



The Boeing *Bristol*, G-AGBZ, on the slipway. Note the Union Jack on the side and the camouflage painting.

FROM PAN AM TO BOA

First of Three Boeing 314—As Now on British Empire Routes

SKIPPED by Captain J. C. Kelly Rogers, the first of the three Boeing flying boats bought by the British Government from Pan American Airways made its first west-to-east transatlantic crossing recently. It has since been put on the West Africa run, and later on there is a possibility that it may make flights across the Atlantic.

On the occasion of the first flight from Bermuda to the eastern seaboard of the Atlantic, Capt. Kelly Rogers had with him as first officer Captain T. H. Farnsworth. Nineteen passengers were carried on the flight to Bermuda, and among those who witnessed the departure was Major J. R. McCrindle, deputy director-general of British Overseas Airways, who is on a short visit to the United States.

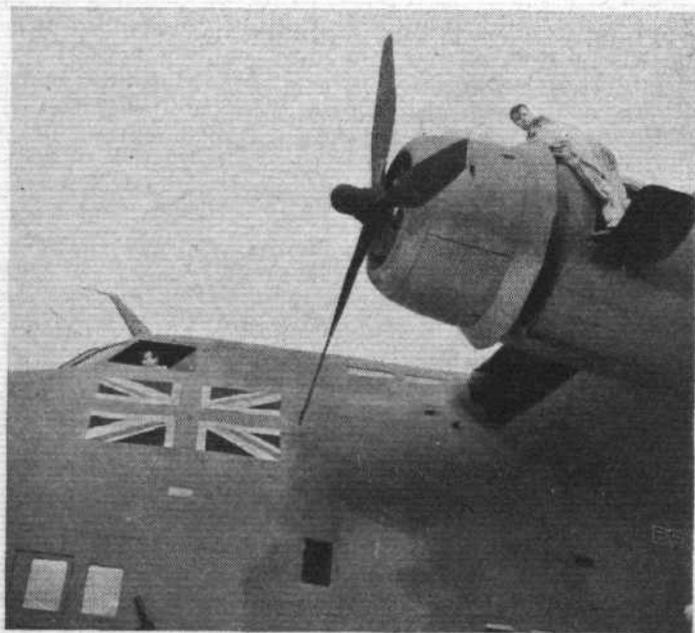
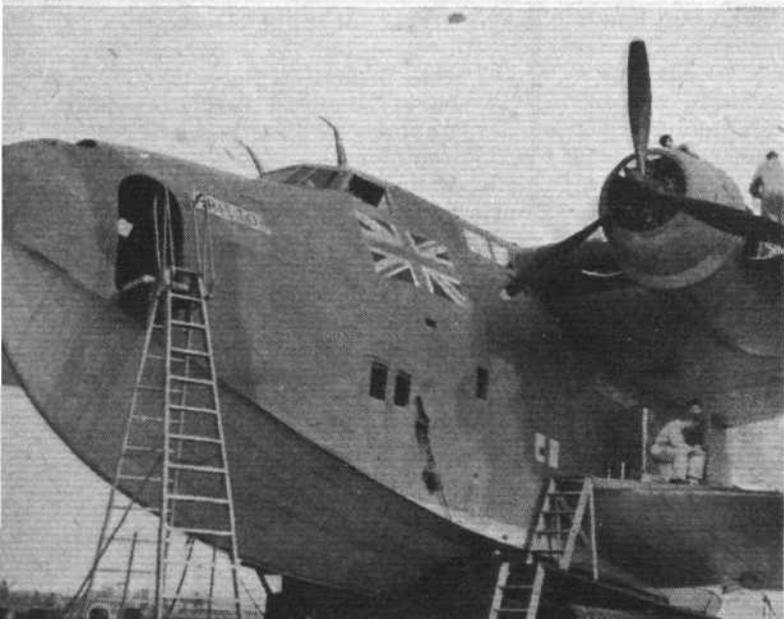
This first of the three Boeings to be handed over has been christened *Bristol*. The second, *Berwick*, is at present at the La Guardia airport, New York, having final touches put to it, and the third, *Bangor*, is nearing completion at the Boeing factory at Seattle. The *Bristol* has been painted slate blue and drab olive, and a Union Jack has been painted on each side of the hull. The registration letters, by the way, are G-AGBZ. Over the door one finds the insignia of British Overseas Airways, and the name "Bristol" is painted in black letters bordered with silver. The airscrew blades are painted black, with yellow tips.

