.

Services between Cairo and Takoradi were operated by the Corporation as follows:-

- (a) From 16th August, weekly, with Lockheed 14 aircraft, calling at Wadi Halfa, Khartoum and El Fasher.
- (b) 20th August – 4th October, fortnightly, with De Havilland D.H. 86 aircraft, calling at Wadi Halfa, Khartoum, El Obeid, El Fasher and El Geneina. From 5th October, the frequency was reduced to once weekly, and on 29th November the service was suspended.
- (c) On 26th November, the service was recommenced, weekly, with Lockheed 10A aircraft and with calls as in (b) above.

(d) On 22nd December, an additional weekly service was commenced, with De Havilland D.H. 86 aircraft, and stops were made at Wadi Halfa, Khartoum, El Obeid, El Fasher and El Geneina.

In addition, from 14th November, the Corporation operated a weekly service between Khartoum and Takoradi, employing Junkers Ju.52 aircraft and calling at El Fasher and El Geneina.

From 16th October, a weekly service between Cairo and Takoradi was operated by S.A.B.E.N.A., under charter arrangements with the British Overseas Airways Corporation, calls being made at Wadi Halfa, Khartoum and Juba.

Other Services.

Ala Littoria S.A.

The Italian company, Ala Littoria S.A. operated a service three times weekly between Rome and Addis Ababa. Calls were made at Wadi Halfa and Khartoum until 30th April, and between 1st May and 6th June, calls were made at Wadi Halfa only. The service was suspended on 6th June.

Tanganyika

Services operated by domestic companies

There were no domestic air transport companies operating in Tanganyika.

Empire Services.

The United Kingdom – South Africa service was operated by the British Overseas Airways Corporation once weekly until 16th April, and then twice weekly until 11th June. Calls were made at Dar-es-Salaam and Lindi. After 4th June, the service ceased.

On 19th June, the Corporation commenced a weekly service between Durban, Cairo and Sydney, with stops at Dar-es-Salaam and Lindi. The frequency of the service was increased to twice weekly from 19th August.

Other Services.

Wilson Airways Ltd.

Until September, the company operated a twice-weekly service over the route Mombasa – Tanga – Zanzibar - Dar-es-Salaam.

South African Airways.

Until 24th May, the company maintained a weekly service between Johannesburg and Kisumu, with calls at Mbeya, Dodoma and Moshi. After 24th May, the service was suspended. From 17th December, a weekly service was operated between Johannesburg and Entebbe with a stop at Dodoma.

Uganda

Services operated by domestic companies

There were no domestic air transport companies operating in Uganda.

Empire Services.

The United Kingdom – South Africa, and United Kingdom – Kisumu services were operated by the British Overseas Airways Corporation once weekly, until 16th April, from which date the United Kingdom – Kisumu service ceased to operate. From 17th April – 11th June, the frequency of the United Kingdom – South Africa service was increased to twice weekly. Calls were made at Port Bell. After 14th June, this service also ceased to operate.

Other Services.

South African Airways.

From 17th December, the company operated a weekly service between Johannesburg and Entebbe.

S.A.B.E.N.A.

The service, Stanleyville – Usumbura (Belgian Congo), operated by the Belgian company S.A.B.E.N.A., was routed via Entebbe from 21st September. The service was operated fortnightly with Junkers Ju.52 aircraft.

Union of South Africa

Services operated by domestic companies

South African Airways.

Johannesburg – Durban - East London – Port Elizabeth – George – Mossel Bay - Capetown: Until 24th May, twice weekly, the calls at George and Mossel Bay being made on alternate services.

Johannesburg – Kimberley Victoria West – Beaufort West - Cape Town: Until 24th May, twice weekly, the calls at Victoria West and Beaufort West being made on alternate services.

Johannesburg – Bloemfontein – Port Elizabeth: Until 24th May, once weekly.

Johannesburg – Pietersburg – Bulawayo – Livingstone – Lusaka – Broken Hill – Mpika – Mbeya – Dodoma – Moshi – Nairobi – Kisumu: Until 24th May, once weekly.

Johannesburg – Pietersburg - Bulawayo: Until 24th May, once weekly.

Johannesburg – Kimberley – Upington – Keetmanshoop – Mariental (on request) – Windhoek – Outjo – Ohupoho – Mossamedes – Lobito - Loanda: Until 24th May, Once fortnightly.

Johannesburg – Palapye Road – Maun – Gobabio – Windhoek – Outjo – Ohupoho – Mossamedes – Lobito - Loanda: Until 24th May, Once fortnightly.

Johannesburg – Cape Town - Windhoek – Mossamedes – Lobito - Loanda: From 17th December, once weekly.

Johannesburg – Bulawayo – Lusaka – Kasama – Dodoma – Nairobi – Kisumu - Entebbe: From 17th December, once weekly.

Note:- The company suspended operations between 24th May and 17th December.

Empire Services.

Until 16th April, a weekly service between Poole and Durban was maintained by the British Overseas Airways Corporation. From 17th April to 11th June, the frequency was increased to twice weekly. On 10th and 11th of June, however, the service was re-routed to avoid Italian territory.

On 19th June, the Durban – Cairo – Sydney commenced to operate once weekly, and from 19th August the frequency was increased to twice weekly.

Other Services.

Southern Rhodesia Air Services (previously Rhodesian and Nyasaland Airways Ltd.) operated services between Salisbury and Johannesburg, calling en route at Pietersburg.

The **Divisao Exploracao Transportes Aeraeos** (D.E.T.A.), of the State Railway Administration of Mozambique, operated until August, a service, three times weekly, between Lourenco Marques and Johannesburg.

Zanzibar

Services operated by domestic companies

There were no domestic air transport companies operating in Zanzibar.

Empire Services.

There were no Empire services in operation in or through Zanzibar.

Other Services.

Wilson Airways Ltd.

Until September, the company operated a twice-weekly service from Mombasa to Dar-es-Salaam, calling at Zanzibar.

Regular Air Services in British Empire Countries other than the United Kingdom in 1941

Editor's note: Eire is included in this section of the report because in 1941 the British Overseas Airways Corporation began using Boeing A-314 flying boats on the northern (summer) route between the United States and United Kingdom via Canada. Since the United States was a neutral country, the service terminated in Eire. References to "Shannon" should be read as meaning "Foynes". The modern day Shannon Airport is a landplane base on the North of the Shannon Estuary. Foynes was the flying boat terminal on the South of the Estuary. The references to Boeing 314A aircraft are given as in the original text. Subsequent research has confirmed that the correct designation for these aircraft was, in fact, A-314. The original text has been retained in the transcript to preserve authenticity.

Australia

Subsidised Services.

Qantas Empire Airways Ltd.

Sydney – Brisbane – Gladstone – Townsville – Karumba – Groote Eylandt – Darwin – Dili – Koepang – Bima – Sourabaya – Batavia – Klabat Bay - Singapore: Twice weekly.

Note: This service was operated as part of the South Africa – Australia service, in association with the British Overseas Airways Corporation.

Other services.

K.N.I.L.M.

The Netherlands East Indies Company, K.N.I.L.M., operated a service between Batavia and Sydney, once weekly, with Douglas DC-3 landplanes. Calls were made at Darwin, Cloncurry, and Charleville.

Bermuda

Services operated by domestic companies

There were no domestic air transport companies operating in Bermuda.

Empire Services.

From 30th October, the British Overseas Airways Corporation made three flights between Shannon and Baltimore, with calls at Bermuda (see Appendix B). Boeing 314A flying boats were used.

Other Services.

Pan American Airways Inc.

Until 31st July, Pan American Airways Inc. operated a twice-weekly service between the Bermuda and the U.S.A. After 31st July, New York replaced Baltimore as the U.S. terminal.

Pan American Airways Inc. also operated a trans-Atlantic service throughout the year. Calls were made at Bermuda three times weekly. Boeing 314 flying boats were used.

British Guiana

Services operated by domestic companies

There were no domestic air transport companies operating in British Guiana.

Empire Services.

There were no Empire services in operation in or through British Guiana.

Other Services.

Pan American Airways Inc. operated a service, once weekly, from Miami (USA) to Buenos Aires (Argentina), with calls at Georgetown (British Guiana). Sikorsky S.43 flying boats were used.

British West Indies

Services operated by domestic companies

Bahama Airways Ltd.

During the year, Bahama Airways Ltd. made 181 flights covering most of the islands within the Bahamas.

The company also made 27 flights between Nassau and the U.S.A.

In addition, from 1st January to 10th April, a once-weekly service was operated between Nassau and Eleuthera Island. After 10th April, the service ceased.

British West Indian Airways.

The company operated the following services, with Lockheed 18 "Lodestar" landplanes:-

Trinidad – Tobago: Until 30th June, three times weekly; after 30th June, once weekly.

Trinidad – Tobago – Barbados: Until 30th November, four times weekly; after 30th November, once daily on weekdays.

Other Services.

Pan American Airways Inc. operated the following services via the British West Indies:-

(1) **Miami (USA) – Buenos Aires (Argentina)**, with calls at St. Johns (Antigua), Port of Spain (Trinidad) and Georgetown (British Guiana): Once weekly, with Sikorsky S.43 flying boats.

(2) **Miami (USA) – Buenos Aires (Argentina)**, with calls at Port of Spain (Trinidad): Three times weekly, with Boeing 307 landplanes.

(3) **Miami (USA) – Barranquilla (Colombia)**, with calls at Kingston (Jamaica): Until 31st July, twice weekly; after 31st July, three times weekly. Sikorsky S.42 flying boats were used.

(4) **Kingston (Jamaica) – Santiago (Cuba) – Port au Prince (Haiti):** Once weekly, with Sikorsky S.43 flying boats.

(5) **Cristobal (Canal Zone) - Port of Spain (Trinidad):** Until 28th February, four times weekly; after 28th February, once daily. Douglas DC-3 landplanes were used.

(6) **Maracaibo (Venezuela) - Port of Spain (Trinidad):** Until 28th February, three times weekly, with Douglas DC-2 or DC-3 landplanes. After 28th February, the service ceased.

(7) **Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica):** 12th January – 31st March, once weekly, with Sikorsky S.42 flying boats. After 31st March, the service ceased.

(8) **Miami (USA) – St. Johns (Antigua):** From 1st June, once weekly with Sikorsky S.43 flying boats. On 1st July, this service was extended to Port of Spain (Trinidad), the frequency continuing to be once weekly.

(9) **Miami (USA) – Leopoldville (Belgian Congo)**, with calls at Port of Spain (Trinidad): From 6th December, once fortnightly, with Boeing 314 flying boats.

(10) **Miami (USA) – Nassau (Bahamas):** Until 30th April, once daily; 1st May – 31st May, three times weekly; 1st June – 30th June, varying on alternate weeks from once daily on weekdays to five times weekly; from 1st July, five times weekly. Until

30th June, calls were made, on request, at Cat Cay (Bahamas), the frequency being as follows:-

Until 30th April, once daily.

1st May – 31st May, three times weekly.

1st June – 30th June, once fortnightly.

Until 31st May, Sikorsky S.40 flying boats were used. During June, Sikorsky S.43 flying boats and Douglas DC-3 landplanes were used. After 30th June, Douglas DC-3 landplanes only were used.

(11) **Miami (USA) – Cat Cay (Bahamas):** Until 4th February, twice weekly; 5th February - 31st March, three times weekly; 1st July – 31st July, three times weekly. 1st April – 30th June, service suspended. Sikorsky S.43 flying boats were used. The service ceased on 31st July.

(12) **Miami (USA) – Cat Cay (Bahamas) – Nassau (Bahamas):** From 1st July, once fortnightly, with Sikorsky S.43 flying boats.

(13) **Lisbon (Portugal) – New York (USA):** From 5th February to 2nd May, and also during December, Pan American Airways' westbound trans-Atlantic service was operated via Bolama (Portuguese Guinea) and Port of Spain (Trinidad), on occasions when conditions were unsuitable for landing at Horta (Azores). Boeing 314 flying boats were used.

Transportes Aereos Centre Americanos Ltd. (T.A.C.A.), operated the following services:-

San Pedros Sula (Honduras) – Puerto Barrios (Guatemala) – Punta Gorda (British Honduras) – Belize (British Honduras): Three times weekly.

Puerto Barrios (Guatemala) – Punta Gorda (British Honduras) – Stann Creek (British Honduras) - Belize (British Honduras): Until about 31st March, once weekly. After 31st March, the service ceased.

Belize – Orange-Walk (British Honduras) – El Cayo (British Honduras): Three times weekly.

Belize – El Corozal (British Honduras): Once weekly.

K.L.M.

The Netherlands company K.L.M. operated until 5th June, the following services, with Lockheed 14 and Douglas DC-5 landplanes until the end of August, when the Douglas DC-5 aircraft were transferred to the East Indies. After that date, the services were continued with Lockheed 14 landplanes only.

Curacao – Barcelona (Venezuela) – Port of Spain (Trinidad): Once weekly. During the period 5th – 18th May, calls were made at La Guaira (Venezuela) between Curacao and Barcelona.

Port of Spain (Trinidad) – Barbados: Until 21st January, once weekly. The service ceased on 21st January.

Port of Spain (Trinidad) – Paramaribo (Dutch Guiana): Once weekly.

Trinidad – Ciudad Bolivar (Venezuela): Once weekly.

Curacao – Aruba – Kingston (Jamaica): 19th August – 16th October, once weekly; 17th October – 20th November, three times fortnightly; after 20th November, twice weekly.

Burma

Empire services.

The South Africa – Australia service was operated through Burma by the British Overseas Airways Corporation, calls being made at Akyab and Rangoon. The frequency until 5th May was twice weekly; from 6th May – 16th July, once weekly; after 16th July, twice weekly. Short “Empire” S.23 and S.33 (“C” Class) flying boats were used.

Other services.

K.L.M. (Royal Dutch Airlines)

The Netherlands company, K.L.M., operated a service between Lydda and Batavia, with calls at Rangoon. Until 18th June, the frequency was once weekly. After 18th June, it was twice weekly. Douglas DC-3 landplanes were employed. After 18th December, Rangoon replaced Batavia as the eastern terminal owing to the war situation in the Far East.

C.N.A.C.

The China National Aviation Corporation (C.N.A.C.) operated the following services, using Douglas DC-3 landplanes:-

(1) **Hong Kong – Chungking – Kunming – Lashio (Burma):** Until 28th February, once weekly; 1st March – 31st August, twice weekly; after 31st August, once weekly. The service is believed to have ceased on 7th December owing to the war situation.

(2) **Hong Kong – Chungking – Kunming – Lashio – Rangoon:** Operated once weekly until 7th December, when the service is believed to have ceased.

(3) **Hong Kong – Chungking – Kunming – Lashio – Rangoon – Kunming – Hong Kong:** From 1st September – 7th December, once weekly. The service is believed to have ceased on 7th December.

(4) **Chungking – Kunming – Lashio – Rangoon – Calcutta:** From 25th December, twice weekly.

Canada

Empire Services.

British Overseas Airways Corporation.

From 24th September, the British Overseas Airways Corporation assumed operational responsibility under the Royal Air Force Ferry Command, for maintaining a service from Prestwick to Montreal via Newfoundland (see Appendix B). Consolidated Liberator LB 30A landplanes, on loan from the Royal Air Force, were employed and the service was operated at irregular intervals.

Other Services

United Air Lines operated a service between Seattle and Vancouver, using Boeing 247 landplanes, with the following frequencies:-

Until 31st May, twice daily; 1st June to 31st October, four times daily; 1st November – 4th December, five times daily; after 4th December, four times daily.

Pacific Alaska Airways Inc., a subsidiary of Pan American Airways Inc., operated a service between Juneau (Alaska) and Fairbanks (Alaska) calling at Whitehorse (Yukon Territory), three times weekly until 4th May. From 5th May, following the merger of Pacific Alaska Airways Inc. with Pan American Airways Inc., the latter company continued the operation of this service three times weekly until 14th May and seven times weekly thereafter.

Lockheed 10A "Electra" landplanes were used. The fleet was increased on 15th May by the addition of Lockheed 18 "Lodestar" landplanes, and on 1st November of Douglas DC-3 landplanes.

Cyprus

Misr Airworks S.A.E.

Until May, Misr Airwork S.A.E. operated the Cairo – Port Said – Lydda – Nicosia – Adana service once weekly. The service was suspended in May owing to the war situation, and was resumed on 9th September over the route Cairo – Port Said – Lydda – Beirut – Lebanon. De Havilland DH 86 landplanes were used.

Eire

Services operated by domestic companies

Aer Lingus Teoranta

Dublin – Manchester: Once daily on weekdays, with De Havilland D.H. 86 and Douglas DC-3 landplanes.

Note:- This service was operated in conjunction with West Coast Air Services Ltd.

Empire Services.

The British Overseas Airways Corporation operated the following service:-

(1) **Shannon – Botwood – Baltimore:** 18th July – 5th November, approximately once every ten days, operated with Boeing 314A flying boats. After 5th November, the service ceased.

(2) **Shannon – Lisbon – Bathurst – Lagos – Bathurst – Belem – Trinidad – Bermuda – Baltimore – Bermuda – Lisbon – Shannon:** From 30th October, three flights were made with Boeing 314A flying boats.

(3) **Poole – Shannon – Lisbon – Bathurst – Freetown – Lagos:** 26th May – 9th October, once weekly, with Short S.30 ("C" Class), Consolidated Model 28 and Boeing 314A flying boats; from 10th October to 30th October, two flights were made with Boeing 314A flying boats. After 30th October, the service ceased.

Note:- The calls at Poole and Freetown were omitted when Boeing 314A flying boats were used.

(4) **Poole – Shannon – Lisbon – Gibraltar – Malta – Cairo:** From 12th October, a number of flights were made with Short S.30 ("C" Class) and Consolidated Model 28 flying boats.

(5) **Bristol – Dublin:** From 4th July, a number of flights were made with De Havilland D.H. 91 ("F" Class) landplanes, to connect with services operated from Shannon (Foynes).

(6) **Poole – Shannon – Lisbon:** 26th May – 8th August, once weekly, with Short S.30 ("C" Class) flying boats.

Other Services.

No foreign air transport companies operated in Eire.

Fiji

Pan American Airways Inc.

San Francisco – Auckland, with calls at Suva (Fiji): 9th November – 7th December, once fortnightly, with Boeing 314 flying boats. After 7th December, the service ceased owing to the outbreak of hostilities with Japan.

The Gambia

Services operated by domestic companies

There were no domestic air transport companies operating in Gambia.

Empire Air Services.

The British Overseas Airways Corporation operated between Poole (or Shannon) and Lagos with calls at Bathurst. Until 25th May, ten return flights were made with Short S.30 ("C" Class) flying boats. From 26th May to 9th October, a once-weekly service was maintained with Short S.30 ("C" Class), Consolidated Model 28 and Boeing 314A flying boats. From 10th October to 30th October, two flights were made with the Boeing 314A flying boats.

From 30th October, the Corporation operated an irregular service between Shannon (Foynes) and Baltimore with calls at Bathurst. Three flights were made with Boeing 314A flying boats.

Other Services.

Pan American Airways Inc.

From 6th December, Pan American Airways Inc. operated a service, once fortnightly, between Miami (USA) and Leopoldville (Belgian Congo), with calls at Bathurst. Boeing 314A flying boats were used.

Pan American Airways Africa Ltd.

From 26th November, Pan American Airways Africa Ltd. operated a service, once weekly, between Bathurst and Lagos. Douglas DC-3 landplanes were used.

Gibraltar

Empire Services.

British Overseas Airways Corporation.

From 12th October, the British Overseas Airways Corporation made a number of flights between Poole and Cairo (see Appendix B), calls being made at Gibraltar. Short S.30 ("C" Class) and Consolidated Model 28 flying boats were used.

Gold Coast

Services operated by domestic companies

There were no domestic air transport companies operating in Gold Coast.

Empire Air Services.

