



"Flight" photograph

Three of Aeroflot's Tu-104 turbojet airliners seen on a visit to London Airport. This type is in service on the Prague-Moscow-Peking route. Three have been ordered by Czechoslovak Airlines.

WORLD AIRLINE DIRECTORY . . .

(reported to total 230,000 route miles), routes to neighbouring Communist countries and to Peking, Stockholm, Copenhagen, Helsinki and Kabul. Ju-104s are in service on a number of routes including Peking-Moscow-Prague.

Head Office: Moscow, U.S.S.R.

Executives: Marshal P. F. Zhigarev, director general; Lt. Gen. N. A. Zakharov, deputy director general.

Fleet: Tu-104, Il-14, Il-12, Li-2, An-2, Po-2, Il-20, Yak 12R and other types. Il-20 turbojet-powered aircraft may still be operating domestic mail and freight services.

Aerolíneas Argentinas-Empresa del Estado, or Argentine Airlines as it is more generally known, was founded as a state corporation in May 1949 by the Ministry of Transport to take over the operations of FAMA, ALFA, Aeroposta and ZONDA. The airline maintains a domestic network and international services to neighbouring South American countries, Cuba, the U.S.A. and Europe.

Head Office: Buenos Aires, Argentina.

Executives: A. E. Lavallol, chairman; Vice Comodoro A. Becher, vice-chairman; J. Carlos Mason Lugones, general manager; D. P. Albano, operations manager; G. A. Zalazar, economic planning manager.

Fleet: six DC-6, five DC-4, four Convair 240, 16 DC-3, seven Sandringham.

Results for year ended December 31, 1955: 327,808 passengers; 1,532,859 kg of freight and 492,577 kg of mail carried; total ton-km flown 39,087,756; total costs, £7,900,873; total revenue, £4,958,723; 5,623 staff.

Aerolíneas Mexicanas S.A., is operating domestic services linking Mexico City with Zihuatanejo, Acapulco, Leon, San Luis Potosi, Saitillo, Monclova and Piedras Negras.

Head Office: Mexico City, Mexico.

Fleet: DC-3.

No other details available.

Aéromaritime—see Union Aéromaritime de Transport.

Aeronaves de Mexico, S.A. was founded on September 1, 1934, and began operating between Mexico City and Acapulco. Its early fleet consisted of a three-engined Stinson, three Bellanca Pacemakers and a Fairchild 24. The airline now has a route network of about 6,500 miles within Mexico. In 1952 Aeronaves bought LAMSA (founded in 1934) from United Air Lines and in 1954 the company also acquired Aerovias Reforma, which had been founded in 1945.

Head Office: Mexico City, Mexico.

Executives: A. D. Lombardo, president; C. Ramos, general manager; R. L. Johnson, operations manager.

Fleet: 15 DC-3, three DC-4, four Convair 340, Constellation.

Results for year ended December 31, 1954: (including Aerovias Reforma). 213,248 passengers; 1,700 tons of freight and 195 tons of mail carried; about 1,500 staff. Other details not available.

Aero-Nord Sweden A.B., operates scheduled newspaper and limited passenger services within Sweden.

Head Office: Stockholm, Sweden.

Executives: P-S. Holmström, managing director.

Fleet: one Lodestar, one Oxford.
Staff 19. No other details available.

One of the fleet of Curtiss C-46s used by Aaxico Airlines on their scheduled freight services.



Aeronorte—Empresa de Transportes Aereos Norte do Brasil, S.A., began operations in 1950 and operates a network of feeder services in the north-east of the country. Percival Prince aircraft were used originally but the present schedules are worked by DC-3s. In 1953 Real acquired control of the company but Aeronorte works as a separate division. By early 1955 the Aeronorte route mileage exceeded 4,000 miles.

Head Office: Sao Luiz, Brazil.

Executives: Commandante L. Gomes, president; N. Freire, general manager.

Fleet: four DC-3.

Aero O/Y—Finnair was founded in 1923 and began operations, with single-engined Junkers-F13 floatplanes, in 1924. Landplane operations began in 1936 when airports became available. After the war Aero O/Y developed its European routes which culminated in the opening of a service to London in 1954. The Finnish internal network is one of the most extensive in Europe, fares are very low and the growth of traffic in recent years has been phenomenal. The company has an extremely high reputation for regularity and punctuality.

Head Office: Helsinki, Finland.

Executives: L. Grandell, president; B. Aulin, vice-president technical; A. Nyström, vice-president commercial.

Fleet: two Convair CV-440, three Convair CV-340, nine DC-3. On order: one CV-440.

Results for year ended December 31, 1956: 333,066 passengers; 1,657,351 kg of freight and 566,210 kg of mail carried; 24,010,014 ton-km flown; total costs, £2,838,518; total revenue, £2,864,261; 1,083 staff.

Aerotaxi—see Aéroviões Nacionais de Colombia.

Aero Transportes, S.A.—ATSA. Founded in 1943 and began scheduled services in 1944. Services were suspended in the following year and resumed in January 1947. The company now operates a return service on weekdays between Monterrey and Brownsville/Matamoros.

Head Office: Mexico City, Mexico.

Executives: R. O'Farrill, president; H. J. Filshinger, general manager; J. P. Centella, sales manager.

Fleet: DC-3.

Traffic statistics not available.

Aerovias Ecuatorianas C.A. (AREA), was founded in 1949 and began operations in 1951. AREA took over the routes formerly worked by Aero Transporte Ecuatoriano and Trans-andia Ecuatoriana. The company is believed to be operating an internal route network but no recent news is available.

Head Office: Quito, Ecuador.

Executives: L. Arias, president; A. Arias, general manager.

Fleet: Boeing Stratoliner, DC-3, Anson, Navion. On order: one Friendship (1958).

Aéroviões Nacionais de Colombia—AVIANCA claims to be the oldest airline in the Americas—and, in fact, it was formed (in 1940) as the result of a merger of S.C.A.D.T.A. (founded in 1919) and Servicio Aereo Colombiano. S.C.A.D.T.A. was founded by German interests but in 1931 Pan American Airways acquired an 80 per cent interest—which was, however, reduced to 64 per cent at the time of the merger. The company operates domestic services and services to Venezuela, Ecuador, Jamaica, the U.S.A., Bermuda, Portugal, Spain, France and Germany. In 1951 Avianca acquired the second largest Colombian airline LANSA and in 1952 also took over SAETA. A wholly owned subsidiary, Aerotaxi Ltda, operates Cessna 195 and Beaver aircraft to areas which cannot be served by larger aircraft.

Head Office: Bogotá, Colombia.

Executives: J. G. R. Jaramillo, president; J. A. González, executive vice-president; F. Carrizosa, financial vice-president; S. Pretelt, administrative vice-president; H. Wild, vice-president traffic and sales.

Fleet: four L-1049G, one L-749A, 13 DC-4, 23 Hi-per DC-3, 11 C-47.

Results for year ended December 31, 1955: 903,645 passengers; 67,845 tons of freight and 659 tons of mail carried; 71,239,000 ton-km flown; total costs, £12,170,885; total revenue, £12,881,191; 5,011 staff.

Aerovias Panama Airways was founded in 1951 as Aerovias Interamericanas de Panama, S.A. (Avispa), and began operations mainly as a cargo carrier using C-46s leased from the Colombian company Lineas Interamericanas. In 1952 the company was designated by the Panama Government to operate a Panama-