



Have you seen this plane?

Model 314, where are you?

IN 1948 and part of 1949, World Airways operated five Model 314 flying boats on cargo and charter flights along eastern seacoast and Caribbean routes. In 1950, when the company was reorganized under new management, the flying boats were no longer in its inventory. World Airways President Edward J. Daly said recently, "The B314s were not in operation at the time I became associated with World and I am able to provide no clues as to what became of them."

Sightings by Boeing personnel on business or pleasure trips in 1950 placed as many as three B314s in San Diego, at least one in Baltimore and another in New York. In 1951, *Boeing News*, the company's employee newspaper, reported that a man calling himself Master X was preparing to dive in Baltimore Harbor in an effort to raise a B314 sunk in 20 feet of water during a squall. Master X had purchased the plane at a sheriff's sale a few days before it sank. His plans were to raise and repair the plane and then fly to Moscow for some personal peace talks with Stalin. There was no follow-up story in the *Boeing News*.

As late as two summers ago a gambling casino in Lake Tahoe was reported

to be using a B314 to haul customers in from San Diego. The story is about as likely as Master X's mission to Moscow.

Then what *did* happen to these airplanes and why should anybody care? Aviation historians care just because they are aviation historians. M. D. Klaas of Chatsworth, California, cares because he has spent much of the past 17 years collecting information on the B314s in preparation for a book. International airline travelers *should* care because the B314 introduced luxurious, transoceanic air travel to all parts of the world.

Even by today's standards the Model 314 was (is) a big plane: wingspan of 152 feet (compared with 131 feet for the Model 707-120), length of 109 feet (compared with the 707's 145 feet). The plane offered passengers unequaled comfort in quarters fashioned after the accommodations aboard ocean liners including a separate dining salon adorned with the best of linens and chinaware. The B314 was the largest and last of the commercial flying boats to see service. Land planes, able to take advantage of the airports built around the world during and after World War 2, were more efficient and eventually put the B314s out of competition. Flying boats were a compromise between a boat and an airplane. A shape ideal for water is not ideal for flying.

In fact, the B314's massive hull pushed so much air out of the way as it flew that the tail rudder on the first plane built and tested in 1938 had little effect on turning the airplane. A second tail was added and later a third tail to get the desired directional control. Such design difficulties and a generally depressed market caused Boeing to lose money on the Model 314. But the plane added immeasurably to the company's reputation for building large dependable aircraft. The B314, in fact, was the superlative in international air travel during the late 1930s and early '40s.

In 1941 Claire Booth Luce, who had just returned from a trans-Pacific flight aboard Model 314 flying boats, did an article for *Life* magazine. "Fifty years from now,"

she wrote of flying boats, "people will look back upon a *Clipper* flight of today as the most romantic voyage of history."

Boeing built 12 of the big planes for Pan American Airways. The first six were delivered between January and June, 1939; the second six were delivered between April and August, 1941—three to Pan American and three, by special arrangement with Pan Am and the U.S. government, to British Overseas Airways Corporation.

Their names and registration numbers were *Honolulu Clipper* (NC18601), *California Clipper* (NC18602), *Yankee Clipper* (NC

18603), *Atlantic Clipper* (NC18604), *Dixie Clipper* (NC18605), *American Clipper* (NC18606), *Berwick* (NC18607 and G-AGCA), *Bangor* (NC18608 and G-AGCB), *Pacific Clipper* (NC18609), *Bristol* (NC18610 and G-AGBZ), *Anzac Clipper* (NC18611) and *Capetown Clipper* (NC18612). All saw war duty; none was lost to enemy fire.

The *Honolulu*, which had been serving Pacific ports of call for Pan American Airways, was in San Francisco for overhaul when America entered the war in 1941. Many commercial aircraft, including the *Clippers*, were ordered into military



Port wing of demolished Yankee Clipper was recovered from Tagus River.

Clipper accommodations were patterned after those of ocean vessels.

Adm. W. D. Leahy helped President Roosevelt celebrate his 61st birthday in the dining salon of Dixie Clipper.



service. The *Honolulu* was soon flying the Pacific with a Pan Am crew but as a Navy transport.

On November 3, 1945, on a flight from Honolulu, Territory of Hawaii, to San Francisco, California, the *Honolulu* made a forced landing in the Pacific. She was undamaged but helpless with engine trouble. The U. S. Navy came to her aid and the 23 passengers and crew were transferred to the aircraft carrier *Manila Bay* without incident. The seaplane tender *San Pablo* was ordered later to take the *Honolulu* in tow. During the five-day ordeal, the big flying boat rode the crest of a wave and was smashed against

the side of the *San Pablo*. The *Clipper's* starboard wingtip was sheared and her bow crushed. The Navy declared the *Honolulu* a hazard to navigation and ordered her sunk. It took 1,300 rounds of 20 mm gunfire to carry out the order.

