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Part Twenty: A Behind the Scenes Look at Aquila Airways 1948-58... 'Aquila Insight' © PFBC

Poole Flying Boats Celebration acknowledges the significant contribution which [Aquila Airways](#) paid to the History of the UK's Flying Boat services during some 10 years of its operations from 18th. May 1948, until 30th. September 1958. Through his entrepreneurial vision & passion for Flying Boats, former RAF Wing Commander - [Barry T. Aikman DFC](#), with the dedication of his airline staff, a marvellous swansong was added to this history during that period when the last vestiges of travel by the glorious Flying Boats were being wound-up across the world, with new airports for landplanes.

" The scene is not a major airport, or even a regional one like Hurn (later renamed Bournemouth International Airport), it is Berth 50 in what was known as the Old Docks, Southampton. In the 1950s Aquila Airways occupied part of a new purpose-built Marine Terminal intended for use by BOAC. It was from here that Aquila operated to a number of idyllic destinations. However, my account ([PFBC HLM Norman Hull](#)) goes back to 1952/3 when only the Madeira service was in operation - this was the service Aquila 'made its name on' and a look will be made at an arrival, and then a departure.

The [Traffic Officer](#), often engaged from a Shipping Office, had to be conversant with all aspects of inward and outward freight, an in-depth knowledge of both baggage & passenger handling, and for good measure the aircraft bonded stores... Consideration of the Timetable will clearly demonstrate the unsocial hours worked by the [Traffic Staff](#) who took time off *in lieu* of overtime payments. There was an element of glamour with tailor-made uniforms with gold braid on each sleeve that denoted the actual grade. Fifty years ago it was normal for [Customs and Immigration](#) examination for outward and inward flights; there were visa requirements for many destinations, and restrictions on the amount of sterling that could be taken out of the Country. A vital ongoing task was the passing of flight information to official organisations, such as The Collector of HM Customs and The Appointer in respect to the uniformed [Waterguard Staff](#). There was further liaison with Immigration, [Bonded Store Merchants](#), local [Agents](#), and *an unusual one* ~ [The National Dock Labour Board](#) (NDLB).

This was because Aquila then operated in a port environment where baggage and freight would be handled by [Stevedores](#). However, due to the scale of operation Aquila Airways were significantly allowed to use their own crews on this work. A weekly return of the number of men & also the hours worked had to be submitted to the National Dock Labour Board.

For every aircraft movement it was usual to ascertain the names of Customs, Immigration & other officials due to attend, for often they would be awaiting a telephone call from a member of Traffic Staff before making their way over to [Berth 50](#).

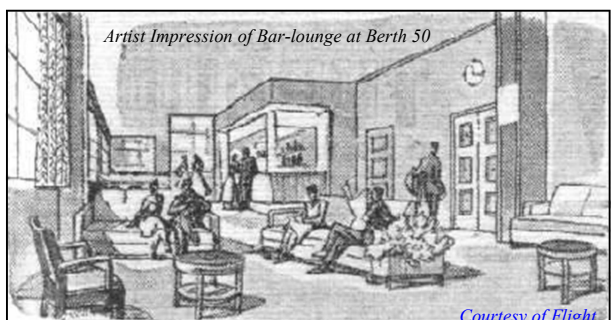
There was an old established motor garage in [Southampton Docks](#), which specialised in looking after cars when owners were away on holiday. This facility was also used by passengers with Aquila, which meant staff had to confirm with the garage that any such cars would be at Berth 50 by the [Arrival Time](#). On occasions it was not unknown for staff to collect charges on behalf of the garage.

On 'arrival day' the earliest warning came usually *via* the [Air Traffic Control at Hurn](#): This was the 'departure message' from Madeira, which gave details about the number of passengers, with the freight and mail onboard. This message was updated after the stop in Lisbon. Eventually, [R/T contact](#) was established with Berth 50 and the Control Launch about an hour before touch-down on Southampton Water. The Traffic Staff maintained the radio link at Berth 50 and logged every transmission that was made. At times, telephone lines were open so as to keep updated with local flying from Eastleigh and Lee-on-Solent airfields. Although this was important, the Traffic Staff had to be on the [Pontoon Dock](#) to assist with the actual disembarkation and to escort passengers to the Waiting Room to wait for Immigration & Customs examination. The crew were also subject to scrutiny which included the contents of the [bar box](#) which was sealed and then placed in a secure lock-up. A bar box only containing beers, spirits & tobacco goods, was the responsibility of the [Steward](#) (as today).