The British Overseas Airways Corporation operated services as follows:-

- (1) **Khartoum – Takoradi**, with calls at Accra (see Appendix B): Until 17th October, once fortnightly with Junkers Ju.52 landplanes; 18th October – 17th December, three times weekly; after 7th December, twice weekly. After 17th December, calls at Accra were omitted and Lockheed 18 "Lodestar" landplanes replaced the Junkers Ju.52 landplanes.
- (2) **Khartoum – Takoradi**, (see Appendix B): 18th October – 7th December, once weekly with Lockheed 14 landplanes. After 7th December, the service ceased.
- (3) **Khartoum – Freetown**, with calls at Takoradi (see Appendix B): 28th April – 17th October, once weekly with Lockheed 14 landplanes. After 30th June, Takoradi replaced Freetown as the western terminal. After 17th October, the service ceased.
- (4) **Cairo – Takoradi**, with calls at Accra (see Appendix B): Until 14th March, once weekly with Lockheed 10A "Electra" landplanes. After 14th March, the service ceased.
- (5) **Cairo – Takoradi**, with calls at Accra (see Appendix B): Until 14th March, once weekly with Lockheed 14 landplanes. After 14th March, the service ceased.
- (6) **Cairo – Takoradi**, with calls at Accra (see Appendix B): Until 13th February, once weekly; 14th February – 17th October, twice weekly. Operated with De Havilland D.H. 86 ("Diana" Class) landplanes. After 17th October, the service ceased.
- (7) **Cairo – Takoradi**, (see Appendix B): 18th October – 28th October, twice weekly, with Lockheed 18 "Lodestar" landplanes. After 28th October, the service ceased.

(8) **Cairo – Takoradi**, (see Appendix B): Until 25th May, once weekly. Junkers Ju.52 landplanes were employed between Stanleyville and Takoradi. This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation. After 25th May, this service was replaced by the service shown at (9) below.

(9) **Juba – Takoradi**, (see Appendix B): From 26th May, twice weekly, with Junkers Ju.52 and Lockheed 14 landplanes. This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation

Other Services.

Pan American Airways Africa Ltd. commenced a service on 1st November, between Takoradi and Khartoum three times weekly, using Douglas DC-4 landplanes. From 23rd November, the frequency was increased to five times weekly and calls were made at Accra.

Hong Kong

Empire Services.

No Empire services operated to or through Hong Kong.

Other Services.

Pan American Airways Inc.

Hong Kong – San Francisco: Until 1st May, once weekly; 1st May – October, once fortnightly. Operated with Boeing 34 and Martin 130 flying boats. October – 7th December, twice weekly, with Sikorsky S.42 flying boats between Hong Kong and Manila, and with Boeing 314 and Martin 130 flying boats between Manila and San Francisco. After 7th December, the service ceased owing to the outbreak of hostilities with Japan.

China National Aviation Corporation

The China National Aviation Corporation (C.N.A.C.) operated the under-mentioned services. All these services ceased on or soon after 7th December owing to the war situation.

(1) **Hong Kong – Chungking:** three times weekly, with Douglas DC-3 landplanes.

(2) **Hong Kong – Chungking – Kunming – Lashio:** Until 28th February, once weekly; 1st March – 31st August, twice weekly; after 31st August, once weekly. Douglas DC-3 landplanes were used.

- (3) **Hong Kong – Chungking – Kunming – Lashio – Rangoon:** once weekly, with Douglas DC-3 landplanes.
- (4) **Hong Kong – Chungking – Kunming – Lashio – Rangoon – Kunming – Hong Kong:** From 1st September, once weekly, with Douglas DC-3 landplanes.
- (5) **Hong Kong - Namyung:** Until 31st May, once weekly; after 31st May, twice weekly. Douglas DC-2 landplanes were used.
- (6) **Hong Kong – Namyung:** A number of flights were made by night with Curtiss Condor landplanes.

India

Indian Trans-Continental Airways Ltd.

The services previously operated by Indian Trans-Continental Airways Ltd. in association with the British Overseas Airways Corporation were not operated during 1941. The two Armstrong-Whitworth A.W. "Atalanta" aircraft owned by the company were requisitioned by the Government of India in February 1941.

Tata Sons Ltd.

Karachi – Jiwani – Sharjah – Bahrein – Basra – Baghdad: from 1st November, non-scheduled flights were made with Douglas DC-2 landplanes loaned by the Government of India.

Note: These services were suspended for a time during the S.W. monsoon. The period of the S.W. monsoon is generally from May to October.

Empire Services

The South Africa – Australia service was operated through India by the British Overseas Airways Corporation, calls being made at Karachi, Raj Samand, Gwalior, Allahabad and Calcutta. Until 5th May, twice weekly; 6th May – 16th July, once weekly (through service) and once weekly (to Karachi only); after 16th July, twice weekly. Operated with Short S.23 and S.33 ("C" Class) flying boats.

Other services.

K.L.M. (Royal Dutch Air Lines)

The Netherlands company, K.L.M., operated a service between Lydda and Batavia with calls at Karachi, Jodhpur, Allahabad and Calcutta. Until 18th June, the frequency was once weekly. After 18th June, it was twice weekly. Douglas DC-3 landplanes were employed.

China National Aviation Corporation.

From 25th December, China National Aviation Corporation operated a twice-weekly service over the Chungking – Kunming – Lashio – Rangoon – Calcutta route. Douglas DC-3 landplanes were employed.

Kenya

Services operated by domestic companies

There were no domestic air transport companies operating in Kenya.

Empire Services.

The British Overseas Airways Corporation operated a twice-weekly service between South Africa and Australia (see Appendix B), calls being made at Mombasa and Kisumu. Short S.23 and S.33 (“C” Class) flying boats were employed.

Other Services.

South African Airways operated the following services:-

- (1) **Johannesburg – Entebbe**, with calls at Nairobi and Kisumu: Until 9th March, once weekly, with Lockheed 18 “Lodestar” landplanes. After 9th March, the service ceased.
- (2) **Johannesburg – Leopoldville**, with calls at Nairobi and Kisumu: From 10th March, once weekly, with Lockheed 18 “Lodestar” landplanes. From 31st July, the call at Kisumu was omitted.
- (3) **Johannesburg – Kisumu**: See “Southern Rhodesia Air Services” below.

Southern Rhodesia Air Services operated a service between Johannesburg and Kisumu, with calls at Nairobi. The service was operated from 1st June, once weekly, in conjunction with South African Airways.

Malaya

Empire Service.

The British Overseas Airways Corporation in conjunction with Qantas Empire Airways Ltd., operated a service between South Africa and Australia (see Appendix B), calls being made at Penang and Singapore. Until 5th May, the frequency was twice weekly; from 6th May – 16th July, it was reduced to once weekly. After 16th July, the twice weekly frequency was restored. From 7th December, on the outbreak of hostilities with Japan, the Rangoon – Batavia section of the service was re-routed and calls were made at Singapore only.

Other Services.

K.L.M. (Royal Dutch Airlines)

The Netherlands company, K.L.M., operated a twice-weekly service between Lydda and Batavia, calling at Penang and Singapore. Until 18th June, the frequency was once weekly, and from 18th June to 13th December, twice weekly. After 13th December, owing to the war situation, the service was re-routed to avoid Malayan territory. Douglas DC-3 aircraft were employed.

K.N.I.L.M.

Until 28th July, the Netherlands East Indies company, K.N.I.L.M., operated the Batavia – Palembang – Singapore – Saigon service once weekly. From 29th July, owing to the Japanese entry into Indo-China, the Singapore – Saigon section was discontinued.

Until 31st October, the company also made three additional calls weekly at Singapore on services between Batavia and Medan. After 31st October, the calls at Singapore were reduced to two per week.

Malta

Empire Services.

British Overseas Airways Corporation.

From 12th October, the British Overseas Airways Corporation made a number of flights between Poole and Cairo (see Appendix B), calls being made at Malta. Short S.30 ("C" Class) and Consolidated Model 28 flying boats were used.

Newfoundland

Empire Services.

British Overseas Airways Corporation.

The British Overseas Airways Corporation operated the following services:-

- (1) **Shannon – Baltimore**, with calls at Botwood (see Appendix B): 18th July – 5th November, approximately once every ten days with Boeing 314A flying boats. After 5th November, the service ceased.
- (2) **Prestwick – Montreal**, with calls at Gander (see Appendix B): From 24th September, a number of special flights were made with Consolidated Liberator LB 30A landplanes. This service was operated under the control of the Royal Air Force Ferry Command.

Other Services.

No foreign air transport companies operated in Newfoundland.

New Zealand

Empire Services.

Tasman Empire Airways

Auckland – Sydney: three times fortnightly. Short S.30 (“C” Class) flying boats were employed.

Other Services.

Pan American Airways Inc.

Pan American Airways Inc. operated a service, once fortnightly, between San Francisco and Auckland. The service ceased on 6th December on the outbreak of hostilities between the U.S.A. and Japan. Boeing 314 flying boats were employed.

Nigeria

Services operated by domestic companies

There were no domestic air transport companies operating in Nigeria.

Empire Services.

The British Overseas Airways Corporation operated the following services:-

- (1) **Khartoum – Takoradi**, with calls at Maiduguri, Kano and Lagos (see Appendix B): Until 17th October, once fortnightly with Junkers Ju.52 landplanes; 18th October – 7th December, three times weekly; after 7th December, twice weekly. After 17th October, calls at Maiduguri were omitted and Lockheed 18 “Lodestar” landplanes replaced the Junkers Ju.52 landplanes.
- (2) **Khartoum – Takoradi**, with calls at Maiduguri, Kano, Kaduna, Oshogbo and Lagos (see Appendix B): 18th October – 7th December, once weekly with Lockheed 14 landplanes. After 7th December, the service ceased.
- (3) **Khartoum – Lagos**, with calls at Maiduguri and Kano (see Appendix B): 14th March – 27th April, three times weekly, with Lockheed 10A “Electra” and

Lockheed 14 landplanes; 28th April – 17th October, once weekly, with Lockheed 10A “Electra” landplanes. After 17th October, the service ceased.

(4) **Khartoum – Freetown**, with calls at Maiduguri, Kano and Lagos (see Appendix B): 28th April – 17th October, once weekly, with Lockheed 14 landplanes. After 17th October, the service ceased.

(5) **Cairo – Takoradi**, with calls at Maiduguri, Kano and Lagos (see Appendix B): Until 14th March, once weekly with Lockheed 14 landplanes. After 14th March, the service ceased.

(6) **Cairo – Takoradi**, with calls at Maiduguri, Kano, Kaduna and Lagos (see Appendix B): Until 14th March, once weekly with Lockheed 10A “Electra” landplanes. After 14th March, the service ceased.

(7) **Cairo – Takoradi**, with calls at Maiduguri, Kano, Kaduna, Minna, Oshogbo and Lagos (see Appendix B): Until 13th February, once weekly; 14th February – 17th October, twice weekly. Operated with De Havilland D.H. 86 (“Diana” Class) landplanes. After 17th October, the service ceased.

(8) **Cairo – Takoradi**, with calls at Kano and Lagos (see Appendix B): 18th October – 28th October, twice weekly with Lockheed 18 “Lodestar” landplanes. After 28th October, the service ceased.

(9) **Cairo – Takoradi**, with calls at Lagos (see Appendix B): Until 25th May, once weekly. Junkers Ju.52 landplanes were employed between Stanleyville and Takoradi. This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

(10) **Juba – Takoradi**, with calls at Lagos (see Appendix B): From 26th May, twice weekly, with Junkers Ju.52 and Lockheed 14 landplanes. This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

(11) **Cairo – Lagos** (see Appendix B): From 4th July, once weekly, with Short S.23 (“C” Class) flying boats.

(12) **Poole (or Shannon) – Lagos** (see Appendix B): Until 25th May, ten return flights were made with Short S.30 (“C” Class) flying boats; 26th May – 9th October, once weekly, with Short S.30 (“C” Class), Consolidated Model 28 flying boats. From 10th October to 30th October, two flights were made with Boeing 314A flying boats. After 30th October, the service ceased.

Other Services.

Pan American Airways Inc.

From 6th December, Pan American Airways Inc. operated a service, once fortnightly, between Miami (USA) and Leopoldville (Belgian Congo) with calls at Lagos. Boeing 314 flying boats were used.

Pan American Airways Africa Ltd.

Between 1st and 22nd November, Pan American Airways Africa Ltd. operated a service, three times weekly, between Takoradi and Khartoum with calls at Kano and Maiduguri. After 23rd November, the frequency was increased to five times weekly, with calls at Lagos. Douglas DC-3 landplanes were used.

From 26th November, the company also operated a service, once weekly, between Lagos and Bathurst. Douglas DC-3 landplanes were used.

Northern Rhodesia

Services operated by domestic companies

There were no domestic air transport companies operating in Northern Rhodesia.

Empire Services.

There were no Empire services in operation in or through Northern Rhodesia.

Other Services.

Southern Rhodesia Air Services operated the following services:-

- (1) **Salisbury – Lusaka:** Twice weekly.
- (2) **Salisbury – Fort Jameson:** Once weekly.
- (3) **Lusaka – Mumbwa – Mankoya – Mongu:** Once weekly.
- (4) **Lusaka – Fort Jameson:** Once weekly.
- (5) **Johannesburg – Kisumu,** with calls at Lusaka, Ndola and Kasama: From 1st June, once weekly. Operated in conjunction with South African Airways.

South African Airways operated the following services:-

- (1) **Johannesburg – Entebbe**, with calls at Lusaka and Kasama: Until 9th March, once weekly, with Lockheed 18 “Lodestar” landplanes. After 9th March, the service ceased.
- (2) **Johannesburg – Leopoldville**, with calls at Lusaka, Ndola and Mpika: From 10th March, once weekly, with Lockheed 18 “Lodestar” landplanes.
- (3) **Johannesburg – Kisumu**: see “Southern Rhodesia Air Services” above.

Nyasaland

Services operated by domestic companies

There were no domestic air transport companies operating in Nyasaland.

Empire Services.

There were no Empire services in operation in or through Nyasaland.

Other Services.

Southern Rhodesia Air Services operated the following services:-

Salisbury - Blantyre – Lilongwe – Fort Jameson: Once weekly.

Salisbury – Blantyre: Once weekly.

Beira – Blantyre: Once weekly.

Palestine

Services operated by domestic companies

Palestine Airways Ltd. operated a service as follows:-

Tel Aviv – Haifa – Beirut: Until early in June, twice weekly, with Short Scion Junior and De Havilland D.H. 89 (“Dragon Rapide”) aircraft. After June, the service ceased.

Empire Services.

British Overseas Airways Corporation operated the following services:-

- (1) **Durban – Sydney**, with calls at Tiberias (see Appendix B): Twice weekly, with Short S.23 and S.33 (“C” Class) flying boats. 9th July – 31st July, calls were made at Aquaba instead of Tiberias.

(2) **Tiberias – Basra** (see Appendix B): 19th May – 29th July, operated irregularly with Short S.23 and S.33 (“C” Class) flying boats. After 29th July, the service ceased.

(3) **Cairo – Adana**, with calls at Lydda (see Appendix B): Once weekly, with Lockheed 18 “Lodestar” landplanes.

Other Services.

Misr. Airworks S.A.E. operated the following services:-

(1) **Cairo – Port Said – Lydda – Nicosia – Adana:** Until May, once weekly. The service was suspended in May, owing to the war situation, and was resumed on 9th September over the route Cairo – Port Said – Lydda – Beirut – Larnaca. De Havilland D.H. 86 landplanes were used.

(2) **Cairo – Lydda – Adana:** May – September, on demand. Operated irregularly on behalf of the British Authorities in Egypt. The service ceased in September.

(3) **Cairo – Port Said – Lydda:** Once daily, with De Havilland D.H. 86 landplanes.

(4) **Cairo – Port Said – Lydda – Beirut:** Twice weekly with De Havilland D.H. 86 landplanes.

K.L.M. Royal Dutch Airlines.

The Netherlands company, K.L.M., operated a service between Lydda and Batavia with Douglas DC-3 landplanes. Until 18th June, the frequency was once weekly. After 18th June, it was twice weekly.

Sierra Leone

Services operated by domestic companies

There were no domestic air transport companies operating in Sierra Leone.

Empire Air Services.

The British Overseas Airways Corporation operated services as follows:-

Khartoum – Freetown, (see Appendix B): 28th April – 30th June, once weekly, with Lockheed 14 landplanes. After 30th June, the service ceased.

Poole (or Shannon) – Lagos, with calls at Freetown (see Appendix B): Until 25th May, ten return flights were operated with Short S.30 (“C” Class) flying boats; 26th May – 9th October, once weekly, with Short S.30 (“C” Class), Consolidated Model 28

and Boeing 314A flying boats. On flights with Boeing 314A flying boats, the stop at Freetown was omitted. After 9th October, the service ceased to call at Freetown.

Other Services.

Pan American Airways Africa Ltd.

On 26th November, Pan American Airways Africa Ltd. commenced a once-weekly service between Lagos and Bathurst with calls at Freetown. Douglas DC-3 landplanes were used.

Southern Rhodesia

Services operated by domestic companies

Southern Rhodesia Air Services.

Salisbury – Bulawayo - Johannesburg: Until 31st July, three times weekly; after 31st July, twice weekly.

Salisbury – Lusaka: Twice weekly.

Salisbury - Blantyre – Lilongwe – Fort Jameson: Once weekly.

Salisbury – Blantyre: Once weekly.

Salisbury – Beira: Twice weekly.

Beira – Blantyre: Once weekly.

Lusaka – Mumbwa – Mankoya – Mongu: Once weekly.

Johannesburg – Bulawayo – Salisbury – Lusaka – Ndola – Kasama – Mbeya – Dodoma – Nairobi – Kisumu: From 1st July, once weekly. Operated in conjunction with South African Airways.

Empire Services.

There were no Empire services in operation in or through Southern Rhodesia.

Other Services.

South African Airways operated the following services:-

Johannesburg – Entebbe, with calls at Bulawayo: Until 9th March, once weekly, with Lockheed 18 "Lodestar" landplanes. After 9th March, the service ceased.

Johannesburg – Leopoldville, with calls at Bulawayo: From 10th March, once weekly, with Lockheed 18 “Lodestar” landplanes.

Sudan

Services operated by domestic companies

There were no domestic air transport companies operating in Sudan.

Empire Services.

The British Overseas Airways Corporation operated the following services:-

(1) **Khartoum – Takoradi**, with calls at El Fasher and El Geneina (see Appendix B): Until 17th October, once fortnightly with Junkers Ju.52 landplanes; 18th October – 7th December, three times weekly; after 7th December, twice weekly. After 17th October, Lockheed 18 “Lodestar” landplanes replaced the Junkers Ju.52 landplanes.

(2) **Khartoum – Takoradi**, with calls at El Obeid, El Fasher and El Geneina (see Appendix B): 18th October – 7th December, once weekly with Lockheed 14 landplanes. After 7th December, the service ceased.

(3) **Khartoum – Lagos**, with calls at El Obeid, El Fasher and El Geneina (see Appendix B): 14th March – 27th April, three times weekly, with Lockheed 10A “Electra” and Lockheed 14 landplanes; 28th April – 17th October, once weekly, with Lockheed 10A “Electra” landplanes. After 17th October, the service ceased.

(4) **Khartoum – Freetown**, with calls at El Fasher (see Appendix B): 28th April – 17th October, once weekly, with Lockheed 14 landplanes. After 17th October, the service ceased.

(5) **Cairo – Takoradi**, with calls at Wadi Halfa, Khartoum and El Fasher (see Appendix B): Until 14th March, once weekly with Lockheed 14 landplanes. After 14th March, the service ceased.

(6) **Cairo – Takoradi**, with calls at Wadi Halfa, Khartoum, El Obeid, El Fasher and El Geneina (see Appendix B): Until 14th March, once weekly with Lockheed 10A “Electra” landplanes. After 14th March, the service ceased.

(7) **Cairo – Takoradi**, with calls at Wadi Halfa, Khartoum, El Obeid, El Fasher and El Geneina (see Appendix B): Until 13th February, once weekly; 14th February – 17th October, twice weekly. Operated with De Havilland D.H. 86 (“Diana” Class) landplanes. After 17th October, the service ceased.