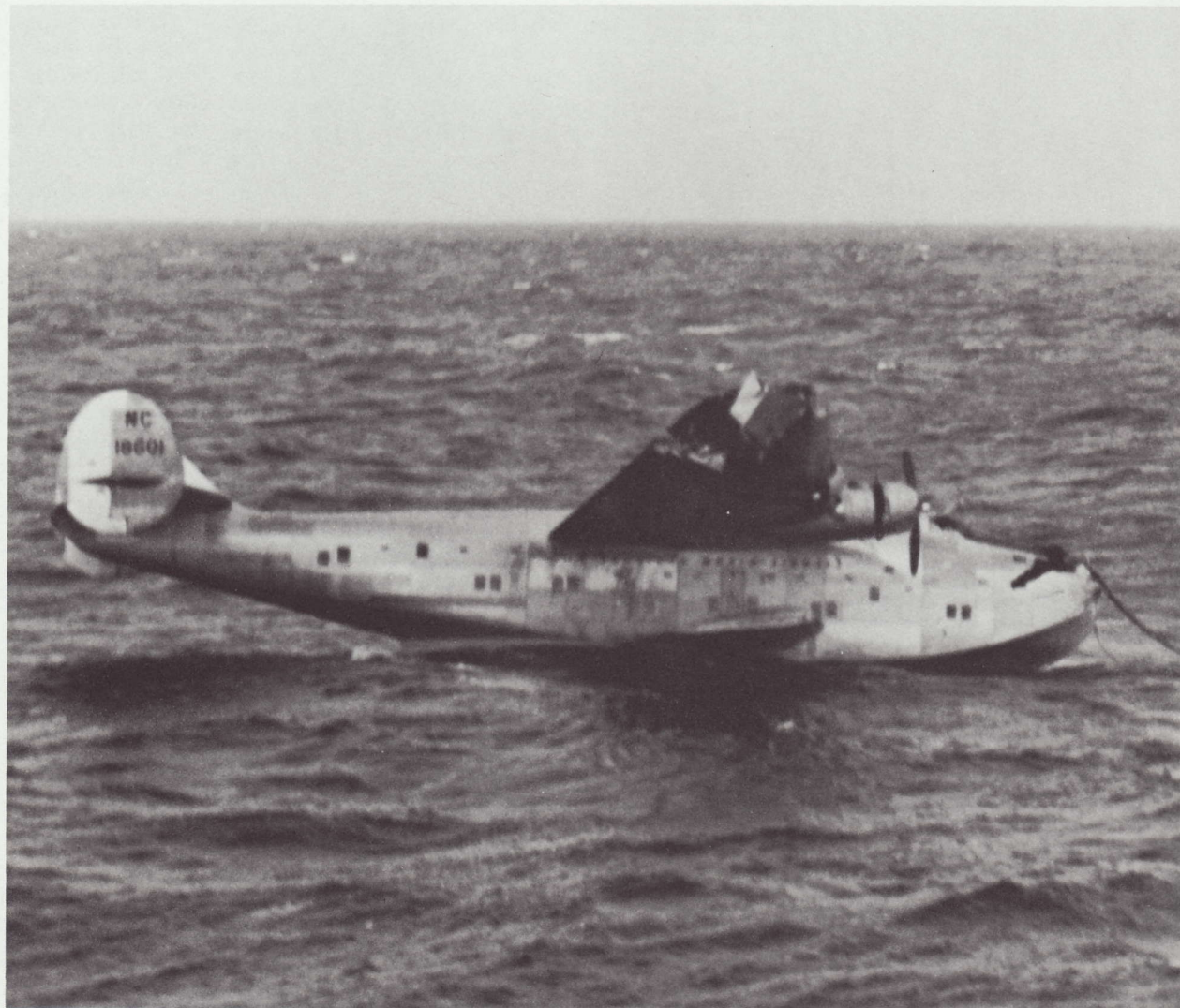
The second *Clipper*, the *California*, was ordered into the U. S. Army on December 18, 1941. As an Army C-98, she flew war materials and mail across the Atlantic. In 1943 she returned to the Pacific, flying for the Naval Air Transport Service. As both soldier and sailor she carried Pan American Airways crews as did all the other *Clippers* during the war. *California* ended

her Pan Am career in 1946 when, as government property and with other retired *Clippers*, she was put up for sale at San Diego, California, eventually purchased by World Airways and scrapped for parts.

