

R.A.F. West Africa - Rabat Service 1943 - 44

The evidence from RAF files in The National Archives

Barbara Priddy

From November 1943 to March 1944, there was no BOAC service between West Africa and UK. BOAC services from UK terminated at Rabat. The gap between West Africa and Rabat was bridged by the RAF.

All information in the first five sections of this article comes from logbooks and files kept by RAF 114 Wing stationed at Accra.

Formation of 114 Wing

In April 1943 the airfield at Accra was under the control of the USAAF. The RAF wished to set up a controlling wing here for the REFORS operations Gold Coast - Egypt. (AIR 38/142, 19 April 1943). Operations to set up 114 Wing at Accra started in July 1943 and the base was fully operational by September (AIR 26/170, September 1943).

During September and October the base dealt with

- (1) REFORS aircraft [*military aircraft passing through Accra en route to Cairo and North Africa*]
- (2) Passengers arriving and departing by
 - (i) RAF aircraft
 - (ii) BOAC aircraft
 - (iii) USATC aircraft
 - (iv) French aircraft (LAM - Fighting French)
- (3a) Freight from Miami, Takoradi, Lagos, Freetown, South Africa, Benson
- (3b) Freight to Cairo, Takoradi, Lagos, Freetown, South Africa, Algiers, Fisherman's Lake, Washington, Ascension Island, Bathurst

and tables showing the numbers of passengers and weight of freight to and from each of these each month are given. (AIR 26/170, October 1943)

Mail is not mentioned until 9 October: the entry records 'Nil mail received or despatched'.

From 10 October to end of October, bags of official and diplomatic mail are recorded received and despatched virtually every day; to and from Lagos, Freetown, Takoradi by RAFDC, to and from Lagos by BOAC, to and from Miami and Ascension by Liberator, and to and from Miami and Washington by US Army Courier. (AIR 26/170, October 1943). This can be summarised as follows:

October 10-31 [*this table does not appear in the records but has been constructed from the daily information, see Appendix 1, for comparison with following table*]

Aircraft or service	RAFDC	Liberator	Service aircraft	BOAC	US Army Courier	USATC	Special Service Dakota	REFORS Dakota	Total
Bags in	125	68	48	59	5	5	0	0	310
Bags out	71	32	79	53	0	0	13	23	271
Total	196	100	127	112	5	5	13	23	581

Provision of aircraft

114 Wing were operating not only the Accra - Rabat service but also flights to troops throughout West Africa (the Bush Service, later Dakota Comms. or Trans. A/c, referred to in the tables below). For all of these together they appear to have had (eventually) eight Dakotas.

AIR 38/142 2 October 1943: telegram from HQTC (Fletcher) to AHQWA (Cole-Hamilton): 'we are applying to Air Ministry for approval to form the Transport Squadron at Accra to consist of the communication flight comprising five Hudsons, two Ansons, one Harvard, and a transport flight of ten Dakotas to operate scheduled flights'.

17 November 1943: memo of discussion with AOC 114 Wing [no indication who wrote this]. 'I cleared the point that the three Dakotas allotted to West Africa for scheduled air services were allotted to AOC West Africa about 9 months ago. A letter must be written to the Air Ministry asking that these three aircraft be allotted to 114 Wing Transport Command and operated by that Wing. C-in-C decided we must keep our promise and supply 114 Wing with ten Dakotas: OC 114 said all he required was another five Dakotas immediately plus the three from AHQ WA'.

Inception and operation of Accra - Rabat Sale service

216 Group proposed a coastal service, Accra - Rabat Sale, to connect with flights Rabat - UK: survey flights were carried out in October (AIR 25/867, October 1943; AIR 26/170, October 1943). This service was variously designated NSL in November 1943 and January 1944 [N=Northern area, S=Rabat Sale, L=Lagos], WAS in December 1943 [W=Western area, A=Accra, S=Rabat Sale], and WLS in March 1944 [W=Western area, L=Lagos, S=Rabat Sale]. In February 1944, the service is shown as WAS overwritten NSL, or possibly vice-versa (AIR 26/170, November 1943, December 1943, January 1944, February 1944 and March 1944). This shows some confusion over the terminus, and also over the area to which the service belonged, further compounded by two other references:

AIR 26/171, December 1943 (18): Further agreed that when 114 Wing was ready to operate the NSL service, it would be known as the WAS service.

AIR 26/171, 24 January 1944) Traffic Notice No. 5.: Flight designations - eg WLS = Lagos-Rabat Sale service.

[I think this indicates that the service connected through to Lagos from the start, but, because 114 Wing HQ was at Accra, was sometimes thought of as originating there, and, because the northern terminus was Rabat, was also sometimes thought of as originating there.]

