

WORLD AIRLINE SURVEY . . .

Head Office: Kingsford Smith Airport, Mascot, NSW, Australia.

Executives: R. M. Ansett, chairman; Capt S. C. Middlemiss, general manager; K. N. M. Hillyar, secretary; Capt C. C. Henry, operations manager; J. Buchanan, commercial manager; P. O'Neill, sales manager.

Employees: 192.

Fleet: one DC-4, three F.27A Friendship, three standard DC-3, one "Viewmaster" DC-3, one aerial survey DC-3, one Sandringham.

Airlines of New Zealand Ltd, also known as South Pacific Airlines of New Zealand Ltd, was formed in 1960 by pilots of NZNAC; Ansett Transport Industries has secured a minority holding in it. Airlines of New Zealand flies in direct competition with NZNAC over a network linking Auckland to 15 other towns in New Zealand, but offers fares slightly lower than NZNAC's.

Head Office: 40 Anzac Avenue, Auckland, New Zealand.

Executives: J. F. Johnston, chairman; Capt R. D. Daniell, general manager; Capt R. A. L. Anderson, assistant general manager (flying).

Employees: 56.

Fleet: three "Viewmaster" DC-3.

Airlines of South Australia is the name now adopted by Guinea Airways Ltd which operates services radiating from Adelaide to points in South Australia, New South Wales and Victoria. Services are also operated to the Woomera missile range. Originally formed in 1927 to provide air transport to the goldfields just discovered in New Guinea, after 1945 the company's operations centred on Adelaide.

In 1959 Guinea Holdings, the holding company for Guinea Airways and Guinea Investments Ltd was taken over by Ansett Transport Industries Ltd.

Head Office: Adelaide Airport, Adelaide, South Australia.

Executives: L. Connelly, general manager; C. A. Window, secretary; Capt J. A. Still, operations manager.

Employees: 66.

Fleet: one Convair 440, four DC-3, one Piaggio P.166B Portofino.

Air Links Ltd started operations in 1959 with an ex-Aer Lingus DC-3 and has since undertaken a variety of charter work, including contract flying in Europe, Africa and New Zealand. In September 1962 three 82-passenger Hermes were acquired, one of which is being used for IT and general charter work. An Argonaut has been acquired from Flying Enterprise, and went into service on March 1.

Head Office: Gatwick Airport, Horley, Surrey.

Executives: S. Wilson and M. Wilson, directors; A. J. Stocks, general manager; Capt C. M. de Bouneville, operations manager and chief pilot.

Fleet: one Argonaut, one H.P.81 Hermes.

Air Lloyd was formed in December 1961 by the merger of two German taxi and charter operators, Deutsche Nah-Luftverkehr AG of Gummersbach, founded in 1959, and Deutsche Taxiflug GmbH of Mannheim, operating since 1958. The resulting concern was known initially as Air Lloyd Deutsche Nah-Luftverkehrs AG. Air Lloyd has continued taxi, joy-riding, sight-seeing and survey flights as well as holiday flights to North German resorts.

Head Office: Hindenburgstrass 17, Gummersbach, Germany.

Fleet: seven Dornier Do 28, three Piaggio P.166, eight Dornier Do 27, two Super Cub, one Bolkow F207, one Voyager, one Beech Travel Air, one Agusta-Bell 47G-2.

Air Madagascar—previously known as Madair, Société Nationale Malgache de Transports Aériens—is the name of the Madagascar flag carrier that on January 1, 1962 took over from Air France and the original Air Madagascar domestic services operated by these two airlines to 58 points in Madagascar. A once-weekly service on the

Tananarive-Djibouti-Marseilles-Paris route was started, using a DC-7C and later a DC-6B leased from TAI, and now a Boeing 707 leased from Air France. Formed by Air France and the original Air Madagascar, with (respectively) 44 per cent and 36 per cent holdings, Madair (as it was first known) is owned 20 per cent by the Madagascar Government.

Head Office: Tananarive, Madagascar.

Fleet: two DC-4, six DC-3, four Rapide, one Beech D-18S, one Broussard.

Air Malawi is the newly formed Nyasaland national airline created as a subsidiary of Central African Airways Corporation after the break-up of the Federation of Rhodesia-Nyasaland in 1963. Air Malawi's chairman and board will be appointed by the parent CAA. DC-3s and Beavers are used, chiefly on domestic routes, and the DC-3s will be leased back for operation by CAA, who will provide technical assistance and staff.

Fleet: two DC-3, three Beaver.

Air Mali was formed in 1961 as the flag carrier of the Mali Republic, which consists of Senegal and the French Sudan, Aeroflot has supplied technical and commercial assistance to Air Mali, and the British Government has presented it with three ex-BEA DC-3s. Air Mali operates services to Paris via Rabat and Marseilles with Il-18s, while domestic services and regional services to Guinea, Niger and the Ivory Coast are operated by Il-14s and DC-3s. An-2 biplanes operate a further network of domestic services linking 20 centres to Bamako.

Head Office: PO Box 27A, Bamako, Republic of Mali.

Fleet: three Il-18, three Avia 14-32A, two Antonov An-2, three DC-3, five Aero 145.

Air Mauritanie was formed by Government decree in September 1962 to operate domestic services in the former French colony. From Nouakchott 16 domestic points are served and there is a weekly service from Nouakchott to Bamako and from Nouakchott to Las Palmas via Port Etienne. Operations started with a DC-3 and crew leased from the Spanish independent Spantax; two DC-3s are currently leased from Spantax and the third from the Société des Mines de Fer de Mauritanie (Miferma).