The Third Boeing flying boat was christened *Yankee Clipper* by Mrs. Franklin D. Roosevelt on March 3, 1939. On May 22, the *Yankee* delivered 200,000 letters and some cargo to Marseilles—the first regularly scheduled U. S.-to-Europe air-mail by heavier-than-air craft.

When America entered World War 2, Pan Am sold the *Yankee* and the other *Clippers* to the U. S. government. *Yankee* was assigned to the

Damaged in an attempted tow, the Honolulu was sunk by gunfire.



Navy and allowed to continue passenger service between the U. S., Portugal and Great Britain. On February 22, 1943, after completing a transatlantic flight, the *Yankee Clipper* circled for a landing over the Tagus River near Lisbon. Her port wing-tip skimmed the water, dug in and the *Clipper* slammed into the river, breaking in several pieces. She sank in 10 minutes.

Twenty-four persons died; 15 survived. Among the survivors: singer Jane Froman, who was heading a seven-member entertainment troupe for Camp Shows Inc. Although severely injured in the accident, Miss Froman recovered and continued her career. Among those who died were Tamara Drasin, singer and Broadway actress who had introduced Jerome Kern's "Smoke Gets in Your Eyes," and Ben Robertson, Jr., novelist and, at the time, a foreign correspondent for the New York *Herald Tribune*. The fateful flight had been the *Yankee Clipper's* 241st Atlantic crossing. Her logbook showed a million miles.

The fourth *Clipper*, the *Atlantic*, was christened April 25, 1939, in

Baltimore, Maryland. When the war in Europe ended, the Navy returned the *Atlantic* and other B314s in transatlantic service to civilian duty. She was retired to San Diego in 1946 and later scrapped.


The *Dixie Clipper* offered the first scheduled passenger airplane service over the Atlantic. The date was June 28, 1939. Like the *Yankee* and the *Atlantic*, the *Dixie* was allowed to continue passenger service to Europe even after she was purchased by the government in 1941. Occasionally, however, she was detached for special duty. On one such assignment, the *Dixie* became a presidential airplane. In January, 1943, President Roosevelt flew aboard the *Dixie Clipper* on the major part of his trip to and from the Casablanca Conference. It was the first trans-ocean flight for a U. S. president. FDR celebrated his 61st birthday in the *Dixie's* salon. After the war she too was sent to San Diego and later sold to World Airways and scrapped.

The sixth and last *Clipper* of that first contracted half-dozen was the

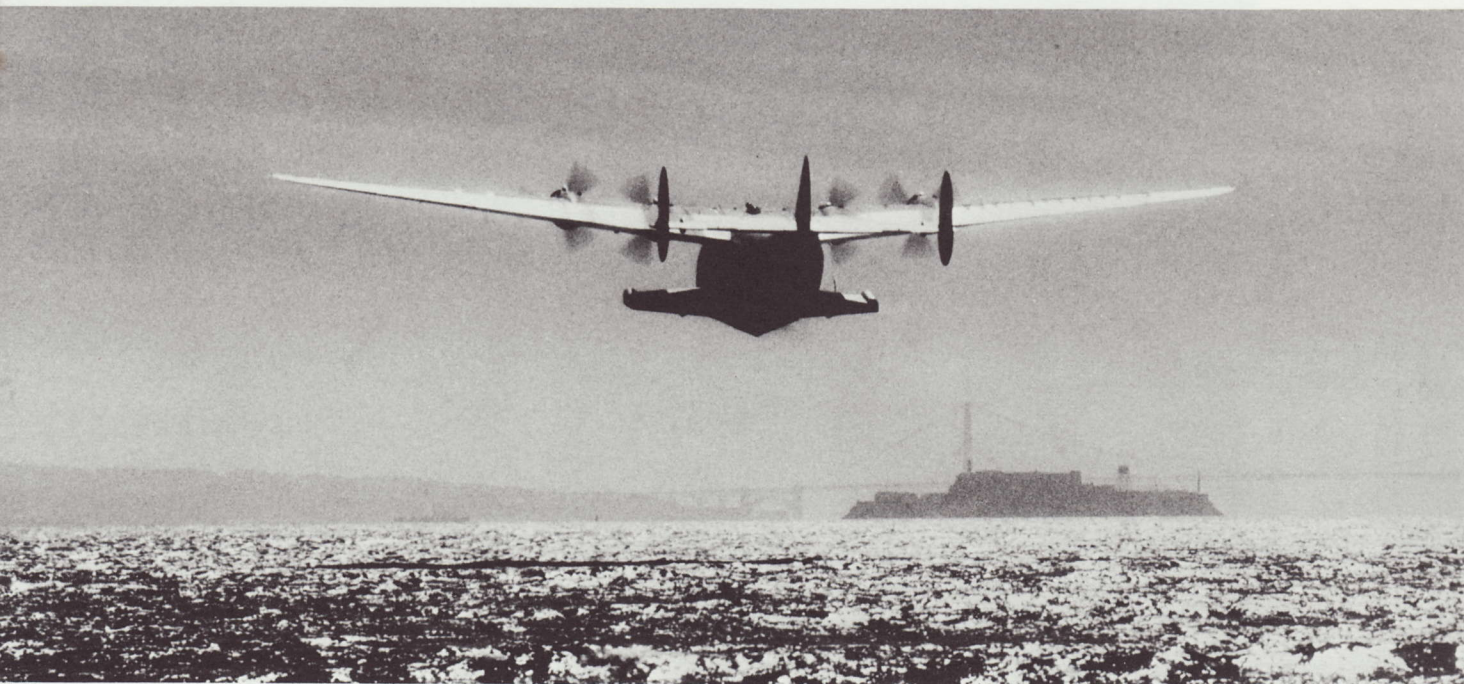
American. She served Pan American passengers on Atlantic crossings until the war. Within 24 hours after the attack on Pearl Harbor in 1941, the *American* was in the Army as a C-98. In the following months both Navy and Army B314s rushed blood plasma and medical supplies to the fighting fronts of Europe and the Far East. On return trips the big *Clippers'* holds were filled with vital materials such as crude rubber, beryllium and mica.

