

INTERVIEW WITH MR STATES MEAD (1) - 30TH JANUARY 1990

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Q: You were Operations Manager?

A: Well, yes, I guess that's the term. Actually, I was the erh, they call it Operations Representative because in both Foynes, and Southampton, England, we had services from, I guess the first flight was July '39 which went through to the middle of October. I was the representative for Pan Am in both places. I would receive the plane in Foynes and carry out the arrival and do all the despatch and then get on the plane and fly with it over to Southampton and then receipt myself and do all that and then after two days the plane would be returning, I'd get on at Southampton, do the despatch of it and go to Foynes and get off and despatch it. There were a lot other things that go on with that. There was the Chief Mechanic in each place and there was a working crew in Southampton which was the crew of Imperial Airways which was the counterpart of Pan Am at that time in England and they serviced the Pan Am flights in Southampton just as Pan Am serviced Imperial Airways flights over here. In Foynes, however I had an Irish crew with chief mechanic and a bunch of Irishmen that helped me carry out the activities there. That would be the lay out of it, I was called Operations Representative, Station Manager is the term nowadays in both places, and there was a Traffic Representative in London who rubbed up with the people and there was a Chief Mechanic, that's the only three Americans in the picture. The one in London and I was covering Southampton and Foynes, and we had to stop flying into Southampton on September 2nd '39 because of war so we got bugged out of Southampton and got over overnight in a lorry and we got all our equipment and spare engines and everything over to stop in Foynes point and the British

would fly some planes over back and forth to shuttle people who had to get off at Foynes. Before that we had very little passengers coming into or getting off at Foynes from Botwood, Shediac and so on. But from then on Foynes was the starting point, they brought people from England over on a shuttle and got them out. And in brief the procedure for the departure of these planes involved the gassing, fuelling of it, it involved the weather forecast and it involved a flight plan - the flight plan on the transatlantic was much more complex than the run just going from Foynes to Southampton. It involved the development of a ^{HOWGOWZIT} (UNINTELLIGIBLE 131) curve as you call it, that's where you have your forecasted weather at different altitudes and you computed the fuel burning at the times that you would take with the weather the way it was, the winds they way they were and all that, and developed a picture which was then followed throughout the night as a radio tracked the fuel remaining and their locations, positions, so that they knew where they were and at some point, that's what we had plotted on a curve, the Howgowzit Curve, at a certain on that curve you were at the point of no return, you wouldn't have enough fuel to come down and you had to go on, if there was any trouble at the other end at the landing area or anything, you would have to know it before that point and that's the brief story going either way from Botwood to Foynes or Foynes to Botwood. The crew would, the details relevant to any customs or immigration or health, public health people as in this country was carried out by the Station Manager, by me, they were there and we had our flights coming in alert on hand, and the handling of the passengers while there was a ~~beach-day~~ in Foynes when they were just going through, to be re-fuelled, but then when they'd come, they might even come a day or several hours before and then getting them on at the time, these things were not flying beautifully on schedule so that you had some delays and the re-fuelling was the most important thing of course, we had the barges out there with all these 50/55

brief story

gallon drums and we'd shove these pumps down, a big rod down, undo the top of each line, one by one those 50 gallon things were pumped into the wings of the Boeing 314 and loaded it up (UNINTELLIGIBLE) and only when the re-fuelling was completely finished, now that wasn't so bad they got a big load in Southampton, not necessarily full but a good load and then we topped it off in Foynes and off they went. But when they came in from Botwood it was the opposite way. They were damn near, not empty but they were low and we fixed them up to go on to Southampton and they were going on there up until September 2nd. In brief that's the story. Now when they were sure, the crew went to the Operations Room which was an old building down near the Harbour Master's office practically and very primitive and we did all our computations and all our work there, we had the meteorological reports and all that, radio contact every hour with the plane as it was going across and plotting our Howgozit Curve in terms of that and the passengers would wait around at the local pub. Now there was Miss Walsh's pub, that was the most famous one, the only one I really remember well which is right in the same building practically as the harbour master's office, and that's a quick overview. Now, on board is another story.

Q: OK, now let's go through it again in more detail. Let me tell you that my story actually begins with the plane coming down at Southampton from Foynes. Coming, OK? But then most of the story takes place on the return flight. So why don't we pick it up with you on board the plane, coming down towards Southampton. How close to Southampton did you land?

