

WORLD AIRLINE SURVEY . . .

Korean Air Lines formed in June 1962 to succeed the privately owned Korean National Airlines (founded in 1947), is wholly owned by the Government of the Republic of Korea. Domestic operations were started in December 1962. A service from Seoul to Osaka was started in March 1964 in conjunction with Japan Air Lines, using a Fokker F-27.

Head Office: 64-5, 2 Ka, Choongku-Roo, Seoul, Korea.
Executives: Yoo Hyup Shin, president; Kak Soon Lee, executive vice-president. Vice-presidents: Yung Rak Min, operations; Ke Chin Kim, traffic and sales; Chul Cho Kim, finance.
Employees: 305.
Fleet: two F-27, one DC-4, two DC-3. On order: one DC-9-30.

Kunnallistekniikka AB (Finnmap) carries out aerial photography in Finland and abroad.
Head Office: Kiviäidankatu 9, Helsinki, Finland.
Executives: Kalevi Nordman, pilot; Lasse Luume, navigator; Sakari Tuovinen, camera operator.
Employees: three.
Fleet: one Pilatus Porter.

Kuwait Airways Corporation was founded in 1953 as Kuwait National Airways, adopting the present title in 1958. BOAC took over the technical management of Kuwait Airways in June 1958, and in September 1959 British International Air Lines, a wholly owned BOAC subsidiary in Kuwait that provided charter and maintenance services to the Kuwait Oil Company and the Kuwait Flying Club, was taken over by Kuwait Airways. The Kuwait Government having acquired all Kuwait Airways shares, the company became a Government concern on June 1, 1963. Kuwait Airways operates services to Bahrain, Doha, Karachi, Bombay, Cairo, Beirut, Jerusalem, Damascus, Baghdad, Teheran and Abadan. A Comet 4C service to London via Beirut and Geneva, Paris or Frankfurt began on March 2, 1964. Trans Arabia Airways were bought out and merged with Kuwait Airways in April 1964.

Head Office: PO Box 394, Kuwait.
Executives: Faisal Saoud Al-Fulajj, chairman; Jassem Al-Yusuf Al-Marzouk, managing director; Abdul Rahman al Mishri, general manager; Adli Dajani, commercial manager; Capt R. S. Colvin, operations manager; Capt E. Pridmore, chief pilot.
Employees: 1,026.
Fleet: one Trident 1E, two Comet 4C, three DC-6B, one Viscount 700, two Twin Pioneer. On order: one Trident 1E.

Lake Central Airlines Inc began operations in November 1949 and serves 4,300 miles of routes in eight states of the mid-central USA. The airline's network extends from Washington DC and Baltimore on the east coast to Chicago, providing air service to 46 cities in a highly industrialised area. During 1965 Lake Central put the Nord 262 in service.

Head Office: Weir Cook Airport, Indianapolis, Indiana, USA.
Executives: J. J. O'Connell, chairman; Gwin Hicks, vice-chairman; L. W. Hartman, president. Vice-presidents: R. W. Clifford, operations; D. S. Getchell, traffic and sales; J. R. Meyering, finance; J. W. E. Humphrey, merchandising. W. H. Kreig, secretary.
Employees: 892.
Fleet: eight Convair 340, six Nord 262, 15 DC-3 (one cargo liner). On order: six Nord 262, ten Convair 580 (including the eight 340s to be converted).

Laker Airways was formed in February 1966 as a contract inclusive-tour and ad hoc charter operator. Full operations are expected to begin in the spring of 1967.
Head Office: London (Gatwick) Airport, Horley, Surrey.
Executives: F. A. Laker, managing director; L. V. E. Atkinson, operations manager; C. Nunn, purchasing manager. J. M. Laker, director; G. W. Forster, commercial manager; Capt A. Hillary, chief pilot.
Fleet: two Britannia 102. On order: three BAC One-Eleven 320L.

LAN-Chile—see *Linea Aérea Nacional de Chile*.

AB Lapplandsflyg formed in April 1963, is the largest bush operator in Sweden, and undertakes a variety of charter services. The president and managing director each own a 50 per cent holding.

Head Office: Umea, Sweden.
Executives: Bertil Johansson, managing director; Count Diedric Cronstedt, president.
Fleet: two Norseman, three Cessna 185, three Bell 47G, three Agusta-Bell 47J.

Laurentian Air Services was founded in 1936 and operates charter flights and recreational flights. Maintenance and overhaul is also undertaken.

Head Office: PO Box 4070, Station E, Ottawa, Ont, Canada.
Executives: A. B. MacLaren, president; J. M. Bogie, executive vice-president; D. Pickering, general manager.
Employees: 40.
Fleet: one Beechcraft C-18S, one Beech C-45H seaplane, one Otter, six Beaver, one Cessna 180, one Goose, one Piper PA-18.

La Urraca—see *Lineas Aréas la Urraca*.

Lebanese Air Transport (Charter) Co SAL, known during 1965 as Lebanese Overseas Airways, has now reverted to its original title. Formed in 1958, operations were started in June 1961 with an ex-Jordanian Airways DC-4. Operations include ground-handling services at Beirut International Airport and passenger and freight charter services. Major shareholder is the president.

Head Office: PO Box 1331, Lazarieh Building, Beirut, Lebanon.
Executives: Marouf Shaar, president. Vice-presidents: T. Assily, administration; W. Hamdan, sales; K. Nammour, operations; E. Melki, engineering.
Fleet: one Antonov An-24B, two DC-3. On order: two L1049H.