(8) **Cairo – Takoradi**, with calls at Wadi Halfa, Khartoum, El Fasher and El Geneina (see Appendix B): 18th October – 28th October, twice weekly with Lockheed 18 “Lodestar” landplanes. After 28th October, the service ceased.

(9) **Cairo – Takoradi**, with calls at Wadi Halfa, Khartoum and Juba (see Appendix B): Until 25th May, once weekly. Lockheed 14 landplanes were employed between Cairo and Stanleyville. This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation. After 25th May, the service was replaced by the services shown at (10) and (11) below.

(10) **Cairo - Juba**, with calls at Wadi Halfa, Khartoum and Malakal (see Appendix B): From 28th May, once weekly, with Short S.23 (“C” Class) flying boats.

(11) **Juba – Takoradi**, (see Appendix B): From 26th May, twice weekly, with Junkers Ju.52 and Lockheed 14 landplanes. This service was operated by S.A.B.E.N.A. under charter to the British Overseas Airways Corporation.

(12) **Cairo – Lagos**, with calls at Wadi Halfa, Khartoum, Malakal and Juba (see Appendix B): From 4th July, once weekly, with Short S.23 (“C” Class) flying boats.

(13) **Cairo – Khartoum**, with calls at Wadi Halfa and Kareima (see Appendix B): 19th February – 27th May, twice weekly; after 27th May, once weekly. Short S.23 (“C” Class) flying boats were used.

(14) **Cairo – Asmara**, with calls at Wadi Halfa and Port Sudan (see Appendix B): Early September to 5th November, once weekly; 6th November – 14th December, twice weekly; after 14th December three times weekly. Operated with Lockheed 18 “Lodestar” landplanes.

(15) **Khartoum – Asmara**, (see Appendix B): 12th October – 14th December, twice weekly, with Lockheed 14 and Lockheed 18 “Lodestar” landplanes. After 14th December, a number of special flights were made.

(16) **Durban – Sydney**, with calls at Juba, Malakal, Kosti, Khartoum and Wadi Halfa (see Appendix B): Twice weekly, with Short S.23 and S.33 (“C” Class) flying boats.

Other Services.

Pan American Airways Africa Ltd.

Between 1st and 22nd November, Pan American Airways Africa Ltd. operated a service three times weekly, between Takoradi and Khartoum, with calls at El Fasher. After 23rd November, the frequency was increased to five times weekly, with calls at El Geneina and at El Obeid. Douglas DC-3 landplanes were used.

Tanganyika

Services operated by domestic companies

There were no domestic air transport companies operating in Tanganyika.

Empire Services.

The British Overseas Airways Corporation operated a twice-weekly service between South Africa and Australia (see Appendix B), calls being made at Lindi and Dar-es-Salaam. Short S.23 and S.33 ("C" Class) flying boats were employed.

Other Services.

South African Airways operated the following services:-

- (1) **Johannesburg – Entebbe**, with calls at Dodoma: Until 9th March, once weekly, with Lockheed 18 "Lodestar" landplanes. After 9th March, the service ceased.
- (2) **Johannesburg – Leopoldville**, with calls at Dodoma: From 10th March, once weekly, with Lockheed 18 "Lodestar" landplanes.
- (3) **Johannesburg – Kisumu**: See "Southern Rhodesia Air Services" below.

Southern Rhodesia Air Services operated a service between Johannesburg and Kisumu, with calls at Mbeya and Dodoma. The service was operated from 1st June, once weekly, in conjunction with South African Airways.

Trans-Jordan

Services operated by domestic companies

There were no domestic air transport companies operating in Transjordan.

Empire Services.

The British Overseas Airways Corporation

From 9th June – 31st July, calls were made at Aquaba on the British Overseas Airways Corporation service between South Africa and Australia (see Appendix B). After 31st July, calls at Aquaba ceased.

Uganda

Services operated by domestic companies

There were no domestic air transport companies operating in Uganda.

Empire Services.

The British Overseas Airways Corporation operated a twice-weekly service between South Africa and Australia (see Appendix B), calls being made at Port Bell. Short S.23 and S.33 ("C" Class) flying boats were employed.

From 4th July, the Corporation also operated a once-weekly service between Cairo and Lagos (see Appendix B), calls being made at Port Bell. Short S.23 ("C" Class) flying boats were employed.

Other Services.

South African Airways operated the following services:-

- (1) **Johannesburg – Entebbe:** Until 9th March, once weekly, with Lockheed 18 "Lodestar" landplanes. After 9th March, the service ceased.
- (2) **Johannesburg – Leopoldville**, with calls at Entebbe: From 10th March, once weekly, with Lockheed 18 "Lodestar" landplanes.
- (3) **Johannesburg – Kisumu:** See "Southern Rhodesia Air Services" below.

S.A.B.E.N.A. operated a service as follows:-

Stanleyville – Usumbura (Belgian Congo), with calls at Entebbe. Until 9th March, once fortnightly, Junkers Ju.52 landplanes. After 9th March, the service ceased.

Union of South Africa

Services operated by domestic companies

South African Airways.

Johannesburg – Cape Town - Windhoek – Mossamedes – Lobito - Loanda: Once weekly, with Lockheed 18 "Lodestar" landplanes.

Johannesburg – Bulawayo – Lusaka – Kasama – Dodoma – Nairobi – Kisumu - Entebbe: Until 9th March, once weekly, with Lockheed 18 "Lodestar" landplanes. After 9th March the service ceased.

Johannesburg – Bulawayo – Lusaka – Ndola – Elizabethville – Mpika - Dodoma – Nairobi – Kisumu – Entebbe – Irumu – Stanleyville – Coquilhatville - Leopoldville: From 10th March, once weekly, with Lockheed 18 "Lodestar" landplanes. Calls at Kisumu ceased after 31st July.

Johannesburg – Bulawayo – Salisbury - Lusaka – Ndola - Kasama – Mbeya - Dodoma – Nairobi – Kisumu: From 1st June, once weekly. Operated in conjunction with Southern Rhodesia Air Services.

Empire Services.

The British Overseas Airways Corporation operated a twice-weekly service between South Africa and Australia in conjunction with Qantas Empire Airways. The South African terminus was at Durban and calls were made at Johannesburg on southbound journeys only. Short S.23 and S.33 ("C" Class) flying boats were employed.

Other Services.

Southern Rhodesia Air Services operated a service between Salisbury, Bulawayo and Johannesburg. Until 31st July, the frequency was three times weekly, and after 31st July, twice weekly.

Regular Air Services in British Empire Countries other than the United Kingdom in 1942

Editor's note: This year of the war was one of great change, particularly after America became a belligerent in December 1941, and this was evident in the trans-Atlantic services between the United States and Africa/Europe. The references to Boeing 314A aircraft are given as in the original text. Subsequent research has confirmed that the correct designation for these aircraft was, in fact, A-314. The original text has been retained in the transcript to preserve authenticity.

Australia

Qantas Empire Airways Ltd.

Sydney – Brisbane – Gladstone – Townsville – Karumba – Groote Eylandt – Darwin – Dili – Koepang – Bima – Sourabaya – Batavia – Klabat Bay - Singapore: Until 12/1, four times weekly; 13/1 – 25/2, twice weekly; 26/2 – 28/2, once daily; 1/3 – 30/4, service suspended; 1/5 – 16/9, twice weekly; after 16/9, service irregular. Operated with Short S.23 and S.30 flying boats.

Note: After 15/2, Batavia replaced Singapore as the northern terminal. From 26/2 – 28/2, calls at Broome (Australia) and Tjilitjap (Java) replaced the calls at Koepang, Bima, Sourabaya and Batavia. Until 12/2, this service was operated as part of the South Africa – Australia service, in association with the British Overseas Airways Corporation (see Appendix B). After 12/2, the service was operated independently.

Sydney – Brisbane – Noumea: From 6/7, once weekly, with Short S.23 and S.33 flying boats.

Other Empire Companies.

Tasman Empire Airways Ltd. operated a service to Sydney. (see under “New Zealand”).

Foreign Companies.

United States Army Air Transport Command.

From September, United Air Lines Transport Corporation operated on behalf of the U.S.A.A.T.C. a daily freight service from San Francisco to Williamstown (Australia), with C.87 “Liberator” landplanes.

Bermuda

Domestic companies

There were no domestic air transport companies operating in Bermuda.

Other Empire Companies

The British Overseas Airways Corporation operated through Bermuda (see Appendix B).

Foreign Companies

Pan American Airways Inc.

New York – Bermuda: Once weekly.

See also routes (13) and (14) under “British West Indies”.

American Export Airlines Inc.

See under “British West Indies”.

British Guiana

Domestic companies

There were no domestic air transport companies operating in British Guiana.

Other Empire Companies.

There were no Empire air transport companies operating to or through British Guiana.

Foreign Companies.

Pan American Airways Inc.

Miami (USA) - Georgetown (British Guiana) – Manaus (Brazil): From early December, twice weekly, with Sikorsky S.42 flying boats.

See also routes (9), (10), (11) and (12) under “British West Indies”.

British Honduras

Domestic companies

There were no domestic air transport companies operating in British Honduras.

Other Empire Companies.

There were no Empire air transport companies operating to or through British Honduras.

Foreign Companies.

Transportes Aereos Centre Americanos Ltd. (T.A.C.A.)

San Pedros Sula (Honduras) – Punta Gorda (British Honduras) – Belize (British Honduras): Three times weekly, with Bellanca and Curtiss Travelair landplanes.

Belize – El Cayo (British Honduras): Twice weekly.

Belize – El Corozal (British Honduras): Once weekly.

British West Indies

Domestic companies

Bahama Airways Ltd.

Nassau – Harbour Island – Governor’s Harbour – Rock Sound – Hatchet Bay: Until 20/4, once weekly. On 20/4 the service was suspended until the following winter season commencing 1st January 1943.

British West Indian Airways Ltd.

Port of Spain (Trinidad) – Tobago – Barbados: Until 28/2, once daily on weekdays with Lockheed 14 and Lockheed “Lodestar” landplanes; on 28/2 the service ceased.

Port of Spain (Trinidad) – Tobago: Until 30/6, once weekly; after 30/6, four times weekly, operated with Lockheed 14 and Lockheed “Lodestar” landplanes.

Port of Spain (Trinidad) – Barbados: From 1/3, ten times weekly, with Lockheed 14 and Lockheed “Lodestar” landplanes.

Other Empire Companies.

The British Overseas Airways Corporation operated through the British West Indies (see Appendix B).

Foreign Companies.

Pan American Airways Inc.

(1) **Miami (USA) – Camaguey (Cuba) – Ciudad Trujillo (Dominican Republic) – San Juan (Puerto Rico) – St. Lucia (B.W.I.) – Port of Spain (Trinidad):** 1/9 – 30/9. once weekly with Douglas DC-3 landplanes. On 30/9 the service ceased.

(2) **Miami (USA) – Nassau (Bahamas):** Until 28/2, three times daily; 1/3 – 30/4, once daily; after 30/4, five times weekly; operated with Douglas DC-3 landplanes.

(3) **Miami (USA) – Cat Cay (Bahamas):** Until 31/3, three times weekly; 1/4 - 30/4, twice weekly; 1/5 – 30/5, once fortnightly; after 30/5, incorporated in Miami – Nassau service (see service (5) below. Operated with Sikorsky S.43 amphibians.

(4) **Cat Cay (Bahamas) – Nassau:** Until 30/5, once fortnightly, with Sikorsky S.43 amphibians; after 30/5, incorporated in Miami – Nassau service (see (5) below).

(5) **Miami (USA) – Cat Cay* (Bahamas) - Nassau:** From 1/6, once fortnightly, with Sikorsky S.43 amphibians.

* Optional stop.

(6) **Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Barranquilla (Colombia):** Three times weekly, with Sikorsky S.42 flying boats.

(7) **Kingston (Jamaica) – Santiago (Cuba) – Port au Prince (Haiti):** Once weekly, with Sikorsky S.43 amphibians.

(8) **Miami (USA) – San Juan (Puerto Rico) – Port of Spain (Trinidad) – Belem (Brazil) – Natal – Bathurst (Gambia) – Lagos (Nigeria) – Leopoldville (Belgian Congo):** Until mid-November, once fortnightly; in mid-November, the service ceased. Operated with flying boats as follows:-
Until mid-October, Sikorsky S.42 between Miami and San Juan, and Boeing 314 between San Juan and Leopoldville; after mid-October, Boeing 314s were used throughout.

Note: From 7/2, a stop at Fisherman's Lake (Liberia) was substituted for the stop at Bathurst.

From 1/8, stops were also made at Antilla (Cuba), Port au Prince (Haiti) and San Pedro (Dominican Republic).

(9) **Miami (USA) – Antilla (Cuba) – Port au Prince (Haiti) – San Pedro* (Dominican Republic) – San Juan (Puerto Rica) – Charlotte Amalie (St. Thomas, Virgin Islands) – St. Johns (Antigua) – Pointe a Pitre (Guadeloupe) – Fort de France (Martinique) – Port of Spain (Trinidad) – Georgetown (British Guiana) – Paramaribo (Dutch Guiana) – Cayenne (French Guiana) – Belem (Brazil) – Sao Luiz – Camocim – Areia Branca – Natal – Pernambuco – Maceio – Aracaju – Bahia – Caravellas – Victoria – Rio de Janeiro):** Until 30/9, once weekly, with Sikorsky S.43 amphibians and flying boats. On 30/9, the service ceased.

* After 31/5, stop omitted.

(10) **Miami (USA) – Camaguey (Cuba) – San Juan (Puerto Rico) – Port of Spain (Trinidad) – Belem (Brazil) – Barreiras* - Rio de Janeiro:** Until 31/6, twice weekly; 1/6 – 31/8, once daily. Operated with landplanes as follows:- Until 31/5, Boeing 307 between Miami and Belem; Douglas DC-3 between Belem and Rio de Janeiro; after 31/5, Douglas DC-3 between Miami and Rio de Janeiro. From 1/3, a stop was made at Atkinson Field (British Guiana). 1/6 – 31/7, a stop was made at Antigua (B.W.I.) once daily; 1/8 – 30/9, three times weekly; after 30/9, four times weekly. 1/6 – 31/8, a stop was made at Port au Prince (Haiti) once daily; 1/9 – 30/9, three times weekly; after 30/9, four times weekly. From 1/6, stops were made at Ciudad Trujillo (Dominican Republic) and Paramaribo (Dutch Guiana). 1/8 – 31/8, a stop was made at St. Lucia (B.W.I.) four times weekly; after 31/8, three times weekly. From 1/10, a stop was made at Maceio (Brazil) four times weekly.

Note:- From 1/9 – 30/9, the stop at Barreiras was suspended and stops made at Sao Luiz (Brazil), Forteleza, Natal, Pernambuco and Bahia three times weekly; after 30/9, four times weekly and the stop at Barreiras was re-instated. No commercial load was embarked or disembarked at Atkinson Field, Antigua and St. Lucia.

(11) **Miami (USA) – Antilla (Cuba) – Port au Prince (Haiti) – San Pedro (Dominican Republic) – San Juan (Puerto Rica) – Port of Spain (Trinidad) – Belem (Brazil) – Barreiras – Rio de Janeiro):** Until 31/5, once weekly. On 31/5, the service ceased. Operated with Sikorsky S.42 flying boats between Miami and Belem; Douglas DC-3 landplanes between Belem and Rio de Janeiro.

Note:- From 1/3, a stop was made at Atkinson Field (British Guiana) but no commercial load was embarked or disembarked there by landplanes.

(12) **Miami (USA) – Antilla (Cuba) – Port au Prince (Haiti) – San Pedro (Dominican Republic) – San Juan (Puerto Rica) – Charlotte Amalie (St. Thomas, Virgin Islands) – Antigua (B.W.I.) – Pointe a Pitre (Guadeloupe) – Fort de France (Martinique) – Port of Spain (Trinidad):** Once weekly, with Sikorsky S.43 amphibians and flying boats.

Note:- From 1/5, the service was extended to Georgetown (British Guiana). From 1/6, Port au Prince (Haiti) was the northern terminal and the stop at San Pedro was omitted. From 1/10, the service was extended to Paramaribo (Dutch Guiana), Cayenne

(French Guiana) and Belem (Brazil). No commercial load was embarked or disembarked at Antigua by Sikorsky S.43 amphibians.

(13) **New York – Bermuda – Horta* (Azores) – Lisbon (Portugal) – Bolama (Portuguese Guinea) – Natal (Brazil) – Belem – Port of Spain (Trinidad) – Bermuda – New York (one direction only):** Until 18/5, twice weekly; 19/5 – 18/10, service re-routed and no stops were made at Bermuda (see route (3) under “Canada”). After 18/10, the former route was resumed and included stops at Shannon (Eire), Fisherman’s Lake (Liberia) and San Juan (Puerto Rico). Operated with Boeing 314 flying boats.

* Optional stop.

(14) **New York – Bermuda – Horta (Azores) – Lisbon (Portugal) – Bolama (Portuguese Guinea) – Fisherman’s Lake (Liberia) – Natal (Brazil) – Belem – Port of Spain (Trinidad) – San Juan (Puerto Rico) – Bermuda – New York:** 8/5 – 14/11, once weekly (reverse direction, alternate weeks), with Boeing 314 flying boats. Frequent unscheduled stops were made at Bathurst (Gambia).

American Export Airlines Inc.

New York – Bermuda – Shannon (Eire) – Bathurst (Gambia) – Port of Spain (Trinidad) – New York (one direction only): From 31/10, at approximately five day intervals, with Vought-Sikorsky VS-44-A flying boats.

K.L.M. (Royal Dutch Airlines)

(1) **Curacao (N.W.I.) – Barcelona (Venezuela) – Port of Spain (Trinidad) – Paramaribo (Dutch Guiana):** Once weekly, with Lockheed 14 landplanes.

(2) **Curacao – Aruba* – Kingston (Jamaica):** Until 14/10, twice weekly; after 14/10, once weekly. Operated with Lockheed 14 landplanes .

* Optional stop on southbound journeys, regular stop on northbound journeys.

(3) **Curacao - Port of Spain (Trinidad):** From 18/5, once fortnightly, with Lockheed 14 landplanes.

(4) **Curacao – Aruba – Kingston (Jamaica) – Havana (Cuba):** From 4/8, once weekly, with Lockheed 14 landplanes.

Burma

Domestic companies

There were no domestic air transport companies operating in Burma.

Other Empire Companies.

The British Overseas Airways Corporation operated through Burma (see Appendix B).

Foreign Companies

K.L.M. (Royal Dutch Airlines)

Lydda – Baghdad – Basra – Bahrein – Karachi – Jodhpur – Allahabad – Calcutta – Rangoon – Sabang (Sumatra) – Medan – Batavia: Until 12/2, once weekly, with Douglas DC-3 landplanes. On 12/2, the service ceased.

China National Aviation Corporation (C.N.A.C.)

Chungking – Kunming – Lashio – Calcutta: Until mid-March, twice weekly; mid-March – mid-July, irregularly; after mid-July, three times weekly.

Note: After mid-March, the stop at Lashio was omitted; after mid-July, a stop was made at Dinjang (India).

Canada

Editor's note: The section on Canada is limited to those services referred to under other countries' headings where such references relate to trans-Atlantic services. Internal services within Canada, although extensive, are not reproduced here.

Foreign Companies.

Pan American Airways Inc.

Route (3) **New York (USA) – Shediac (Canada) – Botwood (Newfoundland) – Shannon (Eire):** 19/5 – 18/10, twice weekly; after 18/10, the service was re-routed and no stops were made at Shediac (see route (13) under "British West Indies"). Operated with Boeing 314 flying boats.

Editor's note: This route (3) is the summer trans-Atlantic operation of the FAM-18 service to the United Kingdom via Eire. From 18/10 the aircraft were re-routed to the winter trans-Atlantic route listed under the British West Indies heading.

United States Army Air Transport Command.

Washington (USA) – Montreal - Presque Isle (USA) – Gander (Newfoundland) – Goose Bay (Labrador) – Bluie West Eight (Greenland) – Reykjavik (Iceland) – Prestwick (United Kingdom: from 30/4, operated with Boeing 307, C.87 "Liberator" and C.54 DC-4 landplanes at irregular intervals.