From November 1943 to March 1944 inclusive, tables are given of Mail Bags (Miscellaneous) Number In and Out. *[From the numbers these must include civilian mail as well as official, diplomatic and Forces'.]*

November 1943

Aircraft or service	RAFDC Bush Service	Liberator E & W'bound	Hudson, Anson etc	BOAC	NSL	US Army Courier	REFORS Balts & DC	Total
Bags in	240	147	12	176	154	27	-	756
Bags out	419	31	61	189	254	6	26	986
Total	659	178	73	365	408	33	26	1742

December 1943

Aircraft or service	Dakota Comm. A/c	Liberator E & W'bound	Service Hudson, Anson etc	BOAC	WAS	USATC	REFORS	Total
Bags in	456	297	117	123	174	22	-	1189
Bags out	507	40	86	40	335	211	153	1372
Total	963	337	203	163	509	233	153	2561

January 1944

Aircraft or service	Dakota Comm. A/c	Liberator E & W'bound	Service Hudson, Anson etc	BOAC	NSL	USATC	REFORS	Total
Bags in	285	544	9	179	133	3	-	1153
Bags out	408	15	77	125	321	376	25	1347
Total	693	559	86	304	454	379	25	2500

February 1944

Aircraft or service	Dakota Flt	Liberator E & W'bound	Service Hudson etc	BOAC	NSL WAS	USATC	REFORS	Total
Bags in	333	546	22	226	186	4	3	1320
Bags out	531	51	102	258	277	445	Nil	1664
Total	864	597	124	484	465	449	3	2984

March 1944

Aircraft or service	Dakota Trans. A/c	Liberator E & W'bound	Service Hudson etc	BOAC	WLS	USATC	REFORS	Total
Bags in	665	123	102	147	137	60	6	1240
Bags out	589	24	112	246	248	88	-	1307
Total	1254	147	214	393	385	148	6	2547

[Totals not given in original]

The 'NSL' (or 'WAS' or 'WLS') column refers to the Accra-Rabat service, see above.

Route

The route was coastal and not inland (AIR 25/867 October 1943). A list of Air Transport Services Operated in West Africa, undated but probably January or February 1944, gives the northbound route as Lagos - Accra - Takoradi - Freetown - Bathurst - Port Etienne - Rabat (AIR 26/171, after January 1944). At first it was agreed that Port Etienne should be an overnight stop southbound as 'until further experience of the route had been gained, it was too long a flight both for passengers and crew alike to attempt to fly Rabat-Sale to Yundum in one day'. The distance [to Yundum] was 1,750 miles, and all agreed that this would be an over ambitious schedule for a commencement and likely to misfire as often as it comes off' (AIR 26/171 November 1943). However, when BOAC took over the service the charts show the aircraft regularly flying Rabat-Bathurst or even Freetown in one day.

Relationship with BOAC

BOAC was closely associated with the RAF throughout this period: see eg AIR 26/171, November 1943.

AIR 38/143 10 December 1943: letter from Ryan to AHQ RAF WA "the RAF and BOAC are to work together much closer than heretofore with regard to handling joint air traffic through West Africa". BOAC officers are on loan to joint stations prior to ADRUs [Air Despatch and Reception Units] being established.

Also, in November 1943 and again in December 1943 it was proposed that once the weekly RAF Rabat Sale - Accra route was functioning satisfactorily, BOAC should come in on it once a week in addition. (AIR 26/171, November and December). This did not happen, but after BOAC took over the route in April 1944, the provision of spare parts for Dakotas was a shared effort, while the RAF provided stand-in aircraft when BOAC aircraft were damaged or U/S (AIR 38/142 passim and AIR 26/170, May, August and September 1944).

Carriage of civilian mail by the service

It is barely possible that the service carried southbound civilian airgraphs: the civilian airgraph service to West Africa was announced 10 March 1944. It is not possible that it carried southbound civilian air-letters: this service was introduced 9 June 1944 (OMB WR 248, 10 June 1944). Southbound 1/3 airmails were not accepted until after the end of the war.

Northbound, it carried civilian airmail at the 1/3 rate. This had previously been carried by the BOAC Sunderland service Lagos-Abidjan-Freetown-Bathurst-Port Etienne-Gibraltar-Lisbon-Foynes-Poole which was withdrawn at the end of October 1943.

The last two Sunderland services left Lagos 23 October and 1 November 1943 (shown in BA charts). The first two RAF services left Accra 25 October and 1 November 1943 (see tables compiled by Peter

Wingent). So the first covers we could definitely say were carried by the RAF service should be cancelled November 1943. Over the following pages are illustrated a number of covers which can be linked with these services.

Covers carried by the RAF Accra-Rabat service



Fig. 1

The first cover (Fig 1) is cancelled Swedru (Gold Coast) 30 October 1943: it probably went on the RAF service of 1 November as the BOAC service did not call at Accra.

