Flying Dutchmen . . .

16 FLIGHT, 2 January 1953

Pictured on final approach at Schiphol is Petrus Plancius, one of the
seven DC-6Bs bought by K.LM. for transatlantic services.

ports in several areas, including Florida, Cuba, Jamai Haiti, Venezuela, Trinidad, Colombia, British Guiana an the Lesser Antilles. K.L.M. also has a 50 per cent holdin in Garuda Indonesian Airways, whose fleet includes eig Convairs, 22 Dakotas, and eight Catalinas.
The European services, which play an important pan feeding traffic to the more profitable long-haul flights, ar

operated mainly with 40-seat Convair 240s. Two charateristics of K.L.M.'s European operations are the empha
on its cabotage traffic in Germany—which will presumabl suffer when the peace treaty is ratified—and the extent pooling arrangements with other operators, notably Sabe Swissair, and S.A.S.
From Schiphol, K.L.M. Convairs fly to London, Man-chester, Glasgow, Dublin and Shannon to the west, and Hamburg, Copenhagen and Stockholm on the north-ea Southward, services radiate to Prague, Dusseldorf, Bruss Paris and Frankfurt—which serves as a second termin Rhein-Main is directly linked by K.L.M. Convairs with several cities both in and outside Germany, includin Nuremburg, Munich, Istanbul, Rome, Milan, Nice an Madrid. Other points served include Stuttgart and Vienn Use is also made of DC-3S, which operate a few servic to London, Manchester, Dublin, Hamburg, Copenhag and Brussels, and do invaluable work as freighters. So K.L.M. has made no pronouncement on the popular subj of Dakota-replacement, and, it may be that most of t requirements of the K.L.M. route-pattern are met by th larger aircraft-types already in service or on order. Th possibility of a K.L.M. order for the projected Fokker F.2 Friendship has been discussed, but the need for such order (particularly one involving large numbers) is no immediately apparent. The Friendship will carry only abo 30 passengers—and a reduction in capacity would mean increase in costs on most of K.L.M.'s regional route Elsewhere, however, there is a future for such an aircra and a national order would be necessary to stimulate sales There may also be plans for utilizing the Freightship carg version; K.L.M. is making an all-out bid to develop this class of traffic, and its efforts have been rewarded by threefold pay load increase within three years. Last year t company opened at Schiphol one of the best-equipp freight-terminal buildings in the world.
K.L.M. has a very active "special flights" division which recently celebrated five years of operations; during that tim 2,150 charter flights were made, carrying 64,000 passeng (many of them Dutch emigrants to Australia, New Zealan and Canada) and 2,500 tons of freight and animals.
Dr. Plesman has shown keen interest in the possibiliti of helicopters, and tentative plans have been announced

the acquisition of two Sikorsky S-55 helicopters for expermental services a la B.E.A. or Sabena.
Without initiating technical advances of a revolutionar

nature, K.L.M. has nevertheless made an enormous ctribution to airline progress. The picture which emerge from this brief survey is one of a successful airline : a harworking company which deserves its reputation. K.L.M
has played a full part in the realization of its founder's beli that "The Air Ocean Unites all Peoples."

DC-4s are used by K.L.M. for regular all-freight services to Montreal.
New York, Curacao, Johannesburg, Tehran and Bangkok.

Britain's initiative in employing jet propulsion for com-mercial aircraft. . . . The reason why K.L.M. has not placed any orders for the Comet is that it does not think the time is yet ripe. ... " The statement added that the main require-ments were improvement of the jet transport's carrying-capacity and range, and adaptation of traffic-control organiza-tion to suit it.
It would be hard to find a better illustration of the dilemma, faced by so many airlines, resulting from the advent of turbine travel. Superficially, it appears a risk to adopt the new British airliners, the "safer" policy being to buy developed versions of proven American designs. But the conservative policy also brings a risk of losing traffic to a better-equipped competitor. The operational qualities of Britain's turbine-powered trio—Comet, Viscount, and Britannia—cannot yet be measured; only time can show whether K.L.M. chose wisely. Meanwhile, having turned down the chance of cake, the airline hopes to retain its share of bread-and-butter—most of which, as earlier recounted, comes from long-range routes.
There follows a condensed survey of current K.L.M. operations, based on the winter schedules. From Amsterdam the company's four-engined aircraft fly east, south and west. Constellations are used mainly on the Near and Far East routes, flying through Frankfurt, Rome or Geneva to Beirut, Damascus or Cairo. The ultimate points on the eastern route are Singapore, Jakarta and Sydney, with Dhahran, Karachi, Calcutta, Rangoon, Bangkok, Okinawa, Manila and Biak as intermediates. The main southern route to Johannes-burg, via Rome, Kano and Brazzaville, is flown by DC-6s, which also serve the Near East terminals of Tel-aviv, Tehran and Istanbul. Freight services to Johannesburg are operated by DC-4S, which fly through Cairo, Tripoli, Kano and Brazzaville.
On the highly competitive North Atlantic routes K.L.M. employs DC-6Bs. One interesting interior layout adopted by the company for this type caters for three classes of passenger; it has a four-seat "standard" section out the front, a 45-seat main cabin for tourists, and a luxurious rear compartment with 12 "Sleepair" berths. DC-6Bs fly four times weekly from Amsterdam to New York, via Glasgow or Shannon and Gander; a weekly service extends south to Curacao through Montreal and Havana. Montreal is also served by DC-6s, which now fly on through Monterrey to both Mexico and Havana. Prince Bernhard flew on the inaugural service to Mexico in November. An additional tourist service to New York is also flown by Constellations. Other K.L.M. services are routed south to Lisbon and Dakar for the South Atlantic crossing to Latin America. DC-6B services to Curacao fly via Paramaribo and Caracas; those to Santiago call at Recife, Rio, Montevideo and Buenos Aires. There are also five weekly transatlantic freight services, all with DC-4S; four link Amsterdam and New York, the fifth serves Curacao, flying via New York and Miami. Curacao is the centre of K.L.M.'s Caribbean services, operated almost exclusively with Dakotas. Impending use of B.W.I.A. Viscounts in the area will increase competition and may force K.L.M. to put Convair 340s into Caribbean service, instead of transferring 240s, as originally planned. These regional services connect Curacao with over 20 air-

<