

The Bright Future for PFBC ? [Your Thoughts Please...](#)

Whilst Botwood & Foynes have lovely aviation history museums and Southampton can celebrate [Beachcomber](#) at its Solent Sky, Poole currently can only aspire to such great tourist attractions: PFBC was formed to put Poole and its Flying Boats & Seaplanes *on-the-map*, when viewed in our significant global perspective! [For our ambitious / forward-looking Charity what is the future ?](#)

As one can appreciate to gather/ or even maintain momentum is certainly a long-term challenge even for a vibrant organisation, with the charitable remit of occasional meaningful Celebrations. Meanwhile, *Care & Maintenance* is an ingredient which features prominently in recruitment and retention for any self-help group.

The interjection of a new Project, within the general recognised remit of such a Charity, is an excellent catalyst; as was the case of PFBC's 'Aye Ma'am' initiative as an HLF Project some 3 years ago... which was significant + successful, in many positive ways.

However, since then whilst putting considerable effort to build foundations for various [Great War](#) components- essentially our [Diorama of Poole & its Harbour](#) in this era, plus a special feature about [Sir Bertram Mackennal](#) ~- and a more updated initiative planned to make our DvD re: [BOAC's Salterns Marine Terminal](#), attempts to gain the grants as 'seed funding' to develop these further - have to date frustratingly not achieved our objectives. *This is indicative of the considerable time, energy and patience put-in generally 'behind the scenes' (esp. by Harry Alexander)...*

Of course PFBC is moving forward (*via challenging steps*) with the [Bournemouth Schneider Trophy Storyboard](#), due to be sited at [Spyglass Point](#) overlooking Alum Chine (-tied in with RLS local history and the revamping of the 'Treasure Island Playground'), which is delighting local residents in re-designing this particular viewpoint area that has been 'sadly neglected' over the years; also the [Blue Plaque for Airways House](#) as a significant location outside the Poole Museum, and for our PFBC Harbour Trail etc. Again, PFBC needs to develop further the [FB + S Trail Concept](#) - essentially to introduce *much more effective publicity* for this...

Besides 'C & M', also ever-present is the need to facilitate and to update our twin websites which is a worthwhile challenge !

[So whilst PFBC cannot rest on its laurels, accordingly it is very necessary to take-a-deep-breath and to consider our options:...](#)

Also check-out this brilliant website from Dr. William Wilson www.missmargueritewilson.com



CLAUD BUTLER QUALITY PROVED
MISS WILSON, HOLDER OF SIXTEEN BICYCLE RECORDS!

Miss Marguerite Wilson takes another six records on her Claud Butler bicycle during 1940!

Once again the superiority of Claud Butler design and craftsmanship is demonstrated with unparalleled conviction, proving beyond all doubt of record that this is the most reliable and most charming bicycle in the world today. And this by three new records, by success in Olympic Games, World's Championships and Six-Day Races; the Claud Butler bicycle is tested and proven - So this is found the means of creating maximum speed for maximum effort combined with that high degree of comfort so essential to the tourist and city rider.

THAT RECORDS BY MISS MARGUERITE WILSON ON HER "CLAUD BUTLER"
Time set and checked under the supervision of the Women's Road Record Association.

LONDON TO BIRMINGHAM	108 miles in 5 Hours 45 Minutes	...	17 m.p.h.
LONDON TO BRIGHTON AND BACK	124 1/2 " " " " " "	...	12 " " " "
LONDON TO LONDON	50 " " " " " "	...	12 " " " "
BIRMINGHAM TO GLASGOW AND BACK	188 " " " " " "	...	12 " " " "
50 MILES RECORD	50 " " " " " "	...	12 " " " "
50 MILES RECORD	50 " " " " " "	...	12 " " " "

YOU'LL BE PROUD TO OWN A "CLAUD BUTLER"

HERE SHE IS - our Marguerite

... (small text describing her records) ...



After her role with BOAC at Salterns & Southampton as a Traffic Officer, and experience as a Stewardess, Marguerite worked at [BOAC Montreal](#).