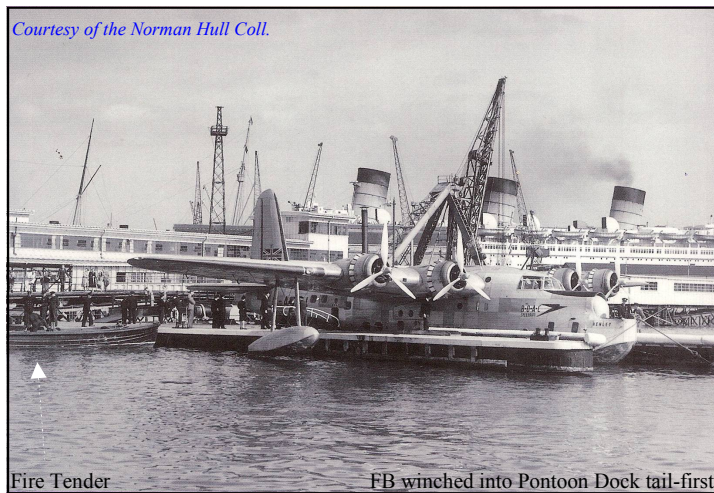
Acknowledgement to Tucks

Left: The Marine Terminal at Southampton's Berth 50 from the era of BOAC ops of April 1948, to Nov. 1950, with a Hythe Class, Pontoon Dock & Terminal Building



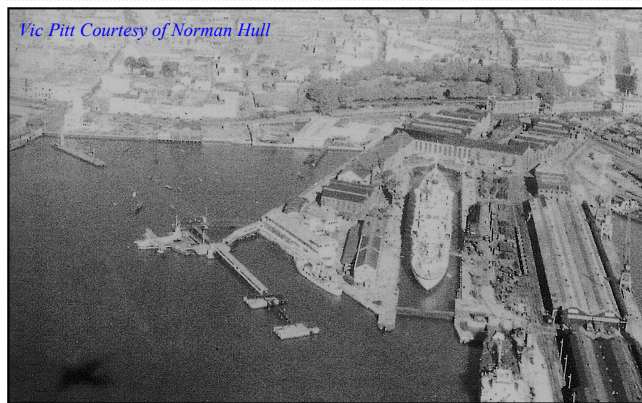
Courtesy of Flight

Courtesy of the Norman Hull Coll.



Left: BOAC's G-AGJJ Henley within the Pontoon Dock
Below: Overhead shot from an Aquila FB note the shadow

Vic Pitt Courtesy of Norman Hull



Whilst the uniformed Waterguard officers dealt with the crew and passengers, it was another grade - a [Landing & Shipping Officer](#) who cleared the aircraft by examination of the [General Declaration](#) along with the [Freight & Passenger Manifest](#).

The General Declaration also contained the [Health Statement](#). Any freight & mail landed were promptly dealt with and then it was lights out, home and await the following day when preparations were made for the outward flight to Madeira.

Before services commenced to Madeira, Aquila established its London Headquarters and Booking Office for tourists at No.1 Great Cumberland Place, London W1 (~ and for the final period with Britavia at 75 Wigmore Street, London W1).

Aquila Airways existed for a decade, and in that time carried several tens of thousands of tourists to a number of exotic destinations. Most were ordinary folk going on their annual holiday abroad, however sometimes the staff at Southampton had the chance of meeting celebrities of the day. The full list was quite lengthy ~ and included Dame Margaret Thatcher, Sir Winston Churchill, Constance Cumming, Rosamund John, Benn Levy, Gracie Fields, Sir John Mills, Trevor Howard and Sir Harry Secombe. There were others, and all added to making the job just that little bit special.

The freight flown in and out of Southampton is worth a mention too: Mail was to and from Southampton, from where the following items were exported - day old chicks, Great Dane puppies, air mail weight newspapers and the spares for ships.

Imports included Vespa scooter parts, cut flowers and wickerwork.

The Madeira departures were scheduled to leave Southampton late at night. This gave the whole day in which to prepare all the documentation and to liaise with HM Customs, also with HM Immigration and any other interested organisations.

One of the first tasks was to collect the magazines & newspapers from WH Smith, which were put aboard for passengers. When school children were travelling, a range of suitable comics were purchased to keep them occupied on the journey !

The outward freight was then dealt with - the correct Customs declaration was duly completed as well as an [Airwaybill](#).

Each consignment to be boarded & shipped was entered on a [Cargo Manifest](#) which was part of the General Declaration.

These documents, as with the Passenger Manifest, were pre-cut stencils - and after completion duplicated on a Gestetner black ink duplicator. To accompany the commercial freight there were usually various bags of Royal Mail as airmail..."