Lebanese International Airways (LIA) started scheduled services in January 1956 and now operates twice a week between Beirut, Milan and Paris with a Boeing 720B. Other services connect Beirut with Teheran, Kuwait, Baghdad, Bahrain and Doha. Sabena provided technical and operational assistance but has now terminated all collaboration with LIA. Ex-American Airlines DC-7s were acquired in 1963, and Carlos and Alphonse Arida now have a holding in Alia-Royal Jordanian. A Caravelle has been leased from Sabena.

Head Office: Rue Clemenceau, Arayssi Building, Beirut, Lebanon.
Executives: Carlos Arida, president; Alphonse Arida, administrator and managing director; Fernand Nakhle, commercial director; Ramez Melhem, financial and administrative director.
Employees: 410.
Fleet: two Convair 990A, one Boeing 720-068B (leased), four DC-7.

Leeward Islands Air Transport Services Ltd was formed in 1956 as a subsidiary of BWIA, who hold 51 per cent of the shares. In 1959 St. Vincent Government Air Services were absorbed into LIAT. Services are operated throughout the Leeward and Windward Islands and to Trinidad, Guadeloupe and Puerto Rico.

Head Office: 42/44 St Mary's Street, St Johns, Antigua, West Indies.
Executives: Sir P. Hobson, chairman; F. S. Delisle, managing director; Capt E. A. King, chief pilot.
Employees: 129.
Fleet: two HS748 (one leased), one DC-3, four Twin Bonanza, one Aztec.

M. Lennard Ltd (Lennard Aviation) started air-taxi and charter operations in August 1964.
Head Office: Stansted Airport, Bishop's Stortford, Essex.
Executives: B. D. Lennard, managing director; L. Richards, chief pilot.
Fleet: one Aztec B, one Twin Comanche. On order: one BN-2 Islander.

Lentohuolto O/Y operates taxi and charter services in Finland.
Head Office: Malmi Airport, Helsinki, Finland.
Executive: Roland Freund, managing director.
Employees: 35.
Fleet: One Aero Commander, one Mooney M20C, five Cessna 150, one 172, one 180, one 185, three 19

Leopard Air Ltd was formed in October 1965 to operate charter, air-taxi and flying training services. Operations started on April 1. The company also holds the Cessna agency for Malawi. Base is at Tennett Field, Luchenza near Blantyre.

Head Office: PO Box 70, Cholo, Malawi.
Executives: Robert G. Cathcart Kay, chairman; William L. Stone, secretary.
Fleet: one Cessna 150, one 182, one 175, one Tiger Moth, one Cherokee. On order: one Cessna U206.

Liberian National Airlines Inc is the successor to Liberian National Airways, the Government-owned carrier which began operations in 1952 with services from Monrovia and Robertsfield internally and to Freetown, Sierra Leone. Liberian Government invited the French independent airline UTA to take over the management with effect from January 1, 1965. Network remains the same.

Head Office: Robertsfield, Liberia.
Executives: Hon Romeo A. Horton, president; Jean-Louis Fitte (UTA), general manager.
Fleet: three DC-3.

Libiavia—see *Nord Africa Aviazione SpA*.

Libyan Aviation was formed in 1960 to operate aircraft on oil-exploration support activities and commenced operations in July of that year. The company currently has service contracts with a number of oil companies and pipe-line constructors, primarily British Petroleum. Operational, technical and general management of Libyan Aviation is in the hands of Metropolitan Air Movements Ltd, and certain aircraft are leased from MAM's subsidiary, British Westpoint Airlines. Re-organization is under way to consolidate these interests on a more permanent basis.

Head Office: PO Box 33, Benghazi, Libya.
Executives: A. M. Bugezia, chairman; Capt B. L. R. Pocock, director (MAM); C. H. J. Bos, general manager (MAM).
Employees: 25.
Fleet: two DC-3, four Dove.

Libyan National Airways SAL (Linair) was formed in 1962 by Libyan interests and Sabena to provide charter and oil-prospecting support operations in Libya. In July 1965 Belgian International Air Services took over Sabena's interest in Linair.

Head Office: PO Box 171, Youssef Lenghi Avenue, Benghazi, Libya.
Executives: Z. Y. Lenghi, president; C. G. Van Antwerpen, vice-president; P. W. Bakker, general manager.
Fleet: seven DC-3, one Cessna 310B.

Lignes Aériennes Intérieures (Air Inter) was formed in 1954 to operate internal services within metropolitan France and some services were started in March 1958 using chartered aircraft. Air France and French Railways (SNCF) each have a 24.95 per cent interest while UTA Aigle Azur and various banks and surface transport interests also have small holdings. Full operations were started in 1960 and link Paris with Nantes, Quimper, Brest, Lyons, Strasbourg, Nimes and Perpignan. New routes expected to be established during 1965 are Lyons - Bordeaux, Lyons - Toulouse, Bordeaux - Toulouse - Marseilles - Nice, Paris-Clermont Ferrand and Lille-Orly. Two Caravelles leased from Air France are used primarily on the Paris - Marseilles, Paris - Lyons and Paris-Toulouse routes. Nord 262s were put into service in September 1964.

Head Office: 12 Rue de Castiglione, Paris 1, France.
Executives: Admiral P. Hebrard, president-director general; P. Marland, secretary-general; J. Arnaud, technical director; G. Brandeis, commercial director; J. Margot-Noblemaire, directeur des programmes.
Employees: 700.
Fleet: two Caravelle (leased), four Nord 262, 11 Viscount 700. On order: two Caravelle, one Viscount, one Nord 262.

Lignes Nationales Aériennes Congolaises (Lina-Congo) is the successor to Air Congo, previously Compagnie Congolaise de Transports Aériens, the national airline of the Republic of the Congo. Originally formed in June 1961, the name was changed in October 1965 to avoid confusion with the Leopoldville-based airline of the same name.