Note: Operated on behalf of the U.S.A.A.T.C. as follows:- Until October, by Northeast Airlines Inc., and Transcontinental and Western Air Inc.; after October, by American Airlines and Transcontinental and Western Air Inc.

Cyprus

Misr Airworks S.A.E.

Beirut (Syria) – Larnaca (Cyprus): From some time in December, once weekly, with De Havilland D.H. 86 landplanes. (see also under “Palestine”).

Eire

Domestic companies

Aer Lingus Teoranta

Dublin – Manchester: Once daily on weekdays, with De Havilland D.H. 86 landplanes. After 22/8, Douglas DC-3 landplanes were used in addition. After 15/11, Liverpool was substituted for Manchester as the United Kingdom terminus.

Note:- This service was operated in conjunction with West Coast Air Services Ltd.

Dublin – Shannon: 12/8 – 30/10, three times weekly, with De Havilland D.H. 86 landplanes. On 30/10, the service ceased.

Other Empire Companies.

The British Overseas Airways Corporation operated to and through Eire (see Appendix B).

Foreign Companies.

Pan American Airways Inc.

19/5 – 18/10, see under “Canada”; after 18/10 see route (13) under “British West Indies”.

American Export Airlines Inc.

New York (USA) – Botwood (Newfoundland) – Shannon (Eire): 20/6 – 20/8, twice weekly; 21/8 – 30/10, three times weekly. Operated with Vought-Sikorsky VS-44-A flying boats. After 30/10 see under “British West Indies”.

The Gambia

Domestic companies

There were no domestic air transport companies operating in Gambia.

Other Empire Companies

The British Overseas Airways Corporation operated through Gambia (see Appendix B).

Foreign Companies

Pan American Airways Inc.

See routes (8) and (9) under "British West Indies".

Pan American Airways Africa Ltd.

See route (3) under "Gold Coast".

American Export Airlines Inc.

See under "British West Indies."

Gibraltar

Domestic companies

There were no domestic air transport companies operating in Gibraltar.

Other Empire Companies

The British Overseas Airways Corporation operated to and through Gibraltar (see Appendix B).

Foreign Companies

There were no foreign air transport companies operating in Gibraltar.

Gold Coast

Domestic companies

There were no domestic air transport companies operating in Gold Coast.

Other Empire Companies

The British Overseas Airways Corporation operated to the Gold Coast (see Appendix B).

Foreign Companies

Pan American Airways Africa Ltd.

(1) **Takoradi (Gold Coast) – Accra – Lagos (Nigeria) – Kano – Maiduguri – Fort Lamy* (Tchad) – El Geneina** (Sudan) – El Fasher – El Obeid*** – Khartoum:** Until 3/3, five times weekly; 4/3 – 31/10, once daily; after 31/10. the service was operated by the United States Army Air Transport Command. Douglas DC-3 landplanes were used.

Note:- From 4/3, the service was extended to Cairo (Egypt).

* Optional stop until 3/3, from 4/3 regular stop twice weekly.

** From 4/3, a stop was made twice weekly.

*** Optional stop.

(2) **Accra (Gold Coast) – Takoradi – Marshall (Iberia) – Freetown (Sierra Leone):** Feb. – 28/6, once weekly; 28/6 – 30/8, three times weekly. After 30/8, the service was operated by the Royal Air Force. Douglas DC-3 landplanes were used.

(3) **Lagos (Nigeria) – Freetown (Sierra Leone) – Bathurst (Gambia):** Until February, once weekly with Douglas DC-3 landplanes. After February, the service was re-routed as follows:- **Accra (Gold Coast) – Takoradi – Marshall* (Liberia) – Freetown (Sierra Leone) – Bathurst (Gambia):** Feb. – 28/6, twice weekly; on 28/6 the service ceased. Operated with Douglas DC-3 landplanes.

* Optional stop until 31/5; after 31/5, regular stop.

India

Indian National Airways Ltd.

Calcutta – Rangoon: 5/1 – 17/2, twice weekly. On 17/2, the service ceased.

Calcutta – Chittagong – Shwebo (Burma): 17/3 – 12/4 (frequency not available). After 28/3, Chittagong replaced Shwebo as the eastern terminal. On 12/4. the service ceased.

Calcutta – Magwe (Burma): 24/2 – 22/3 (Frequency not available). On 23/3. the service ceased.

Other Empire Services

The British Overseas Airways Corporation operated to and through India. (see Appendix B).

Other services.

K.L.M. (Royal Dutch Air Lines) See under "Burma".

China National Aviation Corporation. See under "Burma".

Pan American Airways – Africa Inc.

(1) **Cairo – Habbaniya (Iraq) – Basra – Bahrein – Sharjah – Karachi:** A number of flights was made with Douglas DC-3 landplanes.

(2) **Khartoum – Aden – Riyan (Aden Protectorate) – Salalah – Masirah – Ras el Hadd – Jiwani – Karachi:** A number of flights was made with Douglas DC-3 landplanes.

(3) **Karachi – Calcutta – Free China:** A number of flights was made with Douglas DC-3 landplanes.

Kenya

Domestic companies

There were no domestic air transport companies operating in Kenya.

Other Empire Companies

The British Overseas Airways Corporation operated through Kenya (see Appendix B).

South African Airways operated through Kenya. See under "Union of South Africa".

Southern Rhodesia Air Services operated through Kenya. See under "Southern Rhodesia".

Foreign Companies

There were no foreign air transport companies operating to or through Kenya.

Malaya

Domestic companies

There were no domestic air transport companies operating in Malaya.

Other Empire Companies

The British Overseas Airways Corporation operated to and through Malaya (see Appendix B).

Qantas Empire Airways operated to and through Malaya (see under "Australia")

Foreign Companies

K.L.M. (Royal Dutch Airlines)

Batavia – Singapore: 9/1 – 15/2, twice weekly. On 15/2, the service ceased. Operated with Douglas DC-3 landplanes.

New Zealand

Tasman Empire Airways

Auckland – Sydney: Until 24/2, three times fortnightly; 25/2 – 2/8, once weekly; after 2/8, three times fortnightly. Operated with Short S.30 flying boats.

Nigeria

Domestic companies

There were no domestic air transport companies operating in Nigeria.

Other Empire Companies

The British Overseas Airways Corporation operated to and through Nigeria (see Appendix B).

Foreign Companies

Pan American Airways Africa Ltd.

See routes (1) and (3) under "Gold Coast".

Fighting French

Lagos – Douala (Cameroon) – Fort Lamy (Tchad): Operated at irregular intervals with Lockheed 12A and Cunliffe-Owen “Flying Wing” landplanes.

Northern Rhodesia

Domestic companies

There were no domestic air transport companies operating in Northern Rhodesia.

Other Empire Companies

Southern Rhodesia Air Services operated to and through Northern Rhodesia. See under “Southern Rhodesia”.

South African Airways operated through Northern Rhodesia. See under “Union of South Africa”.

Foreign Companies

S.A.B.E.N.A.

Stanleyville (Belgian Congo) – Kindu – Manono – Elizabethville – Lusaka (Northern Rhodesia) – Bulawayo (Southern Rhodesia) – Johannesburg (South Africa) – Bloemfontein – Beaufort West* - Cape Town: 29/1 – 30/4, once fortnightly; 1/5 – 15/8, once weekly; after 15/8, once fortnightly. Operated with Lockheed “Lodestar” landplanes.

Note:- After mid-August, stops at Ndola (Northern Rhodesia) were included.

* Optional stop.

Nyasaland

Domestic companies

There were no domestic air transport companies operating in Nyasaland.

Other Empire Companies

Southern Rhodesia Air Services operated to Nyasaland. See under “Southern Rhodesia”.

Foreign Companies

There were no foreign air transport companies operating to or through Nyasaland.

Palestine

Domestic companies

There were no domestic air transport companies operating in Palestine.

Other Empire Companies

British Overseas Airways Corporation operated through Palestine (see Appendix B).

Foreign Companies

Misr. Airworks S.A.E.

Cairo (Egypt) – Port Said – Lydda (Palestine): Once daily with De Havilland D.H. 86 landplanes.

Cairo (Egypt) – Port Said – Lydda (Palestine) – Beirut (Syria): Until 6/10, three times weekly; after 6/10, four times weekly. Operated with De Havilland D.H. 86 landplanes.

Cairo (Egypt) – Port Said – Lydda (Palestine) – Beirut (Syria) _ Larnaca (Cyprus): Until 30/4, once weekly; 1/5 – 31/10, twice weekly; after 31/10, once weekly. Operated with De Havilland D.H. 86 landplanes.

K.L.M. Royal Dutch Airlines.

Lydda (Palestine) – Baghdad (Iraq) – Basra – Bahrein (Persian Gulf) – Karachi (India) – Jodhpur – Allahabad – Calcutta – Rangoon (Burma) – Sabang (Sumatra) – Medan – Batavia (Java): Until 12/2, once weekly, with Douglas DC-3 landplanes. On 12/2, the service ceased.

Fighting French

Cairo (Egypt) – Lydda (Palestine) – Rayak (Syria): Twice, and occasionally three times, monthly, with Dewoitine D.338 and Farman F.223 landplanes.

Sierra Leone

Domestic companies

There were no domestic air transport companies operating in Sierra Leone.

Other Empire Air Companies

The British Overseas Airways Corporation operated through Sierra Leone (see Appendix B)

Foreign Companies

Pan American Airways Africa Ltd.

See routes (2) and (3) under "Gold Coast".

Southern Rhodesia

Domestic companies

Southern Rhodesia Air Services.

Salisbury – Gatooma* - Que Que* - Gwelo* - Bulawayo – Pietersburg (South Africa) - Johannesburg: Twice weekly.

Salisbury – Lusaka (Northern Rhodesia): Twice weekly.

Salisbury – Blantyre (Nyasaland) – Fort Jameson (Northern Rhodesia): Until 19/9, once weekly. On 19/9, the service ceased.

Salisbury – Blantyre (Nyasaland): Until 19/9, once weekly; after 19/9, twice weekly.

Salisbury – Beira (Portuguese East Africa): Twice weekly.

Salisbury – Lusaka (Northern Rhodesia) – Ndola – Kasama* - or Mpika* - Mbeya (Tanganyika) – Dodoma – Nairobi (Kenya): From 20/9, once weekly. After 10.12, the service was extended to Kisumu (Kenya).

Lusaka (Northern Rhodesia) – Mumbwa – Mankoya – Mongu: Once weekly.

Lusaka (Northern Rhodesia) – Fort Jameson: Once weekly.

Beira (Portuguese East Africa) – Blantyre (Nyasaland): Until 19/9, once weekly. On 19/9, the service ceased.

Johannesburg (South Africa) – Bulawayo (Southern Rhodesia) – Salisbury – Lusaka (Northern Rhodesia) – Ndola – Kasama – Mbeya – Dodoma (Tanganyika) – Nairobi (Kenya) – Kisumu: Once weekly.

Note:- After 19/9, Mpika was, on occasions, substituted for Kasama.

* Optional stop.

Other Empire Companies

South African Airways operated through Southern Rhodesia. See under “South Africa”.

Foreign Companies

S.A.B.E.N.A.

See under “Northern Rhodesia”.

Sudan

Domestic companies

There were no domestic air transport companies operating in Sudan.

Other Empire Companies

The British Overseas Airways Corporation operated to and through the Sudan (see Appendix B).

Foreign Companies

Misr Airwork S.A.E.

Cairo (Egypt) – Luxor – Wadi Halfa (Sudan) – Atbara – Khartoum: Until 26/8, once weekly, with De Havilland D.H. 86 landplanes. On 26/8, the service ceased.

Pan American Airways Africa Ltd.

See under “Gold Coast”.

Tanganyika

Domestic companies

There were no domestic air transport companies operating in Tanganyika.

Other Empire Companies

The British Overseas Airways Corporation operated through Tanganyika (see Appendix B).

South African Airways operated through Tanganyika. See under "South Africa".

Southern Rhodesia Air Services operated Through Tanganyika. See under "Southern Rhodesia".

Foreign Companies

There were no foreign air transport companies operating to or through Tanganyika.

Trinidad

See under "British West Indies".

Uganda

Domestic companies

There were no domestic air transport companies operating in Uganda.

Other Empire Companies

The British Overseas Airways Corporation operated through Uganda (see Appendix B).

South African Airways operated through Uganda. See under "South Africa".

Foreign Companies

There were no foreign air transport companies operating to or through Uganda.

Union of South Africa

Domestic companies

South African Airways.

Johannesburg – Cape Town - Windhoek – Mossamedes (Angola) – Lobito - Loanda:
Until 31/5, once weekly, with Lockheed 18 "Lodestar" landplanes. After 31/5 the service ceased.

Johannesburg – Bulawayo (Southern Rhodesia) – Lusaka (Northern Rhodesia) – Ndola – Elizabethville (Belgian Congo) – Mpika (Northern Rhodesia) – Dodoma (Tanganyika) – Nairobi (Kenya) – Entebbe (Uganda) – Irumu (Belgian Congo) – Stanleyville – Coquilhatville - Leopoldville: Until 1/7, once weekly, with Lockheed 18 “Lodestar” landplanes. On 1/7, the service ceased.

Note:- South African Airways also operated services for the South African Air Force.

Other Empire Companies

The British Overseas Airways Corporation operated to the Union of South Africa. (see Appendix B).

Southern Rhodesia Air Services operated to the Union of South Africa. (see under “Southern Rhodesia”).

Foreign Companies

S.A.B.E.N.A.

See under “Northern Rhodesia”.

Regular Air Services in British Empire Countries other than the United Kingdom in 1943

Australia

Other Empire Companies.

Tasman Empire Airways Ltd. operated a service to Sydney. (see under "New Zealand").

Qantas Empire Airways Ltd. operated a service to Ceylon under charter to the British Overseas Airways Corporation (see Appendix B); on 3/11, the service was extended to India.

Foreign Companies.

United States Army Air Transport Command.

United Air Lines Transport Corporation operated on behalf of the U.S.A.A.T.C. a mail and freight service from San Francisco to Williamstown (Australia), with C.87 "Liberator" landplanes.

United States Naval Air Transport Service.

Pan American Airways Inc., under contract to the Naval Air Transport Service, operated a service from San Francisco to Brisbane via Honolulu – Palmyra Island – Canton Island - Suva – Noumea with P.B.M.3 "Mariner" flying boats.

Note: Occasional calls were made at Christmas Island instead of Palmyra Island.

Bermuda

Domestic companies

There were no domestic air transport companies operating in Bermuda.

Other Empire Companies

The British Overseas Airways Corporation operated through Bermuda (see Appendix B).

Foreign Companies

Pan American Airways Inc.

New York – Bermuda: Until 27/5, twice weekly; after 27/5, once weekly, with Boeing 314 flying boats.

See also under "British West Indies".

American Export Airlines Inc.

See under "British West Indies".

United States Army Air Transport Command (U.S.A.A.T.C.)

Washington (USA) – New York or Presque Isle – Bermuda – Prestwick (United Kingdom): Operated by American Airlines Inc. on behalf of the U.S.A.A.T.C., with Douglas C.54 and Consolidated C.87 landplanes.

Note:- After November, occasional calls were made at Lagens (Azores).

United States Naval Air Transport Service.

Under contract to the United States Naval Air Transport Service, American Export Airlines Inc. operated a service from the United States to Brazil via Bermuda, with Consolidated "Coronado" flying boats.

British Guiana

Domestic companies

There were no domestic air transport companies operating in British Guiana.

Other Empire Companies.

There were no Empire air transport companies operating to or through British Guiana.

Foreign Companies.

Pan American Airways Inc.

Miami (USA) - Georgetown (British Guiana) – Manaus (Brazil): Twice weekly, with Sikorsky S.42 flying boats.

See also under "British West Indies".

United States Army Air Transport Command (U.S.A.A.T.C.)

Washington (USA) or New York – Punta Borinquen (Puerto Rico) – Georgetown (British Guiana) – Fortaleza (Brazil) – Prestwick (United Kingdom): Operated by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C., with Douglas C.54 and Consolidated C.87 landplanes.

British Honduras

Domestic companies

There were no domestic air transport companies operating in British Honduras.

Other Empire Companies.

There were no Empire air transport companies operating to or through British Honduras.

Foreign Companies.

Transportes Aereos Centre Americanos Ltd. (T.A.C.A.)

San Pedros Sula (Honduras) – Punta Gorda (British Honduras) – Belize (British Honduras): Three times weekly, with Bellanca and Curtiss-Wright (Travel Air) landplanes.

Belize – El Cayo (British Honduras): Twice weekly.

Belize – El Corozal (British Honduras): Once weekly.

British West Indies

Domestic companies

Bahama Airways Ltd.

Nassau – Harbour Island – Governor's Harbour – Rock Sound – Hatchet Bay: Until 20/4, once weekly. On 20/4 the service was suspended until the following winter season commencing 1st January 1944.

British West Indian Airways Ltd.

Port of Spain (Trinidad) – Barbados: Until 27/8, ten times weekly, with Lockheed 12, Lockheed 14 and Lockheed "Lodestar" landplanes; 28/8 – 11/10, service suspended; 12/10 – 14/11, eleven times weekly, with Lockheed 12 landplanes; after 14/11, nine times weekly, with Lockheed 12 and Lockheed "Lodestar" landplanes.

Port of Spain (Trinidad) – Tobago: Until 27/8, four times weekly with Lockheed 12, Lockheed 14 and Lockheed "Lodestar" landplanes; 28/8 – 11/10, service suspended, 12/10 – 14/11, once weekly, with Lockheed 12 landplanes; after 14/11, five times weekly, with Lockheed 12 and Lockheed "Lodestar" landplanes.

Port of Spain (Trinidad) – Grenada – Barbados: 22/3 – 27/8, once weekly with Lockheed 12, Lockheed 14 and Lockheed "Lodestar" landplanes; 28/8 – 14/11, service suspended; after 14/11, once weekly with Lockheed 12 and Lockheed "Lodestar" landplanes.

Port of Spain (Trinidad) – Grenada – St. Lucia – Antigua – St. Christopher: 22/3 – 27/8, once weekly with Lockheed 12, Lockheed 14 and Lockheed “Lodestar” landplanes; 28/8 – 14/11, service suspended; after 14/11, once weekly with Lockheed 12 and Lockheed “Lodestar” landplanes.

Port of Spain (Trinidad) – Barbados – Antigua – St. Christopher: 22/3 – 27/8, once weekly with Lockheed 12, Lockheed 14 and Lockheed “Lodestar” landplanes; 28/8 – 11/10, service suspended; 12/10 – 14/11, once weekly, with Lockheed 12 landplanes; after 14/11, once weekly with Lockheed 12 and Lockheed “Lodestar” landplanes.

Note:- 12/10 – 14/11, the Antigua – St. Christopher stage was operated twice weekly.
Port of Spain (Trinidad) – Grenada – St. Lucia - Barbados: 22/3 – 27/8, once weekly, with Lockheed 12, Lockheed 14 and Lockheed “Lodestar” landplanes. On 27/8, the service ceased.

Port of Spain (Trinidad) – Grenada – St. Lucia: 12/10 – 14/11, once weekly, with Lockheed 12 landplanes. On 14/11, the service ceased.

Port of Spain (Trinidad) – Grenada – St. Vincent – St. Lucia - Barbados: 12/10 – 14/11, once weekly, with Lockheed 12 landplanes. On 14/11, the service ceased.

Port of Spain (Trinidad) – Grenada – St. Vincent - Barbados: From 15/11, once weekly, with Lockheed 12 and Lockheed “Lodestar” landplanes.

Port of Spain (Trinidad) – Barbados – St. Lucia: From 15/11, once weekly, with Lockheed 12 and Lockheed “Lodestar” landplanes.

Port of Spain (Trinidad) – Grenada: From 15/11, once weekly, with Lockheed 12 and Lockheed “Lodestar” landplanes.

Port of Spain (Trinidad) – Grenada – St. Vincent: From 15/11, once weekly, with Lockheed 12 and Lockheed “Lodestar” landplanes.

