New Boeing 314A Clipper photos.

There are 24 new images in all, each with a detailed caption.
Those without photo acknowledgments are from the Stephen Berry collection.



A rare colour photo of BOAC Boeing 314A *Berwick*. Winston Churchill made his first Atlantic crossing in this aircraft in January 1942.



British Airways Boeing 314A *Berwick*. Winston Churchill made his first Atlantic crossing in this aircraft Commanded by Captain John Kelly-Rogers in January 1942.



A BOAC Boeng 314A flying boat on her beaching gear undergoing maintenance.



A BOAC tender comes alongside Boeing Model 314A Clipper flying boat, G-ABGZ *Bristol,* at Poole, Dorset, to take ashore The Maharajah Jam Sahib of Nawanagar and Sir A Ramaswamy Mudaliar who arrived from India for talks with the War Cabinet.



A pre-war aerial photo of the Marine Flying Boat terminal at LaGuardia, New York.



A rare colour photo of the Marine Terminal at LaGuardia, New York. A Boeing 314 flying boat is at the dock.



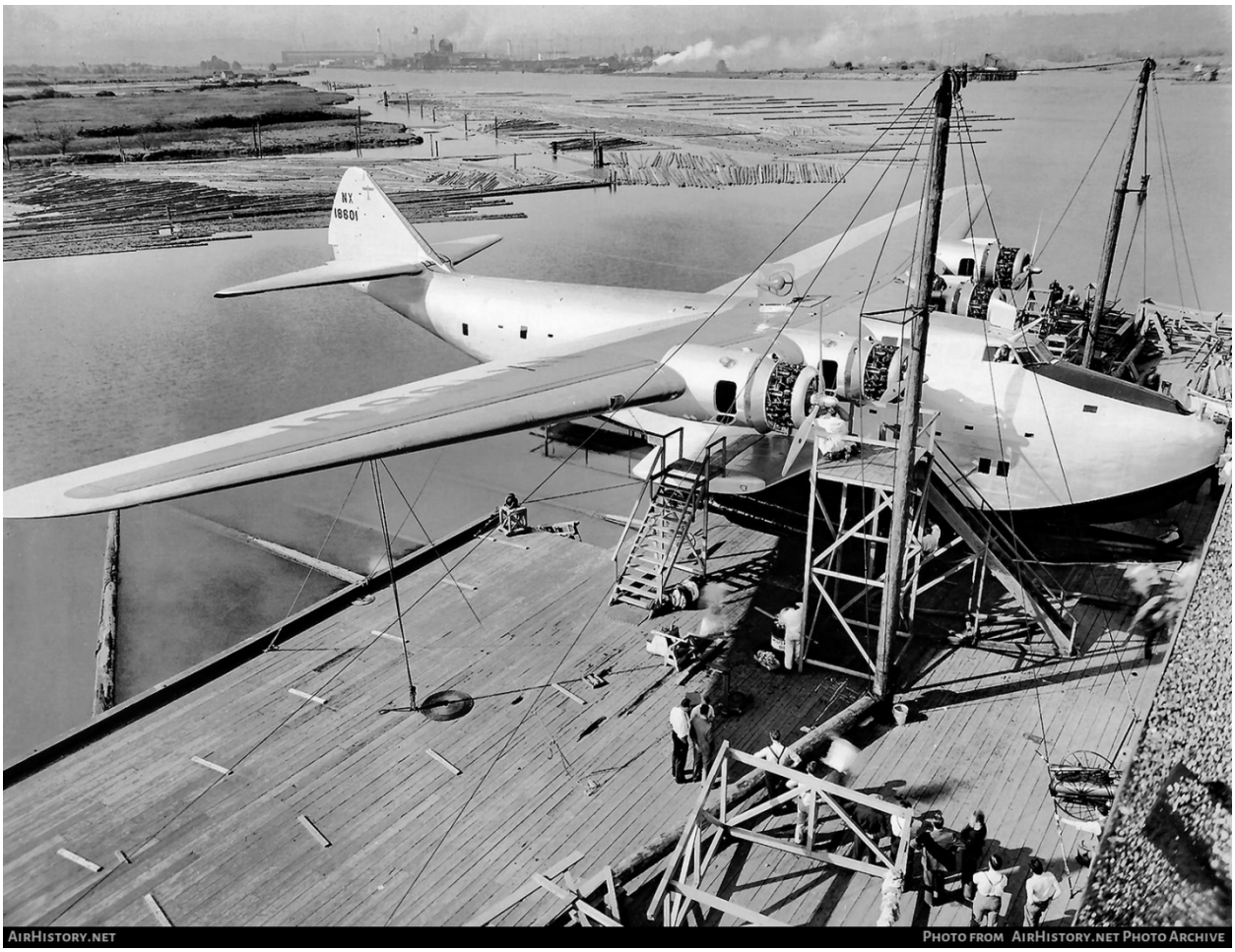
Pan American Airways Boeing 314A flying boat *American Clipper* being christened.



