

from Ken Follett

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Questions

- p2 Why not 8 round trip. Check.
 - ✓ p5 larger aircraft. Regular service.
 - ✓ p16 War was declared on Sunday 3 Sep (the day the flight arrived. ✓)
 - p12 There is a tower in the photo. Tower in port - was. The Inn had been an inn. Operations Office had no real view. Control tower function was conducted from the launch.
 - ✓ p230 How many phones? 1/2 No dial.
 - ✓ Mangrove.
 - ✓ Swearing. Shit. Fuck. Vulgar. Not fuck.
- Flight engineer would not take off without feeling sure that the refuelling was done right. Might actually dipstick a random tank. A stub-wing tank. Before passenger loading. How long tables. As at 8⁰⁰ hr. the rate of that little Inn or go at 4 or 1. One passenger + baggage would not make any difference. Tables for fuel required. 4/5 points of reference. Tables / graphs.

NOTES ON NIGHT OVER WATER

Prologue

p.2.

It(?) is ~~time~~ ^{true} that the first air service from New York to Southampton was started on July 8, 1939 (arrival) via the "northern" route (Shediac-Botwood-Foynes) going and returning. I'm doubtful that 8 round trips were flown by September 2nd, after which date several additional trips were made terminating at Foynes. By October the service on this route was terminated because of adverse westerly winds and the transatlantic service was exclusively on "Southern route" via Bermuda-Azores-Lisbon throughout the winter period. You might want to obtain number and dates of the service on northern route from July 8 to October 1939 in order to reconcile your 9th trip fiction.

p.5

Something is wrong with content of lines 19 and 20. See my note re p.2. The "first" Clipper flight from New York to Southampton took place in late Spring or early Summer 1939 via Azores and Lisbon - not Madrid - thence to England and Ireland. It was non-commercial, a trial of the route, crew, facilities, etc carrying various officials concerned. There may have been two such flights made, I do not remember for sure - but I can find out. Also, I wonder if reference to "PA 100" makes sense for that time.

NOTES

p.2 Matter of 1st ?commercial passenger service - ?thru July 8, 1939 & round trips to Sept. ??? How many were made in 1939 and on what dates.

p.5 "biggest aircraft ever built"? In what respect? The French may have had a larger one - with more engines - named "Lt. de Visseau (?) de Paris" which flew to New York in prior year.

p.6 see my annotation

p.9 see this page and reference to my notes on p.2 content

Assuming the plane were coming in from the 8th flight (from Foynes) - which I'm not sure it was doing on the day War was announced - a departure westward a few days later in early September would be truly fictional, since service into and out of Hythe ended with the War and Foynes became the terminus, served from England by shuttles from England by Imperial Airways (and others).

p.13/14/
15/16 Should I assume the British use kerb where we use curb? Seems strange!

p.27 typo - see annotation on page correcting name

p.96/98
/100/101 Since there was no PA Clipper flight from Southampton to Foynes after War broke out, the flight on September 7 or 8th would be truly fictional (and contrary to wartime PAA regulations re: ?passenger service into war zone)

but this is them .

p.77 typo error corrected

p.83 " " "

p.89/90
/96/99 " " "

- p.106 9 hours Eastward close to average, as I recall
17 hours Westward maximum, I would say

also, see annotation
- p.129 typo corrected
- p.168 typo - Mass should be capitalized
- p.189 typo corrected
- p.192 2 typos "
- p.195 See my notation. I believe they were using the
"bubble octant". *Man?*
- p.198 typo corrected
- p.197-198 the "refuelling boat" was really a large open boat
filled with 50 gallon (Imperial) drums standing
upright, each awaiting its turn to have fuel pump
inserted for the refuelling process by hand. It had
not "tanks" already filled.
- p.199 typo corrected
- p.201 typo corrected

the crew, excluding assistant flight engineer (he or
flight engines had to stay with the refuelling, etc ?
w/ station mechanic) and stewards. This varied by
need as to their duties aboard and ashore at a short
stopover. There was no real "Inn" - with
accommodation. The operations office was upstairs in
an old building - another part of which on ground
floor was "Mrs. Walsh's Pub". The flight personnel
were dispersed to their respective duties (radio
operator to communications office, navigator to the
communications and weather desk, Captain and 1st
officer with PAA Station Chief (flight Control) -
which was my job at that time - etc) Flight Engineer
was involved with us in laying out the Flight Plan
from fuel standpoint, but in the end the Captain and
Station Chief (as Flight Control Officer) had to sign
p.207-210 off on the Flight Plan - although the Flight
Engineer's collaboration was essential as it related

Instructions

also refer to the final refuelling instructions ("topping off").

It would be better not to say "almost entirely taken over by flight personnel" unless clearly you mean the Operations Office - not the "Inn". (There was no "Control Tower" as we think of one physically) A passenger waiting room area of a sort was also on the ground floor of building.

p.207-210 Please see my separate page on Flight Plan and "Hogozit"

p.212 There was an Operations Room or office, but I recall no "new-looking tower" in fact no "tower" at all was needed for flight control. As mentioned previously here, only those crew members needed there headed for the Operations Office - where flight planning was done.

p.214 typo corrected

p.222 " "

p.226 "brand new air control tower" did not exist and the "Inn" did not really operate as an Inn. It was a somewhat rambling building serving several purposes.

Pan Am did not have a traffic Mgr at Foynes. As there was little or no traffic there, the Station Chief (officially "Operations Representative") served the purpose, with collaboration from Traffic Representative in England who covered Southampton and Foynes, much as the Operations Representative did - in that time, I.

p.227 (Passage would have had to be negotiated with me and the Captain) They wouldn't be asking the Engineer.

p.238 The "Air Terminal" had no up-to-date (1939) telephone system with several lines and no switchboard operator. No public phones available. The switchboard through whose operator you might be able to call the USA was located in another town/city of greater population and with which Foynes could connect. The idea of the phone services (Foynes, Botwood, Shediack - mainly Foynes) upon which the story depends will be

super fiction, since even if a connection was arranged, it would have taken a great deal of time - as none could be direct!

on several
pages p.
281 and

before Referring to Morse code, the word should be capitalized.

p.251 typo corrected

p.257 More often in those days the crew was 10 and often 11

p.268 was probably a bubble octant not a sextant

p.270 see my annotation

p.275 typo corrected

p.277 typo corrected

p.286 line 2 and 3 the names Jack and Frank crop up here without easy recall of who they are. In fact, Frank must be in error. (Jack - the navigator)

p.342 typo corrected

p.352 " "

p.443 " "

p.475 " "

p.478 " "

p.480 see my annotation

also, Navy or Coast Guard should be capitalized when used as noun referring to the Navy of the Coast Guard.

p.491 I doubt the "wing tip ^{shms} ~~silver~~ (?) " would be seen in the circumstances at that distance.

p.527

typo corrected