Other Empire Companies.

The British Overseas Airways Corporation operated through the British West Indies (see Appendix B).

Foreign Companies.

Pan American Airways Inc.

(1) New York – Bermuda – Horta* (Azores) – Lisbon (Portugal) – Shannon (Eire) – Lisbon (Portugal) - Bolama (Portuguese Guinea) - Fisherman’s Lake (Liberia) – Natal (Brazil) – Belem – Port of Spain (Trinidad) – San Juan (Puerto Rico) - Bermuda – New York (one direction only): Until 28/5, twice weekly, with Boeing 314 flying

boats; 29/5 – 14/10, service re-routed and no calls at Bermuda (see route (4) under “Canada”). After 14/10, the former route was resumed twice weekly, including stops at Dakar (Senegal).

(2) **New York – Bermuda – Horta (Azores) – Lisbon (Portugal) – Bolama (Portuguese Guinea) – Fisherman’s Lake (Liberia) – Natal (Brazil) – Belem – Port of Spain (Trinidad) – San Juan (Puerto Rico) – Bermuda – New York:** 29/5 – 14/10, once weekly (reverse direction, alternate weeks), with Boeing 314 flying boats. On 14/10, the service ceased.

(3) **Miami (USA) – Camaguey (Cuba) – Port au Prince* (Haiti) - Ciudad Trujillo (Dominican Republic) – San Juan (Puerto Rico) – St. Lucia - Port of Spain (Trinidad) – Atkinson Field (British Guiana) – Paramaribo (Dutch Guiana) – Belem (Brazil) – Barreiras – Rio de Janeiro:** Three times weekly with Douglas DC-3 landplanes.

Notes:- (a) From 1/5, calls made at Cayenne (French Guiana) between Paramaribo and Belem.

(b) No commercial load was embarked or disembarked at Antigua and Atkinson Field.

(4) **Miami (USA) – Camaguey (Cuba) – Port au Prince (Haiti) - Ciudad Trujillo (Dominican Republic) – San Juan (Puerto Rico) – Antigua - Port of Spain (Trinidad) – Atkinson Field (British Guiana) – Paramaribo (Dutch Guiana) – Belem (Brazil) – Sao Luiz* – Fortaleza – Natal** – Pernambuco – Maceio** - Bahia – Rio de Janeiro:** Four times weekly with Douglas DC-3 landplanes.

Notes:- (1) From 1/5, calls made at Cayenne (French Guiana) between Paramaribo and Belem.

(2) Antigua was substituted for St. Lucia, once weekly, southbound.

(3) No commercial load was embarked or disembarked at Antigua and Atkinson Field and St. Lucia.

* Omitted three times weekly, southbound.

** Omitted three times weekly, northbound.

(5) **Miami (USA) – Antilla (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico) – Charlotte Amalie (St. Thomas, Virgin Islands) – St. Johns (Antigua) – Pointe a Pitre (Guadeloupe) – Fort de France (Martinique) – Port of Spain (Trinidad) – Georgetown (British Guiana) – Paramaribo (Dutch Guiana) – Cayenne (French Guiana) – Belem (Brazil):** Once weekly, with Sikorsky S.43 amphibians.

Notes:- (1) Until 1/2, Port au Prince was the northern terminal, Miami and Antilla being omitted.

(2) From 1/5, Paramaribo was the southern terminal, Cayenne and Belem being omitted.

(6) **Miami (USA) – Antilla (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico) – Port of Spain (Trinidad) – Georgetown (British Guiana):** From 24/9, once weekly, with Sikorsky S.42 flying boats.

(7) **Miami (USA) - Nassau:** Until 31/3, once daily; after 31/3, five times weekly. Operated with Douglas DC-3 landplanes.

(8) **Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Barranquilla (Colombia):** Until 31/1, three times weekly; after 31/1, four times weekly. Operated with Sikorsky S.42 flying boats.

(9) **Port au Prince (Haiti) – Santiago (Cuba) – Kingston (Jamaica):** Once weekly, with Sikorsky S.43 amphibians until 28/2, and Sikorsky S.42 flying boats after 28/2.

Note:- From 19/9, the service was extended to Miami via Cienfuegos (Cuba).

American Export Airlines Inc.

New York – Bermuda – Shannon (Eire) – Bathurst (Gambia) – Port of Spain (Trinidad) – New York (one direction only): Until 3/7, twenty-five flights were completed; 4/7 – 22/10, service re-routed and no calls were made in the British West Indies (see under “Eire”). After 22/10, ten flights were completed. Operated with Vought-Sikorsky VS-44-A flying boats.

Notes:- From 2/4, calls made at Port Lyautey (French Morocco), between Shannon and Bathurst; 11/4 – 3/7, additional calls made, eastbound, at Port Lyautey between Bermuda and Shannon; 28/5 – 3/7, Botwood (Newfoundland) substituted for Bermuda; after 1/12, a call was made at Dakar (Senegal) between Port Lyautey and Bathurst.

United States Army Air Transport Command (U.S.A.A.T.C.)

Washington (USA) or New York – Port of Spain (Trinidad) – Natal (Brazil) – Bathurst (Gambia) – Marrakech (French Morocco) - Prestwick (United Kingdom): Operated by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C., with Douglas C.54 and Consolidated C.87 landplanes.

K.L.M. (Royal Dutch Airlines)

(1) **Curacao (N.W.I.) – Port of Spain (Trinidad) – Paramaribo (Dutch Guiana):** Until 30/4, once weekly; 1/5 – 31/7, twice weekly; after 31/7, three times fortnightly. Operated with Lockheed 14 landplanes.

- (2) **Curacao - Port of Spain (Trinidad):** Until 28/2, once fortnightly; 1/3 – 30/4, once weekly; after 30/4, three times fortnightly. Operated with Lockheed 14 landplanes.
- (3) **Curacao – Aruba – Kingston (Jamaica) – Havana (Cuba):** Until 30/4, once weekly. Operated with Lockheed 14 landplanes .
- (4) **Curacao – Aruba – Kingston (Jamaica):** Until 30/4, once weekly; 1/5 – 31/7, twice weekly; after 31/7, once weekly. Operated with Lockheed 14 landplanes.
- (5) **Curacao – Aruba – Kingston (Jamaica) – Camaguey (Cuba) - Miami:** From 17/8, once weekly.

Canada

Editor's note: The section on Canada is limited to those services referred to under other countries' headings where such references relate to trans-Atlantic services. Internal services within Canada, although extensive, are not reproduced here.

Foreign Companies.

Pan American Airways Inc.

Route (4) **New York (USA) – Shediac (Canada) – Botwood (Newfoundland) – Shannon (Ire):** 29/5 – 14/10, four times weekly, with Boeing 314 flying boats. Until 28/5 and after 14/10, the service was re-routed and no stops were made at Shediac (see route (1) under “British West Indies”).

Editor's note: This route (4) is the summer trans-Atlantic operation of the FAM-18 service to the United Kingdom via Ire. From 14/10 the aircraft were re-routed to the winter trans-Atlantic route listed under the British West Indies heading.

United States Army Air Transport Command (U.S.A.A.T.C.)

(1) **New York – Washington* - Montreal* (Canada) – Presque Isle* (USA) – Gander* (Newfoundland) – Goose Bay* (Labrador) – Bluie West Eight* (Greenland) – Reykjavik* (Iceland) - Prestwick (United Kingdom):** Operated with Douglas C.54 landplanes by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C.

* Optional stop.

(2) **Gander (Newfoundland) or Montreal (Canada) – Lagens (Azores) – Prestwick (United Kingdom);** From November, with Douglas C.54 landplanes. Operated by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C.

Cyprus

Misr Airworks S.A.E.

Beirut (Syria) – Larnaca (Cyprus): Once weekly, with De Havilland D.H. 86 landplanes. (see also under “Palestine”).

Eire

Domestic companies

Aer Lingus Teoranta

Dublin – Liverpool: Once daily on weekdays, with De Havilland D.H. 86 and Douglas DC-3 landplanes.

Note:- This service was operated in conjunction with West Coast Air Services Ltd.

Other Empire Companies.

The British Overseas Airways Corporation operated to and through Eire (see Appendix B).

Foreign Companies.

Pan American Airways Inc.

Until 28/5 and after 14/10, see route (1) under “British West Indies”; 29/5 – 14/10, see route (4) under “Canada”.

American Export Airlines Inc.

New York (USA) – Botwood (Newfoundland) – Shannon (Eire) – Port Lyautey (French Morocco): 4/7 – 22/10, twenty return flights with Vought-Sikorsky VS-44-A flying boats. Until 4/7 and after 22/10, see under “British West Indies”.

The Gambia

Domestic companies

There were no domestic air transport companies operating in Gambia.

Other Empire Companies

The British Overseas Airways Corporation operated through Gambia (see Appendix B).

Foreign Companies

American Export Airlines Inc.

See under "British West Indies.

United States Army Air Transport Command

See under "British West Indies.

Aeromaritime

Dakar (Senegal) – Bathurst (Gambia) – Ziguinchor (Senegal): From 21/5, once weekly, with Sikorsky S.43 amphibians.

Gibraltar

Domestic companies

There were no domestic air transport companies operating in Gibraltar.

Other Empire Companies

The British Overseas Airways Corporation operated to and through Gibraltar (see Appendix B).

Foreign Companies

Reseau Aerien Militaire Francais (Air France)

Arzeu (Algeria – Gibraltar: 3/8 – 25/9, once weekly; 26/9 – 31/10. twice weekly. On 31/10, the service ceased.

Gold Coast

Domestic companies

There were no domestic air transport companies operating in Gold Coast.

Other Empire Companies

The British Overseas Airways Corporation operated to the Gold Coast (see Appendix B).

Foreign Companies

Lignes Aeriennes Militaires

Fort Lamy (Tchad) – Kano (Nigeria) – Accra (Gold Coast) – Lagos (Nigeria) – Douala (French Cameroons) – Libreville (Gabon) – Pointe Noire (Middle Congo): From April, once fortnightly, with Lockheed "Lodestar and Cant landplanes.

Aeromaritime

Dakar (Senegal) – Conakry (French Guinea) – Freetown (Sierra Leone) – Monrovia (Liberia) – Abidjan (Ivory Coast) – Accra (Gold Coast) – Cotonou (Dahomey) – Lagos (Nigeria): From 21/5, once weekly, with Sikorsky S.43 amphibians.

Note:- From July, Freetown was omitted. From 3/12, the service was extended to Douala (French Cameroons).

India

Other Empire Companies

The British Overseas Airways Corporation, and Qantas Empire Airways Ltd. under contract to British Overseas Airways Corporation operated to and through India. (see Appendix B).

Foreign Companies

China National Aviation Corporation.

Chungking – Kunming – Dinjan – Calcutta: Three times weekly, with Douglas DC-2 and DC-3 landplanes.

Chungking – Ipin – Dinjan – Calcutta: From November, once weekly, with Douglas DC-2 and DC-3 landplanes.

Kenya

Domestic companies

There were no domestic air transport companies operating in Kenya.

Other Empire Companies

The British Overseas Airways Corporation operated through Kenya (see Appendix B).

Southern Rhodesia Air Services operated through Kenya. See under "Southern Rhodesia".

Foreign Companies

Lignes Aeriennes Militaires

Damascus (Syria) – Cairo (Egypt) – Wadi Halfa (Sudan) – Khartoum – Asmara – (Italian East Africa) – Djibouti (French Somaliland) – Mogadiscio (Italian East Africa) – Nairobi (Kenya) – Lindi (Tanganyika) – Tananarive (Madagascar): Once fortnightly, with Lockheed "Lodestar and Cant landplanes.

New Zealand

Tasman Empire Airways

Auckland – Sydney: Until 13/10, three times fortnightly; 14/10 – 6/11, twice weekly; after 6/11, three times fortnightly. Operated with Short S.30 flying boats.

Foreign Companies.

United States Army Air Transport Command.

Noumea – Auckland – Suva – Auckland: operated by Pan American Airways Inc., on behalf of the U.S.A.A.T.C., with P.B.M.3 "Mariner" flying boats.

Nigeria

Domestic companies

There were no domestic air transport companies operating in Nigeria.

Other Empire Companies

The British Overseas Airways Corporation operated to and through Nigeria (see Appendix B).

Foreign Companies

Lignes Aeriennes Militaires. See under "Gold Coast".

Aeromaritime. See under "Gold Coast".

Reseau Aerien Militaire Francais

Gao (French Sudan) – Niamey – Zinder (Niger) – Kano (Nigeria): From 3/8, once weekly, with Dewoitine D.338 landplanes.

Notes:- From 26/9, calls at Birni N’Konni (Niger), between Niamey and Zinder were included.

From 2/12, the service was extended to Maiduguri (Nigeria) and Fort Lamy (Tchad), and westbound was re-routed thus:- Fort Lamy – Zinder – Kano – Birni N’Konni – Niamey – Gao.

Northern Rhodesia

Domestic companies

There were no domestic air transport companies operating in Northern Rhodesia.

Other Empire Companies

Southern Rhodesia Air Services operated to and through Northern Rhodesia. See under “Southern Rhodesia”.

Foreign Companies

S.A.B.E.N.A.

Elizabethville – Ndola* (Northern Rhodesia) – Lusaka - Bulawayo (Southern Rhodesia) – Johannesburg (South Africa) – Bloemfontein – Beaufort West*** - Cape Town:** Once fortnightly, with Lockheed “Lodestar” and Junkers Ju.52 landplanes.

* Until 31/1, both directions; 1/2 – August, southbound only; after August, omitted.

** Until 31/1, both directions; 1/2 – August, northbound only; after August, omitted.

*** Optional.

Nyasaland

Domestic companies

There were no domestic air transport companies operating in Nyasaland.

Other Empire Companies

Southern Rhodesia Air Services operated to Nyasaland. See under “Southern Rhodesia”.

Foreign Companies

There were no foreign air transport companies operating to or through Nyasaland.

Palestine

Domestic companies

There were no domestic air transport companies operating in Palestine.

Other Empire Companies

British Overseas Airways Corporation operated through Palestine (see Appendix B).

Foreign Companies

Misr. Airworks S.A.E.

Cairo (Egypt) – Port Said – Lydda (Palestine): Until 14/10, once daily; after 14/10, eleven times weekly. Operated with De Havilland D.H. 86 landplanes.

Cairo (Egypt) – Port Said – Lydda (Palestine) – Beirut (Syria): Until 14/7, four times weekly; 15/7 – 14/10, five times weekly; after 14/10, once daily. Operated with De Havilland D.H. 86 landplanes.

Cairo (Egypt) – Port Said – Lydda (Palestine) – Beirut (Syria) _ Larnaca (Cyprus): Once weekly, with De Havilland D.H. 86 landplanes.

Sierra Leone

Domestic companies

There were no domestic air transport companies operating in Sierra Leone.

Other Empire Air Companies

The British Overseas Airways Corporation operated through Sierra Leone (see Appendix B)

Foreign Companies

Aeromaritime

See under "Gold Coast".

Southern Rhodesia

Domestic companies

Southern Rhodesia Air Services.

Salisbury – Gatooma* - Que Que* - Gwelo* - Bulawayo – Pietersburg* (South Africa) - Johannesburg: Twice weekly.

Salisbury – Lusaka (Northern Rhodesia): Twice weekly.

Salisbury – Blantyre (Nyasaland): Twice weekly.

Salisbury – Beira (Portuguese East Africa): Twice weekly.

Salisbury – Lusaka (Northern Rhodesia) – Ndola – Kasama* or Mpika* - Mbeya (Tanganyika) – Dodoma – Nairobi (Kenya) - Kisumu: Once weekly. After 29/7, the service terminated at Nairobi.

Lusaka (Northern Rhodesia) – Mumbwa – Mankoya – Mongu: Once weekly.

Lusaka (Northern Rhodesia) – Fort Jameson: Once weekly.

Johannesburg (South Africa) – Bulawayo (Southern Rhodesia) – Salisbury – Lusaka (Northern Rhodesia) – Ndola – Kasama* or Mpika* – Mbeya – Dodoma (Tanganyika) – Nairobi (Kenya) – Kisumu: Once weekly.

* Optional stop.

Other Empire Companies

There were no other Empire air transport companies operating to or through Southern Rhodesia.

Foreign Companies

S.A.B.E.N.A.

See under “Northern Rhodesia”.

Sudan

Domestic companies

There were no domestic air transport companies operating in Sudan.

Other Empire Companies

The British Overseas Airways Corporation operated to and through the Sudan (see Appendix B).

Foreign Companies

Lignes Aeriennes Militaires

Damascus (Syria) – Cairo (Egypt) – Wadi Halfa (Sudan) – Khartoum – El Fasher – Fort Lamy (Tchad) – Fort Archambault (Ubangi-Shari) – Bangui – Brazzaville (Middle Congo): Once fortnightly, with Lockheed “Lodestar and Cant landplanes. See also under “Kenya”.

Tanganyika

Domestic companies

There were no domestic air transport companies operating in Tanganyika.

Other Empire Companies

The British Overseas Airways Corporation operated through Tanganyika (see Appendix B).

Southern Rhodesia Air Services operated through Tanganyika. See under “Southern Rhodesia”.

Foreign Companies

Lignes Aeriennes Militaires. See under “Kenya”.

Trinidad

See under “British West Indies”.

Uganda

Domestic companies

There were no domestic air transport companies operating in Uganda.

Other Empire Companies

The British Overseas Airways Corporation operated through Uganda (see Appendix B).

Foreign Companies

There were no foreign air transport companies operating to or through Uganda.

Union of South Africa

Domestic companies

There were no domestic air transport companies operating in the Union of South Africa.

Other Empire Companies

The British Overseas Airways Corporation operated to the Union of South Africa. (see Appendix B).

Southern Rhodesia Air Services operated to the Union of South Africa. (see under "Southern Rhodesia").

Foreign Companies

S.A.B.E.N.A.

See under "Northern Rhodesia".

Regular Air Services in British Empire Countries other than the United Kingdom in 1944

Australia

Other Empire Companies.

Tasman Empire Airways Ltd. operated a service to Sydney. (see under "New Zealand").

Qantas Empire Airways Ltd. operated a service to Ceylon and India under charter to the British Overseas Airways Corporation (see Appendix B).

Foreign Companies.

United States Army Air Transport Command.

San Francisco – Honolulu – Canton Island – Noumea – Guadalcanal – Port Moresby – Townsville (Australia): Operated by United Air Lines Transport Corporation on behalf of the U.S.A.A.T.C. with Douglas C-54 landplanes.

United States Naval Air Transport Service.

(1) **Honolulu – Palmyra Island – Canton Island – Espiritu Santo – Brisbane:** Twice weekly, with Consolidated "Coronado" flying boats. Operated by Pan American Airways Inc., under contract to the U.S.N.A.T.S.

(2) **Noumea – Brisbane:** Twice weekly, with P.B.M.3 "Mariner" flying boats. Operated by Pan American Airways Inc., under contract to the U.S.N.A.T.S.

Bermuda

Domestic companies

There were no domestic air transport companies operating in Bermuda.

Other Empire Companies

The British Overseas Airways Corporation operated through Bermuda (see Appendix B).

Foreign Companies

Pan American Airways Inc.

New York – Bermuda: Once weekly, with Boeing 314 flying boats.

See also services (1) and (2) under "British West Indies".

American Export Airlines Inc.

See under "British West Indies".

United States Army Air Transport Command (U.S.A.A.T.C.)

Washington (USA) – New York or Presque Isle – Bermuda – Prestwick (United Kingdom): Until 31/5; after 31/5, service re-routed (see under "Newfoundland"). Operated by American Airlines Inc. on behalf of the U.S.A.A.T.C., with Douglas C.54 and Consolidated C.87 landplanes.

British Guiana

Domestic companies

There were no domestic air transport companies operating in British Guiana.

Other Empire Companies.

There were no Empire air transport companies operating to or through British Guiana.

Foreign Companies.

Pan American Airways Inc.

Miami (USA) - Georgetown (British Guiana) – Manaus (Brazil): Twice weekly, with Sikorsky S.42 flying boats.

See also services (4) to (8) under "British West Indies".