PFBC Honorary Positions & Life Members

Foundation Trustees: Ken Sanson, Harry Alexander, Bertie Bowman, + Aimée (now Coord for PFBC Projects); Archive Adviser: Mike Phipp

PFBC ACTS: Val Lewis, Terry + Stephanie Mobley & Heather Sturman

Hon. Commodore, Air: David Mauleverer
Patron: Lady Cobham

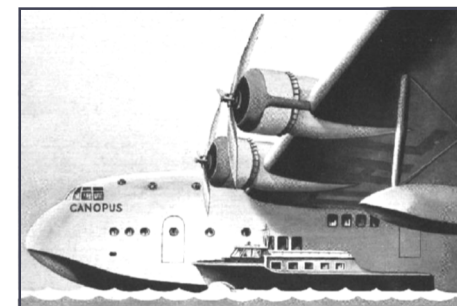
Senior 'Hons.' within PFBC

Honorary President: Jeremy Waters
Hon. Vice Pres: Leslie Dawson, Douglas Cook OBE, Robert Syms MP; Adrian Borrill, Colin Cruddas, Libbie Escolme-Schmidt, Brian Galpin, Norman Hull, Tessa McIntyre, John Parsons, Mike Phipp, Vic Pitcher, Babs Plumbridge, Colin Pomeroy, Dr. Lesley Runnalls, Sam St. Pierre, Colin van Geffen, Richard Tazewell, John Wilson & Charles Woodley also including Ian Andrews (who Represents all of our HLMs)

Poole Flying Boats Celebration

Charity No. 1123274

Trustee Newsletter: Summer Special 2017



THE 'OPUS

PFBC now looks to *Aye Witness* & other Projects in 2017/18

PFBC is looking forward to another Air Fest : **Aug.31 - Sept.3**



"O Canada!
Our home and native land!
True patriot love in all thy sons command.
Car ton bras sait porter l'épée"
O CANADA

On the 1st. July [Canada](#) celebrated the 150 years' Anniversary of the foundation of the country as a Dominion, thro' the confederation of [Canada Province](#) + British colonies of New Brunswick & Nova Scotia; in 1949 with [Newfoundland](#) joining, to become the [Union of Canada](#).

For many years [Poole](#) had already enjoyed links with the Provinces, but especially (and significantly) with the colony of Newfoundland... to become a deep bond of great friendship which still thrives today ! Viz Wessex Newfoundland Society's Quarterly Magazine "[The Link](#)".

Materials and merchandise were shipped out from Poole - in return for a trade in timber & fisheries, together with the building of ships, + of course the first [St. Johns Waterdogs](#) (Newfoundland [Labradors](#)). It provided Poole with a prominence and a depth of our local history.

During the Flying Boat era Newfoundland, with the town of [Botwood](#) with its natural harbour situated along the shores of Notre Dame Bay became a staging post in establishing Transatlantic Travel both ways, with the nearest easterly safe haven in Southern Ireland being [Foynes](#), and [Southampton](#) as the HQ in Britain in 1937 until the move to [Poole](#). However this was outside the Winter period with [Botwood](#) ice-bound, when more southerly routes via [Bermuda](#) were developed during WW2.

Right from the outset of WW2 + the relocation of the Flying Boat ops [Poole](#) featured within the Transatlantic Series with [Cabot](#) and [Caribou](#), so this initiated another significant chapter for Poole & Newfoundland.



Transatlantic *Caribou* at Foynes
~ when in flight 'outbound' was
refuelled by the Cobham Tanker

Contd. from Col. One

Besides an intervention of the 1939 Autumn Series with a switch to Poole there would be a further series the following year using *Clare* and *Clyde*, which had such profound impact upon national morale *via* media interest during the height of *the Battle of Britain*, that now cannot be overstated.



The Triumphant return for *Clare* -
ending 1st Transatlantic Crossing

This Transatlantic feat provided much reassurance to the US politicians and public alike, that Britain was very much holding its own in the war... as our *PM Churchill* emphasised - 'Britain is open for business as usual' ! Coincidentally, the intense media coverage provided arguably the best colour photos of an Empire C-Class, by *Dmitri Kessel* (for *Life Magazine*).

This paved the way for the purchase of the trio of Boeing 314As *Bristol*, *Berwick* + *Bangor* in 1941, ordered for PanAm, but which were acquired by the British Govt. with permission from the US President - Roosevelt... Specifically introduced on the Poole to W. Africa route, although it was stipulated that their essential maintenance be conducted at *Baltimore* - that opened up a northerly Transatlantic route *via* Foynes and *Botwood*, as well as southerly Transatlantic routes initiated *via* Gambia and Brazil. *These operated until 1946, when switched to the *Bermuda - US Shuttles*.