Of the dozen Flying Boats stored at Lake from 1953, only 3 of these flew again:

G-AHIN Southampton
G-AKCO St. George
G-AKNT Singapore

These were part of those then on site (or to relocate to Lower Ham foreshore), awaiting sale or disposal as this Yard of the former RAF Hamworthy was to be used by the Royal Marines

"The [Flight Reservations in London](#) (which had been forwarded on) listed the names & ticket numbers of the passengers booked on the outward flight, so enabling the [Passenger Manifest](#) for the departure to be partially completed in advance. A sheet of carbon paper was inserted between the stencil and backing sheet, which made it easier to type in the baggage details as they became available. Although most of the passengers arrived at Southampton on the 'nominated' train from Waterloo, some arrived by road during the day. This gave the staff the chance to weigh their baggage, check their tickets and issue the boarding card that incorporated a seat plan. Arrangements could also be completed for the garaging of a car if required (- already referred to) and the range of this advance work considerably eased the pressure later in the evening.

All baggage, freight, mail and stores were weighed in kilograms - which was the international unit for travel by aviation. For the 'load sheet calculation' the flight crew used 75 kilos for each male and 65 kilos for each female that boarded the Flying Boat. A reduced weight was used for any minors. During the 1950s all passengers for Madeira needed an official visa stamp in their passports - an absolutely essential requirement which was checked by the traffic staff.

The bonded stores would arrive from the [Bonded Store Merchant](#), who also brought the appropriate Customs Declaration. These items were securely packed & sealed, ready for examination by the uniformed Customs Officer later that evening, and the non-bonded stores would arrive from the [Hamble base](#) where the Aquila Airways Flying Boats were maintained.

After arranged meal breaks, the staff was ready to meet the passengers from [Waterloo](#). Waiting at Southampton Central Station was a coach with places /seats for the passengers and a van for the baggage. Once at Berth 50 they had had their baggage weighed and any excess weight paid for by the passenger concerned. The tickets & passports were also checked. Next followed the Immigration and Customs examination - then a rest in the Bar-lounge of Berth 50's Marine Terminal before embarkation, where usually various light refreshments were served before actual boarding commenced in earnest. Meanwhile, when the Customs examination had been completed the baggage, freight and stores had been stowed on the aircraft...and all the necessary pre-flight checks carried out. Now the [Flight Captain](#) indicated that it was time to depart: An announcement was made advising passengers of the crew members, expected weather conditions, the flight time and the estimated time of arrival ([ETA](#)) at Madeira or at Lisbon if a stop had to be made for refuelling. The passengers were then escorted to the designated Flying Boat which was moored tail first within the 'U' shaped Pontoon Dock of Berth 50.

As soon as the aircraft had left the Pontoon Dock, and was proceeding to the 'take-off area' further down [Southampton Water](#), the staff manned the radio at Berth 50 and maintained contact with the [Launches](#) + also the Flying Boat for about 45 minutes to an hour. At this point in time 'Goodnights and Bon Voyages' were exchanged - and the staff were able to go home after a long and interesting if exacting day."

With these Flying Boat connections and resulting publicity, [Funchal](#) as Madeira's capital proved to be a splendid resort; + for the network to be expanded to [Las Palmas](#) in the Canary Is., and for Lisbon's new Marine Terminal at [Cabo Ruivo](#). Significantly, by 1957 a third of all visitors to Funchal - Madeira arrived by Flying Boat, as Norman Hull further details:

" Out of a total of 336,573 people who visited Madeira between 1949 and 1957, some 58,345 arrived by Flying Boat... This was just over 17%, regarded as 'new business' for the island rather than taking trade away from passenger ships."

Aquila's Marine Sector - by Norman Hull

" When I was with Aquila the [Marine Sector](#) personnel comprised a [Senior Coxswain](#), three [Coxswains](#) & five crew men. In addition there was a [Marine Engine Fitter](#) who kept the [Launches](#) in a good condition. Overall management came from the [Operations Manager](#) at Berth 50.

Due to the relatively low number of *ops* involved when compared to shipping movements, Aquila did not have to employ [Stevedores](#) from the [National Dock Labour Board](#) (NDLB). Instead, we were allowed to deploy usually 6 Marine Staff: So, apart from launch-handling, these Marine Staff also acted as Stevedores loading and unloading stores, freight + mail on the Flying Boats. On the inward flight they also acted as porters taking passengers' baggage to cars, taxis or the van. A return of the names + hours worked in this capacity had to be rendered each week to the National Dock Labour Board. There were 3 Launches *viz* a [Control Pinnace](#) (floating air traffic control tower), a [Lead-in Launch](#) and an open [Workboat](#) that was mainly used in and around the [Pontoon Dock](#). "



