

## WORLD AIRLINE SURVEY...

**British United Air Ferries Ltd**, a subsidiary of Air Holdings embracing Channel Air Bridge and Silver City Airways, operates vehicle ferry, passenger and freight services from Southend, Lydd and Hurn to ten points in Europe and the Channel Islands. Services to Basle, Geneva and Strasbourg are operated with Carvairs and routes to Jersey, Guernsey, Cherbourg, Le Touquet, Calais, Ostend and Rotterdam with Freighter 32s. Rail-air-rail services in co-operation with British, French and Belgian National Railways are operated between London and Belgium and coach-air services between London and Calais, Ostend, Rotterdam and Basle. Bristol 170s in passenger configuration are used for summer inclusive tour work, and IT services this year will largely be operated by BUA (Services) Ltd. Silver City's former route network in the north of England has been taken over by British United (CI) Airways.

*Head Office:* Portland House, Stag Place, Victoria, London SW1.

*Executives:* M. D. N. Wyatt, chairman; F. A. Laker, managing director; A. F. Nickalls, R. L. Cumming, directors; D. A. Whybrow, general manager; H. E. Cross, general commercial manager; M. D. Day, general manager, traffic and operations; P. R. Barrass, sales manager; L. McCracken, traffic manager; G. P. Parselle, commercial manager (rail-air); A. T. Pugh, commercial manager; R. F. Sanders, cargo sales manager. *Employees:* 519.

*Fleet:* three ATL-98 Carvair, 21 Bristol 170 Freighter 32, one Freighter 31, three Freighter 21.

**British United Airways** was formed in July 1960 by the amalgamation of the Airwork group and Hunting-Clan and is owned by Air Holdings Ltd. Its principal associated companies are British United (CI) Airways, British United Air Ferries, Airwork International, Airwork Services, Aviation Traders Engineering, Morton Air Services and Straits Air Freight Express. British United operates passenger services from Gatwick to East, West and Central Africa, to the Canary Islands, Gibraltar, Malaga and Rotterdam. It has also been granted licences by the British Government to operate other scheduled services in Europe subject to the approval of foreign governments. BUA operates the "Africargo" service, the only scheduled all-freight service between Europe and Africa. The airline also does a good deal of charter business, including numerous IT flights and the carriage of Service personnel and their families to four destinations in Germany, to Hong Kong, Singapore, Aden, Nairobi and Cyprus. BUA acts as technical advisor to Sudan Airways, manages Sierra Leone Airways and operates its internal and international services, and also provides managerial advice to Ghana Airways.

*Head Office:* Portland House, Stag Place, London SW1.

*Executives:* M. D. N. Wyatt, chairman; F. A. Laker, managing director; E. N. Jennings, general manager, flight operations; G. G. Carroll, general manager, commercial; J. L. Byrne, general traffic manager; A. M. Blake-more, economic planning manager; A. F. Nickalls, financial controller.

*Fleet:* eight Britannia (two leased from BOAC), two DC-6A, one DC-6C, three DC-4, one Herald 204, six Viscount 800-series, four Viscount 700-series (three leased from Maitland Drewery), one Cessna 320A Skyknight. On order: two Vickers VC10, ten BAC One-Eleven.

**British United (CI) Airways** is the registered trade name of Airlines (Jersey) Ltd and Manx Airlines Ltd and incorporates the former Northern network of Silver City. British United (CI) came into being in November 1962 as part of the Air Holdings group of companies and operates passenger services from Jersey to Guernsey, Alderney, Bournemouth, Cherbourg, Southampton, Exeter, London, Plymouth, Paris, Dinard, St Brieuc, Quimper, Coventry, Manchester, Edinburgh, Glasgow, Leeds and Blackpool. From the Isle of Man services are operated to Edin-

burgh, Glasgow, Carlisle, Newcastle, Leeds, Blackpool, Belfast, Manchester, Birmingham and Liverpool; from Blackpool to Dublin, London, Belfast, Newcastle and Leeds; from Newcastle to Amsterdam and Düsseldorf; from Manchester to Dinard and Coventry; from Bournemouth to Belfast, Dublin, Manchester, Coventry, Exeter and Dinard and from Exeter to Paris, Dublin and Cork.