A: We landed in the water. Hythe water, the Isle of Wight, out there and we landed in Southampton Water as you'd call it. Southampton Water has a little town which was Hythe. Southampton was up the estuary a bit, whereas Hythe was down a little bit nearer the mouth and that's where Imperial Airways had their base and what was the famous name of that British, err, I keep wanting to say something marine,

....(INTELLIGIBLE 288) city, flying boat, it was a place where there was a lot of action by the British, not just Imperial Airways but a number of men. There was at least one manufacturer of hydro type planes or something.

Q: At Hythe?

A: Hythe, yes.

Q: Ah, OK, that's something I didn't know.

A: Yeah, I recall that was it. It was not a place where because of the transatlantic service got shut off, it was a place that had some background in respect to flying boats and speed boats I think, too. It was sort of like the Garwood Industries in the United States or Chriscraft or something like that, and they had a dock and they had a ramp to bring it up into it. It might have been, maybe it was twenty minutes or thirty minutes from the town itself. And there was a place called Langdown Lawn, that was a residential estate, where there was a little hotel and that was where I lived.

Q: What was it like to land on the water in this plane? Was it dramatic, was it exciting, was it smooth.

A: When I think back to that time, obviously it was more exciting at that time to me and others, than it would be today when you think of landing on the water. It was good as most land planes landing are when the pilot did a good job. However if he didn't, you found yourself coming in on a low glide, you'd come in over the water and it would seem like you never knew whether that, - you know that plane had a step at the bottom, and you'd be wondering when it was going to hit and the lower part of that step would touch the water and the thing would go on forward a while and then the back seat would go on down in, you know when it hits too slowly it just sinks into the water and slows down to a stop practically. It was exciting for almost everybody because this was an unusual blindfold, it was the first few months of its operation and the excitement was intense, and

even the old hands, the only people flying at that time were people of degree of competence or interest or soforth. Whether they were government or press journal, media people or negotiators for (UNINTELLIGIBLE), you know it was just before war broke out and these were hectic anyhow, but we had people who were like, I don't know whether you might remember as you're a lot younger, but Major George Fielding Elliott was an American newscaster who was very active, and I remember him coming through and people like Edgar Ansell Marwood who was another one who came to see this country. And of course we had some dignitaries, some of whom did not act very nicely, er, but Horace Dodge, a famous automobile heir here. We were just ordinary people being part of it. Now I would say none of them were blase about this sort of flying at all at that time. The idea of coming down on water in a plane that big was exciting to those people. It was to me and I did it a number of times and the

Q: Of course it had large windows so that you could see much better than you can

A: Yes it had. You could see quite well.

Q: Was there a sense of speed as you came down?

A: Oh yes. You saw the water rushing by and of course if there was any wind or any little ripples on the water you felt the thing and felt it go bip, bip, bip, you know as it struck the top of the waves before it began to sink in. And I would say that the landing part of the er, - I would say that contrary to my impression is that in both these areas that I always felt that the take-offs were more worrisome than the landings of the flying boats, believe it or not. I mean the er.... in landplanes we don't worry much about take-offs. If you got it, you were going to get up there. You usually aren't out there going unless you are going to get up, and with the flying boats, you weren't running on wheels, you were running across that water any log in the

water and any obstructions floating around was one reason why we had these patrol boats, motor launch boats to go out and patrol the area before the seaplane came in and we were in radio communication with the pilot and told him that everything is OK and that he could land in this direction and this path were all square to the wing on. And of course if we were ever to have a night landing which wasn't ever scheduled, we'd have to go out ahead of time and put these flares out through the water path.

Q: How would the pathway be marked in daylight?

A: There was no particular way. There was a general understanding that the pilot had studied before and our launch would be located on the right hand side, no the left hand side, so that the pilot would see, on the left hand side of what would have been the runway and where he was to set down. And we would be about half-way up or maybe full way on the thing because we if we had any trouble, it wasn't going to be when you first touched down, it would be upperways, so you didn't have your launch which you have to use for rescue work located way up at the end because you're not always sure how long to taxi, but it wouldn't be at the first place you touch down. He could see, they knew, they learned about this, the pilots all had some experience in that area. And Southampton Water was not really rough most of the time at all. It was just like landing in the Azores (INTELLIGIBLE 468) and so.....

Q: OK, so it was pretty exciting for everybody on board.