Pan American Airways Boeing 314A flying boat *Atlantic Clipper* loading passengers at Queens, NYC in 1941. Last known flight to Foynes, Ireland was on 18 August 1945. It was scrapped in 1946. None of the twelve 314s built survives.



The prototype Boeing 314 flying boat. Note the single tail fin, this was soon removed and replaced by two endplanes to improve directional control. Eventually the central fin was reinstalled thus producing the familiar three tail assembly. This was identical to the post war Lockheed Constellation.



The Boeing 314 prototype was launched into the Duwamish River on 31 May 1938 and towed to Elliott Bay. It first flew on 7 June. Test pilot Eddie Allen reported that directional control was inadequate. The single tailfin was replaced by endplate fins but this was still insufficient, and a central fin was put back on to make it a triple tail. NC18601 entered Pan Am service as *Honolulu Clipper*. On 4 November 1945 on a flight from Honolulu to San Francisco, it made an emergency landing on the ocean with two engines out. Damaged, it was sunk by naval gunfire. *Photo from: Boeing*



A new Boeing 314, NC18603, at Pan American's Treasure Island base, wearing fleet number 17. The aircraft flew to Baltimore five days later to join Pan Am's Atlantic Division, and was christened *Yankee Clipper* by Eleanor Roosevelt in Washington, DC on 3 March 1939. *Photo from: San Francisco Public Library*



Pan American Airways Boeing 314A flying boat *California Clipper*. Withdrawn from use in 1946 after wartime service with the US Navy. *Photo from: Auckland Libraries Heritage Collections*



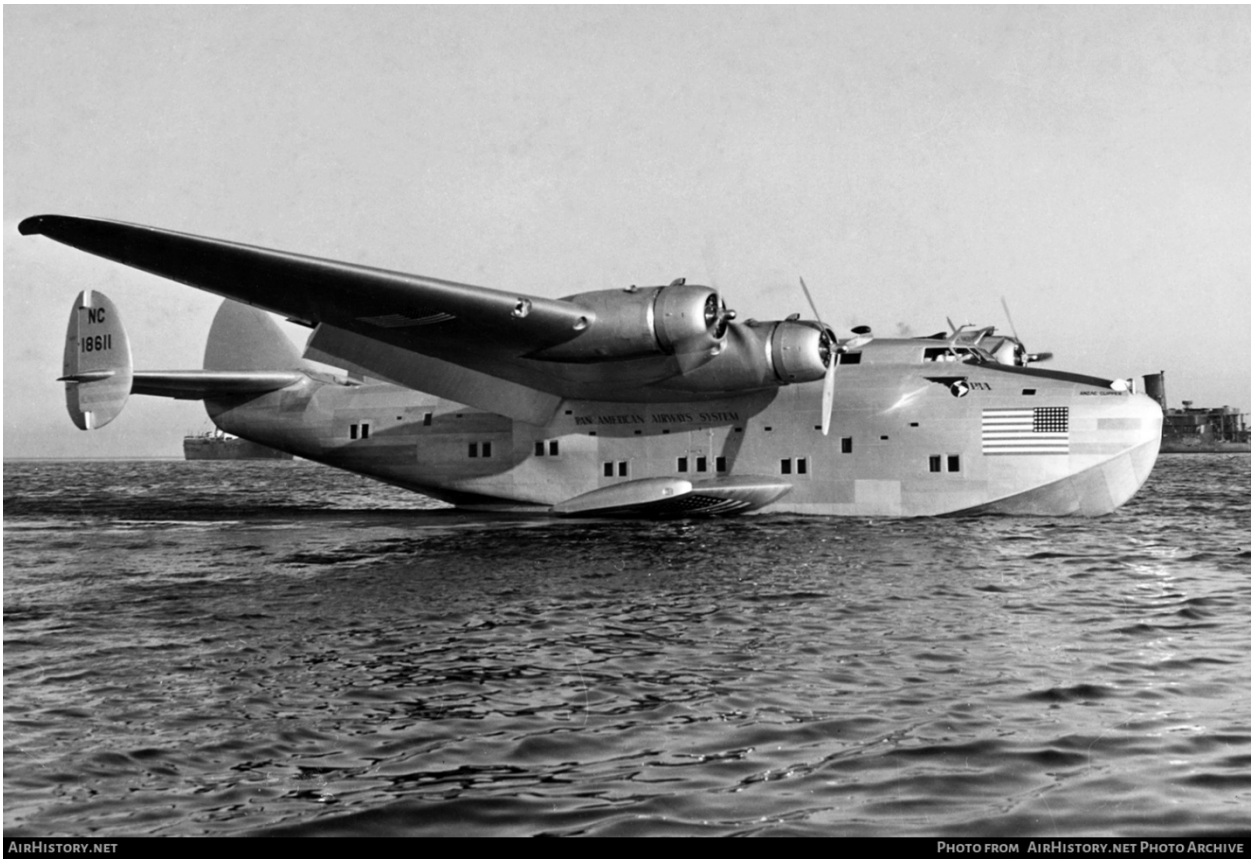
Pan American Airways Boeing 314A flying boat *Honolulu Clipper* begins her take-off run. The aircraft deliberately sunk on November 7, 1945, when it was badly damaged while being towed to port following a forced alighting on the Pacific Ocean. *Photo from: Auckland Libraries Heritage Collections*