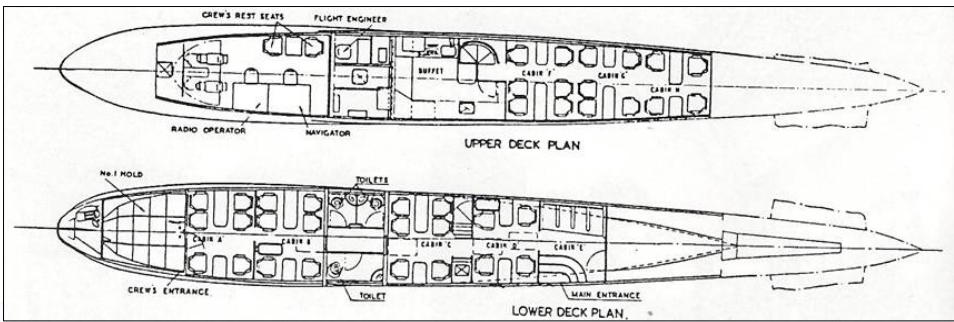
© Norman Hull Coll.

When Norman Hull was with Aquila its Marine Section inc. a Marine Coxswain, a trio of Coxswains, and five Crewmen... Also, there was the Marine Engine Fitter who looked after the Control Pinnace, the Lead-in Launch for docking in Berth 50, and an open Launch. Ever-present was the Fire Float (opposite).



via Norman Hull Coll.

Aquila Passengers were given boarding cards during the check-in procedure... One side showed the seat number, while the reverse displayed a plan of the aircraft's two decks. (Norman Hull: Flying Boats of the Solent)



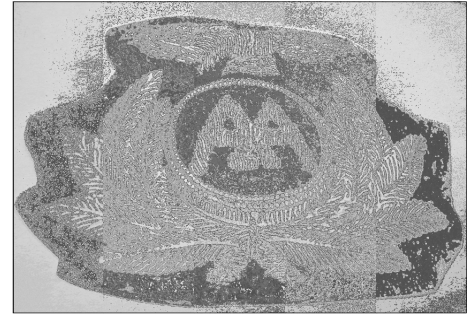
BRITANIA LIMITED - AQUILA AIRWAYS DIVISION									
SHORT S. 45 - SOLENT IV LOAD DISTRIBUTION AND TRIM SHEET									
ALL WEIGHTS IN KGS									
SEATS APPROVED FOR TAKE-OFF & LANDING - CREW 9, PASSENGERS 58									
ITEM No.	FLIGHT No.	DATE	FROM	TO	AIRCRAFT REGN	G - AOBL	LOAD ADJUSTMENT COLUMN		
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2	3	4	5	6	7	8	9	10	11
3	4	5	6	7	8	9	10	11	12
4	5	6	7	8	9	10	11	12	13
5	6	7	8	9	10	11	12	13	14
6	7	8	9	10	11	12	13	14	15
7	8	9	10	11	12	13	14	15	16
8	9	10	11	12	13	14	15	16	17
9	10	11	12	13	14	15	16	17	18
10	11	12	13	14	15	16	17	18	19
11	12	13	14	15	16	17	18	19	20
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17	18	19	20	21	22	23	24	25	26
18	19	20	21	22	23	24	25	26	27
19	20	21	22	23	24	25	26	27	28
20	21	22	23	24	25	26	27	28	29
21	22	23	24	25	26	27	28	29	30
22	23	24	25	26	27	28	29	30	31
23	24	25	26	27	28	29	30	31	32
24	25	26	27	28	29	30	31	32	33
25	26	27	28	29	30	31	32	33	34
26	27	28	29	30	31	32	33	34	35
27	28	29	30	31	32	33	34	35	36
28	29	30	31	32	33	34	35	36	37
29	30	31	32	33	34	35	36	37	38
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31	32	33	34	35	36	37	38	39	40
32	33	34	35	36	37	38	39	40	41
33	34	35	36	37	38	39	40	41	42
34	35	36	37	38	39	40	41	42	43
35	36	37	38	39	40	41	42	43	44
36	37	38	39	40	41	42	43	44	45
37	38	39	40	41	42	43	44	45	46
38	39	40	41	42	43	44	45	46	47
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41	42	43	44	45	46	47	48	49	50
42	43	44	45	46	47	48	49	50	51
43	44	45	46	47	48	49	50	51	52
44	45	46	47	48	49	50	51	52	53
45	46	47	48	49	50	51	52	53	54
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131	132	133	134	135	136	137	138	139	140
132	133	134	135	136	137	138	139	140	141
133	134	135	136	137	138	139	140	141	142
134	1								

" The following is a list of names compiled in the course of research in connection with the History of Aquila Airways Ltd.
I met a large number of these personnel during my employment with the airline - for these the Christian name is included.
There were some engaged on a temporary basis - for these it is just the surname denoted.
For everyone within the listing any relevant information is also added alongside..."