Head Office: Nouakchott Airport, Mauritania.

Executive: Abdoul Aziz, director-general.

Fleet: one DC-4, three DC-3 leased.

Airmont Helicopter Airways intends to operate helicopter services between Dorval airport and the downtown area of Montreal. Airmont is a wholly-owned subsidiary of the Earl Corporation.

Head Office: Montreal, Canada.

Airnaute started charter operations in Europe in 1958, and has since operated scheduled services for Air Inter and Air France. The company concentrates on freight charters and inclusive tour flights, and its operations base is at Nice. Air France has recently acquired a majority shareholding in Airnaute.

Head Office: 156 Boulevard Hausmann, Paris.

Executive: Jacques Dewez, director.

Fleet: one Boeing 307 Stratoliner, three DC-6C, four Viking, one DC-2.

Air Navigation & Trading Co Ltd was established in 1946 and undertakes general and contract charter work, aerial work, pilot training and aeronautical engineering. The company acts as UK and Eire concessionaries for the Aermacchi-Lockheed AL-60.

Head Office: Squires Gate Airport, Blackpool.

Executives: H. Bateson, G. C. S. Whyham, R. L. Whyham, directors; B. L. Wall, chief inspector; G. L. Shutt, secretary; W. S. Bateson, chief instructor; E. Hustwayte, chief check pilot.

Fleet: one Aero Commander, one Hunting Pembroke, two DHA-3 Drover, one D.H.84 Dragon, three Rapide, one Aermacchi-Lockheed AL-60, one Alpha, three Chipmunks and other light aircraft.

Air Oasis operates charter and taxi services in the Sahara region with seven single-engined aircraft. Air Oasis was nationalized in 1963.

Head Office: PO Box 68, Laghouat, Algeria.

Executive: Jacques Pierchon.

Air-Oasis, not to be confused with the Algerian operator with a similar name, is a US non-scheduled carrier operating from California.

Head Office: 3353 Lakewood Boulevard, Long Beach 8, California.

Employees: 104.

Fleet: DC-3.

Air Paris, formerly known as Air Orly, operates taxi services on demand from Orly and le Bourget.

Head Office: 7 Rue du Delta, Paris 9e.

Executive: Pierre Frenkel, director.

Fleet: one Heron 1b, one Navion.

Air Rhodesia is the new Southern Rhodesian national airline formed as a subsidiary of Central African Airways Corporation after the break-up of the Federation of Rhodesia-Nyasaland in 1963. Air Rhodesia's chairman and board will be appointed by the parent CAA. DC-3s will be used, chiefly on domestic routes, and will be leased back for operation by CAA, who will provide technical assistance and staff.

Head Office: Salisbury Airport, Southern Rhodesia.

Fleet: DC-3.

Air Senegal, also known as Compagnie Senegalaise de Transports Aériens, is a privately owned carrier formed recently to operate domestic passenger and freight services within the republic of Senegal from the capital, Dakar. Tourist flights to Las Palmas in the Canary Islands are planned for the future. A Rapide, an Apache and two Jodels are used for charter work, while aerial agriculture is undertaken by a Pawnee and a Super Cub. Air Senegal started operations over a year ago with a Twin Pioneer leased from Sierra Leone Airways, but this has now been returned. Air Senegal is associated with Société Anonyme Ardic, aerial work and aerial survey operators and Piper distributors for Senegal and other African territories.

Head Office: Yoff Airport, Dakar, Senegal.

Fleet: two DC-3, two Dove, one Apache, one Rapide, one Pawnee 235, one Super Cub, one Jodel D.140, one Jodel D.1050.

Air St Pierre is a French-Canadian carrier that began operations in 1961 of a daily service between Sydney (Nova Scotia) and St Pierre (Miquelon Island), which is French territory.

Head Office: St Pierre, Miquelon Island, Canada.

Fleet: Cessna 310.

Air Vietnam was founded in 1951 to take over domestic and regional services previously operated by Air France. The Vietnamese Government holds 75 per cent of the stock and Air France holds 25 per cent. Air Vietnam flies domestic services and to Laos, Cambodia, Hong Kong and Bangkok.

Head Office: 116 Boulevard Nguyen-Hue, Saigon, Vietnam.

Executives: N. Van Khai, president; M. Nguyen Tan Trung, managing director.

Employees: 863.

Fleet: one DC-6B, one DC-6, five DC-3, one DC-4, one Cessna 310, two Cessna 185.

Airways (India) is entirely engaged on non-scheduled charter flying. Frequent services are operated to the Andaman Islands and charter flights to Assam and North Bengal are undertaken.

Head Office: 31 Chittaranjan Avenue, Calcutta 12.

Executives: K. K. Roy, director; S. G. Rangaswamy, manager.

Employees: 50.

Fleet: three DC-3, one Catalina.

AISAA—see Aeroplan Integracion de Servicios Aereos Argentinos.

ALA—see Aerotransportes Litora Argentino.

Alaska Airlines adopted its present title in 1944, having been founded in 1937 as Star Air Lines Inc to take over Star Air Service, which had been doing charter work for several years. The latter had acquired McGee Airways, which was founded in 1932. In 1942 and 1943 Star Air Lines took over Pollack Air Lines, Lavery Airways and Mirow Air Service. Alaska Airlines has a route network stretching