A: Yes it was exciting, it was exciting for a number of reasons. It was not only the excitement of this remarkable plane, which would be the first time most everybody on board was on it, they were passengers for the first time, there were very few that were making a second trip during that short period of '39. And so there was that; there was the excitement of its size and the transatlantic flight in the making, behind you, just finished, and the interior of the

plane was in itself exciting.....(Interruption: to take phone call.) Actually the thing that created excitement aside from people coming and what they had ahead for them in England, what they were coming for, their purpose/mission. There was the plane itself. There wasn't the size and accommodations on those planes in the States even at that time and landing on the water, uh I would say that everybody was excited. Not as children are excited but as adults are excited, stimulated. And when they got in, they were taken off, the boat was pulled in, into Southampton most of the time, the plane was unloaded from a, sometimes from a buoy, but as I recall we pulled it alongside the docks there.

Q: There was a dock, a jetty?

A: Yes a jetty. And we got off on the wing and then onto the dock.

Q: Did it reach the dock under its own power, or was it towed?

A: No.

Q: So it would land, come to a halt, a line would be attached and it would be towed into the jetty.

A: Well, yes I'm trying to remember the locations. Out here at North Beach, we would pull it back to the jetty because we wanted to be faced out when it came to leave and I think it was the same with England.

Q: So you pulled it backwards?

A: Yes.

Q: And then it would be tied up?

A: Yes and people would board there.

Q: The door was in the lounge?

A: Yes, if you look at it right here, what we call the stump wing.

Q: There's a plan. As I understand it the doors were either side of the main lounge here.

A: Yes. You see this is where the door opened on to this, we call it the stump wing. We have the gasoline. And on both sides down at that level there was that. And that, I forget whether it was the main lounge, - it must have been the main lounge opened on to it.

Q: This a photograph of the lounge turned into a dining room. It seems to me that this must be the door, here.

A: Well, probably, if that's true, then this little thing here, if this is the main lounge, then that's it. You see here we are, you're coming out here where that door is.

Q: And there's a window low in the door.

A: That's true, yes.

Q: There must have been a step down into that lounge.

A: Yes, there was a step down into the lounge, not too far down, because Well, yes it was because the window was low and therefore there would be a step down.

Q: OK, so the passengers would step up onto the stump wing and onto the jetty. Then there must have been transport to take them into the city of Southampton, I imagine?

A: Now, let's see.

Q: Most of them would be heading for London?

A: Yes they were. And since I didn't do that I can't give you my impression. I'm almost positive that there was transport arranged. There was some kind of

Q: Maybe there was a bus to take them to the railway station? Was there a railway at Hythe? I'm not sure?

A: Oh boy.....

Q: Even so the main line train might not go there.

A: Yes. There may even have been driven to Southampton. I really don't think they went into... I think they went from Hythe to London and therefore I don't think there was a train. I don't think

Q: They may have been driven from Hythe to London?

A: Yes, I wish I could confirm that, but I have no recollection of any train service that would go from Hythe to Southampton. There was a service from Southampton to London. But I'm almost sure that they went through Southampton. But some of these people were picked up and they were taken by cars that met them.

Q: They may have made their own individual arrangements as well. Now while you were stopping over in Southampton, tell me again where you stayed.

A: I stayed at the Langdown Lawn Hotel. That was a beautiful, widely spread building, like a large inn. Obviously years back it was a residential place to stop for tourists and all the rest.

Q: And would crew have stayed there.

A: And crew stayed there definitely and it was in the middle of a big lawn. I remember they had tea out on the lawn. It was really a very gracious, typically gracious English countryside. Very nice. And very genteel people were running it. To far, maybe a seven, eight, ten minute drive from the water at Hythe.

Q: Ten minutes by car from the jetty.

A: Yes.

Q: Now then tell me a little bit more about that hotel. In those days, I don't suppose they would have room phones.

A: Ah, I don't recall. I think there were phones, but not in the rooms.

Q: You could call the States in those days.

A: Oh yes you could..... that was transatlantic

Q: In that case, if somebody, if a crew member were to make a phone call to the States (INTELLIGIBLE 629), it would probably be in the office or the lobby or something?

A: Yes, indeed that would be the case.

Q: Now, arrive on a Sunday and departed again on the Wednesday.

A: Yes, I think it was.

Q: Now, the take-off time for the return flight was 2.00pm on Wednesday. That's what I'm told. So presumably the passengers would(UNINTELLIGIBLE 639)

A: Yes they would. They would have lunch.

Q: Was that arranged by Pan Am or did they make their own arrangements?