The BOAC Boeing 314A flying boat *Bristol*. The date is 8 September 1942. Winston Churchill also travelled on this aircraft. Note that both the flying boat and the tender are titled 'British Airways'. BOAC was formed in April 1940 by merging old Imperial Airways and the more efficient British Airways company. The combination was sometimes called British Airways too. The three Boeing 314s for BOAC were curiously registered to 'Airways (Atlantic) Ltd' in April 1941. *Photo by: Bertrand Daventry / Imperial War Museums*



Ex Pan American Airways BOAC Boeing 314A flying boat *Berwick*. This was the aircraft on which Winston Churchill travelled from Bermuda to England in January1942. It was sold to General Phoenix Corporation, Baltimore as N18608 in 1948. *Photo from: Imperial War Museum*



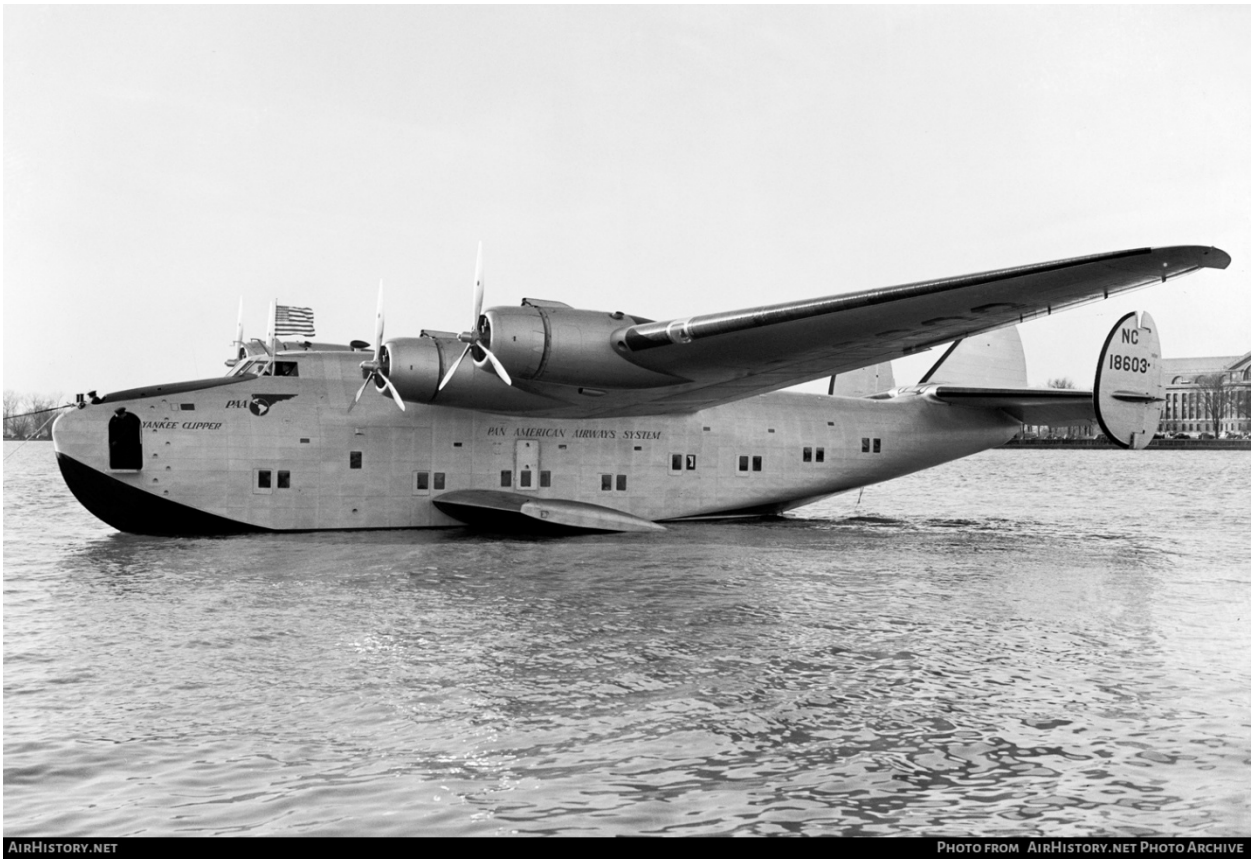
Boeing 314A flying boat *Anzac Clipper* was delivered to Pan Am in June 1941 and is seen at the Clipper Hawaii Terminal in Pearl Harbor. The flying boat was one hour out from there, inbound from San Francisco, when news of the Japanese attack came in. *Anzac Clipper* NC18611 diverted to Hilo and returned to San Francisco. *Photo from: SFO Museum*