United States Army Air Transport Command (U.S.A.A.T.C.)

Washington (USA) or New York – Punta Borinquen (Puerto Rico) – Georgetown (British Guiana) – Fortaleza (Brazil) – Marrakesh (French Morocco) – Prestwick (United Kingdom): Until 31/5; after 31/5, service re-routed (see under "Newfoundland"). Operated by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C., with Douglas C.54 and Consolidated C.87 landplanes.

British Honduras

Domestic companies

There were no domestic air transport companies operating in British Honduras.

Other Empire Companies.

There were no Empire air transport companies operating to or through British Honduras.

Foreign Companies.

Transportes Aereos Centre Americanos Ltd. (T.A.C.A.)

San Pedro Sula (Honduras) – Punta Gorda (British Honduras) – Belize (British Honduras): Until 14/6, three times weekly, with Bellanca and Curtiss-Wright (Travel Air) landplanes. On 14/6, the service ceased.

San Pedro Sula (Honduras) – Belize (British Honduras): From 15/6, twice weekly, with Bellanca and Curtiss-Wright (Travel Air) landplanes.

Belize – El Cayo (British Honduras): Twice weekly, with Bellanca landplanes.

Belize – El Corozal (British Honduras): Until 14/6, once weekly; thereafter, twice weekly, with Bellanca landplanes.

San Jose (Costa Rica) – Managua (Nicaragua) – Tegucigalpa (Honduras) – Belize (British Honduras): 1/6 – 31/10, three times weekly, with Lockheed 14 landplanes; thereafter, see following service.

San Jose (Costa Rica) – Managua (Nicaragua) – Tegucigalpa (Honduras) – San Salvador (El Salvador) – Belize (British Honduras) – Havana (Cuba): From 1/11, three times weekly, with Lockheed 14 landplanes.

Transportes Aereos Mexicanos S.A.

Merida (Mexico) – Hopelchen – Dzibalchen* - Chetumal – Belize (British Honduras): From 1/11, twice weekly, with Stinson "Model A" and Bach 3-C7-9K landplanes.

* Optional.

British West Indies

Domestic companies

Bahama Airways Ltd.

This company did not operate to a regular schedule during 1944.

British West Indian Airways Ltd.

Port of Spain (Trinidad) – Barbados – Tobago – Port of Spain (one direction only): Until 30/6, an average of twelve times weekly; thereafter an average of fifteen times weekly.

Port of Spain (Trinidad) – Tobago: Until 30/6, an average of five times weekly; thereafter, an average of three times weekly.

Port of Spain (Trinidad) – Grenada – Barbados: Until mid-September, once weekly; in mid-September, the service ceased.

Port of Spain (Trinidad) – Barbados – Antigua – St. Christopher: Until 31/7, once weekly; during August, service suspended; thereafter, once weekly.

Port of Spain (Trinidad) – Grenada – St. Lucia - Barbados: Until mid-July, once weekly; in mid-July, the service ceased.

Port of Spain (Trinidad) – Grenada - St. Vincent – St. Lucia – Antigua – St. Christopher: Until mid-September, once weekly; in mid-September, the service ceased.

Port of Spain (Trinidad) – Grenada: Until mid-September, once weekly; in mid-September, the service ceased.

Port of Spain (Trinidad) – Grenada – St. Vincent* - Barbados – St. Lucia: Until mid-August; once weekly; thereafter, irregular.

* From November, omitted.

Port of Spain (Trinidad) – Grenada – St. Vincent: Until mid-July, once weekly; in mid-July, the service ceased.

Port of Spain (Trinidad) – Grenada – St. Christopher – Kingston (Jamaica): From 15th December, once weekly.

The above services were operated with landplanes as follows:- Until mid-July, Lockheed 12 and 24; mid-September – mid-October, Lockheed 12 and "Hudson"; thereafter, Lockheed "Hudson".

Other Empire Companies.

The British Overseas Airways Corporation operated through the British West Indies (see Appendix B).

Foreign Companies.

American Export Airlines Inc.

New York – Bermuda* – Shannon (Eire) – Port Lyautey (French Morocco – Dakar (Senegal) – Bathurst (Gambia) – Belem (Brazil) – Port of Spain (Trinidad) – New York (one direction only): Until 13/5, twenty-two flights were completed with Vought-Sikorsky VS-44-A flying boats; 14/5 – 20/10, service re-routed and no calls were made in the British West Indies (see under “Eire”). Thereafter, nine flights were completed.

* From 21/10 omitted.

Pan American Airways Inc.

(1) **New York – Bermuda – Horta (Azores) – Lisbon (Portugal) – Shannon (Eire) – Lisbon (Portugal) – Dakar (Senegal) – Natal (Brazil) – Belem – Port of Spain (Trinidad) – San Juan (Puerto Rico) - Bermuda – New York (one direction only):** Until 16/5, twice weekly, with Boeing 314A flying boats; 17/5 – 24/10, service re-routed and no calls at Bermuda (see route (4) under “Canada”). Thereafter, the former route was resumed twice weekly.

Editor’s note: In the original file, service (2) below was designated (1). This was clearly a typographical error, because the subsequent service was correctly designated (3). Note also that service (2) terminated at Natal and did not go on to Belem, Trinidad or San Juan but reversed direction, returning from Natal to Lisbon and New York via the counter-clockwise “LATI substitute” routing.

(2) **New York – Bermuda – Horta (Azores) – Lisbon (Portugal) – Dakar (Senegal) - Bolama (Portuguese Guinea) – Fisherman’s Lake (Liberia) – Natal (Brazil):** 25/5 – 24/10, once fortnightly, with Boeing 314A flying boats. On 24/10, the service ceased.

Editor’s note: Service (3) was the resumed FAM-22 route, employing the single surviving Martin 130 “China Clipper” that had been transferred from Pacific service. This aircraft was destroyed in a crash at Port of Spain (Trinidad) on 8th January 1945.

(3) **Miami – San Juan (Puerto Rico) – Port of Spain (Trinidad) – Belem (Brazil) – Natal – Fisherman’s Lake (Liberia) – Leopoldville (Belgian Congo):** From 13/9, once fortnightly, with Martin 130 flying boat.

(4) **Miami (USA) – Camaguey (Cuba) – Port au Prince (Haiti) - Ciudad Trujillo (Dominican Republic) – San Juan (Puerto Rico) – Antigua - Port of Spain (Trinidad) – Atkinson Field (British Guiana) – Paramaribo (Dutch Guiana) - Cayenne (French Guiana) – Belem (Brazil) – Barreiras – Rio de Janeiro:** Three times weekly with Douglas DC-3 landplanes.

Notes:- (a) No commercial load was embarked or disembarked at Antigua, Atkinson Field and St. Lucia.

(b) From 9/4, northbound, calls were made at St. Lucia (between Antigua and Port of Spain).

(5) **Miami (USA) – Camaguey (Cuba) – Port au Prince* (Haiti) - Ciudad Trujillo (Dominican Republic) – San Juan (Puerto Rico) – Antigua** - St. Lucia*** - Port of Spain (Trinidad) – Atkinson Field (British Guiana) – Paramaribo (Dutch Guiana) – Cayenne (French Guiana) – Belem (Brazil) – Sao Luiz**** – Fortaleza – Natal**** – Recife – Maceio**** - San Salvador – Rio de Janeiro:** Four times weekly with Douglas DC-3 landplanes.

Notes:- No commercial load was embarked or disembarked at Antigua, Atkinson Field and St. Lucia.

* Until 8/4, omitted three times weekly, southbound; thereafter, regular.

** Once weekly southbound, omitted northbound.

*** Omitted once weekly, southbound.

**** Omitted three times weekly, northbound.

(6) **Miami (USA) – Antilla (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico) – Charlotte Amalie (St. Thomas, Virgin Islands) – St. Johns (Antigua) – Pointe a Pitre (Guadeloupe) – Fort de France (Martinique) – Port of Spain (Trinidad) – Georgetown (British Guiana) – Paramaribo (Dutch Guiana):** Once weekly, with Sikorsky S.43 amphibians.

Notes:- From 26/3, San Juan was the northern terminal.

(7) **Miami (USA) – Antilla (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico) – Port of Spain (Trinidad) – Georgetown (British Guiana):** Once weekly, with Sikorsky S.42 flying boats.

Note:- From 16/8, calls were made at Fort de France (Martinique).

(8) **Miami (USA) – Antilla (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico) – Port of Spain (Trinidad) – Atkinson Field* (British Guiana) – Georgetown (British Guiana) – Paramaribo (Dutch Guiana) – Belem (Brazil):** Once weekly, with Sikorsky S.42 flying boats.

Notes:- This service was operated for the carriage of cargo only.

* Southbound only.

(9) **San Juan (Puerto Rico) – Charlotte Amalie (St. Thomas, Virgin Islands) – St. Johns (Antigua) – Pointe a Pitre (Guadeloupe) – Fort de France (Martinique) – Port of Spain (Trinidad):** 26/3 – 15/8, once weekly, with Sikorsky S.43 amphibians. On 15/8, the service ceased

(10) **Miami – Nassau (Bahamas):** Until 19/4, five times weekly; thereafter, once daily on weekdays, with Douglas DC-3 landplanes.

(11) **Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Barranquilla (Colombia):** Four times weekly, with Sikorsky S.42 flying boats.

(12) **Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Santiago (Cuba) – Port au Prince (Haiti):** Until 31/10, once weekly, with Sikorsky S.42 flying boats; thereafter, service re-routed. See service (13).

(13) **Kingston (Jamaica) – Santiago (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico):** From 1/11, once weekly, with Sikorsky S.43 amphibians.

(14) **Miami (USA) – Camaguey* (Cuba) – Kingston (Jamaica) – Balboa (Canal Zone):** From 18/11, ten times weekly, with Boeing 307 landplanes.

* Omitted three times weekly.

United States Army Air Transport Command (U.S.A.A.T.C.)

Washington (USA) or New York – Port of Spain (Trinidad) – Natal (Brazil) – Bathurst (Gambia) – Marrakech (French Morocco) - Prestwick (United Kingdom): Until 31/5; thereafter, service re-routed, (see under "Newfoundland"). Operated by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C., with Douglas C.54 and Consolidated C.87 landplanes.

K.L.M. (Royal Dutch Airlines)

(1) **Curacao (N.W.I.) – Port of Spain (Trinidad) – Paramaribo (Dutch Guiana):** Three times fortnightly, with Lockheed 14 landplanes.

(2) **Curacao - Port of Spain (Trinidad):** Three times fortnightly, with Lockheed 14 landplanes.

(3) **Curacao – Aruba – Kingston (Jamaica):** Once weekly, with Lockheed 14 landplanes.

(4) **Curacao – Aruba – Kingston (Jamaica) – Camaguey (Cuba) - Miami:** Once weekly, with Lockheed 14 landplanes.

Canada

Editor's note: The section on Canada is limited to those services referred to under other countries' headings where such references relate to trans-Atlantic services. Internal services within Canada, although extensive, are not reproduced here.

Foreign Companies.

Pan American Airways Inc.

Route (4) **New York (USA) – Shediac (Canada) – Botwood (Newfoundland) - Shannon (Eire):** 17/5 – 24/10, three times weekly, with Boeing 314 flying boats. Until 16/5 and after 24/10, the service was re-routed and no stops were made in Canada (see route (1) under "British West Indies").

Editor's note: This route(4) is the summer trans-Atlantic operation of the FAM-18 service to the United Kingdom via Eire. From 24/10 the aircraft were re-routed to the winter trans-Atlantic route listed under the British West Indies heading.

United States Army Air Transport Command (U.S.A.A.T.C.)

(1) **New York – Washington* - Montreal* (Canada) – Presque Isle* (USA) – Gander* (Newfoundland) – Goose Bay* (Labrador) – Blue West Eight* (Greenland) – Reykjavik* (Iceland) - Prestwick (United Kingdom):** Until 31/5; after 31/5, service was re-routed (see under "Newfoundland"). Operated with Douglas C.54 landplanes by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C.

* Optional stop.

(2) **Gander (Newfoundland) or Montreal (Canada) – Lagens (Azores) – Prestwick (United Kingdom);** From November, with Douglas C.54 landplanes. Operated by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C.

Cyprus

Misr Airworks S.A.E.

Beirut (Syria) – Larnaca (Cyprus): Once weekly, with De Havilland D.H. 86 landplanes. (see also under "Palestine").

Eire

Domestic companies

Aer Lingus Teoranta

Dublin – Liverpool: Until 14/4, once daily on weekdays; 15/4 – 7/9, service suspended; thereafter, once daily on weekdays, with De Havilland D.H. 86 and Douglas DC-3 landplanes.

Note:- This service was operated in conjunction with West Coast Air Services Ltd.(See Appendix B)

Other Empire Companies.

The British Overseas Airways Corporation operated to and through Eire (see Appendix B).

Foreign Companies.

American Export Airlines Inc.

New York (USA) – Botwood (Newfoundland) – Shannon (Eire) – Port Lyautey* (French Morocco): 14/5 – 20/10, forty-six return flights with Vought-Sikorsky VS-44-A flying boats. Until 13/5 and after 20/10, service re-routed. See under “British West Indies”.

* Alternate flights only.

Pan American Airways Inc.

Until 16/5 and after 24/10, see route (1) under “British West Indies”; 17/5 – 24/10, see route (4) under “Canada”.

Ellice Islands

Foreign Companies.

United States Naval Air Transport Service (U.S.N.A.T.S.)

(1) **Honolulu – Palmyra Islands – Canton Island – Funafuti – Espiritu Santo – Noumea – Auckland:** Once weekly.

(2) **Honolulu – Palmyra Islands – Canton Island – Funafuti – Espiritu Santo – Efate – Noumea – Auckland:** Twice weekly.

(3) **Honolulu – Palmyra Islands – Canton Island – Funafuti – Espiritu Santo:**
Eight times weekly.

The above services were operated by Pan American Airways Inc. on behalf of the U.S.N.A.T.S., with P.M.3 “Mariner” flying boats.

Fiji

Foreign Companies.

United States Naval Air Transport Service (U.S.N.A.T.S.)

(1) **Honolulu – Palmyra Islands – Canton Island – Wallis Island - Suva – Noumea:** Once weekly, with P.M.3 “Mariner” flying boats. Operated by Pan American Airways Inc. on behalf of the U.S.N.A.T.S.

The Gambia

Domestic companies

There were no domestic air transport companies operating in Gambia.

Other Empire Companies

The British Overseas Airways Corporation operated through Gambia (see Appendix B).

Foreign Companies

American Export Airlines Inc.

See under “British West Indies.

United States Army Air Transport Command

See under “British West Indies.

Gold Coast

Domestic companies

There were no domestic air transport companies operating in Gold Coast.

Other Empire Companies

The British Overseas Airways Corporation operated to the Gold Coast (see Appendix B).

Foreign Companies

Aeromaritime

Dakar (Senegal) – Conakry (French Guinea) – Freetown (Sierra Leone) – Monrovia (Liberia) – Abidjan (Ivory Coast) – Accra (Gold Coast) – Cotonou (Dahomey) – Lagos (Nigeria) – Douala (Cameroons): Until 29/2, once weekly, with Sikorsky S.43 amphibians. Thereafter, all French services were militarised.

India

Other Empire Companies

The British Overseas Airways Corporation, and Qantas Empire Airways Ltd. under contract to British Overseas Airways Corporation operated to and through India. (see Appendix B).

Foreign Companies

China National Aviation Corporation.

Chungking – Kunming – Dinjan – Calcutta: Until 31/5, three times weekly; thereafter, four or five times weekly, with Douglas DC-3, C-47 and C-53 landplanes.

United States Army Air Transport Command (U.S.A.A.T.C.)

Calcutta – Dinjan: Four to six times weekly. Operated by China National Aviation Corporation on behalf of the U.S.A.A.T.C.

Note: For the carriage of freight only.

Kenya

Domestic companies

There were no domestic air transport companies operating in Kenya.

Other Empire Companies.

The British Overseas Airways Corporation operated through Kenya (see Appendix B).

Southern Rhodesia Air Services operated through Kenya. See under “Southern Rhodesia”.

Foreign Companies

There were no foreign air transport companies operating to or through Kenya.

Newfoundland and Labrador

Domestic companies

There were no domestic air transport companies operating in Newfoundland and Labrador.

Other Empire Companies

The British Overseas Airways Corporation operated through Kenya (see Appendix B).

Trans-Canada Air Lines Corporation operated through Newfoundland.

Foreign Companies

American Export Airlines Inc. See under "Eire".

Pan American Airways Inc. See service (4) under "Canada".

United States Army Air Transport Command (U.S.A.A.T.C.)

(1) **New York – Stephenville (Newfoundland) – Keflavik* (Iceland) - Prestwick (United Kingdom):** Until 31/5, see under "Canada"; thereafter, six times daily, with Douglas C.54 landplanes. Operated by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C.

* Westbound only.

(2) **Washington - New York – Stephenville (Newfoundland) – Keflavik* (Iceland) - Prestwick (United Kingdom):** Until 31/5, see under "Canada"; thereafter, five times daily, with Douglas C.54 landplanes. Operated by American Airlines Inc. and Transcontinental and Western Air Inc. on behalf of the U.S.A.A.T.C.

* Westbound only.

United States Naval Air Transport Service (U.S.N.A.T.S.)

New York – Botwood (Newfoundland) – Lough Neagh (N. Ireland) – Port Lyautey*: Twelve times weekly, with Consolidated "Coronado" flying boats. Operated by American Export Airlines Inc, and Pan American Airways Inc. on behalf of the U.S.N.A.T.S.

* Extended to Port Lyautey, six times weekly only.

New Zealand

Tasman Empire Airways

Auckland – Sydney: Until 10/6, twice weekly; 11/6 – 30/9, three times weekly; 1/10 – 30/11, four times weekly; thereafter three times weekly. Operated with Short S.30 flying boats.

Foreign Companies.

United States Naval Air Transport Service.

Noumea – Auckland: Twice weekly, with P.B.M.3 “Mariner” flying boats. Operated by Pan American Airways Inc., on behalf of the U.S.N.A.T.S. (see also service (1) under “Ellice Islands”).

Nigeria

Domestic companies

There were no domestic air transport companies operating in Nigeria.

Other Empire Companies

The British Overseas Airways Corporation operated to and through Nigeria (see Appendix B).

Foreign Companies

The Belgian air transport company **S.A.B.E.N.A.** operated through Nigeria (see Appendix B).

Aeromaritime. See under “Gold Coast”.

Reseau Aerien Militaire Francais

Dakar (Senegal) – Kaolack – Kayes (French Sudan) – Bamako – Bobo Dioulasso (Ivory Coast) – Niamey (French Sudan) – Kano (Nigeria): Until 29/2, once fortnightly; Thereafter, all French services were militarised.

Northern Rhodesia

Domestic companies

There were no domestic air transport companies operating in Northern Rhodesia.

Other Empire Companies

Southern Rhodesia Air Services operated to and through Northern Rhodesia. See under "Southern Rhodesia".

Foreign Companies

There were no foreign air transport companies operating to or through Northern Rhodesia.

Nyasaland

Domestic companies

There were no domestic air transport companies operating in Nyasaland.

Other Empire Companies

Southern Rhodesia Air Services operated to Nyasaland. See under "Southern Rhodesia".

Foreign Companies

There were no foreign air transport companies operating to or through Nyasaland.

Palestine

Domestic companies

There were no domestic air transport companies operating in Palestine.

Other Empire Companies

British Overseas Airways Corporation operated through Palestine (see Appendix B).

Foreign Companies

Misr. Airworks S.A.E.

Cairo (Egypt) – Port Said* – Lydda (Palestine): Until 4/6, eleven times weekly; thereafter, once daily, with landplanes as follows:- Until 4/6, De Havilland D.H. 86; 5/6 – 31/10, Avro "Anson"; thereafter De Havilland D.H. 86.

* From 5/6 omitted.

Cairo (Egypt) – Port Said* – Lydda* (Palestine) – Beirut (Syria): Once daily, with Avro "Anson" landplanes.

