

WORLD AIRLINE SURVEY . . .

Schreiner's. The Dove is used for executive charter services, the Dorniers for aerial photography, taxi and sightseeing flights, the Hughes 269A for pipeline patrol and aerial advertising. The Bells and Alouettes are chiefly engaged on survey work in Iran for the Iranian Oil Co.

Head Office: Carel van Bylandtlaan 8, The Hague, Netherlands.

Executives: B. A. M. Schreiner, managing director; Dr H. van Zanten, commercial director.

Employees: 120.

Fleet: one Dove 6, one Dornier Do 28, one Dornier Do 27Q-4, four Harvard, two Piper Colt, three Bell 47J, two Alouette, one Djinn, one Hughes Model 269A.

Schweizerische Helicopter AG—Heliswiss operates local charter helicopter services, including a "flying ski lift" for skiers, aerial survey work and a helicopter pilot training school. In 1957 Heliswiss took over Air Import.

Head Office: Waaghausgasse 3, Berne, Switzerland.

Executives: W. Horning, chairman; E. Amstutz, vice-president; H. Aeschbacher, director; J. Britt, Henri Genert, A. Morant.

Fleet: three Bell 47G-2, one Bell 47G-1, one Bell 47J, one Bell 204B.

Scillonian Air Services Ltd was registered in June 1962 and has applied to operate passenger and cargo services from Gatwick to the Scilly Isles.

Head Office: 4 Arundel Street, London WC2.

Executives: J. Salmond, A. J. Landon, G. P. Landon, directors.

Fleet: one Aero Commander 520.

Seaboard World Airlines Inc, until 1961 known as Seaboard and Western Airlines Inc, began non-scheduled operations in 1947 and on April 10, 1956 began scheduled North Atlantic freight services from New York. Points served in Europe now include Shannon, Glasgow, London, Brussels, Amsterdam, Hamburg, Cologne, Düsseldorf, Frankfurt, Stuttgart, Munich, Paris, Geneva, Basle and Zürich. MATS charter work is also undertaken. Canadair CL-44 services began on July 25, 1961 between Frankfurt and New York. The airline is making available to Lufthansa 20,000lb of freight capacity per flight on six round trips per week between New York and Frankfurt. Canadair now has a 5 per cent holding in Seaboard.

Head Office: New York International Airport, Building 178, Jamaica 30, New York, USA.

Executives: R. M. Jackson, president and chairman of the board; J. H. Mahoney, senior vice-president sales; J. J. Casey, senior vice-president operations; S. I. Fondiler, senior vice-president finance and treasurer; W. P. Neth, vice-president and secretary; H. L. Heyman, controller; C. N. Biondi Jr, vice-president Europe.

Employees: 885.

Fleet: seven Canadair CL-44D-4, one L.1049D, eight L.1049H (seven Super Constellations leased to Capitol), one C-46.

Servicio Aereo de Honduras SA—SAHSA was founded in 1944 by Honduras private interests and Pan American Airways. Operations were begun in October 1945. The company operates a network of routes within Honduras and also flies to British Honduras, El Salvador and Guatemala. In 1953 SAHSA purchased all the stock of TACA de Honduras and in 1957 a controlling share in Aerovias Nacionales de Honduras was acquired.

Head Office: Tegucigalpa, Honduras.

Executives: R. Z. Romero, president/general manager; F. Lardizábal, treasurer; Ramiro Cabañas, secretary.

Employees: 260.

Fleet: two C-46, five DC-3, one Howard DGA.

Servicio Aereo de Transporte Comerciales—SATCO is the commercial air transport branch of the Peruvian Air Force and operates some domestic services in Peru.

Head Office: Limatambo Airport, Lima, Peru.

Executives: Mauro Ocampo, director; Major Carlos Portillo, technical manager.

Fleet: three Curtiss C-46, eight DC-3.



Pegasus Airlifts operates Bell 47J helicopters between Toronto International Airport and heliports in the Toronto area

Servico de Transportes Aéreos—STA commenced scheduled operations in January 1955 and at present operates regular services between the islands of Sao Tomé, Principe and Porto Alegre off the west coast of Africa.

Head Office: Sao Tomé, Province of Sao Tomé and Principe, Portuguese West Africa.

Executive: V. C. Cortes, chief executive.

Fleet: one Heron 2, three D.H.89, one Tiger Moth, one Autocar.

Servicos Aéreos Cruzeiro do Sul SA—see Cruzeiro.

Seychelles-Kilimanjaro Air Transport Ltd is a wholly-owned subsidiary of East African Airways that provides services between Zanzibar, Pemba and the Tanganyika ports of Dar Es Salaam and Tanga.

Head Office: PO Box 19053, Nairobi Airport, Kenya.

Executive: S. G. Choppin, secretary.

Fleet: two D.H.89 Rapide.

Sierra Leone Airways—SLA was formed early in 1958 and operates internal services in the territory. These services were previously run under an agreement between the Sierra Leone Government and Nigeria Airways, but a new agreement was signed in 1961 with British United Airways who introduced Twin Pioneer leased from Scottish Aviation on Sierra Leone Airways routes. The present Twin Pioneer is owned by the Government of Sierra Leone and SLA has exclusive rights to operate it. SLA began a non-stop weekly Britannia service from Freetown to London on November 16, 1961, using BUA Britannias.

