

**Delta Air Lines, Inc.** re-entered the airline business in 1934 after a break of four years following its pioneering of services in 1929 between Birmingham and Dallas. In 1953 the company took over Chicago and Southern Air Lines (founded in 1934) and until recently the company worked as Delta-C & S Air Lines. Delta has an extensive network stretching from New York, Detroit and Chicago in the north to Houston, New Orleans, Miami, Havana, San Juan and Caracas in the south. Westwards the network goes to Kansas City, Dallas and Fort Worth, while throughplane agreements provide service to Los Angeles, San Diego and San Francisco. Delta's services to New York have been made possible by new C.A.B. route awards.

**Head Office:** Atlanta, Ga., U.S.A.

**Executives:** C. E. Woolman, president/gen. mgr. (portrait, p.482); L. C. Parker, vice-pres. traffic and sales; C. H. Dolson, vice-president operations; T. G. Cole, vice-president finance.

**Fleet:** 11 DC-7, 20 Convair 340, seven DC-6, 16 DC-3; on order five CV-440 (1956), 10 DC-7 (1957), six DC-8.

**Results for year ended December 31st, 1955:** 2,144,316 passengers; 12,378 tons of freight and 5,003 tons of mail carried; 7,365,158 freight ton-miles flown; total costs, £19,730,926; total revenue £22,259,556; 4,547 staff.

**D.E.T.A.**—see Divisao de Exploracao des Transportes Aéreos.

**Deutsche Lufthansa.** This is a new company, not to be confused with the West German airline, which was set up in 1955 under an agreement between the East German Democratic Republic and the U.S.S.R. The company receives technical assistance from the U.S.S.R. and when it opened its first service between Berlin and Warsaw earlier this year an Aeroflot Il-12 was used.

**Head Office:** Berlin, German Democratic Republic.

**Fleet:** Il-14.

**Deutsche Lufthansa, A.G.** describes itself as "a new airline with an old tradition." This is apt, as although the new airline began internal operations on April 1st, 1955, services to London on May 16th and to New York on June 8th that year, the original D.L.H. was founded in January 1926 and its winged crest originated with Deutsche Luftreederei in 1919.



**Hans M. Bongers,**  
managing  
director,  
Deutsche  
Lufthansa A.G.

The new Lufthansa operates a small internal network, European services to London, Paris, Madrid and Lisbon and North Atlantic services to New York via Shannon. This month services will be introduced to Montreal and Chicago via Manchester and future plans call for routes to Turkey, Lebanon, Iraq, Persia and South America.

B.E.A. is assisting with the operation of the Convairs and T.W.A., Lockheed and Transocean Air Lines with the Super Constellation flights.

**Head Office:** Cologne, Germany.

**Executives:** H. M. Bongers, managing director; G. Hölzje, technical director.

**Fleet:** five L-1049G, four Convair 340, two DC-3, two Saab Safir (training); on order three L-1049G (1956), seven Viscount 810, four L-1649A, four Boeing 707.

**Results for year ended December 31st, 1955:** 73,215 passengers; 550 tons of freight and 366 tons of mail carried; 7,493,795 ton-miles flown; 2,000 staff. Financial details not available.

**Divisao de Exploracao des Transportes Aéreos—D.E.T.A.** was organized in 1936 by the Colonial Government of Moçambique as

a division of the Department of Railways, Harbours and Airways. Domestic services are operated and there are routes to Durban, Johannesburg and Salisbury.

**Head Office:** Lourenço Marques, Moçambique. **Executives:** A. P. Pereira Leite, director general; A. H. Pinho da Cunha, manager; M. A. Cardoso Barata, acting manager.

**Fleet:** three DC-3, three Lodestar, six Dove, two Ju 52/3m, four D.H.89, one D.H.90, two D.H.87.

**Results for year ended December 31st, 1955:** 20,066 passengers; 475 tons of freight and 93 tons of mail carried; 1,474,000 ton-km flown; 721 staff.

**Divisao dos Transportes Aéreos—DTA** was founded in 1938 as a division of the Ports, Railways and Transport Administration. Operations began in 1938 and at present DTA operates a network of domestic services and also a route between Luanda and Leopoldville. During 1951 the Leopoldville route was extended to Lourenço Marques but was abandoned as a result of poor load factors.