Cairo (Egypt) – Port Said* – Lydda (Palestine) – Beirut (Syria) – Larnaca (Cyprus): Once weekly, with De Havilland D.H. 86 landplanes.

* From 1/11 omitted

Cairo (Egypt) – Port Said* – Lydda (Palestine) – Damascus (Syria): Twice weekly, with De Havilland D.H. 86 landplanes.

Cairo (Egypt) – Haifa (Palestine): From 1/11, twice weekly, with Avro “Anson” landplanes.

Sierra Leone

Domestic companies

There were no domestic air transport companies operating in Sierra Leone.

Other Empire Air Companies

The British Overseas Airways Corporation operated through Sierra Leone (see Appendix B)

Foreign Companies

Aeromaritime

See under “Gold Coast”.

Southern Rhodesia

Domestic companies

Southern Rhodesia Air Services.

Salisbury – Gatooma* - Que Que* - Gwelo* - Bulawayo – Pietersburg* (South Africa) - Johannesburg: Until 7/2, twice weekly; 8/2 – 31/8, five times weekly; 1/9 – 30/11, seven times weekly; thereafter, five times weekly.

Salisbury – Lusaka (Northern Rhodesia): Twice weekly.

Salisbury – Blantyre (Nyasaland): Twice weekly.

Salisbury – Beira (Portuguese East Africa): Twice weekly.

Salisbury – Lusaka (Northern Rhodesia) – Ndola – Kasama* or Mpika* - Mbeya (Tanganyika) – Dodoma – Nairobi (Kenya): Once weekly.

Lusaka (Northern Rhodesia) – Mumbwa – Mankoya – Mongu: Once weekly.

Lusaka (Northern Rhodesia) – Fort Jameson: Once weekly.

Johannesburg (South Africa) – Bulawayo (Southern Rhodesia) – Salisbury – Lusaka (Northern Rhodesia) – Ndola – Kasama* or Mpika* – Mbeya – Dodoma (Tanganyika) – Nairobi (Kenya) – Kisumu: Once weekly.

Lusaka (Northern Rhodesia) – Livingstone: From 1/9, once weekly.

Lusaka (Northern Rhodesia) – Ndola - Kasama: Once weekly.

Note:- The above services were operated with De Havilland “Dragon Rapide” landplanes.

* Optional stop.

Other Empire Companies

The British Overseas Airways Corporation operated through Southern Rhodesia. (see Appendix B).

Foreign Companies

S.A.B.E.N.A.

Elizabethville (Belgian Congo) – Bulawayo (Southern Rhodesia) – Johannesburg (South Africa) – Bloemfontein – Beaufort West* - Cape Town: Once fortnightly, with Lockheed “Lodestar” and Junkers Ju.52 landplanes.

* Optional.

Sudan

Domestic companies

There were no domestic air transport companies operating in Sudan.

Other Empire Companies

The British Overseas Airways Corporation operated to and through the Sudan (see Appendix B).

Foreign Companies

There were no foreign air transport companies operating to or through Sudan.

Tanganyika

Domestic companies

There were no domestic air transport companies operating in Tanganyika.

Other Empire Companies

The British Overseas Airways Corporation operated through Tanganyika (see Appendix B).

Southern Rhodesia Air Services operated through Tanganyika. See under "Southern Rhodesia".

Foreign Companies

There were no foreign air transport companies operating to or through Tanganyika.

Trinidad

See under "British West Indies".

Uganda

Domestic companies

There were no domestic air transport companies operating in Uganda.

Other Empire Companies

The British Overseas Airways Corporation operated through Uganda (see Appendix B).

Foreign Companies

There were no foreign air transport companies operating to or through Uganda.

Union of South Africa

Domestic companies

South African Airways,

Johannesburg – Durban – East London – Port Elizabeth – Cape Town: From 1/12, three times weekly.

Johannesburg – Bloemfontein – Beaufort West* - Cape Town: From 1/12, once weekly.

Johannesburg – Kimberley – Beaufort West* - Cape Town: From 1/12, once weekly.

* Optional.

Johannesburg – Durban: From 1/12, once daily.

Johannesburg – Bulawayo (Southern Rhodesia) – Salisbury: From 1/12, once weekly.

Note:- Above services operated with Lockheed "Lodestar" landplanes.

Other Empire Companies

The British Overseas Airways Corporation operated to the Union of South Africa. (see Appendix B).

Southern Rhodesia Air Services operated to the Union of South Africa. (see under "Southern Rhodesia").

Foreign Companies

S.A.B.E.N.A.

See under "Southern Rhodesia".

Regular Air Services in British Empire Countries other than the United Kingdom in 1945

Australia

Other Empire Companies.

Tasman Empire Airways Ltd. operated a service to Sydney. (see under "New Zealand").

Qantas Empire Airways Ltd. operated a service to Ceylon and India under charter to the British Overseas Airways Corporation (see Appendix B).

Foreign Companies.

There were no foreign air transport companies operating to or through Australia.

Bermuda

Domestic companies

There were no domestic air transport companies operating in Bermuda.

Other Empire Companies

The British Overseas Airways Corporation operated through Bermuda (see Appendix B).

Foreign Companies

Pan American Airways Inc.

(1) **New York – Bermuda:** Until 21/9, once weekly; 22/9 – 27/12, three times weekly; thereafter, twice weekly, with Boeing 314 flying boats.

Editor's note: Service (2) terminated at Natal and did not go on to Belem, Trinidad or San Juan but reversed direction, returning from Natal to Lisbon and New York via the counter-clockwise "LATI substitute" routing. This follows the pattern used in Summer 1944.

(2) **New York – Bermuda – Horta (Azores) – Lisbon (Portugal) – Dakar (Senegal) – Fisherman's Lake (Liberia) – Natal (Brazil):** 15/5 – 24/10, once fortnightly, with Boeing 314 flying boats. On 24/10, the service ceased.

(3) **New York – Bermuda – Horta (Azores) – Lisbon (Portugal):** From 22/5, once fortnightly, with Boeing 314 flying boats. See also Pan American Airways service (1) under "British West Indies".

British Guiana

Domestic companies

British Guiana Airways Ltd.

Georgetown – Banana Landing – Kamakusa – Tumareng – Partang: Twice monthly, with Wasp “Ireland” amphibians.

Georgetown – Kurupukari – Apotari – Bon Success: Once monthly, with Wasp “Ireland” amphibians.

Georgetown – Mackenzie: 1/9 – 31/10, twice weekly; thereafter, four times weekly, with Grumman “Goose” amphibian.

Other Empire Companies.

British West Indian Airways Ltd. operated to British Guiana. See under “British West Indies.

Foreign Companies.

Pan American Airways Inc.

Miami (USA) - Georgetown (British Guiana) – Manaus (Brazil): Twice weekly, with Sikorsky S.42 flying boats.

See also services (2) to (9) under “British West Indies”.

British Honduras

Domestic companies

There were no domestic air transport companies operating in British Honduras.

Other Empire Companies.

There were no Empire air transport companies operating to or through British Honduras.

Foreign Companies.

Transportes Aereos Centre Americanos Ltd. (T.A.C.A.)

(1) **Belize – Corozal (British Honduras):** Once weekly, with Bellanca landplanes.

(2) **Belize – El Cayo (British Honduras):** Until 15/7, twice weekly; 16/7 – 18/11, three times weekly; thereafter, once weekly, with Bellanca landplanes.

(3) **San Pedro Sula (Honduras) – Belize (British Honduras):** Until 18/11, twice weekly, with Bellanca landplanes. On 18/11, the service ceased.

(4) **Tegucigalpa (Honduras) – Esquias – Victoria – San Pedro Sula – El Cayo - Belize (British Honduras):** From 19/11, twice weekly, with Bellanca landplanes.

(5) **San Jose (Costa Rica) – Managua (Nicaragua) – Tegucigalpa (Honduras) – San Salvador (El Salvador) – Belize (British Honduras) – Havana (Cuba):** Until 14/5, three times weekly; thereafter, once daily, with Lockheed 14 landplanes.

British West Indies

Domestic companies

Bahama Airways Ltd.

Nassau – Marsh Harbour – Green Turtle Cay – West End: From 1/12, once weekly, with Consolidated Vultee “Commodore” flying boats.

Nassau – Spanish Wells – Harbour Island – Hatchet Bay – Governor’s Harbour – Rock Sound: From 1/12, once monthly, with Consolidated Vultee “Commodore” flying boats.

Nassau – Georgetown – Clarence Town: From 1/12, once monthly, with Consolidated Vultee “Commodore” flying boats.

British West Indian Airways Ltd.

Port of Spain (Trinidad) – Barbados – St. Christopher – Kingston (Jamaica): Once weekly, with Lockheed “Hudson” landplanes.

Port of Spain (Trinidad) – Barbados – St. Christopher – Antigua – St. Christopher – Antigua – Barbados – Port of Spain (one direction only): Until 6/9, once weekly, with Lockheed “Hudson” and “Lodestar” landplanes. On 6/9, the service ceased.

Port of Spain (Trinidad) – Barbados – St. Christopher: From 7/9, once weekly, with Lockheed “Hudson” landplanes.

Port of Spain (Trinidad) – Tobago* - Barbados: Until 31/10, three times daily; 1/11 – 30/11, eighteen times weekly; thereafter, twenty times weekly, with Lockheed “Hudson” and “Lodestar” landplanes.

* From 1/11 omitted.

Port of Spain (Trinidad) – Tobago: Until 28/2, four times weekly; thereafter, five times weekly, with Lockheed “Hudson” and “Lodestar” landplanes.

Port of Spain (Trinidad) – Grenada – Barbados – St. Lucia: Until 28/2, once weekly, with Lockheed “Hudson” landplanes. On 28/2, the service ceased.

Port of Spain (Trinidad) – Grenada - Barbados: From 1/3, once weekly, with Lockheed 12 landplanes.

Port of Spain (Trinidad) – Grenada: 1/3 – 11/4, once weekly; 12/4 – 31/8, twice weekly; 1/9 – 30/9, four times weekly; thereafter, five times weekly, with Lockheed 12 landplanes.

Port of Spain (Trinidad) – Grenada – St. Lucia – Antigua* - St. Christopher: From 11/3, once weekly, with Lockheed 12 landplanes.

* Until 6/9 optional; thereafter omitted.

Port of Spain (Trinidad) – St. Lucia - Barbados: From 6/3, once weekly, with Lockheed 12 landplanes.

Port of Spain (Trinidad) – Grenada – Barbados – St. Lucia: From 1/3, once weekly, with Lockheed 12 landplanes.

Port of Spain (Trinidad) – Grenada – St. Vincent - Barbados: 4/3 – 31/5, once weekly, with Lockheed 12 landplanes. On 31/5, the service ceased.

Port of Spain (Trinidad) – Grenada – St. Vincent* – St. Lucia: From 9/3, once weekly, with Lockheed 12 landplanes.

* From 1/6 omitted.

Port of Spain (Trinidad) – Mackenzie (British Guiana): 6/9 – 31/10, twice weekly; thereafter, three times weekly, with Lockheed “Hudson” landplanes.

Port of Spain (Trinidad) – Barbados - Mackenzie (British Guiana): From 1/11, once weekly, with Lockheed “Hudson” landplanes.

Other Empire Companies.

The British Overseas Airways Corporation operated through the British West Indies (see Appendix B).

Foreign Companies.

K.L.M. (Royal Dutch Airlines)

(1) **Curacao – Aruba – Kingston (Jamaica) – Camaguey* (Cuba) - Miami:** Until 31/3, once weekly; 1/4 – 31/10, twice weekly; thereafter, five times weekly, with Douglas DC-3 landplanes.

* From 1/11 omitted.

(2) **Curacao – Aruba – Kingston (Jamaica):** Until 31/3, once weekly, with Douglas DC-3 landplanes. On 31/3, the service ceased.

(3) **Curacao (N.W.I.) – Port of Spain (Trinidad):** Until 31/3, three times fortnightly; thereafter, once weekly, with Lockheed 14 landplanes.

(4) **Curacao - Port of Spain (Trinidad) – Paramaribo (Dutch Guiana):** Until 31/3, three times fortnightly; thereafter, once weekly, with Lockheed 14 landplanes.

American Export Airlines Inc.

New York – Shannon (Eire) – Port Lyautey (French Morocco – Bathurst (Gambia) – Belem (Brazil) – Port of Spain (Trinidad) – New York (one direction only): Until 10/5, approximately once weekly, with Vought-Sikorsky VS-44-A flying boats; thereafter, service re-routed and no calls were made in the British West Indies (see under “Eire”).

Note:- As from 10/11, the name of this company was changed to “American Overseas Airlines Inc.”

Pan American Airways Inc.

(1) **New York – Bermuda – Horta (Azores) – Lisbon (Portugal) – Shannon (Eire) – Lisbon (Portugal) – Dakar (Senegal) – Natal (Brazil) – Belem – Port of Spain (Trinidad) – San Juan (Puerto Rico) - Bermuda – New York (one direction only):** Until 17/5, twice weekly, with Boeing 314A flying boats; thereafter, service re-routed and no calls were made in British West Indies (see service (2) under “Canada”).

(2) **Miami (USA) – Camaguey (Cuba) – Port au Prince* (Haiti) - Ciudad Trujillo (Dominican Republic) – San Juan (Puerto Rico) – Antigua – St. Lucia** - Port of Spain (Trinidad) – Atkinson Field (British Guiana) – Paramaribo (Dutch Guiana) – Cayenne*** (French Guiana) – Belem (Brazil) – Barreiras – Rio de Janeiro – Sao Paulo – Porto Alegre – Montevideo (Uruguay) – Buenos Aires (Argentine):** Until 29/11, twice weekly; thereafter, six times weekly, with Douglas DC-3 landplanes.

* From 30/11 optional.

** Omitted southbound.

*** From 30/11 omitted.

(3) **Miami (USA) – Camaguey (Cuba) – Port au Prince* (Haiti) - Ciudad Trujillo (Dominican Republic) – San Juan (Puerto Rico) – Antigua – St. Lucia** - Port of Spain (Trinidad) – Atkinson Field (British Guiana) – Paramaribo (Dutch Guiana) – Cayenne*** (French Guiana) – Belem (Brazil) – Barreiras – Rio de Janeiro – Curitiba**

– **Foz de Iguassu – Asuncion (Paraguay) – Buenos Aires (Argentina):** Once weekly, with Douglas DC-3 landplanes.

* From 30/11 optional.

** Omitted southbound, regular northbound.

*** From 30/11 omitted.

(4) **Miami (USA) – Camaguey (Cuba) – Port au Prince* (Haiti) - Ciudad Trujillo (Dominican Republic) – San Juan (Puerto Rico) – Antigua – St. Lucia** - Port of Spain (Trinidad) – Atkinson Field (British Guiana) – Paramaribo (Dutch Guiana) – Cayenne (French Guiana) – Belem (Brazil) – Sao Luiz*** - Fortaleza – Natal – Recife – Maceio*** - Sao Salvador - Rio de Janeiro – Sao Paulo – Porto Alegre – Montevideo (Uruguay) – Buenos Aires (Argentina):** Four times weekly, with Douglas DC-3 landplanes.

* From 30/11 omitted.

** Omitted once weekly southbound; regular northbound.

*** Regular southbound; omitted three times weekly northbound.

(5) **Miami (USA) – Santiago (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico) – Fort de France (Martinique) – Port of Spain (Trinidad) – Georgetown (British Guiana):** Until 26/4, once weekly, with Sikorsky S.42 flying boats. On 26/4, the service ceased.

(6) **Miami (USA) – Santiago (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico) – Port of Spain (Trinidad) – Georgetown (British Guiana) – Belem (Brazil):** Until 9/7, once weekly, with Sikorsky S.42 flying boats. On 9/7, the service ceased.

Note:- This service was operated for the carriage of cargo only.

(7) **Miami (USA) – Camaguey (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico) - Port of Spain (Trinidad) – Atkinson Field (British Guiana) – Cayenne (French Guiana) – Belem (Brazil) – Sao Luiz - Fortaleza – Recife - Sao Salvador - Rio de Janeiro:** 10/7 – 29/11, once weekly; thereafter, twice weekly, with Douglas DC-3 landplanes.

Notes:- (1) This service was operated for the carriage of cargo only.

(2) From 12/12, St. Lucia (between San Juan and Port of Spain) was included.

(3) No commercial load was embarked or disembarked at Antigua, Atkinson Field and St. Lucia on Pan American Airways services (2), (3), (4) and (7).

(8) **San Juan (Puerto Rico) – Charlotte Amalie (St. Thomas, Virgin Islands) – Antigua – Pointe a Pitre (Guadeloupe) – Fort de France (Martinique) – Port of Spain (Trinidad) – Georgetown (British Guiana) – Paramaribo (Dutch Guiana):** Until 26/4, once weekly; 27/4 – 9/7, service suspended; 10/7 – 3/8, once weekly, with Sikorsky S.43 amphibians. On 3/8, the service ceased

(9) **Port of Spain (Trinidad) – Georgetown (British Guiana – Paramaribo (Dutch Guiana):** 1/9 – 7/10, once weekly, with Sikorsky S.43 amphibians. On 7/10, the service ceased

(10) **Miami (USA) – Camaguey (Cuba) – Kingston (Jamaica) – Balboa (Canal Zone):** Until 28/2, seven times weekly with Boeing 307 landplanes. On 28/2, the service ceased.

(11) **Miami (USA) – Kingston (Jamaica) – Balboa (Canal Zone):** Until 28/2, three times weekly; 1/3 – 16/4, seven times weekly; thereafter, ten times weekly, with Boeing 307 landplanes.

(12) **Miami – Nassau (Bahamas):** Until 22/11, once daily on weekdays; thereafter, twice daily, with Douglas DC-3 landplanes.

(13) **Kingston (Jamaica) – Santiago (Cuba) – Port au Prince (Haiti) – San Juan (Puerto Rico):** Until 11/4, once weekly with Sikorsky S.43 amphibians. On 11/4, the service ceased

(14) **Miami (USA) – Cienfuegos (Cuba) – Kingston (Jamaica) – Barranquilla (Colombia):** Until 30/4, four times weekly, with Sikorsky S.42 flying boats. On 30/4, the service ceased.

(15) **Miami (USA) – Kingston (Jamaica) – Barranquilla (Colombia):** 1/7 – 31/8, once weekly; 1/9 – 22/11, twice weekly, with Douglas “Dakota” landplanes. On 22/11, the service ceased.

Note:- This service was operated for the carriage of cargo only.

(16) **Miami (USA) – Camaguey (Cuba) – Kingston (Jamaica) – Barranquilla (Colombia):** 1/3 – 31/8, once daily; 1/9 – 22/11, ten times weekly; thereafter, sixteen times weekly with Douglas DC-3 landplanes.

Note:- From 23/11, two of the sixteen weekly services were for the carriage of cargo only.

(17) **Miami (USA) – Camaguey (Cuba) – Kingston (Jamaica) – Camaguey – Port au Prince (Haiti):** From 12/4, once weekly with Douglas DC-3 landplanes.

(18) **Brownsville (USA) – Mexico City – Tapachula – Guatemala City – San Salvador - Managua – (Nicaragua) – San Jose (Costa Rica – David (Republic of Panama) – Balboa (Canal Zone) – Barranquilla (Colombia) – Maracaibo (Venezuela) – Coro – Caracas – Barcelona – Maturin - Port of Spain (Trinidad):** Once daily, with Douglas DC-3 landplanes.

Note:- From 25/2, Tegucigalpa (Honduras) between San Salvador and Managua was included.

Canada

Editor's note: The section on Canada is limited to those services referred to under other countries' headings where such references relate to trans-Atlantic services. Internal services within Canada, although extensive, are not reproduced here.

Other Empire Companies

British Overseas Airways Corporation operated to Canada. See Appendix B.

Foreign Companies.

Pan American Airways Inc.

Route (2) **New York (USA) – Shediac (Canada) – Botwood (Newfoundland) - Shannon (Eire):** 18/5 – 20/10, three times weekly, with Boeing 314 flying boats. Until 17/5 and after 20/10, the service was re-routed and no stops were made in Canada (see route (1) under “British West Indies” in Appendix B).