The second (Fig 2) is cancelled Freetown (Sierra Leone) 7 January 1944, addressed to Blackburn, Lancs, censored at Freetown, and endorsed by the addressee 'Received 19th Jan 1944'. This would have been carried by the RAF service leaving Freetown 10 January, arriving Rabat 11 January, then by one of the three aircraft flying the 14M service which left Rabat 15 January, arriving Lyneham 17 January. Three Gold Coast covers dated in February 1944 must have been carried by the RAF service, but have no arrival dates.



Fig. 2

A Nigerian cover (Fig 3) is cancelled at Lau (near Jos) 16 March 1944, addressed to Cheltenham, censored at Lagos, and endorsed by the addressee '32 [the 32nd letter, presumably] arrived 12 April / date 15-3-44'. It is difficult to understand why this should have taken so long. It sounds as if it could have arrived by the 14M service leaving Rabat 9 April and arriving Whitchurch 10 April: at the other end a short road trip to Jos, rail to Kaduna Junction and Lagos, censorship in Lagos, possibly changing planes in Accra - any of these could have held it up, but for so long?? I think it was probably diverted to sea mail.



Fig. 3

Supporting this interpretation is a Gold Coast cover (Fig 4), registered at Sekondi 15 March 1944, bearing a 5/- adhesive, but marked 'P.O.O.C.' (posted out of course); another hand has scribbled out the printed par avion etiquette and written 'surface mail' in red ink. Was there a problem in mid-March 1944 that caused civilian mail to be sent by sea?



Fig. 4

Can this (putative) problem have anything to do with a cover from Canada (Fig 5) to a Canadian airman at RAF Station, Takoradi, 'Salvaged from air crash'? The stamps have been lost (due to immersion?) but the contents are dated 8 March 1944. I have investigated the history of all the various aircraft by which this could possibly have been flown, in the records and on the internet, but there is absolutely no sign of an air crash - nor is the cover marked 'By Air Mail', unless an etiquette has also

been lost. Given that it is a cover and not an air-letter, perhaps it comes from a shipwreck - but I can't find a plausible one of those either.



Fig. 5

Finally, the first BOAC through service (22W) departed Lagos 21 April 1944: a cover (Fig 6) by this service is cancelled ?Accra? 26 April 1944, addressed to the Royal Exchange in London, and went by the second flight, departing Accra 27 April: this flight was held up at Lisbon with magneto trouble and arrived Whitchurch 1 May. The cover was censored in London and the addressee's receiving date-stamp says 'Received / 3 May 1944 / C. O. Registry'.



Fig. 6

Carriage of Forces' mail by the service

I think this was the primary reason for the RAF service, given the emphasis that was placed on the importance of correspondence from and to home for Forces' morale. Forces' mail was carried by air both southbound and northbound. The OMB WR record the despatch of air-letters to West Africa which must be Forces' mail. Northbound, air-letter fronts from the Naval Barracks at Freetown, are cancelled Maritime Mail: 1) dated 12 November 1943, censored 16 November; 2) dated and censored 17 March 1944; 3) dated 27 March 1944, censored 30 March (contents: 'this is the third airmail I have sent this week'). Also air-letters from Sierra Leone Area Signals, dated 12 January 1944, cancelled FPO 537 14 January, and from RASC / BFI HQ Nigeria Area, dated 13 February 1944, cancelled FPO 46 14 February. None, alas, have arrival dates.

Appendix 1: daily records of mail arriving and departing, 10-31 October 1943

ob = official bag; db = diplomatic bag

entries in red = mail arriving via a northbound service;