G-AGBZ *Bristol* in flight -
bearing wartime markings

With the total of 7 *Poole Flying Boats* of IAL/BOAC 'transitting' through Foynes and *Botwood en route* to Montreal before proceeding to the US, there was also the link that within the fleet moved to Poole, there was the 'Composite' pair of *Maia* and *Mercury* - which operated separately from here: *Mercury* secretly used upon 'intelligence-gathering missions' + *Maia* converted to C-Class standard for *Poole-Foynes Shuttle Services*. Whereas previously *Mercury*, assisted in take-off for Transatlantic flight by *Maia*. had made a significantly successful crossing from The Solent - then returning by her own power borne eastwards by prevailing winds !



Record-breaking *Mercury*
1st. Atlantic payload: mail

Briefly during WW2 and into the immediate postwar period there were further Transatlantic 'occasions' culminating in a dramatic end in 1947 !

Poole Harbour was used by *RAF Ferry Command* as a diversion airport in the delivery of US-manufactured aircraft Flying Boats and Seaplanes eg *PBY* & *Canso Catalinas* delivered/ routed *via* Bermuda or *Botwood*... [There were also significant nos of *USN PBYs* at Poole on ops' diversions.]

On 21st May 1945 *Capt. Charles Blair* brought VS 44 *NC41882 Exeter* of *American Export Airlines* to Poole (overnight) with a view to extending *AEA's* Transatlantic route from Foynes to UK ready for the postwar era.

Meanwhile, Pan Am had several of its *Boeing Clippers* returned postwar by the US military, but soon discontinued further Transatlantic flights In favour of *DC Douglas* landplanes, and so ended its Flying Boat Ops...

After WW2 service *NC18612 Capetown Clipper* was sold by the USN to *American International Airways* in 1947 + named *Bermuda Sky Queen*: along with *Anzac Clipper* the intention was to make these available for Charter which could also include the potential for Transatlantic Flights.

So on the 12th. Oct. 1947 the *BSQ* was at Poole boarding 62 pax for Foynes & *Newfoundland* but was ditched close to the *USCG* vessel *Bibb*, when it was running out of fuel due to 'strong head winds' ! With 7 crew, all 69 were rescued but *BSQ* had to be sunk by gunfire.



Pax boarding BSQ

Recommended https://www.uscg.mil/history/ops/sar/1947_BermudaSkyQueen.pdf

Botwood: A Celebration of its Aviation History

Botwood's proud aviation history spanned more than two decades, from 1921 to 1946... which included Charles and Anne Lindbergh in 1933 a pioneering N. Transatlantic Survey promoted by Pan Am, so that it would become a Marine Terminal for Transatlantic flight. Also, like its landplane counterpart of Gander, *Botwood* featured as an important WW2 base for the Royal Canadian Air Force (RCAF), with the significant task of reconnaissance far out into the Atlantic.

Today the *Aviation Museum at Botwood* celebrates the rich history with a comprehensive range of artefacts & exhibits, which includes a superb electronically operated accurate model of a *Boeing 314A*, and a most impressive flight simulator... that are the envy of PFBC !

"History buffs, aviation aficionados and children of every age will enjoy the interactive and educational experience that is *Botwood Flying Boat Museum*... Visitors to the premises aid the town's preservation efforts, helping to keep this little known, yet significant chapter of Newfoundland history alive." (*Newfoundland Encounter*)

In 1937, the US Travelogues proclaimed the success of PanAm's *Sikorksy S-42* (*Boeing 307*) *Clipper III* in following Lindbergh's Trail.



NC16736 Pan American Clipper III

At the same time *Clipper III* was crossing the Atlantic, *IAL's Caledonia* was travelling in opposite direction *via* Foynes & *Botwood* etc. to NY. These proving flights were underscored by an arrangement between the US + UK to share this route in mutual benefit of each operator ! However on the 24th. June 1939, the inaugural Transatlantic Flight by PanAm's *Boeing 314 Yankee Clipper* brought 'a new dimension' to the immense capabilities of a greatly improved Flying Boat type.



"Yankee Clipper" at Botwood June 27-39.