Editor's note: This route is the summer trans-Atlantic operation of the FAM-18 service to the United Kingdom via Eire. The service seems to have ceased before the aircraft were re-routed to the winter trans-Atlantic route via the British West Indies.

Cyprus

Misr Airworks S.A.E.

(1) **Cairo – Lydda – Beirut – Larnaca:** Once weekly, with De Havilland D.H. 86 landplanes.

(2) **Beirut (Syria) – Larnaca (Cyprus):** Once weekly, with De Havilland D.H. 86 landplanes. (see also under “Palestine”).

Eire

Domestic companies

Aer Lingus Teoranta

Dublin – Liverpool: Until 7/10, once daily on weekdays; thereafter, twice daily on weekdays, with De Havilland D.H. 86 and Douglas DC-3 landplanes.

Dublin – London (Croydon): From 9/11, once daily on weekdays, with Douglas DC-3 landplanes.

Note:- These services were operated in conjunction with West Coast Air Services Ltd. See Appendix B

Other Empire Companies.

The British Overseas Airways Corporation operated to and through Eire (see Appendix B).

Foreign Companies.

American Export Airlines Inc.

New York (USA) – Botwood (Newfoundland) – Shannon (Eire) – Port Lyautey* (French Morocco): 11/5 – 20/10, three times weekly, with Vought-Sikorsky VS-44-A flying boats. Until 10/5 and after 20/10, service re-routed. See under “British West Indies” in Appendix B.

Note:- As from 10/11, the name of this company was changed to “American Overseas Airlines Inc.

Pan American Airways Inc.

New York – Gander (Newfoundland) – Shannon (Eire) – Lisbon (Portugal): From 2/12, twice weekly with Douglas DC-4 landplanes. See also Pan American service (1) under “British West Indies” and service (2) under “Canada”. See also Appendix B.

The Gambia

Domestic companies

There were no domestic air transport companies operating in Gambia.

Other Empire Companies

The British Overseas Airways Corporation operated through Gambia (see Appendix B).

Foreign Companies

Air France (On behalf of R.L.A.F.)

Dakar (Senegal) – Bathurst (Gambia) – Ziguinchor (Senegal):__Once fortnightly, with Sikorsky S.43 amphibians.

Note:- From 30/10, the service was extended southwards to Monrovia (Liberia) via Conakry (French Guinea and Freetown (Sierra Leone).

American Export Airlines Inc.

See under "British West Indies.

Note:- As from 10/11, the name of this company was changed to "American Overseas Airlines Inc.

Gold Coast

Domestic companies

There were no domestic air transport companies operating in Gold Coast.

Other Empire Companies

The British Overseas Airways Corporation operated to and through the Gold Coast (see Appendix B).

Foreign Companies

Air France (On behalf of R.L.A.F.)

(1) **Dakar (Senegal) – Conakry (French Guinea) – Monrovia* (Liberia) – Freetown (Sierra Leone) – Abidjan (Ivory Coast) – Accra (Gold Coast) – Cotonou (Dahomey) – Lagos (Nigeria) – Douala (Cameroons) – Libreville (Gabon) – Port Gentil** - Pointe Noire (French Congo):** Until 21/10, once fortnightly, with Sikorsky S.43 amphibians; thereafter, once fortnightly, with Junkers Ju.52 landplanes.

Note:- From 22/10, the service was extended eastward to Brazzaville (French Congo).

* From 11/6 omitted.

** From 22/10 omitted.

(2) **Dakar (Senegal) – Conakry (French Guinea) – Freetown (Sierra Leone) – Abidjan (Ivory Coast) – Accra (Gold Coast) - Cotonou (Dahomey) – Lagos (Nigeria) – Niamey (French West Africa) – Zinder – Fort Lamy (French Equatorial Africa) – Kano (Nigeria) - Niamey (French West Africa) – Ouagadougou (Ivory Coast) – Bobo Dioulassa – Bamako (French Sudan) – Kayes – Dakar (Senegal):** 11/6 - 21/10, once fortnightly, with Junkers Ju.52 landplanes. On 21/10, the service ceased.

(3) **Dakar (Senegal) – Conakry (French Guinea) – Freetown (Sierra Leone) – Abidjan (Ivory Coast) – Accra (Gold Coast) – Lome (Dahomey) – Cotonou – Lagos (Nigeria):** From 22/10, once fortnightly, with Junkers Ju.52 landplanes.

Editor's note: The text above is as original report. However, Lome is in Togo, not Dahomey.

India

Other Empire Companies

The British Overseas Airways Corporation operated to and through India. (see Appendix B).

Foreign Companies

China National Aviation Corporation.

Chungking – Kunming – Dinjan – Calcutta: Eight times weekly, with Douglas DC-3 and “Dakota” landplanes.

Kenya

Domestic companies

There were no domestic air transport companies operating in Kenya.

Other Empire Companies

The British Overseas Airways Corporation operated through Kenya (see Appendix B).

Southern Rhodesia Air Services operated through Kenya. See under “Southern Rhodesia”.

South African Airways operated through Kenya. See under “Union of South Africa”.

Foreign Companies

Air France (On behalf of R.L.A.F.)

(1) **Algiers (Algeria) – Aoulef – Gao (French Sudan) – Niamey (French West Africa) – Kano (Nigeria) – Fort Lamy (French Equatorial Africa) – Bangui (Ubangi Shari) – Stanleyville (Belgian Congo) – Irumu – Entebbe (Uganda) – Nairobi (Kenya) – Dar es Salaam (Tanganyika) – Lindi – Tananarive (Madagascar):** Until 10/6, once monthly, with Lockheed 14 and “Lodestar” landplanes; thereafter, see service (2).

(2) **Algiers (Algeria) – Aoulef – Gao (French Sudan) – Niamey (French West Africa) – Zinder – Fort Lamy (French Equatorial Africa) – Bangui (Ubangi Shari) – Stanleyville (Belgian Congo) – Entebbe (Uganda) – Nairobi (Kenya) – Dar es Salaam (Tanganyika) – Lindi – Tananarive (Madagascar):** From 22/10, once weekly, with Lockheed 14 and “Lodestar” landplanes. See also services (3) and (4) under “Sudan”.

Newfoundland and Labrador

Domestic companies

There were no domestic air transport companies operating in Newfoundland and Labrador.

Other Empire Companies

The British Overseas Airways Corporation operated through Kenya (see Appendix B).

Trans-Canada Air Lines Corporation operated through Newfoundland.

Foreign Companies

American Export Airlines Inc. See under "Eire", and Appendix B.

Note:- As from 10/11, the name of this company was changed to "American Overseas Airlines Inc.

Pan American Airways Inc. See service (2) under "Canada", and Appendix B.

New Zealand

Tasman Empire Airways

Auckland – Sydney: Until 1/7, three times weekly; 2/7 – 26/8, four times weekly; thereafter three times weekly. Operated with Short S.30 flying boats.

Foreign Companies.

There were no foreign air transport companies operating to or through New Zealand.

Nigeria

Domestic companies

There were no domestic air transport companies operating in Nigeria.

Other Empire Companies

The British Overseas Airways Corporation operated to and through Nigeria (see Appendix B).

Foreign Companies

Air France (On behalf of R.L.A.F.)

(1) **Algiers (Algeria) – Aoulef – Gao (French Sudan) – Niamey (French West Africa) – Lagos (Nigeria) – Douala (Cameroons) – Libreville (Gabon) – Pointe Noire (French Congo) – Brazzaville – Luluaborg (Belgian Congo) – Tabora (Tanganyika) – Dar es Salaam – Lindi – Tananarive (Madagascar):** Until 10/6, once monthly, with Lockheed 14 and “Lodestar” landplanes; thereafter, see service (4).

(2) **Algiers (Algeria) – Aoulef – Gao (French Sudan) – Niamey (French West Africa) – Zinder – Fort Lamy (French Equatorial Africa) – Bangui (Ubangi Shari) – Stanleyville (Belgian Congo) – Entebbe (Uganda) – Nairobi (Kenya) – Dar es Salaam (Tanganyika) – Lindi – Tananarive (Madagascar):** From 22/10, once weekly, with Lockheed 14 and “Lodestar” landplanes. See also services (3) and (4) under “Sudan”.

(3) **Algiers (Algeria) – Aoulef – Gao (French Sudan) – Niamey (French West Africa) – Lagos (Nigeria) – Douala (Cameroons) – Libreville (Gabon) – Pointe Noire (French Congo) – Brazzaville – Luluaborg (Belgian Congo) – Elizabethville – Itete (Tanganyika) – Lindi – Tananarive (Madagascar):** 11/6 – 21/10, once fortnightly, with Lockheed “Hudson” landplanes. On 21/10, the service ceased.

(4) **Algiers (Algeria) – Aoulef – Gao (French Sudan) – Niamey (French West Africa) – Lagos (Nigeria) – Douala (Cameroons) – Libreville (Gabon) – Pointe Noire (French Congo) – Brazzaville:** From 11/6, once fortnightly, with Lockheed 14 and “Lodestar” landplanes.

Note:- From 21/10, the service was extended southward to Bangui (Ubangi Shari) via Coquilhatville (Belgian Congo).

(5) **Dakar (Senegal) – Kayes (French Sudan) – Bamako – Bobo Dioulasso (Ivory Coast) – Guagodougou – Niamey (French West Africa) – Lagos (Nigeria) – Cotonou (Dahomey):** Until 10/6, once fortnightly, with Dewoitine 338 and Caudron “Goeland” landplanes. On 10/6, the service ceased.

See also under “Gold Coast” and “Kenya”.

S.A.B.E.N.A.

Brussels (Belgium) – Marseilles – Algiers – Aoulef – Gao (French Sudan) – Lagos (Nigeria) – Libreville (Gabon) – Leopoldville (Belgian Congo): 8/7 – 16/7, twice weekly; 17/7 – 12/9, once weekly; thereafter, twice weekly, with Lockheed “Lodestar” landplanes.

Also see Appendix B.

Northern Rhodesia

Domestic companies

There were no domestic air transport companies operating in Northern Rhodesia.

Other Empire Companies

The British Overseas Airways Corporation operated to and through Nigeria (see Appendix B).

Southern Rhodesia Air Services operated to and through Northern Rhodesia. See under "Southern Rhodesia".

Foreign Companies

There were no foreign air transport companies operating to or through Northern Rhodesia.

Nyasaland

Domestic companies

There were no domestic air transport companies operating in Nyasaland.

Other Empire Companies

Southern Rhodesia Air Services operated to Nyasaland. See under "Southern Rhodesia".

Foreign Companies

There were no foreign air transport companies operating to or through Nyasaland.

Palestine

Domestic companies

There were no domestic air transport companies operating in Palestine.

Other Empire companies

British Overseas Airways Corporation operated through Palestine (see Appendix B).

Foreign companies

Misr. Airworks S.A.E.

- (1) **Cairo (Egypt) – Lydda (Palestine):** Once daily, with Avro “Anson” landplanes.
- (2) **Cairo (Egypt) – Port Said* – Lydda* (Palestine) – Damascus (Syria):** Until 1/5, twice weekly, with De Havilland D.H. 86 landplanes. On 1/5, the service ceased.

Sierra Leone

Domestic companies

There were no domestic air transport companies operating in Sierra Leone.

Other Empire Air Companies

The British Overseas Airways Corporation operated through Sierra Leone (see Appendix B)

Foreign Companies

Air France (On behalf of R.L.A.F.)

See under “Gambia”, “Gold Coast” and “Nigeria”.

Southern Rhodesia

Domestic companies

Southern Rhodesia Air Services.

Johannesburg (South Africa) – Pietersburg - Bulawayo (Southern Rhodesia) – Salisbury – Lusaka (Northern Rhodesia) – Ndola – Kasama – Mbeya (Tanganyika) – Dodoma – Moshi* - Nairobi (Kenya) - Kisumu: Until 15/6, once weekly, with De Havilland “Dragon Rapide” landplanes. On 15/6, the service ceased.

* Optional.

Johannesburg (South Africa) – Bulawayo (Southern Rhodesia) – Salisbury – Lusaka (Northern Rhodesia) – Ndola – Kasama – Tabora (Tanganyika) – Nairobi (Kenya): 16/6 – 13/11, once daily; thereafter, once weekly, with Avro “Anson” and Lockheed “Lodestar” landplanes.

Note:- From 1/12, Mbeya (Tanganyika was included between Kasama and Tabora.

Johannesburg (South Africa) – Bulawayo (Southern Rhodesia) – Salisbury – Blantyre (Nyasaland) – Lilongwe – Mbeya (Tanganyika) – Tabora – Nairobi (Kenya): From 1/12, once weekly, with Avro “Anson” and Lockheed “Lodestar” landplanes.

Salisbury – Gatooma* - Que Que* - Gwelo* - Bulawayo – Pietersburg* (South Africa) - Johannesburg: Until 15/6, five times weekly; thereafter, twice weekly, with De Havilland “Dragon Rapide” landplanes.

* Optional.

Salisbury – Bulawayo - Johannesburg: From 16/6, once weekly, with De Havilland “Dragon Rapide” landplanes.

Salisbury – Beira (Portuguese East Africa): Twice weekly, with De Havilland “Dragon Rapide” landplanes.

Note:- From 1/12, the service was extended to Blantyre (Nyasaland).

Salisbury – Blantyre (Nyasaland) – Zomba – Lilongwe – Fort Jameson (Northern Rhodesia): Twice weekly with De Havilland “Dragon Rapide” landplanes.

Salisbury – Blantyre (Nyasaland): From 16/6, once weekly with De Havilland “Dragon Rapide” landplanes.

Salisbury – Lusaka (Northern Rhodesia): Twice weekly, with De Havilland “Dragon Rapide” landplanes.

Lusaka (Northern Rhodesia) – Fort Jameson: Once weekly with De Havilland “Dragon Rapide” landplanes.

Lusaka (Northern Rhodesia) – Mumbwa – Mongu: Once weekly with De Havilland “Dragon Rapide” landplanes.

Note:- From 16/6, Mamkoya (Northern Rhodesia) replaced Mumbwa.

Lusaka (Northern Rhodesia) – Livingstone: Until 15/6, once weekly, with De Havilland “Dragon Rapide” landplanes. On 15/6, the service ceased.

Lusaka (Northern Rhodesia) – Mazabuka* - Livingstone – Sesheke* - Senanga* – Mongu: From 16/6, once weekly with De Havilland “Dragon Rapide” landplanes.

Lusaka (Northern Rhodesia) – Ndola - Kasama: Until 30/11, once weekly, with De Havilland “Dragon Rapide” landplanes. On 30/11, the service ceased.

Lusaka (Northern Rhodesia) – Broken Hill* - Ndola – Mpika* - Shiwa – Ngandu* - Kasama: From 1/12, once weekly, with De Havilland “Dragon Rapide” landplanes.

* Optional.

Other Empire Companies

The British Overseas Airways Corporation operated through Southern Rhodesia. (see Appendix B).

South African Airways operated to Southern Rhodesia. See under "Union of South Africa".

Foreign Companies

S.A.B.E.N.A.

(1) **Leopoldville (Belgian Congo) – Luluaborg - Elizabethville – Bulawayo (Southern Rhodesia) – Johannesburg (South Africa) – Bloemfontein* - Cape Town:** Until 30/5, once fortnightly, with Lockheed "Lodestar" landplanes. On 30/5, the service ceased.

* Optional.

(2) **Leopoldville (Belgian Congo) – Luluaborg - Elizabethville – Bulawayo (Southern Rhodesia) – Johannesburg (South Africa):** From 1/6, once fortnightly, with Lockheed "Lodestar" landplanes.

Sudan

Domestic companies

There were no domestic air transport companies operating in Sudan.

Other Empire Companies

The British Overseas Airways Corporation operated to and through the Sudan (see Appendix B).

South African Airways operated through the Sudan (see under Union of South Africa).

Foreign Companies

Air France (On behalf of R.L.A.F.)

(1) **Damascus (Syria) – Cairo (Egypt) – Luxor – Wadi Halfa (Sudan) – Khartoum – Asmara (Eritrea) – Djibouti (French Somaliland):** From 11/6, once monthly, with Junkers Ju.52 landplanes.

Note:- From 22 October, the service was extended to Addis Ababa (Ethiopia) via Diredaua (Ethiopia).

(2) **Damascus (Syria) – Cairo (Egypt) – Wadi Halfa (Sudan) – Khartoum – El Fasher – Fort Lamy (French Equatorial Africa) – Bangui (Ubangi Shari) – Brazzaville (French Congo) – Pointe Noire:** 11/6 – 21/10, once fortnightly, with Junkers Ju.52 landplanes. On 21/10, the service ceased.

(3) **Damascus (Syria) – Cairo (Egypt) – Wadi Halfa (Sudan) – Khartoum – Asmara (Eritrea) – Djibouti (French Somaliland) – Mogadiscio (late Italian Somaliland) – Nairobi (Kenya) – Dar es Salaam (Tanganyika) – Lindi – Tananarive (Madagascar):** Until 21/10, once monthly, with Lockheed 14 and “Lodestar” landplanes. On 21/10, the service ceased.

(4) **Algiers – Tunis – Tripoli (Libya) – Benghazi – El Adem (Egypt) – Cairo – Wadi Halfa (Sudan) – Asmara (Eritrea) – Djibouti (French Somaliland) – Mogadiscio (late Italian Somaliland) – Nairobi (Kenya) – Dar es Salaam (Tanganyika) – Lindi – Tananarive (Madagascar):** From 22/10, once monthly, with Lockheed 14 and “Lodestar” landplanes.

Tanganyika

Domestic companies

There were no domestic air transport companies operating in Tanganyika.

Other Empire Companies

The British Overseas Airways Corporation operated through Tanganyika (see Appendix B).

Southern Rhodesia Air Services operated through Tanganyika. See under “Southern Rhodesia”.

Foreign Companies

Air France (On behalf of R.L.A.F.)

See under “Kenya” and “Nigeria”.

Trinidad

See under “British West Indies”.

Uganda

Domestic companies

There were no domestic air transport companies operating in Uganda.

Other Empire Companies

The British Overseas Airways Corporation operated through Uganda (see Appendix B).

Foreign Companies

Air France (On behalf of R.L.A.F.)

See under "Kenya".

Union of South Africa

Domestic companies

South African Airways,

Johannesburg – Durban – East London – Port Elizabeth – Cape Town: Until 31/7, three times weekly; thereafter; six times weekly, with Lockheed "Lodestar" landplanes.

Johannesburg – Durban: Until 31/1, once daily; thereafter, twice daily, with Lockheed "Lodestar" landplanes.

Johannesburg – Bulawayo (Southern Rhodesia) – Salisbury: Until 31/7, once weekly; thereafter, twice weekly, with Lockheed "Lodestar" landplanes.

Johannesburg – Durban – East London: From 1/2, three times weekly, with Lockheed "Lodestar" landplanes.

Johannesburg – Bloemfontein – Port Elizabeth: 10/3 – 31/7, once weekly; thereafter, twice weekly.

Johannesburg – Bloemfontein – Beaufort West* - Cape Town: Until 31/1, once weekly; 1/2 – 4/4, three times weekly; thereafter, five times weekly southbound, four times weekly northbound, with Lockheed "Lodestar" landplanes.

* Optional.

Johannesburg – Kimberley – Beaufort West* - Cape Town: Until 31/1, once weekly; 1/2 – 4/4, three times weekly; thereafter, four times weekly southbound, five times weekly northbound, with Lockheed “Lodestar” landplanes.

* Optional.

Johannesburg – Nairobi (Kenya) – Khartoum (Sudan) – Cairo (Egypt) – Malta – Hurn (United Kingdom): From 10/11, once weekly, with Avro “York” landplanes.

Note:- In conjunction with the British Overseas Airways Corporation who operated a weekly service in the reverse direction.

Other Empire Companies

The British Overseas Airways Corporation operated to the Union of South Africa. (see Appendix B).

Southern Rhodesia Air Services operated to the Union of South Africa. (see under “Southern Rhodesia”).

Foreign Companies

S.A.B.E.N.A.

See under “Southern Rhodesia”.