entries in blue = mail arriving via a southbound service

- 10.10.43 RAFDC 8 ob from Lagos, 1 ob from Freetown and 2 ob from Takoradi.
BOAC 10 db from Lagos
BOAC 12 db and 5 ob to Lagos
Liberator 4 db and 1 ob to Miami, 2db to Ascension
- 11.10.43 RAFDC 13 ob from Freetown
Service a/c 1 db and 1 ob to Lagos
- 12.10.43 Liberator 17 db from Miami
RAFDC 6 ob from Lagos
- 13.10.43 BOAC 6 db from Lagos
Liberator 3 db to Miami
- 14.10.43 Service a/c 6 db from Lagos
BOAC 5 db from Lagos
RAFDC 4 db and 7 ob to Freetown
BOAC 16 db and 1 ob to Lagos
- 15.10.43 BOAC 1 ob from Lagos
Service a/c 3 db to Takoradi
- 16.10.43 RAFDC 11 db and 13 ob from Freetown, 3 ob from Takoradi
Service a/c 9 ob from Takoradi
- 17.10.43 Liberator 22 db from Miami, 2 db from Ascension
BOAC 11 db from Lagos
Service a/c 4 db and 3 ob to Takoradi
Liberator 7 db to Miami
- 18.10.43 RAFDC 6 db and 2 ob from Freetown
Service a/c 1 db and 3 ob from Takoradi
Service a/c 23 db and 10 ob to Lagos
- 19.10.43 BOAC 4 db and 4 ob from Lagos
Liberator 7 db to Miami
RAFDC 11 db and 10 ob to Freetown, 1 ob to Takoradi
- 20.10.43 US Army Courier service 3 db from Miami
Liberator 1db and 2 ob from Ascension
- 21.10.43 Service a/c 12 ob from Takoradi
- 22.10.43 USATC a/c 1 ob from South Africa
Service a/c 7 db and 8 ob to Freetown, 7 db and 8 ob to Lagos
- 23.10.43 BOAC 6 db from Lagos
USATC a/c 4 ob from Lagos
- 24.10.43 RAFDC 5 db and 12 ob from Freetown, 2 db from Lagos
Liberator 20 db from Miami
- 25.10.43 BOAC 1 ob from Lagos
Service a/c 8 ob from Lagos, 5 ob from Freetown
RAFDC 5 db and 2 ob to Freetown, 1db and 2 ob to Takoradi
Liberator 3 db to Miami, 3 db to Ascension
- 26.10.43 US Army Courier service 1 db from Miami
Special Service Dakota 3 db and 10 ob to Freetown
REFORS Dakota 10 db and 13 ob to Ikeja
Liberator 1 db to Miami
- 27.10.43 BOAC 7 db and 4 ob from Lagos
Liberator 1 db from Miami
BOAC 15 db and 4 ob to Lagos
Service a/c 1 db and 1 ob to Freetown
- 28.10.43 US Army Courier service 1 db from Washington
Service a/c 2 ob to Takoradi
- 29.10.43 RAFDC 6 db and 8 ob from Freetown
Service a/c 2 ob from Takoradi, 2 db from Ikeja
- 30.10.43 Liberator 3 db from Miami
RAFDC 6 db and 3 ob from Lagos
RAFDC 5 db and 5 ob to Lagos
- 31.10.43 RAFDC 1 db and 17 ob from Freetown
Liberator 1 db to Miami
RAFDC 2 db and 16 ob to Lagos

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Introduction to flight records

Peter Wingent

Lack of records precludes the construction of an exact listing of the R.A.F. Accra – Rabat service. However, the writer believes it is possible to arrive at a close approximation of operation of the services, based on a few known facts. On the next page are shown some references used below. These are followed by monthly schedules of RAF flights, northbound and then southbound, for each of the months from October 1943 to March 1944.

C.A.I.S. No. 229 states the R.A.F. service commenced on 25 October 1943: a Monday and that it connected at Rabat with B.O.A.C. 13M/14M services. Until 19 Nov., these services were daily but then became thrice-weekly.

O.M.B. Report of 11 March 1944 states that mails for West Africa were despatched each weekend for connection at Rabat.

From 19 Nov. 1943 to mid-March 1944, the 13M B.O.A.C. services were scheduled to depart Lyneham on Tuesdays, Thursdays and Saturdays. Thus the G.P.O. weekend despatch was sent to Lyneham to be flown by the Tuesday services, which arrived Rabat on Wednesdays. [From mid-March 1944, the three southbound services departed one day earlier, i.e. Mondays, Wednesdays and Fridays]. Northbound, the B.O.A.C. services were scheduled to depart Rabat on Wednesdays, Fridays and Sundays. If, as it is assumed, the R.A.F. service departed Accra on Mondays and arrived at Rabat on Tuesdays, then northbound mail would have been flown by the Wednesday B.O.A.C. services from Rabat. However, the B.O.A.C. movement charts record that many services suffered delays, many of which were lengthy, and thus the schedules were seldom adhered to.

From the above it is possible to construct a likely pattern of the schedule of the R.A.F. once weekly services and their connection with B.O.A.C., as follows:

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
R.A.F. northbound		Depart Accra	Arrive Rabat				
B.O.A.C. northbound				Depart Rabat	Arrive Lyneham		
B.O.A.C. southbound			Depart Lyneham	Arrive Rabat			
R.A.F. southbound					Dep. Rabat	Arrive Accra	

The table shows that the R.A.F. service was scheduled to spend one day in Rabat (Wednesdays) after flying northbound and two days at Accra after returning on a southbound service. This seems a very reasonable schedule. As there were three Dakotas allotted to the service, it is assumed that one aircraft would fly the round trip Accra – Rabat – Accra and if arrival back at Accra was delayed, one of the other aircraft would operate the next Monday service.

Although the B.O.A.C. services were often delayed (due to many reasons both mechanical and European winter) I think it is reasonable to assume that the R.A.F. northbound services would have been far more punctual. Southbound, I think it is reasonable to assume that if a southbound B.O.A.C. service was late at Rabat, the R.A.F. service would have awaited its arrival; there would be no point returning without the mail and cargo.

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References in Civil Aviation Intelligence Summaries and Overseas Mail Branch Reports

Peter Wingent

CAIS No. 229 (3 Nov. 1943):

CAIS No. 229 (3 Nov.)

R.A.F. Service, Gold Coast – French Morocco.