On the flight to Europe an unscheduled stop was made

at the Azores, and the entire British colony, some 300, turned out to give the crew a very remarkable reception. Between Horta and Lisbon one of the Pan American clippers was sighted heading west, and Kelly Rogers exchanged radio telephone greetings with its skipper, Captain Pat Nolan. Both are, of course, Irishmen. On arrival "somewhere in the British Isles" the *Bristol* was met by the Hon. Clive Pearson and the Hon. W. L. Runciman, of the B.O.A. Corporation.

The three Boeings acquired by the British Government for use by B.O.A.C. are known as the type 314-A. This is a modification of the original type 314, the changes relating mainly to the engines, and to extra tankage which has brought the still-air range up to something like 4,700 miles. While the *Bristol* was at La Guardia airport a special galley and pantry were installed, giving added accommodation for a large crew.

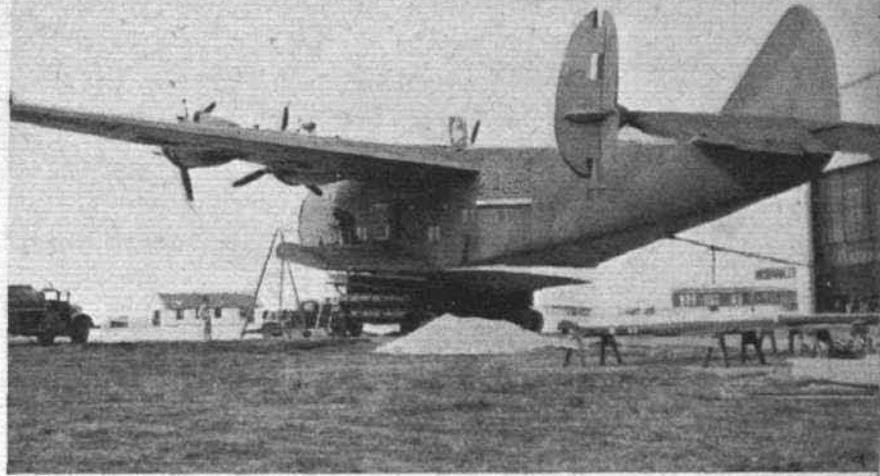
The original Boeing 314 had a span of 152ft. and a gross weight of 82,000lb. With four Wright double-row Cyclone



The engines of the *Bristol* are accessible in flight, and small platforms make overhaul on the ground easier. The view on the left shows the bows, with the forward door for the crew.

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engines of some 1,500 h.p. each it had a top speed of about 190 m.p.h., and a cruising speed of some 160 m.p.h. The normal maximum range was 4,000 miles with 4,200 gallons of fuel. In his Wilbur Wright lecture to the Royal Aeronautical Society (reported elsewhere in this issue) Mr. Juan Trippe mentioned some very interesting facts and experiences from Pan American's operation of the machines. The type may be said to have been thoroughly proved, and the three 314-A's should prove a very valuable addition to the fleet of British Overseas Airways. An impression of a flight in one of the 314's from New York to Bermuda by Mr. Griffith Brewer, president of the Royal Aeronautical Society, was published in *Flight* of May 22, 1941.



Some idea of the shape of the rear step of the *Bristol* may be formed from this picture, which also shows the somewhat unusual tail.