**Head Office:** Luanda, Angola.

**Executives:** R. Serrão, president; J. de S. Medina, managing director.

**Fleet:** five DC-3, four Beech 18, seven D.H.89. **Results for year ended December 31st, 1954:** 24,981 passengers; 188,000 freight ton-km and 51,000 mail ton-km flown; total ton-km, 1,441,000; 327 staff. Financial details not available.

**East African Airways Corporation** came into being in 1946; it is responsible for the development of air transport in the three territories of Kenya, Uganda and Tanganyika and each Territory is represented on the board, as is B.O.A.C. The corporation is successor to the pre-war Wilson Airways. E.A.A.C. operates a network of services in the three Territories and to South Africa, with a route mileage of more than 20,000. Freight services, begun in 1954, have already expanded.

The corporation may take over some B.O.A.C. Argonauts for use on its main services and may also use these on a new route to London.

**Head Office:** Nairobi, Kenya.

**Executives:** A. V. Gill, secretary; Capt. E. E. Morris, operations manager; A. E. Robinson, engineering manager; P. A. Travers, sales manager; A. G. Molison, manager stations and traffic.

**Fleet:** nine DC-3s, four D.H.89, one Consul (training); on order, four-engined aircraft (late 1956).

**Results for year ended December 31st, 1955:** 98,698 passengers; 2,591 tons of freight and 357 tons of mail carried; 5,962,473 ton-miles offered; total costs (estimated), £1,085,000; total revenue (estimated), £1,080,000; 1,229 staff.

**Eastern Air Lines, Inc.**, is one of the largest U.S. carriers and its history goes back to 1927 when Pitcairn Aviation successfully bid for a

mail contract between New York and Atlanta. The carrier's name became Eastern Air Transport in 1930, following North American Aviation's acquisition of Pitcairn in the previous year. New York Airways and Lidington Air Lines were acquired in 1931 and 1933 respectively. North American sold its holdings in 1938.

E.A.L. now has an extensive route system throughout the Eastern States serving Boston, Detroit and Chicago at the northern extremities; St. Louis, Memphis and San Antonio in the west; and Mexico City and Puerto Rico at the southwest and southeast corners of the network. Throughplane service with Braniff reaches to Rio de Janeiro and Buenos Aires via the west coast of South America. Other throughplane services extend to Minneapolis/St. Paul, Kansas City and Denver. Eastern is



**E. V. Rickenbacker,**  
chairman,  
Eastern Air  
Lines.

likely, after a long fight, to acquire Colonial Airlines. With a present fleet of 120 aircraft has no fewer than 108 aircraft on order.

**Head Office:** New York, U.S.A.

**Executives:** E. V. Rickenbacker, chairman/general manager; T. F. Armstrong, president; P. H. Brattain, first vice-president; T. E. Creighton, treasurer; F. L. Farley, secretary. **Fleet:** 60 Martin 4-0-4, 18 L-749, 13 L-1049A, 16 L-1049C, 12 DC-7B, one DC-4; on order 10 L-1049G (autumn 1956), 28 DC-7B (1956, 57, 58), 40 Electra (1958-59), 18 DC-8 (1959-60), 12 Convair 440.

**Results for year ended December 31st, 1954:** 5,783,980 passengers; 11,192 tons of freight, 10,566 tons of express and 14,280 tons of mail carried; 494,663,000 ton-km flown; total cost, £58,128,983; total revenue £60,683,273; 10,794 staff.

**East-West Airlines, Ltd.**, founded in 1947 to provide feeder services between inland districts and Brisbane and Sydney. Services between Tamworth and Sydney were opened in that year and to Brisbane in 1948. The airline now serves seven inland points on this route and also operates services from Sydney to Cowra, Cootamundra and West Wyalong.

**Head Office:** Tamworth, N.S.W., Australia. **Executives:** D. M. Shand, chairman; Capt. A. J. Smith, general manager; R. O. Cooksey,

One of CSA's fleet of Soviet-built Il-12s.