From 1943 to 1945, the *American* flew air-supply support for the Navy in the Pacific war effort. After the war she was sold as war surplus, becoming, in 1948, a part of the World Airways fleet. She is one of those B314s, then, which may be alive and well somewhere in the world. But where?

This is presently all we know about the final disposition of the first six B314s: one sunk by gunfire, one crashed, three scrapped for parts and one lost in limbo. Model 314, where are you?

(Next month: What Happened to the Second Six?) 

This is a Boeing Model 314 going away. Where did it go?



If you are out there, Model 314,

Please write home

ROBERT MUSEL, writing for United Press International from London, reminisced recently about a flight aboard a B314 flying boat in 1943. He was reminded of the trip by his recent flight to London via Pan American 707. Twenty-five years earlier his Boeing Pan American *Clipper* had arrived nearly three weeks late. The trip had many wartime delays, side-stops, a near-brush with a Focke-Wulfe and a most circuitous route to avoid other enemy warplanes.

"You could have swum it faster," snapped Musel's editor when the reporter finally got to work.

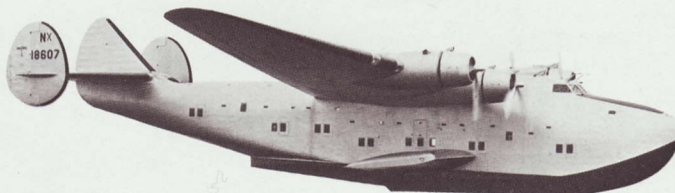
"Maybe so," Musel mused in his recent article. "My plane was 20 minutes early when I flew in the other day. But I won't be remembering that flight 25 years from now."

For Mr. Musel and others who grow nostalgic about the giant Boeing flying boats of pre-war and wartime transocean passenger service, last month we recounted some exploits of the first six (*Honolulu, California, Yankee, Atlantic, Dixie* and *American*) of the 12 Boeing Model 314s delivered between 1939 and 1942. This month's report covers the second six—the *Berwick, Bangor, Bristol, Pacific, Anzac* and *Capetown*—and, finally, the inconclusive concluding episode in the history of all B314s. To be perfectly frank, five of the twelve planes presently are unaccounted for. But here is what we *do* know about the durable old flying boats, most of it gleaned from the files of aviation historian M. D. Klaas of Chatsworth, California.

The second order was for the Model 314A, so-called because of design changes including larger fuel tanks and more powerful engines. Eventually the earlier *Clippers* were modified to Model 314As. The *Berwick, Bangor*, and *Bristol* were operated by British Overseas Airways Corporation and thus, strictly speaking, were not *Clippers*. *Clipper* is a trademark name for aircraft operated by Pan American World Airways.

After two or three route-trial flights down the coast of Africa, BOAC started regular transatlantic service with the Boeing flying boats between Poole, England, and Baltimore, Maryland. A second route between Lisbon, Portugal, and Baltimore was established later.

