

WORLD AIRLINE SURVEY . . .

Head Office: 9 Boulevard Malesherbes, Paris, 8e.

Fleet: two Bristol Freighter 32.

Compagnie Générale de Transports Aériens Air Algérie was formed in 1953 by the merging of the original Air Algérie and Cie Air Transport. The controlling interest in CGTA Air Algérie was held until recently by Cie Gle Transatlantique in association with Cie de Navigation Mixte, who together held 98 per cent of the stock. Air France has a 28 per cent holding and the financial structure is being modified to give Algerian interests a majority. Services are operated within Algeria, to Ajaccio and to numerous places in France. Caravelle services between Paris and Algiers began on January 12, 1961 and Caravelles now serve many other places. Many T2 and "B"-class low-fare services are operated.

Head Office: 46 Boulevard Saint-Saens, Algiers, Algeria.

Executives: J. Richard-Deshais, president director-general; Col J. Soufflet, assistant to the president; Col H. Alias, director-general.

Employees: 1,203.

Fleet: two Caravelle 3, two Caravelle 6N, three Nord 2502 Noratlas, one L.749A Constellation (in storage), ten DC-4, three DC-3.

Compagnie Haitienne de Transports Aériens—COHATA is the successor to Corps d'Aviation de l'Armée d'Haiti, a military transport organization founded in 1942, and which began mail carriage in the following year and passenger services in 1944. Cohata operates a 600-mile domestic route network.

Head Office: Bowen Field, Port au Prince, Haiti.

Executives: Col G. Damache, commandant; Lt-Col C. Lemcine, assistant commandant operations.

Fleet: DC-3, Beech AT-11.

Compania Aeronautica Uruguay SA—Causa, was founded in 1936 and in 1938 opened a route between Montevideo and Buenos Aires, using Junkers Ju52/3m seaplanes. In 1943 Causa opened a second route across the River Plate, from Colonia to Buenos Aires. Sandringham flying-boats were used on both routes until 1962, and Curtiss C-46s were introduced in 1961. The Montevideo - Buenos Aires route is flown in pool with Aerolineas Argentinas, with the Uruguayan company flying 10 C-46 services weekly to Montevideo's Carrasco airport. The Colonia route is flown twice each way on weekdays by C-46s. Two ex-KLM Constellations have now been acquired.

Head Office: San Jose 1156, Montevideo, Uruguay.

Executives: Dr C. H. Hughes, president; A. C. Greising, secretary.

Fleet: two L.749A Constellation, two Curtiss C-46.

Compania Argentina de Aero Taxi Zothner Tolderlund is an Argentine non-scheduled carrier licensed to operate irregular passenger and freight services to Paraguay and Uruguay.

Compañía de Aviación "Faucett" SA is one of the oldest South American airlines, having been founded in 1928. The company now flies over 5,347 non-duplicated miles of internal routes and it is one of the few airlines which operate aircraft of its own manufacture; 30 Faucett-built Stinsons were produced, six for the Peruvian Government, and four of these seven-passenger monoplanes are still used by the airline. Faucett took over Cia de Aviación Peruanas SA from Panagra in 1937. The company's honorary president, E. J. Faucett, was the original founder. A DC-6B acquired from Panagra has been added to the fleet.

Head Office: Jiron Union 926, Lima, Peru.

Executives: Eduardo Dibos, chairman of the board; A. Bentin, managing director; General Armada Revoredo, director of operations; F. Anselmo, attorney; José M. Rodriguez, general maintenance superintendent.

Fleet: one DC-6B, five DC-4, four DC-3, seven C-47B, four Faucett-Stinson F.19.

Compania de Turismo Aereo SA operates charter and taxi services in Central America.

Head Office: Tocumen International Airport, Panama.

Executive: Arturo Muller, president.

Fleet: one Curtiss C-46, four Cessna 180.

Compañía Cubana—see page 523.

Compañía Dominicana de Aviación, C por A—CDA was founded in 1944 by local interests and Pan American Airways. Scheduled domestic operations began that year. At present all CDA's stock is owned by Corporación de Fomento Industrial de la República Dominicana, an autonomous Government institution. The company operates services to San Juan, Puerto Rico, and to Miami, Florida.

Head Office: Santo Domingo, Dominican Republic.

Executives: C. A. McLaughlin, president; E. C. Haeger, general manager.

Fleet: one DC-6B, two DC-4, three C-46, one DC-3.

Compañía Ecuatoriana de Aviación—CEA flies low-fare services from Miami to Lima in association with APSA and TAN using an ex-American Airlines DC-6. Stops are made at Panama, Cali, Quito and Guayaquil.

Head Office: Oficina 32, Pasaje Amador B-7, Quito, Ecuador.

Executives: Marco T. Gonzalez, president; Alfredo Arteaga, operations manager; Marcelo Burbano, traffic manager.

Employees: 70.

Fleet: one DC-6, two C-46.

Compañía Mexicana de Aviación SA—CMA was founded on August 20, 1924, to carry payroll gold from Tampico to the oil fields in the State of Veracruz, thus avoiding the bandits who had been attacking the paymasters travelling by surface. The original fleet consisted of single engine Lincoln Standard biplanes. In 1929 Pan American Airways acquired 100 per cent of CMA's stock but the holding was subsequently considerably reduced and PanAm severed its link with Mexicana on November 1, 1961. CMA, now the main Mexican airline, operates a network of services within Mexico and to Dallas (Texas), Los Angeles, Chicago, Havana and Kingston (Jamaica). Scheduled freight services are also operated within Mexico and to Los Angeles. Comets operate the "Golden Aztec" services from Mexico City to Los Angeles and Merida.