On 25th October 1943, the Royal Air Force Transport Command commenced a weekly service, with Douglas Dakota landplanes, between Accra and Rabat. Connection is made at Rabat with the BOAC service 13M/14M, thereby providing a service between West Africa and the United Kingdom.

Note that the RAF connected with 13M/14M services which were thrice-weekly. 25 Oct. was a Monday, so can it be assumed the service dep. Accra Mondays and arrived Rabat Tuesdays?

OMB Report, week ending 29 Jan. 1944:

In accordance with a request from Transport Command, R.A.F., all Forces air letter mails for West Africa, the Mediterranean area and beyond will on and from the 31st of January be delivered by the Post Office to Lyneham airport whence it is understood most of the mail-carrying services now depart, instead of delivery being effected as at present to Hendon, Lyneham or Poole, according to destination. Any transfer of mails from Lyneham to other airports which may be necessary from time to time for particular aircraft departures will be undertaken by Transport Command.

Dates/days
of despatch
given in
OMB

Reports will be assumed to be dates/days the P.O. sent the mails to Lyneham and not to be the dates/days of departure of aircraft from there.

OMB Report, week ending 11 March 1944:

As regards mails for West Africa, which have hitherto been despatched each weekend for connection at Rabat with the once weekly air service thence to destination, arrangements have now been made with the Air Ministry for a despatch to be forwarded to Rabat by each of the thrice weekly air services from this country. The air service from Rabat to West Africa is still on a once weekly basis, but it is anticipated that the greater frequency of despatch from this country will reduce the risk of delay arising from irregularities in the operation of the air services.

This is the
key report
which
provides

the starting point to determine the most likely BOAC services which carried mail brought to Rabat by the RAF.

OMB Report, week ending 25 March 1944:

On account of an alteration in the air services, air letter mails for West Africa will in future be despatched on Mondays, Thursdays and Fridays instead of as hitherto on Sundays, Tuesdays and Thursdays.

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Southbound services in October/November 1943

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Lyneham dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
25 Mon.	yes						
26 Tues.	yes	G-AGHF G-AGHN	13M139 13M140				
27 Wed.	yes	G-AGHS	13M141	13M139 13M140			
28 Thurs.	yes			13M141		Dakota	
29 Fri.	yes						Dakota
30 Sat.	yes						
31 Sun.	yes						
01 Mon.	yes						
02 Tues.	yes	G-AGGA G-AGHR G-AGFY G-AGHS	13M142 13M143 13M144 13M145				
03 Wed.	yes	G-AGHO G-AGGI	13M146 13M147	13M142 13M143 13M144 13M145			
04 Thurs.	yes			13M146 13M147		Dakota	
05 Fri.	yes	G-AGHR G-AGFX	13M148 13M149				Dakota
06 Sat.	yes	G-AGHS	13M150	13M148 13M149			
07 Sun.				13M150			
08 Mon.		G-AGGI G-AGHF	13M151 13M152				
09 Tues.		G-AGHN	13M153	13M151 13M152			
10 Wed.		G-AGHM	13M154	13M153		Dakota	
11 Thurs.				13M154			Dakota
12 Fri.		G-AGHO G-AGFY	13M155 13M156				
13 Sat.		G-AGHS	13M157	13M155 13M156			
14 Sun.	yes			13M157			
15 Mon.							
16 Tues.							
17 Wed.		G-AGHT G-AGGA G-AGHM G-AGHF	13M158 13M159 13M160 13M161				
18 Thurs.				13M158 13M159 13M160 13M161		Dakota	
19 Fri.							Dakota
20 Sat.		G-AGHU	13M162				
21 Sun.				13M162			
22 Mon.	yes	G-AGHM G-AGHO G-AGHF	13M163 13M164 13M165				
23 Tues.		G-AGHN	13M166	13M163 13M164 13M165			
24 Wed.				13M166		Dakota	

Services scheduled to be daily until 18 Nov., then three per week from the 19th.

25 Thurs.		G-AGGA	13M167				Dakota
26 Fri.				13M167			
27 Sat.							
28 Sun.		G-AGHF	13M168				
29 Mon.	yes			13M168			
30 Tues.		G-AGHM	13M169				

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Northbound services in October/November 1943