In January, 1942, the *Berwick* secretly carried Prime Minister Winston Churchill





Before getting her BOAC markings, Berwick takes off on test flight.

back to England after his meetings with heads of state in the U. S. and Canada. Churchill later wrote of the trip and recounted how the plane was nearly shot down by British *Hurricane* fighters as his flight approached the English coast. The *Hurricanes*, according to Churchill, "... failed in their mission..." and the *Berwick* landed at Plymouth without incident.

The BOAC B314s were taken off the transatlantic run in 1946 and placed on a thrice-weekly service between Baltimore and Bermuda. The three planes were retired in 1948, and sold to General Phoenix Corp., a brokerage firm of Baltimore. What little else is known about them will be recounted later.

The other three Model 314As were Pan American's *Pacific*, *Anzac* and *Capetown Clippers*. The *Pacific* was in Auckland, New Zealand, when Pearl Harbor was under attack in 1941. She had arrived that day, which was December 8 in New Zealand, on a flight from Los Angeles, California. Her pilot, Capt. Robert Ford, was advised by the U. S. War Department to return to the States by proceeding in a westerly direction. Captain Ford landed the *Pacific* in New York on January 6, 1942, after flying more than 34,500 miles via Australia, India, Arabia, Central Africa and South America. Except for the breadth of the United States, the *Pacific* had flown around the world.

As did all the Boeing *Clippers*,

she became a government-owned ship and, after the war, was sold by the War Assets Administration. Damaged by a windstorm while at anchor in San Diego, she was scrapped in 1946.

The 11th of the B314s, in serial number order, was the *Anzac Clipper*, named for a World War 1 acronym standing for Australian and New Zealand Army Corps.

During the early years of the war, *Anzac* worked on Atlantic transport duty for the government. In 1943 the *Clipper* was sent south to Natal on the coast of Brazil under orders of the Army Air Transport Command. From Natal she proceeded across the South Atlantic toward North Africa landing at Bahrein in the Persian Gulf. Although it never has been confirmed officially, her commander, Capt. William Masland, has stated that the *Anzac* was assigned to fly President Roosevelt, Prime Minister Churchill and Premier Stalin to Australia for a meeting with Chiang Kai-shek after the Casablanca Conference. Presumably for security reasons, that appointment never was kept. The flight to Australia, however, wasn't canceled. The *Anzac* made the trip unarmed and unescorted through enemy-patrolled territory with a passenger list of military "brass." On the return flight, the *Clipper* traveled north across the Pacific to the United States and, flying over the U. S., returned to New York. On landing, the *Anzac* had completed a 36,728-

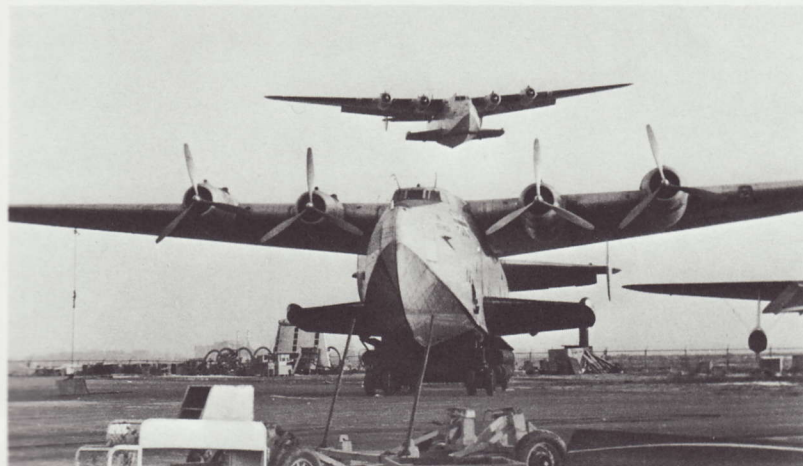
mile trip around the world, the first commercial airliner to circle the globe. After the war this *Clipper*, too, was put up for sale as war surplus. She and some of the other *Clippers* anchored in the San Diego harbor in 1946 had one more adventure together. But before discussing that, there is one more *Clipper* to introduce.

The 12th and last B314, the *Cape-town Clipper*, was purchased from Pan Am by the U. S. War Department before America's entry into World War 2. At the time of the attack on Pearl Harbor, *Capetown* was flying from Miami, Florida, to Leopoldville in the Belgian Congo carrying supplies to the British in their defense of Africa.