Head Office: Delco House, Oxford Street, Freetown, Sierra Leone.

Executives: Capt K. J. Sheppardson, general manager/senior pilot; J. P. E. Watney, commercial manager.

Fleet: one Twin Pioneer, one Heron IB.

Silver City Airways—see British United Air Ferries Ltd.

Sinberg Luchtvaartbedrijf is a Dutch operator formed in 1961 to fly scheduled services for holidaymakers between Schiphol and Eelde and the island of Texel.

Head Office: Blijven burgstraat 251, Rotterdam.

Executive: T. Sinnige director.

Fleet: two Jodel D.140B Mousquetaire.

Skegness Air Taxi Services Ltd operate charter and taxi flights as well as undertaking joyriding and flying training.

Head Office: Boston Aerodrome, Boston, Lincolnshire.

Executives: E. A. Moffatt, C. W. Annis, directors.

Sky Charters Ltd began operations in July 1962 and specialises in providing executive transport on a charter basis, besides acting as Beechcraft distributors for the south of England.

Head Office: Gatwick Airport, Horley, Surrey.

Executive: Peter W. Carr, managing director.

Fleet: one Dove, one Apache, one Travel Air, one Musketeer.

Skyways Coach-Air Ltd began operating low-fare coach-air services to Paris in 1955 with DC-3s, and started Avro 748 coach-air services in 1962. In addition to the London-Lympne-Beauvais-Paris route these services are operated on a seasonal basis to Lyons, Vichy, Montpellier and Tours. Skyways Coach-Air Ltd remains separate from Euravia.

Head Office: As Skyways Ltd.

Executives: R. Birket, general manager; J. L. Clarke, manager (UK); Capt J. S. Morgan, chief pilot and operations manager.

Fleet: three Avro 748 Series 1 (one leased to BKS), four DC-3.

Skyways Ltd is a wholly-owned subsidiary of Euravia (London) Ltd, who acquired it from Eric Rylands Ltd in 1962. Skyways operates a weekly scheduled service between London and Malta in pool with BEA, and a freight service for the carriage of animals between Stansted and Beauvais. Charter and IT flights are also undertaken.

Head Office: 7 Berkeley Street, London W1.

Fleet: four L.749A Constellation (one leased from BOAC), four York.

Skyvan Airways is a recently-formed US non-scheduled carrier operating C-46s.

Fleet: three C-46.

Slick Airways Inc was founded in 1946 and began operations as a contract cargo carrier. Scheduled services were authorized in 1949. Financial difficulties led the company to suspend all scheduled services in the spring of 1958, but military charter flying and the leasing of aircraft continued. During 1962 Slick operated L.1049H Super Constellations under various contracts and charters for MATS in the Pacific. The company restarted regular, scheduled freight services during April 1962 as Slick Airways, a division of the Slick Corporation. Other divisions are the Illinois Shade Cloth Co and Pulverising Machinery Co.

Head Office: San Francisco, California, USA.

Executives: D. W. Rentzel, chairman of the board; A. W. Johnson, president; H. P. Huff, executive vice-president; J. H. Malone, treasurer; C. F. Dworshak, vice-president traffic; A. C. Scharr, general sales manager.

Employees: 500.

Fleet: four Canadair CL-44D-4, three L.1049H owned, three L.1049H leased in, four DC-6A/B owned, five DC-4 owned, one DC-4 leased in.

Sobelair SA—Societe Belge de Transports Aeriens is engaged on charter flying between Belgium and the Congo. A domestic network within the Congo was established in 1957 and is still operated by Cessna 310s, services radiating from Elisabethville. Sobelair is a subsidiary of Sabena.

Head Office: 137 Rue Royale, Brussels, Belgium.

Executives: G. Claeys, managing director; A. Phillipe, general manager; P. Bertin, commercial manager.

Fleet: three Cessna 310.

Sociedade Açoriana de Transportes Aéreos, Ltda—SATA. This company began operations in 1948 and now has 313 miles of routes in the Azores. Six services a week are operated between São Miguel and Santa Maria and five flights a week serve Terceira.

Head Office: 11-1 Rua Nova do Almada, Lisbon, Portugal.

Executives: A. M. Almeida, president; E. C. Marques, operations manager; H. Mesquita, commercial; R. Teixeira, traffic manager.

Employees: 84.

Fleet: two Dove.

Sociedad Aeronautica Medellin—SAM is a Colombian carrier that started scheduled operations in January 1955. Its services were later taken over by Rutas Aereas de Colombia Ltda—RAS, to whom KLM supplied equipment, but although RAS ceased operations in 1961, Sociedad Aeronautica Medellin continues to operate as a separate company. A domestic network is operated from Cali, Bogota and Medellin to six other points.

Head Office: Oficina Del Gerente, Apartado Aereo 1085, Medellin, Colombia.

Fleet: six DC-4M North Star, three DC-4, three Curtiss C-46.