A: I think that they had made their own arrangements. Some may have come to the Langdown Lawn, some may have had it, coming down from London or Southampton and when they got on board the plane, they would have had to have had lunch, I'm almost positive. I know I always had as we were busy from the hour or two before departure with the despatch work and if you're leaving at 2.00 pm that means you're out on the water by 1.30/1.45 and ...

Q: So what time did they have to arrive at the dock?

A: They would have to arrive at the dock by a quarter to one.

Q: Presumably, they had a dock like an air terminal

A: Yes. There was a big(INTELLIGIBLE 659). Now we're dealing with the passenger ticket and boarding at Hythe the office was in the hangar building there, Imperial Airways, and there was an office, a low, the hangar was big, but there was an office area, where the ceiling was not much higher than this where the passengers were gathered to wait

and there was a despatch room or a place where we were making out the papers and checking all that. Now the Traffic Representative of Pan Am would come down from London shepherding some of these people and he would make sure that they all got on; in other words it wasn't all done in London, the office was probably manned up there by some English people, I know (INTELLIGIBLE 678) would come down to Hythe with a group of passengers. Now I wish I could tell you just how they came down. That's a good point,..... Baltimore (INTELLIGIBLE 683/4) passengers, Traffic Manager, Fyfe Symington, Traffic Manager in the United Kingdom.

Q: Then there would be a hanger and within the hanger there would some kind of a waiting room, which I imagine must be have fairly nicely furnished?

A: Oh yes, they had quite a nice place there, I can't visualise it but I know they did. This was not a haphazard sort of thing. It wasn't stylish like you think of today's airports, but it was well done. The passengers would have been...., - all the real relations with the passengers before they got on the plane were worked out in advance in London, in other words, they got their tickets and they knew what they were going to do. They were shepherded in a sense down, although some would have arranged before they left London that they would get there themselves. I would think that.... I can't help you about how they came down. London to Southampton might have been on the train. But Southampton over was on the bus.

Q: OK, they would arrive at about a quarter to one and they would wait in the waiting room. Then about 1.30 they would walk down to the jetty, get into the launch. No, no wait a minute, the launch would be the flying boat was tied up at the jetty, so they didn't have to get into a boat. They could walk down the jetty and get straight into the airplane.

A: I'm almost positive. I've visited so many places with Pan Am, others in Lisbon, some in Israel, here in Baltimore, I think of so many journeys... it's inconceivable to me that they we'd handle baggage and passengers in a boat in Southampton. Foynes, yes, but not in Southampton.

Q: OK, tell me a bit about your duties before, in that hour or two before take-off.

A Yes, I didn't have to worry about the passengers.

Q: You mentioned before

A: I met with the crew. The captain and the navigator. The navigator and the co-pilot and the pilot himself would be looking on it all but work was done for him largely by the navigator and the co-pilot. A large pilot but the chief co-pilot and the navigator and myself, the chief mechanic and the flight engineer or a guy like J Walter Aicheson was a flight engineer and he was around. They were concerned with what went on at the water front in terms of the fuelling and the condition of the planes. They were never up in that office. They were down there making sure that the equipment was(INTELLIGIBLE 747). Now the co-pilot and the navigator, the pilot and myself, would be up there. It would be my job to see that it was there, mainly in Southampton, in Hythe that meant Imperial Airways knew that you were flying at that time and there would be a meteorological service provided, to forecast winds, and they provided preliminary forecasts with respect to the Foynes Botwood flight. And they provided a brief forecast for the flight over to Foynes. We didn't work out the Howgozit Curve there in Southampton, they just had the weather forecast, they decided at what level they'd be flying and the fuelling was done to a level that wasn't absolutely full up as that would give you unnecessary load getting out of Southampton. You would have plenty of water there but you were constrained too by the amount of time you'd lose at Foynes if you had to fuel too much. I would say that we'd

probably fuel in Foynes to cover the gas we used up going from Southampton to Foynes and maybe another 1,000 gallons or something, 2,000 gallons or something of that sort. At any rate the work we did there was typical despatch work. The British authorities were concerned with the passengers who were going and they were departing like at any airport. They were more stringent in those days than today. They'd list departure and

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Side A.

I was thinking of digging up things in my attic or my cellar that I have from those days, that might help me remember more. But I think one of the disadvantages as a, my functions, my main duties were on my mind, I wasn't really thinking as a passenger, although I was a passenger. And I flew on this plane, not only on that route, I flew across the South Atlantic on it and in the middle of of that.