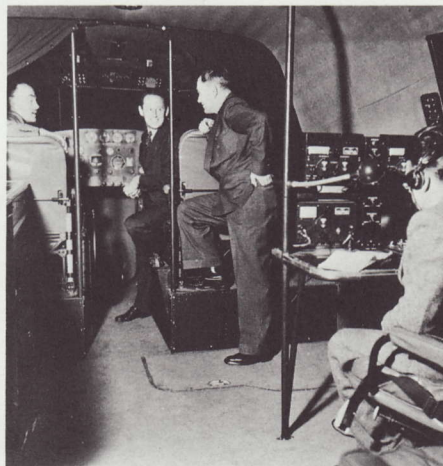
In 1946, after short-term duty as civilian passenger airliners, the *Clippers California*, *Atlantic*, *Dixie*, *American*, *Pacific*, *Anzac* and *Cape-town* were put up for sale by the War Assets Administration. Pan American Airways did not wish to repurchase the ships because swifter land planes were being introduced on world air routes.

Universal Airlines, a non-scheduled carrier flying passengers and cargo between New York City, Miami and San Juan, Puerto Rico, bought the *Clippers* in 1946. Earlier the *Pacific* had been badly damaged in a windstorm and the airline stripped her for parts. The Universal operation faltered and in less than a year the six remaining *Clippers* were again up for sale in San

Berwick (in foreground), Bangor and Bristol were retired in 1948.



Boeing crew readies Model 314 for test.



Diego. One of them, the *Atlantic*, was scrapped later to get parts for the others and then there were five.

A second non-scheduled airline, American-International Airways of New York, bought the five *Clippers* and had at least one of them, the *Capetown*, completely overhauled and refurbished.

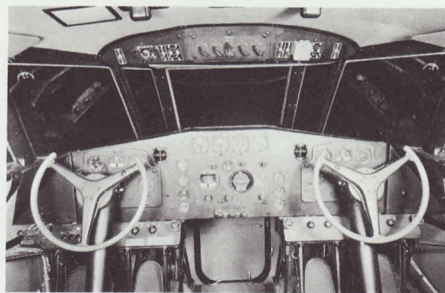
In October 1947, the *Capetown*, then renamed *Bermuda Sky Queen*, took off from New York bound for Poole, England. Under charter to Air Liaison Ltd. of London, she was to bring a 62-man British delegation back to the U. S. to attend a United Nations meeting. On the return trip the former *Capetown*, bucking strong headwinds all the way, ran short of fuel and was forced to land on the storm-roughened North Atlantic. Because of the choppy

seas, the U. S. Coast Guard was more than 24 hours rescuing the passengers and crew from the wallowing plane. Again, as in the case of the *Honolulu* in the Pacific two years earlier, the former *Capetown's* bow was smashed as the Coast Guard vessel *Bibb* tried to attach a tow line. By order of her commander, Charles Martin, the *Bermuda Sky Queen* (nee *Capetown*) was sunk with incendiary gunfire. That left four former Pan American Boeing *Clippers*.

A new company, World Airways, took over the *California*, *Dixie*, *American* and *Anzac Clippers* in 1948. The company scrapped out the first two mentioned. World also acquired the three British B314s—the *Berwick*, *Bangor*, and *Bristol*—

which were not *Clippers* because they were not Pan American planes. This gave World Airways five Boeing flying boats on cargo and charter flights along eastern seacoast and on Caribbean routes. The company was having financial trouble in 1949 and was reorganized under new ownership in 1950. The present World Airways has no record of the flying boats' final disposition. Their recorded histories seem to end there although reports persist that some of the B314s fly on. Efforts to check these reports have yielded no solid evidence.