Date/day	R.A.F. Services		B.O.A.C. Services			Days late
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Lyneham arr.	
25 Mon.	Dakota					Services scheduled to be daily until 18 Nov., then three per week from the 19th.
26 Tues.		Dakota	G-AGFY	14M133		
27 Wed.			G-AGHF	14M139		
28 Thurs.			G-AGHN G-AGHS	14M140 14M141	14M133	
29 Fri.					14M140 14M141	
30 Sat.						
31 Sun.						
01 Mon.	Dakota					
02 Tues.		Dakota				
03 Wed.			G-AGGA G-AGHR G-AGFY G-AGHS	14M142 14M143 14M144 14M145		
04 Thurs.			G-AGHF	14M146	14M142 14M143 14M144 14M145	
05 Fri.			G-AGGI	14M147	14M146	
06 Sat.					14M147	
07 Sun.			G-AGHR G-AGFX	14M148 14M149		
08 Mon.	Dakota		G-AGHS	14M150	14M139 14M148 14M149	
09 Tues.		Dakota			14M150	
10 Wed.			G-AGGI G-AGHF G-AGHN	14M151 14M152 14M153		
11 Thurs.					14M151 14M152 14M153	
12 Fri.			G-AGHM	14M154		
13 Sat.			G-AGHO	14M155		
14 Sun.			G-AGFY	14M156		
15 Mon.	Dakota		G-AGHS	14M157		
16 Tues.		Dakota				
17 Wed.						
18 Thurs.			G-AGHT G-AGGA	14M158 14M159	14M154 14M157	
19 Fri.			G-AGHM G-AGHF	14M160 14M161		
20 Sat.					14M155 14M156 14M158 14M159 14M160 14M161	
21 Sun.						
22 Mon.	Dakota		G-AGHU	14M162		
23 Tues.		Dakota	G-AGHM G-AGHO G-AGHF	14M163 14M164 14M165		
24 Wed.			G-AGHN	14M166	14M163 14M164	

					14M165	
25 Thurs.					14M166	
26 Fri.			G-AGGA	14M167		
27 Sat.						
28 Sun.						
29 Mon.	Dakota		G-AGHF	14M168	14M167	
30 Tues.		Dakota			14M168	

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Southbound services in December 1943

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Lyneham dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
01 Wed.				13M169	10		
02 Thurs.		G-AGHU	13M170		8	Dakota	
03 Fri.				13M170	8		Dakota
04 Sat.		G-AGHN	13M171		8		
05 Sun.				13M171	8		
06 Mon.	yes						
07 Tues.							
08 Wed.							
09 Thurs.							
10 Fri.		G-AGHU	13M173		9		
11 Sat.				13M173	9	Dakota	
12 Sun.							Dakota
13 Mon.	yes	G-AGHM G-AGHO	13M172 13M174		16 10		
14 Tues.				13M172 13M174	16 10		
15 Wed.		G-AGHF	13M175		10	Dakota	
16 Thurs.				13M175	10		Dakota
17 Fri.		G-AGHO	13M176		9		
18 Sat.				13M176	9		
19 Sun.							
20 Mon.	yes						
21 Tues.							
22 Wed.							
23 Thurs.		G-AGHN G-AGHF	13M177 13M178		13 11		
24 Fri.				13M177 13M178	13 11		
25 Sat.						Dakota	
26 Sun.		G-AGHM	13M179		10		Dakota
27 Mon.	yes	G-AGHJ	13M180	13M179	10		
28 Tues.				13M180	10		
29 Wed.							
30 Thurs.		G-AGHN G-AGHF	13M181 13M182		11 8		
31 Fri.				13M181 13M182	11 8		

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Northbound services in December 1943

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Lyneham arr.	Days late
01 Wed.			G-AGHM	14M169		11
02 Thurs.						
03 Fri.						
04 Sat.			G-AGHU	14M170	14M169	11(170) 13
05 Sun.			G-AGHN	14M171		10
06 Mon.	Dakota				14M170	12
07 Tues.		Dakota			14M171	11
08 Wed.						
09 Thurs.						
10 Fri.						
11 Sat.			G-AGHU	14M173		12
12 Sun.						
13 Mon.	Dakota					
14 Tues.		Dakota	G-AGHO	14M174		12
15 Wed.			G-AGHM	14M172	14M173 14M174	18(172) 15 12
16 Thurs.					14M172	18
17 Fri.			G-AGHF	14M175		13
18 Sat.					14M175	13
19 Sun.						
20 Mon.	Dakota					
21 Tues.		Dakota				
22 Wed.						
23 Thurs.						
24 Fri.			G-AGHN G-AGHF	14M177 14M178		15 13
25 Sat.					14M177 14M178	15 13
26 Sun.						
27 Mon.	Dakota					
28 Tues.		Dakota	G-AGHM G-AGHJ	14M179 14M180		14 12
29 Wed.					14M179 14M180	14 12
30 Thurs.						
31 Fri.			G-AGHF	14M182		10

Service 14M176 not included because it operated from Gibraltar instead of Rabat.