*Head Office:* The States' Airport, Jersey.

*Executives:* M. D. N. Wyatt, chairman; M. L. Thomas, managing director; Capt B. W. Gardiner, director of operations; T. C. Chandler, director of engineering; H. I. Allan, commercial manager; R. V. Baker, sales manager.

*Fleet:* six Herald 201, 15 DC-3, two Heron IB.

**British West Indian Airways Ltd—BWIA** was a wholly-owned subsidiary of BOAC until November 1, 1961, when the Trinidad Government acquired control, BOAC retaining a 10 per cent holding. The company was originally organized in 1940 and began operations with one Lodestar. In 1947 British South American Airways acquired control of BWIA and this passed to BOAC when it took over BSAA. In 1949 BOAC took over British Caribbean Airways and merged its operations with those of BWIA. An extensive network of Caribbean services is now operated from Bermuda as far south as Georgetown (British Guiana) and west to Belize (British Honduras). New York is also served. Viscounts are used on the major routes, supplemented by Britannias and Boeing 707s chartered from BOAC for the New York - St John's - Bridgetown - Port of Spain route. LIAT is a subsidiary of BWIA.

*Head Office:* Port of Spain, Trinidad, BWI.

*Executives:* Sir Patrick Hobson, chairman; J. H. Rahr, general manager; Capt P. W. Kelshall, assistant general manager, technical; B. F. Pantin, general sales manager; W. Girling, manager stations and traffic; M. de Comarmond, sales manager, Caribbean; G. R. Simmons, sales manager, North America.

*Employees:* 1,044.

*Fleet:* four Viscount, three DC-3.

**British Westpoint Airlines Ltd**, until recently known as Westpoint Aviation Ltd, was formed in 1961 as a charter operator based at Exeter Airport. On May 7, 1962 Westpoint began a daily DC-3 service between London (Heathrow) and Exeter.

*Head Office:* Exeter Airport, Exeter, Devon.

*Executives:* F. H. J. Mann, managing director; J. F. Mann, general manager; D. R. Mann, chief pilot.

*Fleet:* three DC-3.

**Bush Pilots Airways Ltd** operates charter services in Queensland and has recently taken over Somerset Airways Ltd, another Queensland-based charter operator.

*Head Office:* Cairns, Queensland.

*Executives:* H. S. Williams, chairman; R. H. Norman, managing director.

*Fleet:* two Cessna 185A, four Cessna 182, one Cessna 180, one Cessna 175, two Cessna 172, one Bonanza, five Autocrat, three Aiglet, one Aiglet Trainer, one Autocrat.

**Byerly Aviation Inc** used to operate a regular service from Jacksonville, Illinois, to Peoria where it connected with Ozark flights to and from Chicago. This service has been temporarily suspended but Byerly continues charter flying, operating a flying school and as a fixed base operator. A branch was opened at the Memorial Airport, Pueblo, Colorado under the name Byerly Airlines for fixed base operation, but Byerly ceased operations at Pueblo on January 31, 1962.

*Head Office:* Greater Peoria Airport, Peoria, Illinois.

*Executives:* R. M. Byerly, president; W. M. Staker, vice-president; R. F. Sitton, treasurer; L. B. Byerly, secretary.

*Employees:* 20.

*Fleet:* one Aztec, two Apache, six Comanche, two Cherokee, one Tri-Pacer, four others.

