



Some types of Sabena's fleet at Brussels: a Caravelle, two Metropolitans, a DC-3, a DC-6B and a 707

WORLD AIRLINE SURVEY . . .

Societa Aerea Mediterranea S.p.A.—SAM was formed in November 1960 as a non-IATA carrier affiliated to Alitalia, who owns 90 per cent of its capital, to specialize in IT and charter flights, particularly between the UK and Italy. Operations were started with two DC-6Bs provided by Alitalia and scheduled DC-3 services between Venice and Trieste began in December 1961. SAM has since taken over several other domestic routes from Alitalia. The original SAM was formed with State-owned capital in 1928 as the first Italian national airline, and after absorbing a number of other Italian carriers changed its name to Ala Littoria during 1934-35; as such it operated services from Italy to North Africa as well as in Europe.

Head Office: 3 Via Barberini, Rome.

Executives: Umberto Klinger, president; Carlo Tonini, general secretary; Michele Spinelli, administrative director; Antonello Rosali, commercial director; Alberto Berzi, technical director; Fabio Staffieri, operations director.

Fleet: five DC-6B, two Curtiss C-46F freighters, three DC-3.

Societe Aérienne de Transport Guyane Antilles—SATGA (French Guiana Air Transport) flies local services in French Guiana. Cayenne, St Laurent, St Georges, Maripasoula, Saul, Sophie, Boulanger, Sinnamary and Regina are served by scheduled flights. Ambulance flights and supply dropping are also undertaken.

Head Office: Cayenne, French Guiana.

Fleet: one Cessna UC-78, three D.H.89 Rapide, Vultee L-13.

Société Aero Sahara operates services in support of oil-drilling operations in the Sahara, and is also the Dornier agent for North Africa and the Sahara.

Head Office: Edjeleh Airport, Maison Rouge, Organisation Commune des Régions Sahariennes.

Fleet: two Rapide, two Norseman, three Dornier Do 27Q-4.

Societe Aéronautique Air Caen SARL operates taxi and charter services, undertakes aerial work and runs a flying school.

Head Office: Aerodrome de Carpiquet, Caen, Calvados, France.

Executive: Marcel Vauvrecy, managing director.

Fleet: one Rapide, two Gemini, one Stampe S.V.4, one Piper.

Societe Commerciale Aérienne du Littoral—SCAL operates a Bristol Freighter on charter flights to the Sahara region under contract to the French Government, and also transports racehorses on behalf of various French racing stables. SCAL is a subsidiary of Bensande et Cie.

Head Office: 19-21 Rue Poissonniere, Paris 2e.

Executives: Emile Popineau, president; Jean Moulignie, general manager.

Fleet: one Bristol Freighter 31.

Société de Transport Air Saoura operates passenger and freight charter services in the Sahara region.

Head Office: PO Box 246, Colomb-Bechar, Organisation Commune des Régions Sahariennes.

Fleet: one Rapide, one Norecrin.

Société Générale d'Affrètements Aériens Aero-Fret operates charter services in Algeria and the Sahara region and a daily service between Bougie, Djidjelli, Philippeville and Constantine.

Head Office: PO Box 11, Maison Blanche Airport, Algiers.

Executive: Roger Colin, president and director-general.

Fleet: two Freighter 21, three Freighter 31, six Rapide, two Avro 19, two Super Aero 45.

Société Tunisienne de Réparations Aéronautiques et de Constructions—STRAC operates charter and taxi services in Tunisia, specialising in providing transport for oil-drilling teams in the desert. Maintenance and overhaul is undertaken and STRAC acts as agents for Dornier and SNECMA in Tunisia.

Head Office: El Aouina Airport, Tunis.

Executives: Georges Masurel, managing director; Adrien Savy, technical director.

Fleet: three Rapide modified for Saharan operation, one Dornier Do 27Q-1, one Dornier Do 27Q-5, three Auster.