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Southbound services in January 1944

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Lyneham dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
01 Sat.		G-AGHU G-AGHF	13M183 13M184		9 7		
02 Sun.				13M183 13M184	9 7		
03 Mon.	yes	G-ADGC	13M185		6		
04 Tues.		G-AGHM G-AGHJ	13M186 13M186X	13M185	5(186) 6 -		
05 Wed.				13M186 13M186X	5 -		
06 Thurs.		G-AGHF G-ADGK	13M187 13M188		5 2	Dakota	
07 Fri.				13M187 13M188	5 2		Dakota
08 Sat.		G-AGHJ	13M189		2		
09 Sun.				13M189	2		
10 Mon.	yes						
11 Tues.							
12 Wed.							
13 Thurs.		G-AGHM G-AGGB	13M190 13M192		5 0		
14 Fri.		G-AGHU	13M191	13M190 13M192	3(191) 5 0	Dakota	
15 Sat.				13M191	3		Dakota
16 Sun.		G-AGHF	13M193		1		
17 Mon.	yes			13M193	1		
18 Tues.							
19 Wed.							
20 Thurs.		G-AGHU G-AGHF	13M194 13M195		2 0		
21 Fri.				13M194 13M195	2 0	Dakota	
22 Sat.		G-AGHN	13M196		0		Dakota
23 Sun.				13M196	0		
24 Mon.	yes						
25 Tues.		G-AGHJ	13M197		0		
26 Wed.				13M197	0		
27 Thurs.						Dakota	
28 Fri.		G-AGHO	13M198		1		Dakota
29 Sat.				13M198	1		
30 Sun.	yes	G-AGHU	13M199		1		
31 Mon.				13M199	1		

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Northbound services in January 1944

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Lyneham arr.	Days late
01 Sat.					14M182	10
02 Sun.			G-AGHU G-AGHF	14M183 14M184		9 7
03 Mon.	Dakota				14M183 14M184	9 7
04 Tues.		Dakota				
05 Wed.			G-AGDC G-AGHM G-AGHS	14M185 14M186 14M186X		7 5 -
06 Thurs.					14M185 14M186 14M186X	7 5 -
07 Fri.			G-AGHF G-AGDK	14M187 14M188		5 2
08 Sat.						
09 Sun.						
10 Mon.	Dakota		G-AGHJ	14M189		3
11 Tues.		Dakota				
12 Wed.						
13 Thurs.						
14 Fri.					14M187 14M188	11 8
15 Sat.			G-AGHM G-AGHU G-AGGB	14M190 14M191 14M192		7 3 1
16 Sun.						
17 Mon.	Dakota		G-AGHF	14M193	14M189 14M190 14M191 14M192	1(193) 10 8 4 2
18 Tues.		Dakota			14M193	1
19 Wed.						
20 Thurs.						
21 Fri.			G-AGHF	14M195		0
22 Sat.			G-AGHU	14M194		3
23 Sun.			G-AGHN	14M196		0
24 Mon.	Dakota				14M195 14M194 14M196	0 3 0
25 Tues.		Dakota				
26 Wed.			G-AGHJ	14M197		0
27 Thurs.						
28 Fri.						
29 Sat.			G-AGHO	14M198	14M197	1(198) 2
30 Sun.					14M198	1
31 Mon.	Dakota		G-AGHU	14M199		1

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Southbound services in February 1944

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Lyneham dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
01 Tues.							
02 Wed.							
03 Thurs.		G-AGHO G-AGHT	13M200 13M201		2 0		
04 Fri.				13M200 13M201	2 0		
05 Sat.		G-AGHM	13M202		0	Dakota	
06 Sun.				13M202	0		Dakota
07 Mon.	yes						
08 Tues.							
09 Wed.							
10 Thurs.		G-AGHN	13M203X		-		
11 Fri.		G-AGIR	13M203	13M203X	3 (M203)		
12 Sat.		G-AGHN G-AGHO	13M204 13M205	13M203	2 (M204) 0 (M205)	Dakota	
13 Sun.				13M204 13M205	2 0		Dakota
14 Mon.	yes						
15 Tues.		G-AGIR G-AGHF	13M206X 13M206		- 0		
16 Wed.				13M206X 13M206	- 0		
17 Thurs.						Dakota	
18 Fri.							Dakota
19 Sat.		G-AGIS	13M207		2		
20 Sun.	yes	G-AGHO G-AGIR	13M207X 13M208	13M207	2 (M207) 0		
21 Mon.				13M207X 13M208	-		
22 Tues.		G-AGHO	13M209		0		
23 Wed.		G-AGHF	13M209X	13M209	0		
24 Thurs.		G-AGIS	13M210	13M209X	0	Dakota	
25 Fri.				13M210	0		Dakota
26 Sat.		G-AGHM	13M211		0		
27 Sun.	yes						
28 Mon.				13M211	1		
29 Tues.		G-AGIU G-AGIS G-AGIR	13M211X 13M212 13M212X		- 0 -		

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Northbound services in February 1944

