

8) FLYING BOATS

The quest for an aircraft that could take-off or land from water began with float planes. After WWI flying boats rapidly grew in both scale and capability during the interwar period.

The Latécoère 300 were flying boats manufactured by aircraft manufacturer Latécoère in the 1930's. A 300 was built and flown for the first time in 1931 and sank the same year. It was rebuilt and flown again in 1932 being named Croix du Sud (Southern Cross). The aircraft then entered service for Air France, transporting mail across the Atlantic Ocean from Senegal to Brazil. On 7 December 1936 the Latécoère 300 "Croix du Sud" took off with mail cargo piloted by French aviator Jean Mermoz. He turned back shortly to report a troublesome engine and after a quick repair he took off again. Four hours later the last radio call reported that he had to cut the power on the aft starboard engine.



Latécoère 300 flying boat F-AKGF 'Croix du Sud'.

The aircraft went down off the coast of Dakar and aircraft and crew were never found. It had completed 23 missions before being lost at sea.

France - Imperforated progressive trial colour proofs

The Saro was a twin-engine amphibian flying boat built by the firm Saunders-Roe in the 1930's, capable of carrying a crew of two and eight passengers, it was used by several airlines.

Saunders-Roe Saro-21
Windhover amphibian
first scheduled flight service
from Gibraltar to Tangier
September 1931.



Short S.45A
Solent 3 flying boat
G-AHIT 'Severn'
of B.O.A.C.



Short S.30 modified
G Class flying boat
ZK-AMA 'Aotearoa'
of Tasman Empire
Airways.