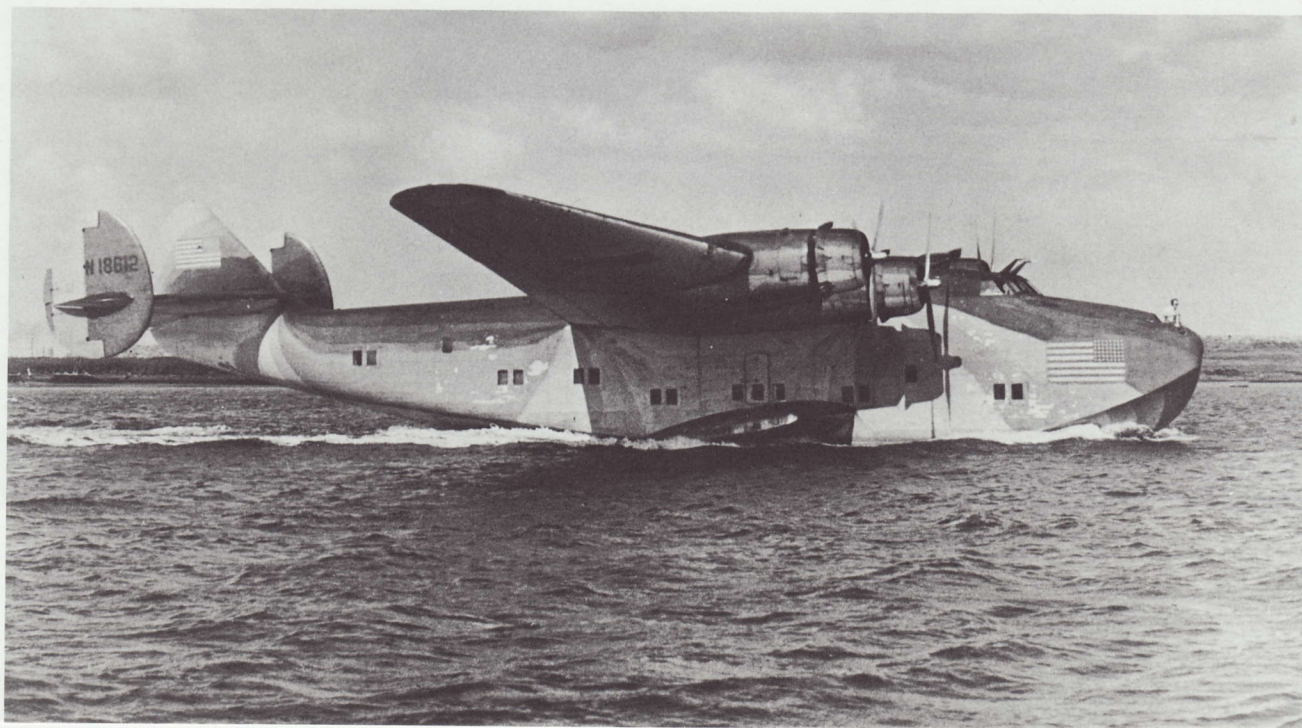
It is possible there even now may be Boeing Model 314 flying boats gracefully winging their way over sparkling waters. If you are out there, Model 314, please write home.



Instrument panel was relatively simple.

Coast Guard vessel *Bibb* sank the *Bermuda Sky Queen* in rough North Atlantic in 1947.

Capetown (later *Bermuda Sky Queen*) was the first Model 314 in World War 2.



RECENT *Boeing Magazine* stories about two Boeing commercial aircraft models of the late 1930s and early 1940s—the Models 307 and 314—have prompted readers to fill in some additional history. (See “A Pleasure to Our Eyes,” January; “Model 314, Where Are You?,” June, and “Please Write Home,” July).

Boeing built and delivered 12 flying boats between 1939 and 1941. The ones for which no final records had been found at the time the articles were written included the *American Clipper* (NC 18606), *Berwick* (NC 18607 and G-AGCA), *Bangor* (NC 18608 and G-AGCB), *Bristol* (NC 18610 and G-AGBZ), and *Anzac Clipper* (NC 18611). The *Berwick*, *Bangor* and *Bristol* were all three retired in Baltimore, Maryland, in 1948.

M. D. Klaas, an aviation historian, believes he knows the final disposition of all five of these ships. He understands that the *American* and the *Anzac* were scrapped in San Diego, California, in the late 1940s and that the *Bangor* and *Berwick* were scrapped in Baltimore in 1950.

John F. R. Scott, Jr., director of aviation at Friendship International Airport near Baltimore, definitely

recalls the demise of one B314. The airplane had been sold to a local minister in the Baltimore area who called himself Master X. Late in 1951 or early in 1952 the aircraft broke loose from its mooring in a sudden windstorm and sank. Mr. Scott did not know which B314 was involved but Mr. Klaas believes it was the *Bristol*. That would account for all 12 of the Boeing flying boats.

Boeing employee George Dupree thought he had seen a B314 recently in a Royal Canadian Air Force area in Sydney, British Columbia. That sighting was later determined to have been of a Martin *Mars*.

Two reports were received that two or three B314s had been at Oakland, California, International Airport 10 years ago. Authorities at the airport believe the planes in question were British *Solents*. Other readers said they had heard about a B314 in Puerto Rico and near Sebring, Florida. These reports probably confuse the Boeing plane with a Sikorsky S-44A operating in the Caribbean area.