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Lyneham arr.	Days late
01 Tues.		Dakota			14M199	0
02 Wed.						
03 Thurs.						
04 Fri.			G-AGHO G-AGHF	14M200 14M201		2 0
05 Sat.					14M200 14M201	2 0
06 Sun.			G-AGHM	14M202		0
07 Mon.	Dakota					
08 Tues.		Dakota			14M202	1
09 Wed.						
10 Thurs.						
11 Fri.			G-AGHN	14M203X		-
12 Sat.			G-AGIR	14M203	14M203X	3 (M203)
13 Sun.			G-AGHN G-AGHO	14M204 14M205		2 0
14 Mon.	Dakota				14M203 14M204 14M205	4 2 0
15 Tues.		Dakota				
16 Wed.			G-AGHF G-AGIR	14M206 14M206X		0 -
17 Thurs.					14M206 14M206X	0 -
18 Fri.						
19 Sat.						
20 Sun.			G-AGIS	14M207		2
21 Mon.	Dakota		G-AGHO G-AGIR	14M207X 14M208		- 1
22 Tues.		Dakota			14M207 14M207X 14M208	3 - 1
23 Wed.						
24 Thurs.						
25 Fri.						
26 Sat.			G-AGIS	14M210		1
27 Sun.					14M210	1
28 Mon.	Dakota					
29 Tues.		Dakota				

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Southbound services in March 1944

Date/day	O.M.B. Despatch	B.O.A.C. Services				R.A.F. Services	
		Aircraft	Whitchurch dep.	Rabat arr.	Days late	Rabat dep.	Accra arr.
01 Wed.		G-AGIU G-AGIS G-AGIR		13M211X 13M212 13M212X	- 0 -		
02 Thurs.						Dakota	
03 Fri.							Dakota
04 Sat.		G-AGHN	13M214		0		
05 Sun.	yes	G-AGHO	13M213X		-		
06 Mon.		G-AGIU	13M213	13M214	4(213) 1		
07 Tues.				13M213X 13M213	- 4		
08 Wed.	yes	G-AGHN G-AGHF	13M215 13M216		0 0	Dakota	
09 Thurs.	yes	G-AGIU	13M215X	13M215 13M216	0 0		Dakota
10 Fri.		G-AGIR	13M217	13M215X	0(217) -		
11 Sat.				13M217	0		
12 Sun.	yes	G-AGHO	13M216X		-		
13 Mon.		G-AGIR	13M218	13M216X	0(218) -		
14 Tues.	Yes			13M218	0		
15 Wed.		G-AGHN	13M219		0	Dakota	
16 Thurs.	yes	G-AGHF	13M219X	13M219	- 0(219)		Dakota
17 Fri.		G-AGHM	13M220	13M219X	0(220) -		
18 Sat.				13M220	0		
19 Sun.	yes						
20 Mon.		G-AGIR	13M221		0		
21 Tues.	Yes			13M221	0		
22 Wed.		G-AGHF	13M222		0	Dakota	
23 Thurs.	yes			13M222	0		Dakota
24 Fri.		G-AGHM	13M223		0		
25 Sat.				13M223	0		
26 Sun.	yes						
27 Mon.		G-AGHM	13M224		0		
28 Tues.	Yes			13M224	0		
29 Wed.						Dakota	
30 Thurs.	yes						Dakota
31 Fri.							

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Northbound services in March 1944

Date/day	R.A.F. Services		B.O.A.C. Services			
	Accra dep.	Rabat arr.	Aircraft	Rabat dep.	Whitchurch arr.	Days late
01 Wed.			G-AGIU	14M211X		-
02 Thurs.			G-AGHO	14M209	14M211X	8(209) -
			G-AGHF	14M209X		-
			G-AGHM	14M211		4
			G-AGIS	14M212		1
			G-AGIR	14M212X		-
03 Fri.					14M209	8
					14M209X	-
					14M212	1
					14M212X	-
04 Sat.						
05 Sun.					14M211	6
06 Mon.	Dakota		G-AGHN	14M214		1
07 Tues.		Dakota	G-AGIU	14M213	14M214	4(213) 1(214)
			G-AGHO	14M213X		-
08 Wed.					14M213	4
					14M213X	-
09 Thurs.						
10 Fri.			G-AGHN	14M215		1
			G-AGIU	14M215X		-
			G-AGHF	14M216		1
11 Sat.			G-AGIR	14M217	14M215	0(217) 1(215)
					14M215X	-
					14M216	1
12 Sun.				14M217	0	
13 Mon.	Dakota		G-AGHO	14M216X		-
14 Tues.		Dakota			14M216X	-
15 Wed.			G-AGIR	14M218		1
16 Thurs.			G-AGHN	14M219	14M218	0(219) 1(218)
17 Fri.					14M219	0
18 Sat.			G-AGHF	14M219X		-
19 Sun.			G-AGHM	14M220	14M219X	1(220) -
20 Mon.	Dakota				14M220	1
21 Tues.		Dakota	G-AGIR	14M221		0
22 Wed.						
23 Thurs.			G-AGHF	14M222		0
24 Fri.					14M221	2
					14M222	0
25 Sat.			G-AGHM	14M223		0
26 Sun.					14M223	0
27 Mon.	Dakota					
28 Tues.		Dakota	G-AGHM	14M224		0
29 Wed.						
30 Thurs.						
31 Fri.					14M224	2