Founder and Managing Director: Wing Commander Barry Tomson Aikman DFC
(Until 1956)

Other Directors:
(In Order of Appt.)

A.G. Geoffrey Howland Jackson MBE
D.M. Kemp-Gee
H.A. Rapp
H.C. Harold Rattle
Lord Malcolm Douglas-Hamilton OBE DFC MP
Air Commodore A.V. Harvey CBE MP
Brig. Gen. A.C. Critchley CMG CBE DSO
C. Ian Orr-Ewing OBE MP
Eoin C. Mekie (Chairman of the Board for Aquila Airways Ltd., and for Britavia)
Air Commodore G.J. 'Taffy' Powell CBE
S.A. Tennant
Malcolm M. Millar
A.J. Maitland-Margill-Crichton
General Sir Edwin E.L. Morris KCB OBE MC



(The above list compiled by Norman Hull
from Quoted Boards of Directors on the
Company Letters in the period 1950-58...)

Pilots:	Simon Biddulph	
[PLNo. where known]	Capt. M.C.M. 'Chris' Blackburn	Flew on maiden flight 1949
36327	Capt. Frank H. 'Jim' Broadbent	Killed in Artop's Martin PBM Mariner crash 1958
39624	Ronald 'Ron' Clark	Flew on maiden flight 1949 Later became ops manager
	Ellis	
	Capt. Frederick William 'Fred' Eltis	Killed in the IoW crash 1957(Fred had flown 10,000 hours)
23811	Capt. Andrew Evans	
27586	Ken Hammer	
	Pat Holt	First Officer
	Jack Jessop	Went on to become a Director of British Airways
28262	Alan Kerry	
37393	Capt. Norman Leedham	Flew last Aquila Flight
35004	Moult (possibly Molt)	Flew for Aquila on the Berlin Airlift
	Geoff Myers	
23489	Capt. Douglas 'Doug' Pearson	Senior Captain for Aquila ~ on maiden flight
28580	W.P. Robinson	On loan from BOAC for the Charter to the Falklands
	Tom Rowell	Killed in Artop's Martin PBM Mariner crash 1958
46670	John Michael 'Mike' Scarr	First Officer ...Killed in the IoW crash 1957, aged 27
	Capt. Frank Simpson	
22749	John Squires	Second Officer...Ex Silver City Airways
	Temple	Silver City Airways (1946-67)
	Derek Weetman	Second Officer
49001	Geoff Woodhill	Flew last Aquila Flight to Lisbon
	Wujastyk	

Radio Officers	D. Basson	Killed in the IoW crash 1957
/NOs:	H.M. 'Mike' Bradford	Flew last Aquila Flight to Lisbon
	Stephanus 'Steve' Jansen Combruick	Killed in the IoW crash 1957, aged 30
	Ted Van Dort	
	Doug Hoyle	
	Hunt	
	Len Knight	
	Ron Whitfield	Later became Flight Captain with BUA
	Peter Worrell	Flew on Aquila Maiden Flight in 1949...i/c ops Berth 50

Engineer Officers:	Dave Blake	
	Cole	
	Jack Horan	
	Eric Iredell	Snr. F/E ...originally with Imperial Airways Ltd.
	David 'Dave' Richard Mitchener	Killed in the IoW crash 1957, aged 33
	Ivor Passmore	Flew last Aquila Flight to Lisbon... HLM PFBC
	Bert Rawson	
	Reg Russell	[Only made infrequent Aquila flights: See also Maintenance]
	Sewell	
	Ron Smith	
	J.H. Stewart	Flew on Aquila Maiden Flight in 1949
	Don Townend	

Others:	Ralph Peter Carey	An Official of Aquila: Survived the IoW Crash 1957
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Stewards:

	George Barnes	
	Eddie Boscoe	
	Jack Coulsell	
	John Denton	
	Jim Fox	
	J. Gerard	
	E. Hunter	
	Dave McInroy	Then became permanent staff at Funchal
	Alf Mead	
	Bill Moran	
	Bernard O'Neill	
Chief Steward	Gordon 'Don' Painter	Killed in the IOW Crash 1957, aged 31
	John Snow	
	Alf Trim	
	Peter Walsh	
	R. 'Bob' Woodward	

Air Hostesses: (3 Categories and a Note)

