



THE FLYING CLIPPERS

PAN AM'S FABULOUS FLYING SHIPS

PAN AMERICAN AIRWAYS CLIPPERS 1931-1946



Pan Am Number	Date Delivered	Disposition
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SIKORSKY S-40 ~ 3 Produced

NC-80V <i>American Clipper</i>	October 1931	The First Clipper. Scrapped.
NC-81V <i>Caribbean Clipper</i>	November 1931	Scrapped.
NC-752V <i>Southern Clipper</i>	August 1932	Scrapped.

SIKORSKY S-42 ~ 10 Produced

NC-822M <i>Brazilian Clipper</i>	May 1934	Used in Latin America. Renamed <i>Columbia Clipper</i> . Scrapped July 15, 1946
NC-823M <i>West Indies Clipper</i>	December 1934	Used in Latin America. Renamed <i>Pan American Clipper</i> for use on Pacific Survey flights. Renamed <i>Hong Kong Clipper</i> in 1937. Sank at Antilla, Cuba August 7, 1944
NC-824M <i>Unnamed</i>	May 1935	Used in Latin America. Crashed, Port of Spain, Trinidad - December 20, 1935
NC-15373(A) <i>Jamaica Clipper</i>	July 1935	Used in Latin America. Scrapped July 15, 1946
NC-15374(A) <i>Antilles Clipper</i>	December 1935	Used in Latin America. Scrapped July 15, 1946
NC-15375(A) <i>Brazilian Clipper</i>	February 1936	Used in Latin America. Scrapped July 15, 1946
NC-15376(A) <i>Dominican Clipper</i>	April 1936	Used in Latin America. Lost in accident in San Juan Harbor on October 3, 1941
NC-16734(B) <i>Pan American Clipper II</i>	September 1936	Renamed Samoan Clipper. Lost at Pago Pago, Samoa with Captain Musick and crew on January 11, 1938 after survey flight and initial South Pacific Service
NC-16735(B) <i>Bermuda Clipper</i>	September 1936	Used for Baltimore/Bermuda route. Used briefly in Alaska and renamed <i>Alaska Clipper</i> in 1940 and then <i>Hong Kong Clipper II</i> in 1941 to be used for the

Post Flight Shop
Clipper Times
Classified

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Sightings

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Point of Origin

NC-16736(B) <i>Pan American Clipper III</i>	1937	Manila/Hong Kong route. Sunk by Japanese bombing, in Hong Kong Harbor on December 8, 1941
		Used on North Atlantic survey flights. Served as <i>Bermuda Clipper</i> on the Bermuda route in 1940. Then used in South America where it was burned and destroyed in Manos, Brazil a thousand miles up the Amazon River on July 27, 1943
MARTIN M-130 ~ 3 Produced		
NC-14714 <i>Hawaiian Clipper</i>	March 1936	Renamed <i>Hawaii Clipper</i> . Lost over Pacific east of Manila on July 29, 1938.
NC-14715 <i>Philippine Clipper</i>	November 1935	Sold to the U.S. Navy in 1942. Crashed into mountain at Boonville, California (100 miles north of San Francisco) on January 21, 1943
NC-14716 <i>China Clipper</i>	October 1935	Sold to the U.S. Navy in 1942. Crashed, Port of Spain, Trinidad on January 8, 1945
BOEING B-314 ~ 12 Produced		
NC-18601 <i>Honolulu Clipper</i>	January 1939	Pacific service. Remained with Pan Am during the War. Crashed into Navy vessel taking it under tow and had to be sunk on November 14, 1945 in Pacific.
NC-18602 <i>California Clipper</i>	January 1939	Pacific service. Sold to the U.S. Navy in 1942. Sold to World Airways after the War and was scrapped in 1950.
NC-18603 <i>Yankee Clipper</i>	February 1939	Atlantic service. Purchased by the U.S. Navy in 1942, but operated by Pan Am. Crashed and sank in River Tagus near Lisbon, Portugal on February 22, 1943
NC-18604 <i>Atlantic Clipper</i>	March 1939	Atlantic service. Purchased by the U.S. Navy in 1942, but operated by Pan Am. Salvaged for parts.
NC-18605 <i>Dixie Clipper</i>	April 1939	Atlantic service. Purchased by the U.S. Navy in 1942, but operated by Pan Am. Sold after the War to World Airways and scrapped in 1950.
NC-18606 <i>American Clipper</i>	June 1939	Atlantic service. Sold to the U.S. Navy in 1942. Sold to World Airways after the War and was scrapped in 1950.
NC-18607(A) NC-18608(A)	April 1941	Ordered by Pan Am. Both were sold to the British Purchasing Commission and used by BOAC. 18607 became G-AGBZ <i>Bristol</i> and 18608 became G-AGCA <i>Berwick</i> After the War they were

NC-18609(A)

Pacific Clipper

May 1941

sold to World Airways - 1948.
Pacific service. Temporarily named *California Clipper* to replace 18602 that was being moved to Atlantic service, but within months was permanently named *Pacific Clipper*. Purchased by the U.S. Navy in 1946. After the War it was sold to Universal Airlines. It was damaged in a storm and subsequently salvaged for parts.

NC-18610(A)

April 1941

Ordered by Pan Am. Sold to the British Purchasing Commission and used by BOAC; became G-AGCB *Bangor*. After the War it was sold to World Airways - 1948.

NC-18611(A)

Anzac Clipper

June 1941

Pacific and Atlantic service. Sold to the U.S. Navy in 1942. Sold to American International Airways after the War in 1947 and then to World Airways in 1948; sold again in 1951 and destroyed in Baltimore, Maryland in late 1951.

NC-18612(A)

Capetown Clipper

August 1941

Atlantic service. Sold to the U.S. Navy in 1942. Sold to American International Airways in 1947. Was sunk at sea by the U.S. Coast Guard on October 14, 1947

Epilogue: After World War II, 7 of the remaining B-314's were purchased by a start-up airline called *New World Airways*. By the early 1950's, all of the B-314's that had survived the War had been scrapped.

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