Head Office: Box 901, Balderas 36, Mexico, DF.

Executives: P. A. Chapa, president; C. Ballesteros, first vice-president; C. F. Osuna, second vice-president and treasurer; L. Latapi, secretary; H. Max Healey, general manager; Sosa de la Vega, commercial director.

Employees: 2,700.

Fleet: three Comet 4C, nine DC-6, two DC-4, seven DC-3.

Compañía Panamena de Aviación SA—COPA, an affiliate of Pan American World Airways, was founded in 1944 by PAWA and Panamanian interests, with the US line holding 40 per cent of the stock. This holding has since been reduced. Scheduled services were begun in 1948. The company now operates a system serving points in Panama and Costa Rica.

Head Office: Apartado 1572, Panama City, Panama.

Executives: C. Icaza, president; R. Huertemate, secretary; F. Icaza, vice-president.

Fleet: two DC-3, one Martin 4-0-4.

Compania Rutas Internacionales Peruanas is a Peruvian non-scheduled freight carrier that was awarded a CAB foreign air carrier permit last year to serve Miami from Peru via Panama City. It is not known what equipment is used.

Condor-Flugdienst GmbH was formed in 1961 by the merger of Condor Luftreederei GmbH, which had been bought up by Deutsche Lufthansa, and Deutsche Flugdienst GmbH, which was already a wholly-owned Lufthansa subsidiary. Condor was founded in 1957 and operated IT and charter flights from Hamburg to other parts of Europe and the Near East with two 50-passenger Metro-politans. Deutsche Flugdienst was founded in December 1955, two German shipping

companies, German State Railways and Lufthansa providing the capital. Later, DFG became a wholly-owned subsidiary of Lufthansa, as is Condor-Flugdienst, which will concentrate on inclusive-tour flights to Spain, North Africa and the Mediterranean.

Head Office: Frankfurt Main Airport, Germany.

Executives: Dr Gunther Becher, Helmut Clarenbach.

Fleet: three Viscount 814, two Viking 1B freighters.

Connellan Airways Ltd became a limited company in 1951 but operations were begun in August 1939 when E. J. Connellan started flying a fortnightly 1,184 mile route serving nearly a score of places between Wyndham and Alice Springs; he used a Percival Gull. Now the company operates extensive local services based on Alice Springs chiefly within the Northern Territory. Unduplicated route mileage is 14,383 with stops at 220 points.

Head Office: Alice Springs, NT, Australia.

Executives: E. J. Connellan, governing director and general manager; G. A. Taylor, asst manager operations, traffic, engineering and chief pilot; D. Sloan, chief engineer; B. C. Fenton, secretary.

Employees: 60.

Fleet: two Beech C-185, one Beech D-18S, two Beech B-95 Travel Air, one Beech Baron, three Cessna 180, two Cessna 182, one Cessna 185. On order: three Heron, one Beech Baron, one Bonanza.

Continental Air Lines Inc—CAL counts its history as dating from July 15, 1934, when Varney Speed Lines began a service between El Paso and Pueblo with Lockheed Vegas. In December of that year the Southwest Division of Varney Speed Lines became Varney Air Transport and on May 26, 1937, the company became Continental Air Lines. Earlier in 1937 the Denver - Pueblo route of Wyoming Air Service (Inland Air Lines) was acquired. The company's latest acquisition, in 1955, was Pioneer Air Lines, which began service in 1945. In November 1955 Continental was given the Chicago - Los Angeles route via Kansas City and Denver, and this award marked its transition to a large trunk airline. Viscount 812s went into service on this route on May 28, 1958, and Boeing 707-124 Golden Jet services started in June 1959. In 1961 Continental was awarded a Houston - San Antonio - El Paso - Tucson - Phoenix - Los Angeles route. On August 24, 1962 Continental introduced business-class and jet economy fares between Chicago and Los Angeles.

Head Office: Stapleton Airfield, Denver 7, Colorado, USA.

Executives: L. H. Mueller, chairman; R. F. Six, president; H. L. Lawrence, exec vice-pres; O. R. Haueter, vice-president operations; R. M. Adams, vice-president engineering and maintenance; Alexander Damm, vice-president finance; Marvin L. Davis, vice-president sales; Chris F. Whelan, vice-president economic planning.

Employees: 3,000.

Fleet: four Boeing 707-124, five Boeing 720-024B, five DC-7B, one DC-6B, 11 Viscount 812.

Continental Deutsche Luftreederei GmbH—CDL commenced non-scheduled operations in June 1959 with DC-4s. The company specialized in charter flights to the Middle East, Far East and Africa, but went into voluntary liquidation last December.

Head Office: Hamburg, Germany.

Executives: Max Wachtel, chairman of the board; Jacques Brodu, director; Gustav Hornei, director; Kurt Kraemer, director.

Employees: 55.

Fleet: three DC-4.

Contract and General Aviation Ltd was formed in 1962 by M. H. Curtis and L. B. Greensted to provide an air taxi service with Aero Commanders from London's airports. A 24-hour service is envisaged.

Head Office: Chichester House, 278-282 High Holborn, London WC1.

Executives: M. H. Curtis, L. B. Greensted.

Fleet: Aero Commander.

Co-operative Asociacion Argentina de Aeronavegantes Ltda is a new Argentine airline in