	Margaret Aitken	
	Mary Feetham	
Senior Hostess	J.H. Rougier-Watkins	[Believed to have flown Madeira Route poss. when hired from BOAC]
	~ ~ ~ ~ ~	
	Audrey Feavyer	[Attended Sir Winston Churchill in 1950 ~ reported in Southampton's Southern Daily Echo on 24th. April, 2004]
	~ ~ ~ ~ ~	
*	Angela Ackworth	
	Monica Edmonds	
	J.M. Marion Evans	
**	Muriel M.P. Hanning-Lee	Killed in the IoW crash 1957 ~ aged 33 (a Canadian National) [Flew 1954 Soton-Iceland-Canada, G-AKNT Singapore from Poole Muriel's autobiography: 'Head in the Clouds' was published 1958]
	Pam Kirby-Wynne	
	Angela E.M. Kitcher	Killed in the IoW crash 1957, aged 21 (Angela's first Flight!)
	Rosemary Lloyd-Smith	
	Ronnie Mills	
	Olive Morgan	
*	Mary Morris	
	Pat O'Toole	
	Shirley Passmore (Mrs)	Wife of E/O Ivor Passmore... HLMs of PFBC
*	Maureen Pople	
	Veronica Stevenson	

[* This denotes only a few flights completed]

** Note: Captain Andrew Evans wrote the following about Air Hostess Muriel Hanning-Lee, as an Obituary...

"As one who knew Muriel Hanning-Lee very well both in the air and on the ground, I am pleased and honoured to be asked to write a tribute to her.

Knowing she had travelled approximately a million air miles, the news of her death in a flying accident seemed hard to believe, especially considering the enormous improvements in air safety during the years she was flying.

Contrary to popular opinion, an air hostess's job, particularly in a non-pressurised aircraft is extremely strenuous. Physically, Muriel was petite and not very strong, but her determination to carry out her allotted task was such that she never failed to do a service if she was capable of walking to the aircraft.

She made many friends amongst her passengers, not always on first meeting, probably due to her quiet and retiring nature, but often on subsequent meetings when she invariably remembered both faces and names.

She had a dry wit that may have offended some, but was much appreciated by others. I remember one occasion when I watched her deal with a troublesome gentleman who had underestimated the effect of his pre-lunch drinks at altitude...

Suddenly he said,

"I suppose you think I am drunk."

She replied promptly and quietly,

"Oh, I hope so, sir. I should hate to think there is any other reason."

His behaviour was impeccable for the remainder of the flight.

On behalf of her many friends, especially those of the flying fraternity, I salute Muriel whose kindness, balance and keen mentality will long be remembered ..."

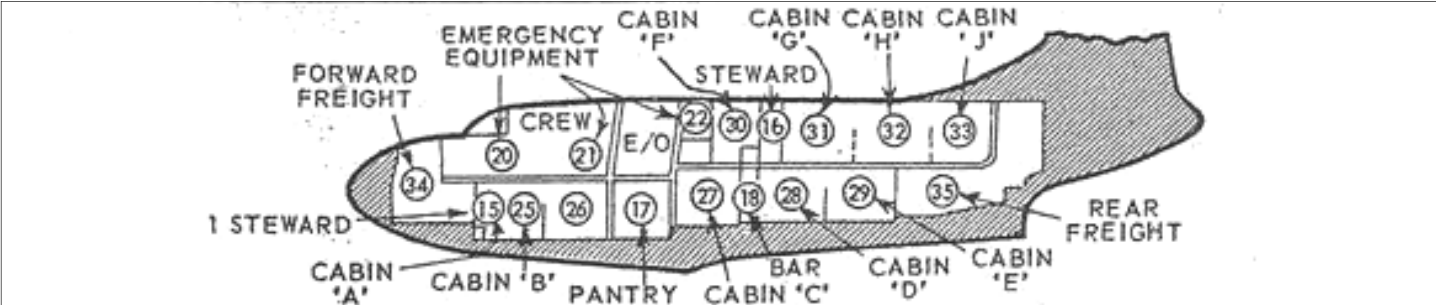
Launch Crew Marine Staff:

Marine Officer	Bill Smith	In overall charge of Aquila’s Marinecraft Unit + Marine Ops
Crews: ~	Coxswain Charlie Gattrell	
	Chas. Gill	
	Eddie Gill	
	Coxswain Charlie Hammerton	
	G. Hodder	
	Senior Coxswain Frank Lavington	
	‘Paddy’ MacCartney	
	Coxswain Eddie Slade	
	A. Presland	Listed as an additional Crew Member
Marine Engine Fitters	Peter Blake	
	Joe Norrish	

" Aquila Airways Maintenance was set up at Hamble with a hard slipway that gave direct access to beach or float Flying Boats. It was headed by ‘Digger Seymour’... Where known I have indicated the relevant trades..."