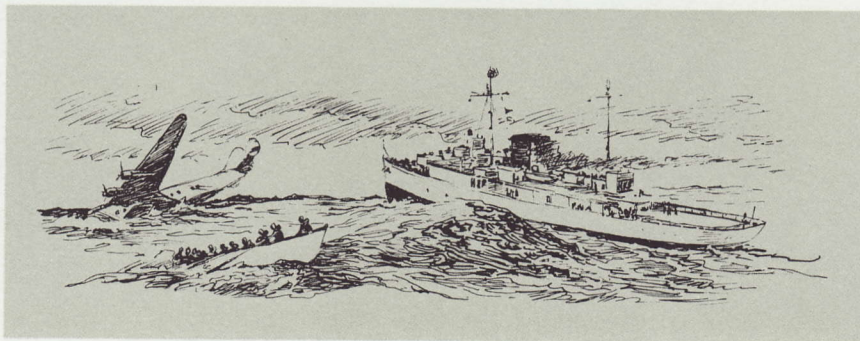
Al Petitjean, an engineering sales representative for Aero-West Group, Inc., did not know where any Boeing flying boats might be but he had a vivid memory of a personal expe-

rience. He was aboard the Model 314 *Anzac Clipper* when that plane flew around the world in 1943, the first commercial airplane to do so. (Not the first commercial airliner to do so, however, according to a letter from Curtis E. Tucker, Jr., a member of the Wingfoot Lighter-Than-Air Society. Tucker pointed out the first commercial airliner to fly around the world was the Graf Zeppelin LZ-127 in 1929.) Petitjean added further information on the *Anzac's* round-the-world flight. U.S. Army General Robert Eichelberger rode the ship as far as Perth, Australia. There about a dozen Navy junior officers, due for rotation back to the States, boarded the B314 bound for Pearl Harbor. Since

Stories on Models 314 and 307 drew letters from readers. Here's

The follow-up

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Clayton Knight drew the Bermuda Sky Queen as she went down in Atlantic.

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B314s usually carried only top political, diplomatic and military personnel, the ship was met at every stop by generals and admirals complete with side boys and bands. It was the most auspicious homecoming ever recorded for Navy ensigns and lieutenants.

Another Navy lieutenant with a World War 2 Model 314 experience was Barry Wilson, now with J. Walter Thompson Company, New York. In June, 1945, he was flying to Honolulu when a submarine admiral came aboard and bumped junior officer Wilson from a berth to a pile of mail bags stacked in what had been the bridal suite.

"Shortly after takeoff the captain called me to the flight deck and we

spent about four hours listening to some good jazz from a Memphis radio station as we headed toward Honolulu on a beautiful moonlit night." The memory was so poignant that Wilson and his wife repeated the trip on a Pan American 707 in 1966.

Marius Lodeensen of Bermuda, who once flew B314s for Pan American World Airways, recalled a flight aboard the *Capetown Clipper* 25 years ago. It was a mission—then secret—to find an alternate air route to Australia in case Japan invaded southern Asia. It was a successful search which Lodeensen wrote up in the March, 1968, issue of *Explorer's Journal*. He is presently working on a book about flying boats.

Another B314 incident, the sinking of the *Bermuda Sky Queen* (the renamed *Capetown Clipper*) in 1947, was recalled in word and drawing by Clayton Knight. Knight sketched the flying boat going down in the North Atlantic. It was sunk by gunfire. The *Queen* had run out of fuel on a flight from Poole, England, to New York City and landed in the storm-roughened Atlantic. After removing all passengers, the Coast Guard sank the damaged plane as a menace to navigation.

Knight, who was an artist and special correspondent for Associated Press during World War 2, also commented on a *Boeing Magazine* story which depicted the histories of 10 Boeing Model 307 *Stratoliners* built in 1939 and 1940. Knight flew home from England aboard the *Stratoliner* "Zuni" in 1942. That plane is one of the three Model 307s still in service, all of them flying in Vietnam. The A.P. artist did a series of sketches aboard the plane in 1942 which were exhibited later in the American Artist's Gallery in New York.

Otis F. Bryan, assistant to the president of General Precision Systems, Inc., Binghamton, New York, and formerly chief pilot for Trans World Airlines, was moved to recall his *Stratoliner* experiences in a letter. "I might point out," he wrote, "that in April of 1942 I flew one of these planes . . . from Washington, D.C., to Prestwick. The passenger list consisted of General Marshall, General Arnold, Admiral Towers, Harry Hopkins, Averill Harriman, Field Marshal Smuts from Great Britain and two brigadier generals: Eisenhower and Mark Clark; also a colonel: Hoyt Vandenberg. History might have been changed if something had happened to this flight."

Albert D. Barker, presently an air traffic control adviser to the U.S. Air Force in Vietnam, wrote to say that Air Force photographers have taken new pictures of the Model 307s there. The photos will be used in aircraft recognition briefings. The old *Stratoliners* may be the only plane ever retired from the aircraft recognition series and then reinstated when the planes refused to stay retired.



With "CIC" on tail, old Model 307 is working at Tan-Son-Nhut, Saigon.