Q: Now let's go back to the flight. Now, you've taken off, and presumably the stewards would serve cocktails as they would fly towards Foynes?

A: Yes, you didn't get a real meal until you left Foynes because it's a short flight.

Q: How long was that, how long was that flight. I have a schedule, which says arrival at Foynes at 3.30pm. That was apparently the published schedule. Does that tie with your memory?

A: Yes, an hour and a half and it usually didn't vary too much. Actually it could have been an hour and three quarters. And that would be the case, and you just had time for refreshments.

Q: So it would be cocktails, soft drinks, hors d'oeuvres. Do you remember what sort of hors d'oeuvres they used to have in those days?

A: They would have probably something typical, at that stage they probably had some caviar, because they were putting, you put the dog on the road with those clients, you know, and that would be a really de luxe dish. Then the interior and the table cloths and the silver and the rest was dolled up, better than you get today mostly. I would say, I think you had rather typical ones. I don't think there's been a

change in...

Q: Do you remember as you approached Foynes, do you remember what you could see out of your windows?

A: Yes, you saw the Shannon River and depending, you might see the town of Limerick up the river ... (UNINTELLIGIBLE 77).. and the plane would ... (UNINTELLIGIBLE 78) western side of the island but more often...

Q: This was on the eastern side of the island? Foynes was on the mainland side of the channel rather than the island

A: Oh, yeah, it was on the south side of the river, the Shannon is on the north side and Shannon is upriver towards Limerick a bit, not very far but maybe two, three, four miles up one side of the river.(UNINTELLIGIBLE 092).. was just being used as some sort of an army field game

Q: So you land on the water at Foynes and you said that at Foynes you were met by launch?

A: Yes, indeed, the passengers and the

Q: The passengers would normally disembark at Foynes and stretch their legs?

A: Yes, indeed because it would take us 45 minutes to refuel. There.....(UNINTELLIGIBLE 106)

Q: So the passengers would get on the launch and come ashore?

A: They'd come ashore. Now sometimes they would just wander around this little village,

Q: You said they would go to the pub

A: There would go on up to the pub; they saw a little bit of Ireland there, it had a lot of little stores and they would wander around. There was no special provision for them.... (UNINTELLIGIBLE 118)... what you'd call a hotel, you could pass an hour in there. You could just walk up and down the

street, because it was just a very simple town.

Q: But the terminal building was fairly elaborate?

A: In Foynes. The harbour master's building there, that was the harbour for boats, barges, and the big dog, I mean the guy who controlled the thing was the harbour master and I had to depend on him and he had other boats and barges, vessels coming and going, not a lot, I mean it wasn't heavy traffic,

Q: But nevertheless it was a regular harbour, so the harbour master was in charge.

A: Yes the harbour master was in charge and you would go out on this long wide, maybe as wide as this room here, walkway out there and then down some steps down alongside the jetty there, and then you'd come on up and then you had to walk on up to get over to the real shore. This thing was sticking out a little, and on one side of it there was a place for other boats,

Q: The boat would come up to the jetty, the passengers would come onto the jetty and then they would walk some distance?

A: They'd walk maybe two or three hundred feet to (UNINTELLIGIBLE 161) which run right alongside the river. But on the river side of that main street you had this jetty and you had a number of little boat houses and fishing and what have you, and little houses. And as you came off the jetty, you were at the other side of the street, and almost directly in front of you was the harbour master's office building. Now that building is still there, now I was there last July for the 50th anniversary and er Mrs Walsh's pub is gone, but the building is there, it has been restructured and so, ...(UNINTELLIGIBLE 176)... but the little bit that was there in the front, and I have a feeling that the pub was at the backside of that building, but we had to do all our work upstairs. You went in and up and we were up on the 2nd/3rd floor and the meteorological office was there.

Q: That's where you'd make the.....

A: That's where I spent my time.

Q: And you would make the important calculations for the flight based on the weather forecast. What was the phrase you used?

A: Howgozit, - how's it going

Q: And meanwhile the passengers

A: HOWGOZIT, and it was one where you plotted time, distance and use of fuel and the amount remaining.

Q: Presumably, in theory you could buy a ticket from Foynes to New York ?

A: I don't know. I have to ask you is this before the war or after the war? Before the war, then I don't think you could buy a(UNINTELLIGIBLE 209).....

Q: Would they, there would be no point in having a sales person there?