Maintenance Staff
Ground Engineers:

‘Digger’ Seymour	Chief Engineer
‘Alice’	Cleaning Duties
Ivan D Beale	Maintenance
Dennis Bulpitt	
‘Stan’ Burrows	Electrical
Caddy	
Caldicott	
Chivers	
‘Nobby’ Clarke	Engine Fitter
Bill Cole	Engine Fitter
Ivor Daniels	
‘Dixie’ Dean	
Farmer	
Tom Goodfellow	
Healey	
Hunt	
Vic Humphries	Storekeeper
Johnson	
John Lee	Engine Fitter
Jack Martin	Upholsterer
Tom Matthews	Van Driver
Moody	
Ralph Norster	
‘Reg’ Oliver	
Pennicott	
George Pickford	
‘Vic Pitt’	Engine Fitter
Norman Powell	
Reverley	
‘Reg’ Russell	[Also some Flying Duties as EO]
Ivor Salter	
Alan Terry	
Tring [or Tringham ?]	
Alan Wood	



In 1953, British Aviation Services Group (BAS) announced its intention to take over Aquila Airways, as Britain's last remaining Flying Boat operator... This encompassed a merger of Aquila with Silver City Airways to be also known as the operator Britavia ...

According to BAS's official statement regarding the proposed Aquila takeover, this transaction envisaged the acquisition of Aquila's entire share capital 'partly on a cash and partly on a share exchange basis'. It furthermore entailed the relocation of Aquila Airways' administrative and reservation offices to BAS's Central London premises and also the continuation of all flying boat operations as a separate entity under Aquila managing director Barry Aikman. *(Ref: Flight International 13th. March 1953 p.342)*

Essentially, BAS's official statement at the time foresaw an expansion of their various Flying Boat activities and an increase in the associated fleet and facilities as well as additional services to and from Portugal, including Madeira...

Administration: London

B.T Aikman DFC

Founder, Chairman and Managing Director *[Until 1956]*

Gordon Archibald

Accounts

Peter Carey

[Survived 'Sydney' crash, to enjoy career with aviation on London]

R.J Clarke

Operations /Commercial Manager

Ron Cust

Accounts

Kathy Horton

Sec. to Barry Aikman (also previous to Aquila) *[Married Peter Worrall]*

B. Hunt (Mrs)

[Occasional support: Possibly on Britavia Desk rather than Aquila]

Ron Ilsey

Accounts

Mary Lee (Mrs)

Passenger Reservations, London

Mary Ann Marks

Secretary

Les 'Ric' Rickards

Accounts

Billy Wallis

Sales ~ Curzon Street

John Webb

Public Relations Officer for Aquila

Berth 50 Office Staff:

(also Hamble)

J. Hankin

Station Superintendant (i/c)

Mike Strangeway

Station Superintendant

Peggy Barlett

Clerical ~ Hamble

Alan Cairns

Traffic Staff

[Seconded from Silver City]

Brian Dyke

Traffic

Pat Finnegan

Traffic

Barbara Fitzgerald

Traffic

Alan Ford

Traffic Officer

Norman Hull

Traffic Officer *Archivist for Aquila Airways Ltd.:* [Hon. VP PFBC](#)

Ray Liddiard

Traffic Officer

Lloyd (Mrs)

Ground Catering

Des Mansfield

Operations

David McCririck

Clerical

Marion Moody

Luggage handler

Peter Norris

Traffic

Parker (Mrs)

Secretary at Hamble

Lola Soutter (Mrs)

Secretary at Hamble

Ray Webber

Senior Traffic Officer

Peter Worrall

Operations

Others (unspecified):

Reg Webster

Overseas:

Tomas Pinto Basto

Aquila Chief Rep. at Funchal

Mike Davies

Mainly Reporting on Sea Conditions at Funchal

Norma Gould

Aquila Office Staff at Funchal

Dave McInroy

Aquila Office Staff at Funchal... *also Coverage of Sea Conditions*

Correia Mendes

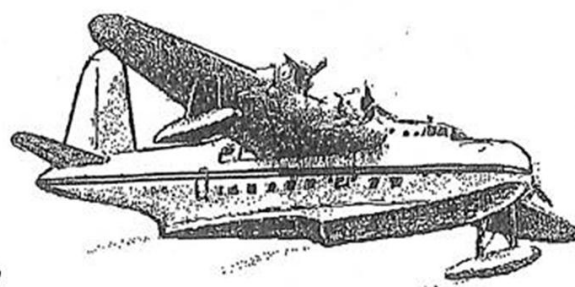
Station Rep. at Lisbon... *Aquila Movements Cabo Ruivo on R. Tagus*