Getting President Roosevelt, seated in his wheelchair, to the 1943 Casablanca Conference. *Dixie Clipper* flew Miami - Port of Spain - Belém - Bathurst where Roosevelt transferred to another plane. This was the first US presidential journey by air. *Photo from: National Museum of the US Navy*



This was the last surviving Boeing 314A, scrapped in 1951. Officially *Anzac Clipper,* this name was never worn. *Photo by: Bernard Hoffman / Life*



Pan American Airways Boeing 314A *Yankee Clipper* on the day it was christened by Eleanor Roosevelt. The *Yankee Clipper* (civil registration NC18603) was an American Boeing 314A flying boat, best known for on 20 May 1939 beginning the first scheduled airmail service between the United States and Europe. It crashed on 22 February 1943 while attempting to land on the River Tagus in Lisbon, Portugal, killing 24 of the 39 people on board. Among the dead were writer and war correspondent Ben Robertson and singer Tamara Drasin. *Photo from: Library of Congress*



The last Boeing 314A flying boat to be built, NC18612, was formally delivered to the US Army Air Force as a C-98 in September 1941. Photo by: Hart Preston / Life



The dawn of heavier-than-air passenger service across the Atlantic, 28 June 1939. Somewhat embarrassingly the flight took four days due to fog at the Botwood, Newfoundland. The aircraft carried 19 passengers, twelve crew and 60,000 letters but this was not considered a regular flight. On 28 June, NC18605 *Dixie Clipper* departed New York on the first regular passenger flight, via the 'southern route' to Marseille through the Azores. *Yankee Clipper* was back in New York on 2 July and flew the first regular pax service to Southampton on 8-9 July. She had also made the first mail flights to Marseille in May and to Southampton in June. *Photo from: Nationaal Archief (Netherlands)*



Overflying Pan Am's new seaplane terminal on Treasure Island, SFO. All buildings of the Golden Gate International Exposition were razed in 1940 to make room for a new land airport, but it became a naval facility instead. This is the second Boeing 314 airframe, the first to fly with triple tailfins. Named *California Clipper,* it was approaching Auckland in New Zealand on a regular transoceanic flight on 7 December 1941 when news came in of the Japanese attack against Pearl Harbor. Captain Robert Ford was ordered to proceed westward to New York and managed to complete an amazing 50,000 km trip via Australia, Java, Ceylon, Karachi, Bahrain, Sudan, Congo and Brazil. *Photo from: SFO Museum*



One of Pan American's incomparable Boeing 314As takes off near New York. The name *Atlantic Clipper* has been deleted and replaced by "No. 20". She served on Atlantic routes from delivery in March 1939. Went to the US Navy as 48226 but still operated by Pan Am. Returned to PAA and last known flight to Foynes, Ireland was on 18 August 1945. Scrapped in 1946. Today none of the twelve 314s built survives.



This Boeing 314A wears wartime overall grey markings with a large US flag on the central fin. It is taking off from the La Guardia Marine Terminal with LGA's distinctive hangars in the background.

These photos courtesy of Air History.net.



Pan American Airways Boeing 314A NC18602 (apparently unnamed) loading passengers at Pan Am's new seaplane terminal on Treasure Island, SFO.