A: There was no marketing being done there. One of the things always that was the challenge was the (UNINTELLIGIBLE 217/18)... and I had to have two or three alternatives over at ? Bay or some damned place so that I could divert to another part of the river where maybe the fog wasn't so low. The other thing would be the course of the wind, the north Atlantic, going back in that direction, you could have a situation where the amount of gas you had,(UNINTELLIGIBLE 229)

If I was in London I could go in a get a ticket to Foynes from the Pan Am office, or I could go to Dublin where Imperial Airways was, if Pan Am did have something, but they could send a ticket,

Q: But it wouldn't have been impossible?

A: (UNINTELLIGIBLE 231 - 239)

Q: So the take-off, if you are on schedule, the take-off again is at 4.30

A: Yes, we weren't too often out of schedule.

Q: What sort of things delayed you?

A: The refuelling slowed it up, whatever. The weather may have(UNINTELLIGIBLE 248 - 50)

Q: Now this is the longest leg of the flight. Foynes to Botwood and this is when you had dinner. The dining room seated fourteen, but you could have a maximum of, it seems to me a maximum for the flight must have been 34.

A: Yes, I'm sure we had at least two sittings.

Q: So presumably, the stewards would ask people if they wanted to eat early or late; indeed there might well have been three sittings if the plane was full?

A: It could be but I think that was somewhat unlikely. I think you could seat fourteen at once. That may have been the forecast, the plan of the airline, but my recollection is that, they got twelve

Q: They've got twelve but maybe they could squeeze more in.

A: What have we got over here, a table?

Q: It's not very clear is it. And I don't know whether the plan shows it. This shows the dining salon, there's four there. Yes it does rather look as if there's twelve there..

A: My feeling would be that they fed anywhere. I think there was a way of handling somebody extra. They either set something up on one of these other spots.

Q: But it actually says fourteen here in the small print, oh two singles, that's where the other two are.

A: I was going to say fourteen or sixteen because as a matter of fact they could serve people back here. They could take something back to them.

Q: So they could eat anytime they wanted to, if they wanted to eat there?

A: Yes, they could be served there.

Q: While we're on the subject of the layout of the plane, there are a couple of mysteries that I want to ask you about here. There is, this is the bow compartment here and just here, I assume that is the ladder that leads down into the bow compartment from the flight deck? If you look on this picture there's a ladder there.

A: Yes.

Q: There's the flight deck, here's the passenger compartment, this is the bow compartment, here's the (UNINTELLIGIBLE 320/326) That's the staircase, and that looks like ladder and at the back of the plan, right behind the ladies powder room there appears to be another ladder and indeed it's shown on this plan. Do you remember that being there?

A: I don't. I have to tell you.

Q: Nobody else does. They are all sure there's no ladder there.

A: I don't remember that ladder being there. I remember they could get out and crawl out into the wing by the engines

Q: And presumably since they are false ceilings in this aircraft, presumably you could crawl all the way along above the ceiling, so there might have been some purpose to having a ladder there, if there had been a hatch, you could get into this space here and crawled along. You couldn't have stood up.

A: Well, I think there may have been although I can't imagine that these people would not remember it if it was used. Now maybe the purpose to having a ladder there would be to, now this is in the bow and this is in the stern, right? Now

that ladder might be to permit, largely control cables and things ran along under the top back here and if there had to be some repair work on those there had to be a way they got out there...

Q: Well, presumably they could be accessed on the flight, just by crawling along,

A: Yes, crawling along back behind these, where did we see those three beds you were talking about..

Q: That's also in the manual

A: Now you don't see an exit from it.

Q: Yeah, that looks as if it's a door doesn't it.

A: Yes that's it. I didn't have much experience on the flight deck but,

Q: And the other little question is that here, this shows a door from the bow compartment into the first passenger compartment. That is also something that nobody remembers being on the actual plane.

A: It was, because that's the way that the pilot or somebody could come back and

Q: But he could have just come down the ordinary regular staircase.

A: I'm inclined to agree that it was not used.

Q: There but not used perhaps.

A: I would feel that's it's like, not used in flight. I mean that's why when I look at that other one where the crew berthing was identified, there was a door there but I don't think it was used in flight. This was for people to get at it on the ground for servicing and maintenance, and overhaul and stuff like that. I'm trying to see if there's anything here in the way of pictures to jog my memory....

Q: This photograph here shows the flight deck with the two

pilots positions and underneath the instrument panel here is a door which leads to that forward ladder. Apparently there was never a staircase. The other artist's impression shows a regular ladder..

A: Yes, that's true.