Solair Flying Services Ltd was formed in May 1962 and has applied to operate Rapide services from Birmingham, Coventry, Cheltenham or Exeter to St Just, Cornwall, and the Scilly Isles. Twin Pioneers may be acquired later. The operating base is at Birmingham and the engineering base at Coventry.

Head Office: 7 Poplar Road, Solihull, Warwickshire.

Executive: J. M. Tabberer, managing director.

Fleet: one Rapide.

Somerset Airways Ltd operated non-scheduled charter services, air ambulance and mail and supply dropping flights in central Queensland with Cessnas and Austers but ceased operations recently on being taken over by Bush Pilots Airways Ltd.

Head Office: Longreach, Queensland.

Sorfly A/S is a Norwegian charter operator that undertakes taxi and ambulance flying and the operation of a flying school.

Head Office: Kristiansand, Norway.

Fleet: two Republic Seabee.

South African Airways—SAA was formed in 1934 when it took over Union Airways. The airline is now owned and controlled by the Government through the South African Railways and Harbours Administration. In 1935 SAA acquired South West African Airways. SAA now operates a network of domestic and regional routes in the Republic and South West Africa, the Federation of Rhodesia and Nyasaland, and Mozambique. Five services a week are operated from Johannesburg to Europe via Salisbury, Nairobi, Brazzaville, Athens, Rome, Zürich, Frankfurt, Amsterdam, Paris and London. There is also a once-

fortnightly Johannesburg-Perth service via Mauritius and the Cocos Islands.

Head Office: SAA Centre, Johannesburg, Republic of South Africa.

Executives: J. P. Hugo, general manager; J. G. Grove, chief executive; D. M. Beaton, commercial manager.

Employees: 3,382.

Fleet: three Boeing 707-344, four DC-7B, four L.749A (two leased to Trek), eight Viscount 813, five DC-4, five DC-3.

South Pacific Air Lines commenced services from Honolulu to Tahiti on April 2, 1960, using an ex-TWA Super Constellation; until September 20, 1960 the Bora Bora-Papeete sector of this route was operated by an RAI flying-boat, but the entire flight is now made non-stop by Super Constellation once a week. South Pacific was formed in 1953 as Dollar Airlines Inc, a successor to the former Dollar steamship line, which used to operate trans-Pacific services. South Pacific bought out Trans Oceanic Airways, an Australian carrier which went into liquidation, together with this operator's two Solents, and a third Solent was acquired from Britain. It was planned to start a flying-boat service from Honolulu to Tahiti in the summer of 1956 using Christmas Island as a refuelling point, but the use of this island for H-bomb tests rendered this project abortive. South Pacific has applied to the CAB to expand its present operations, Convair 990 services being envisaged between Tahiti direct to San Francisco and Los Angeles and also via Honolulu. Aloha Airlines handles maintenance at Honolulu for South Pacific.

Head Office: 311 California Street, San Francisco, California.

Executives: R. Stanley Dollar Jr, chairman of the board; J. H. Dollar Jr, managing director; Malcolm McDonald, vice-president traffic and sales; S. Wilson, executive vice-president.

Fleet: two L.1049A Super Constellation.

South Pacific Airlines (NZ)—see Airlines of New Zealand Ltd.

Southeast Airlines Inc was founded in 1958 as a Florida intra-state carrier and operates a twice-daily service between Miami, Marathon and Key West.

Head Office: 4529 N.W. 36th Street, Miami, Florida.

Fleet: Twin Beechcraft.

Southern Air Transport Inc is a US non-scheduled and supplemental carrier awarded interim operating authority in September 1962. Operations had begun in 1959. Southern concentrates on the operation of non-scheduled freight services.

Head Office: Miami, Florida.

Employees: 135.

Fleet: three DC-6A/B, one DC-6B, three C-46, one Beech 18.

Southern Airways Inc was founded in July 1943 and began operations in June 1949. Over 60 cities are served in the states of Georgia, Alabama, Mississippi, Louisiana, Tennessee, Florida, North and South Carolina and Virginia. Permanent certification was granted