**Caledonian Airways (Prestwick) Ltd** was incorporated in April 1961 to undertake charter work, especially IT and transatlantic group charters. It started operations with a flight from Gatwick to Barbados on Novem-

ber 29, 1961, and has also flown charters to Lourenço Marques and New York. DC-7Cs are leased from Sabena, a second, replacing one lost in March 1962, is due to be delivered in April 1963 and a third in June. Sabena maintains the aircraft and will convert one of them to DC-7CF standard for Caledonian at the end of the summer 1963 season.

*Head Office:* Imperial Buildings, Victoria Street, Horley, Surrey.

*Executives:* J. de la Haye, chairman; Capt A. Thomson, managing director; Frank Hope, commercial director; Sqn Ldr Dennis Standen, financial director; D. H. Walter, technical director; B. C. Fisher, sales manager; D. M. Parlane, operations manager; A. G. Bartlett, North Atlantic manager.

*Employees:* about 40.

*Fleet:* one DC-7C leased from Sabena. On order: two DC-7C.

**California Hawaiian** is the operating name adopted by Airline Transport Carriers Inc, a US supplemental carrier. It began operations in 1949 as California Central Airlines. The CAB denied California Hawaiian interim operating authority last October on the grounds that its financial resources were insufficient.

*Head Office:* Lockheed Air Terminal, Burbank, California.

*Executives:* Col C. C. Sherman, president; F. E. Williamson, vice-president; E. K. Sherman, secretary/treasurer.

*Employees:* 30.

*Fleet:* two L.749A Constellation, one DC-4.

**Camba Airlines.** Little is known of this Bolivian carrier. A Curtiss C-46 operating under this name crashed near San Borja, Bolivia, on September 12, 1961, and it is not certain if Camba is still operating.

**Cambrian Airways Ltd** began scheduled services in 1946 and concentrates on serving South Wales and the West of England. With the grant of licences to operate the ex-BEA Irish Sea services, Cambrian is now the second largest UK independent. A ten-year operating agreement was signed with BEA in 1956 and the corporation acquired a 33 per cent share in Cambrian in 1958. Routes operated are from Cardiff and Bristol to Manchester (as a feeder to BOAC and BEA services) and Liverpool; from Manchester and Liverpool through Cardiff and Bristol to the Channel Islands; from Cardiff and Bristol to Bournemouth, Southampton and Paris; from Swansea to the Channel Islands; from Bristol to Dinard; from Cardiff to Dublin and Belfast; from Manchester to Glasgow; from Cork to London direct and via Cardiff or Bristol.

*Head Office:* Cardiff (Rhoose) Airport, Barry, Glamorganshire, Wales.

*Executives:* J. Morgan, chairman; Wg Cdr L. B. Elwin, managing director; W. W. Stanley, secretary; B. J. T. Callan, operations manager; G. A. Perrott, chief pilot; R. H. Butcher, chief engineer.

*Fleet:* four Viscount 701, eight DC-3.

**Cameroons Air Transport Ltd** is a new operator that has recently started scheduled services between Tiko and Douala in the Cameroons. Seven flights a week are operated on this route with Aztecs.

*Head Office:* PO Box 39, Victoria, Cameroons.

*Fleet:* one Dornier Do 28, Piper Aztec.

**Campling Bros & Vanderwal Ltd** is the largest operator of charter and non-scheduled services in British East Africa. CBV undertakes flying training, maintenance and overhaul work and acts as agents for Cessna aircraft, while CBV's subsidiary, Caspair, operates scheduled services.

*Head Office:* PO Box 1951, Nairobi, Kenya.

*Executives:* L. K. Campling, F. K. Campling, H. Vanderwal, Z. Boskovic, directors.

*Fleet:* two Macchi MB.320, one Aero Commander 500A, one Bonanza, one Comanche, two Cub, five Cessna 182, one Cessna 175, three Cessna 150, four Cessna 210, one Cessna 180, one Chipmunk, one Tri-Pacer, one Cessna 205.

**Canadian Pacific Air Lines—CPAL** was formed in 1942 by the Canadian Pacific Railway to acquire ten of Canada's "bush"