Q: This is the forward compartment and there in fact is a ladder in the forward compartment. This is a photograph, so this must be,.. there would be the little door from the flight deck and I don't actually see where there might be a door into the passenger compartment here, unless it's there at the end of the passenger's compartment, see how the black line's broken, that shows a door

A: This is so much an artist's conception, it's the least accurate of any, it's not inaccurate in every way, but it's the least accurate. What we're speaking about now is one that would be here..

Q: Between those two compartments?

A: I'm inclined to believe that if there was opportunity for a door there, as indeed back, there are other places where a door would be in use, up here, that one. I don't recall, it wasn't something that featured in anything that I did, when we were moving around in that place.

Q: Well, that's as close as we're going to get to that(UNINTELLIGIBLE 452/460).....

A: Some of the things you were asking me, I was on the ground rather than in the air.

Q: The useful thing about what you remember is that you flew as a passenger. So we have got as far as dinner now, which would have been in at least two sittings. Then after dinner people had the opportunity to retire.

A: The flights were longer in those days, particularly going west against the wind, and planes didn't fly so fast. How many hours does it take now?

Q: Well it leaves at 2.00 pm and it arrives at 2.00pm if it's on schedule and the time difference is five hours, so that's a total of 29 hours isn't it?

A: Now Foynes to Botwood,

Q: Foynes to Botwood, take-off at 4.30, land at 5.30 am...

A: Yes, now when you were taking off at 4.30 in Botwood it was two hours difference, so that would mean you were taking off at 2.00 (UNINTELLIGIBLE 487).... I think that was coordinated, I really was wondering what time it was in Botwood when we took off here, I think it was probably, either two hours, the plane wasn't making against the wind more than 130 knots, it would vary from 125 knots, so I'm not surprised that to go from Foynes to Port Washington, with a stopover in Botwood and Shediac ... (UNINTELLIGIBLE 503/505)

Q: So people would go the .., so presumably people would carry on a little bag, or small suitcase, they would go to the ladies room, and take off their clothes and put on their pyjamas and dressing gown. The seat would be turned into a bunk and they'd get into bed. Presumably they'd be beginning to wake up when you arrived in Botwood, because although it's 5.30 eastern daylight saving time, it's 8.30, they would feel it was time to get up and I imagine the stewards would bring round coffee?

A: Yes, there would be coffee. You got breakfast between Botwood and Shediac.

Q: Maybe just coffee before Botwood? What was Botwood like?

A: We were out on the water, they just brought...(UNINTELLIGIBLE 527/8)..

Q: So they did not disembark ..(UNINTELLIGIBLE 529) Everbody's very hazy about these two places.

A: There wasn't any facilities to let people get off, I don't

think that ...

Q: It would be dark anyway, it would be 5.30 in the northern hemisphere

A: Yes, it would be and I'm almost sure that there was no disembarking in Botwood. Of course(UNINTELLIGIBLE 542) between Shediac and Port Washington.

Q: Breakfast between Botwood and Shediac, and lunch I suppose between Shediac and Port Washington...?

A: Well, yes it was a.., yes you did have lunch between Shediac and Port Washington because you had flight time there of at least (UNINTELLIGIBLE 548/9)... I guess at some time of the year there might be. What I'm saying, if we have daylight saving in New York, we might be on the same time as Shediac otherwise we're an hour behind. Between Shediac and Botwood, I'm sure, there has to be two hours time difference between Botwood and Port Washington. How that's distributed would depend on whether the distance between Botwood and Shediac is bigger between... and also the distance is a little bit north to south from Shediac down to the north, so it may well be that there's an hour in each direction or there's conceivably two hours between Botwood and Shediac.

Q: That probably explains the discrepancy. This is the published time table. I worked out a different time table based on another source that gave me the flight times, but of course the discrepancy between the two is probably because I assumed that on one side of the Atlantic everything was British summer and on the other it was eastern daylight saving time. But you have now explained to me that that's not so.

A: Well, I can't be sure that you'd find that so in Shediac or Botwood. I don't know whether they moved their clock in the direction of ...

Q: I can find out

A: ... as they do. We bring it down to four hours in the summertime between Port Washington and ...

Q: Yes, sometimes it comes ...(UNINTELLIGIBLE 584)

A: And then if the British have gone to British summer time then it's back a time. So it's four and five and five and six

Q: And every so often somebody attempts to get all the countries to change their clock on the same date but it never works out. There's always somebody who wont play the game.