S. Vieira

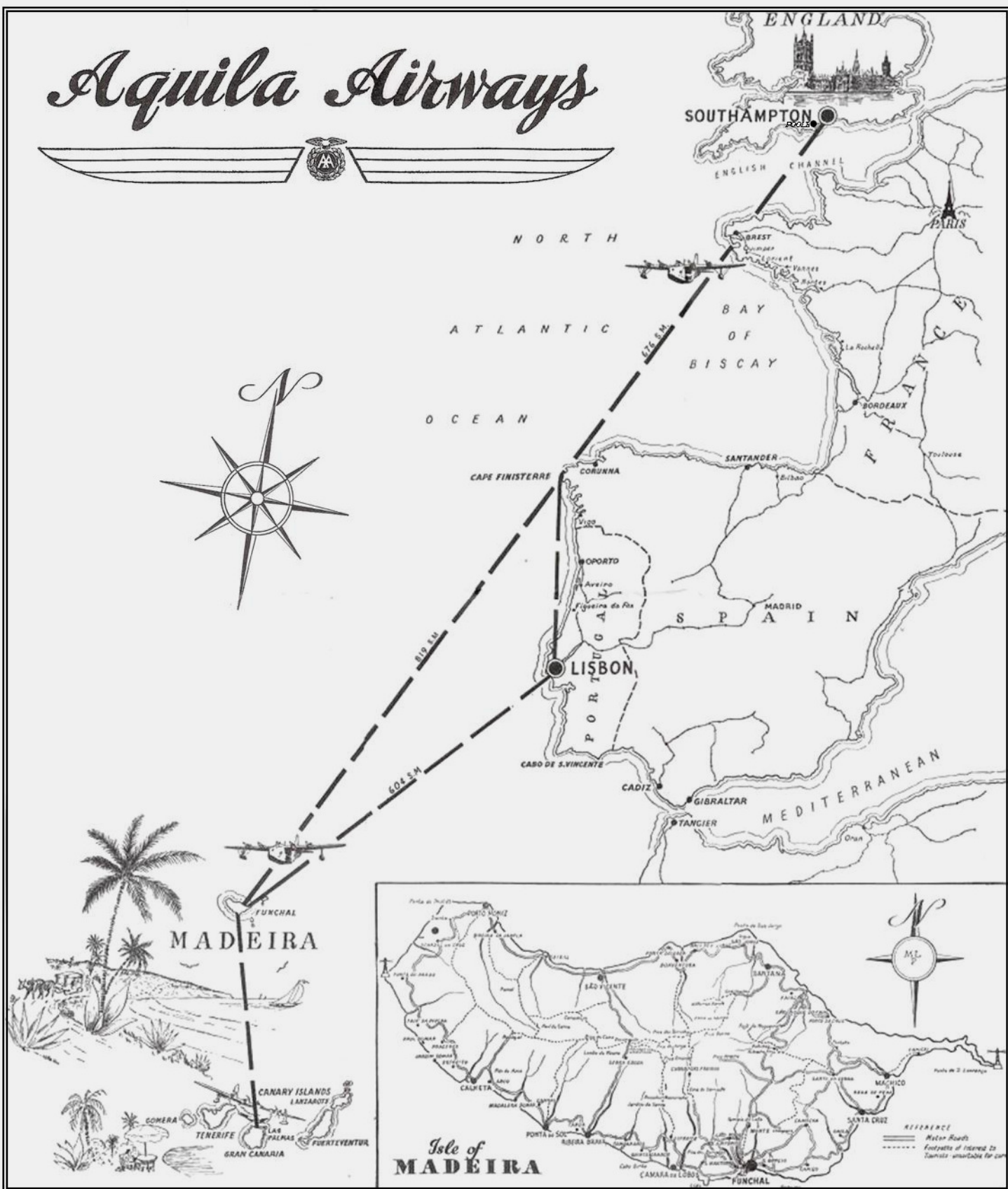
Runway Controller at Funchal:



Norman G. Hull
Marine Aviation
Author and Historian



Aquila Airways



AQUILA Lancha de passageiros
Aquila Airways flying boats' tender



Famous Flying Boats' Red Launch of Aquila Airways at Funchal

Lancha de apoio aos hidro-aviões da Aquila Airways na baía do Funchal em 1957. Construída na Inglaterra durante a Segunda Guerra Mundial. Ao serviço dos hidro-aviões até 1958. Vendida a um particular, está preservada na Madeira. Casco em madeira e duplo V. Comprimento: 12,00 m; boca: 2,60 m; velocidade: 20 nós.

Aquila Airways flying-boats' tender in Funchal bay, 1957. Built in the United Kingdom during the WW2, the AQUILA served as tender to the flying-boats until sold in 1958 to local interest in Madeira where she still exists. Wooden hulled. Length: 12,00 m; breadth: 2,60 m; speed: 20 knots.

FL3.41 (©F. Lemos)

Aimée with due acknowledgement and much gratitude to Norman Hull, to whom this pdf No. 15 is Dedicated and to all the Staff who gave such marvellous Service, ... also to the inspirational Barry Aikman for Aquila !