

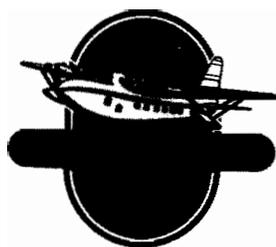
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have been availed of by the equivalent of today's Concorde passengers. The standard of service on the Boeing 314 was also of Concorde standard, if not higher. Each passenger was given a complete formal table setting for meals, which were prepared on board in the large forward galley. A typical dinner would comprise shrimp cocktail, turtle soup, steak, mashed potatoes, asparagus, salad, peach melba and petits fours accompanied by a wide choice of drinks. The fruit available as a preliminary at breakfast more often than not included fresh strawberries and cream. Some 300 lbs of food would be loaded into the galley for each transatlantic flight. Two stewards were provided who prepared all the food for consumption on board. Passengers would find their shoes cleaned and polished overnight. Such a level of comfort was fairly essential however as some of the westbound sectors from Foynes to Botwood stretched to as much as 17 hours.

In July 1939 Pan Am Published the first transatlantic air timetable. This showed, effective from 24th. June 1939, their flight 100 leaving Port Washington, New York at 7.30. a.m. on Saturday mornings, arriving Shediac at 12.30. and departing an hour later. Botwood was transitted at 4.30. - 6 p.m. and an overnight Atlantic crossing was followed by an arrival in Foynes at 8.30. a.m. on Sunday mornings. The flight departed Foynes at 9.30.a.m. and arrived Southampron at 1 p.m. The return service, Flight 101, departed Southampton at 2 p.m. on Wednesdays and arrived back at Port Washington at 2 p.m. on Thursdays, passing through Foynes at 3.30/4.30. p.m. Botwood at 5.30/7 a.m. and Shediac at 10.00./11.00 , all times local. Interestingly, the timetable also quoted the distances of the various points from Port Washington. Shediac was 593 miles away, Botwood 1067, Foynes 3061 and Southampton 3411 miles.

NC18602 Yankee Clipper' Radio Call sign was KHCJT



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EXTRACT FROM AVIATION ON THE SHANNON (IRISH PUBLICATION)

' In June 1939 Pan Am were ready to start passenger and mail flights across the Atlantic using the Northern Route. The Company had already inaugurated such services on the southern route via the Azores, but on 24th. June NC18603 'Yankee Clipper' left New York for Southampton with an intended stop at Foynes. The flight turned out to be something of a marathon and showed the disruption which the weather could cause to schedules. The Clipper flew from New York towards Botwood but encountered adverse weather en route and put into Shediac to await a clearance in the weather, where it was forced to remain for the weekend. The Clipper had originally been due into Foynes on the Sunday afternoon, 25th. June but despite an announcement of the delayed arrival, hundreds of people arrived in Foynes that afternoon to see the big Boeing. Instead, all they saw for their trouble was a Air Corps Walrus bobbing at anchor, which had flown down from Baldonnel the day before with officials for the greeting party. Shortly before midnight on the Sunday night, it was learned that the flight had been postponed another 24 hours due to heavy fog at Newfoundland. The following day, Monday 26th. June, Taoiseach De Valera and his frustrated greeting party returned to Dublin, but made arrangements to travel back down to Foynes as soon as the departure message was received advising that the flying boat had set off across the atlantic. The Walrus returned to Baldonnel, and the firm of Dublin caterers who had been brought down to Foynes to prepare the official government breakfast for the crew and their distinguished passengers waited patiently. Finally on Wednesday 28th. June, four days late, 'Yankee Clipper' arrived in Foynes. It had eventually departed from Shediac to Botwood, from where it set off at a.27. a.m. (Irish Time). Aftermaking rather slow progress during the night the Clipper speeded up considerably as it approached the Irish Coast and it came in over Monument Hill just west of Foynes at 2.50. p.m. on Wednesday afternoon.

Once it had been anchored at it's moorings, the 18 passengers and eleven crew were taken ashore by the airport launch. Fourteen bags of mail were unloaded, the first transatlantic mail to arrive in Foynes from the U.S. and rushed to Dublin by Post Office van. From 8th. July this service would be available to the public. Among the specially invited passengers for this inaugural flight was Juan Trippe, Pan Am's famous president, who was seeing at first hand his dream of regular, scheduled transatlantic



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services come true. Some of the passengers coming ashore were unshaven - a domestic crisis had struck the boat's company when the water supply ran out, blamed on some unidentified 'amateur' on board who had left the tap on? This however was the only thing to go wrong and all the other arrangements worked perfectly.

Captain Gray explained that they had crossed the ocean level at 8,000 feet, with a speed varying from 115 mph to 173 mph depending on the wind. They flew into a headwind for the first part of the journey, which changed on to the beam in mid ocean and finally became a welcome tailwind as they approached Ireland. An inspection of the Boeing showed it to be sumptuously appointed. The carpeted upper deck was entirely devoted to the crew and a tunnel in each wing gave access to the four engines. Twenty one feet four inches long and nine feet six inches wide, the crew compartment was as big as the passenger cabin of a DC3, with positions for the engineer, radio officer, and junior flight officer. On the lower deck there were five main passenger compartments, a dining saloon seating 15 and a completely self-contained suite in the rear. There was an extensive galley, and toilets which included urinals for the men. Berth sleeping accommodation was provided for all passengers.

After the official luncheon had concluded, passengers and crew reboarded the aircraft and at 6.10. p.m. that evening 'Yankee Clipper' was again in the air en route to Southampton.

Scheduled passenger services were now under way and the following flight was again operated by 'Yankee Clipper' this time under the command of Captain LaPorte. The Clipper left Bptwood at 11.30.p.m. on Saturday night and appeared over Foynes at 12.50.p.m. on Sunday July 9th. Having circled the Harbour it landed and within five minutes it was moored without a hitch. There was a rousing cheer for the 19 passengers from the crowd on the quayside, as the launch brought them ashore. Capt. LaPorte received a great ovation and was besieged by autograph hunters. He took off a while later for Southampton and came back through Foynes the following Wednesday July 12th, again with 19 passengers, arriving from Southampton at 6.10.p.m. and leaving for Botwood that evening at 8.30. p.m. Even though these passenger services were now available to all comers, they were not cheap - \$375 single and \$675 return (sizeable sums in those days) and would only