A: I guess the missing keys to add to some of these questions in relating what my recollection, my knowledge is to the answers, are the map that gives me the distances between Foynes and Botwood, Botwood and Shediac and Shediac and New York and the time zones. Which is easy enough to get.

Q: Now I've come to the end of questions. You've ruined my story by the way, by telling me that people don't get off the plane at Botwood or Shediac. That's really causing me trouble.

A: That's so important that I wouldn't want to confirm that.

Q: But it's curious that no else can remember what those facilities were like in those two places, and I suspect that it's because they didn't get off the plane.

A: Well that maybe true. You didn't talk to any passengers.

Q: No, they're kind of hard to find. Also Dan Starr was able to find Pan employees relatively easily, but passengers, we'd get a lot of nutcase replies. That's maybe what we have to do in the end.

A: The archives of Pan Am would tell you who was flying on the first flight, coming across the atlantic.

Q: The very first one?

A: Well, the inaugural transatlantic flight was July 8th, I think, '39.

Q: That wouldn't have been, they might not have done what the passengers on a regular schedule flight would have done?

A: The commercial flight was July, there was a flight before. I think that Pan Am would have..(UNINTELLIGIBLE 622).., and I'll tell you another thing I think the New York..(UNINTELLIGIBLE 623).., you'll want to get a fix on is, I don't have the return flight which is what you're looking for, but the going-over flight would answer some of the questions. There are some people listed from that period. Most of those are distinguished gentleman are a deal older than I and some of them are alive and I'm sure ..

Q: Yes, we may be able to find them. Let me ask you again, when you took off, so there was a captain..?

A: There was the command pilot and the co pilot

Side B.

There were four stewards.(UNINTELLIGIBLE 003/007) Pan Am has an archive file of the crew by name and position as well as all the passengers on board... (UNINTELLIGIBLE 014/022) there is a retired Pan Am people, most of them being pilots and crew members. A lot of them come along six or seven years later so to speak in time, but I think that obviously the New York papers and Pan Am will have a record of who... You might find some of those people round here and I'd be glad to be of any help I could on that. There's , I don't think there's any paper records but there's a certain amount of nostalgia items, photographs and there might even be some documentation out at the La Guardia marine. How I got to go to that thing in Ireland is that one day I got a call from a guy who's over there. He

specialises in air cargo activities and so forth now and he calls me and tells me that he's over at the marine terminal which then was called North Beach before.. (UNINTELLIGIBLE 062).. was built and said that he understood that I'd been with Pan Am and was station manager there at marine terminal when we first opened and that there was a group from Ireland coming over. They were going to have a flying boat museum at Foynes and were going to celebrate this 50th.. and would like to meet anybody overhere, they were doing some research of their own. They told me they were going to be there at some date there in the Spring last year. I made a point of going over and there was a woman who was hired by the GPA people working on research for them and raising funds for this thing, and there was a television crew from Dublin and there were three other people and so forth (UNINTELLIGIBLE 186)..

..... INTERRUPTION

..(097) so at any rate, I'm just running my thoughts through on this, so this guy had done a lot of research on this and they dug up people round here. The Dublin television station interviewed me and had me telling them a lot of stuff that I could remember (UNINTELLIGIBLE 105/9)... that was taken and they are promising me some videos sooner or later (UNINTELLIGIBLE 109/114) ... I got a call from someone the other day, a former TWA pilot and his wife who are engaged by GPA and they're to develop an oral history of the B314 and so sometime in the next two months, somebody's going to come over and interview me on this. They are really talking about an oral history of the flying boat as a whole, the B314 being the most remarkable of the whole group of them. There is some ground that can be turned over to locate people that would have more data that I would have...

Q: I'm going to Miami and there are three people that I'm going to interview. Let's see, Lew Lindsey.

A: Yes, sure, Lew was the co-pilot. He was one of the first

and second officers he could tell you a lot.

Q: Jim Mcleod,

A: Yes, I didn't know him so well...

Q: Roger Wolin?

A: Roger Wolin was on the ground, he was in traffic..

Q: According to this he was in public relations.. But I'm interested in him because he flew as a passenger you see.

A: These guys are great. When you see Lew give him my regards and Roger. I didn't know Jim McLeod so well. But if there's any follow up that I can do to help you, then let me know through Dan Starr. The pieces seem to fall together when you're looking for missing link. I could dig into it and I might even have some of those old newspapers, and just have to get them out and look at them.....

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