



**WORLD AIRLINE
SURVEY . . .**

This DC-6A of Air Afrique is leased from Union de Transports Aeriens

incorporated in 1947 to operate a transatlantic air service between Ireland and the United States. The original plans were shelved but the project was re-activated in April 1958 when the company opened a transatlantic service from Dublin via Shannon to New York. This was later extended to Boston. All Aerlinte Eireann shares are held by Aer Rianta, and services are closely integrated with those of Aer Lingus. Up to 17 Boeing (720-048 and 707-320C) flights per week are being provided at the summer peak between Dublin and New York via Shannon and Boston.

Head Office: 43 Upper O'Connell Street, Dublin, Ireland.

Executives: J. F. Dempsey, general manager; Capt J. C. Kelly-Rogers, deputy general manager; James Gorman, assistant general manager; M. J. Dargan, assistant general manager (commercial); P. J. Brennan, secretary; A. Donohue, financial controller; Capt W. J. Scott, assistant general manager (technical); Capt P. McCormack, chief engineer; P. Delaney, production manager; Capt R. N. White, flight operations manager; A. J. Walls, general sales manager; James O. Leet, vice-president, North America.

Employees: 3,551 (this figure applies to Aer Lingus and to Aerlinte Eireann).

Fleet: three Boeing 720-048. On order: one Boeing 707-348C (for delivery in June 1964). Two delivery positions reserved for American SSTs.

Aeroactividades Venezolanas SA operates charter and taxi services within Venezuela.

Head Office: Edificio Aeroven, Cuidad Bolivar Airport, Cuidad Bolivar, Venezuela.

Executive: Ing. Rene C. B. Steffan, vice-president.

Fleet: five Cessna 180, eight Helio H-391 Courier.

Aero Chaco—Lineas Aereas Chaqueñas Soc. de Econ. Mixta operates a network of services radiating from Resistencia to six other towns within a distance of 200 miles.

Head Office: Santa Maria de Oro 145, Resistencia, Chaco, Argentina.

Executive: Dr Oscar E. Torres, president.

Fleet: two Beaver.

Aero Contractors Co of Nigeria Ltd is a subsidiary of Schreiner Aero Contractors NV which commenced charter operations in Nigeria at the end of 1959 with Apaches. In addition to charter work, a scheduled domestic network to 16 centres, mostly in Northern Nigeria, used to be operated. Aero Contractors are operating three Otters on anti-smuggling operations for the Nigerian Government, and two Aztecs operate communications and security flights under government contract.

Head Office: 30 Marina, PO Box 2141, Lagos, Nigeria.

Executives: Capt W. A. H. van Houtert, residential and general manager; C. S. Reichgeld, operations manager.

Fleet: one Apache, four Aztec, one Dornier Do 28A-1, one Alouette II.

Aerodrome Regional de Montreux SA is an airport operator that also undertakes taxi and charter flights to Swiss skiing resorts, aerial photography, maintenance work and the operation of a flying school. Glacier flights are also undertaken.

Head Office: Montreux-Rennaz aerodrome, Switzerland.

Executives: C. Muller-Veillard, president; Ernest Saxer, chief pilot.

Fleet: one Pilatus Porter, one Mooney Mk 21,

one Twin Comanche, one Beech Baron, one Aeronca Champion, two Cub.

Aeroflot is the Soviet airline, but it is not truly comparable with the airlines of the West, as in addition to operating passenger, freight and mail services, it is responsible for all aspects of civil aviation. Among its many activities are agricultural, Arctic, survey and ambulance flying. Aeroflot is responsible for about 3,000 civil aircraft, for civil airports and for navigational services. In 1929 the pioneer Soviet airlines, which started operations in February 1923, were amalgamated to form Dobrolet, which in 1932 was reorganized and became Aeroflot. The airline now operates an extensive route network within the USSR of about 200,000 miles, and over 50,000 miles of international routes. These extend to neighbouring Communist countries and to London, Paris, Brussels, Amsterdam, Stockholm, Copenhagen, Helsinki, Vienna, Cairo, Rabat, Bamako, Khartoum, Conakry, Kabul, Karachi and Delhi. The Moscow - Tashkent - Delhi route was extended to Rangoon and Djarkarta on January 31, 1962, and on January 7, 1963 Moscow - Havana non-stop Tu-114 services were begun.

In terms of passengers carried, Aeroflot's 1962 total of 27m on domestic routes was equivalent to the combined passenger totals of American, United and TWA for that year. Tu-104s, Il-18s and An-10s carry about 75 per cent of domestic traffic. The Tu-114 entered commercial service on the Moscow - Khabarovsk route on April 24, 1961 and the Tu-124 entered service on October 2, 1962 on the Moscow - Tallin route. Aeroflot's operations range from long-haul Tu-114 and Il-18 services across Russia to helicopter flights from the Moscow heliport to Moscow's Sheremetyevo airport and short-haul taxi flights. Aeroflot has provided commercial and technical assistance to Ghana Airways and Air Mali and commenced a service to Accra in 1962.

Head Office: 9 Razina St, Moscow, USSR.
Executives: General Y. P. Loginov, director-general; Lt-Gen Georgi S. Shchetchikov, first deputy chief.

Fleet: Tu-114 Rossiya, Tu-104, Tu-124, Il-18 Moskva, An-10A Ukraina, An-12, An-14 Pchelka, Il-14, Il-12, Li-2, An-2, Po-2, Yak 12R, Kamov Ka 15, Mil' Mi-4 and Mi-1 Moskvich helicopters. Super Aero 45s and L-200 and L-200D Moravas are used for taxi work.

Aerolineas Argentinas 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. These companies ceased operations on December 31, 1949, and merged to form Aerolineas Argentinas. The airline maintains a domestic network and international Comet services to neighbouring South American countries, to Trinidad and New York, and to London, Paris, Frankfurt, Rome and Madrid. Hawker Siddeley 748 services began on February 15, 1962 on the Buenos Aires - Punta del Este route, and 748s have taken over many domestic routes in northern Argentina. Caravelles began operating between Buenos Aires and Santiago on April 1, 1962, and have since gone into service on several other routes. Caravelles are not used at present on routes to New York and Europe.

Head Office: 185 Paseo Colon, Buenos Aires, Argentina.

Executives: Brig E. P. Correa, president; Comodoro C. Padilla, vice-president; Vice-

comodoro M. E. Möring, director of operations; Dr Luis Peña, commercial manager.
Fleet: two Caravelle 6R, one Comet 4C, three Comet 4, two DC-6 (for sale), four DC-4 (for sale), 12 Hawker Siddeley 748 Series 1, five DC-3 (for sale). On order: one Caravelle 6R.

Aerolineas Carreras TA is an Argentine non-scheduled carrier that operates irregular services into Miami.

Head Office: Callao 157, Argentina.

Fleet: Curtiss C-46.

Aerolineas El Salvador SA operates twice-weekly cargo flights from San Salvador to Miami under a CAB foreign air carrier permit.

Head Office: San Salvador airport, El Salvador.

Executive: Mauricio Castro Aragon, manager.

Aerineas Ini y Cia SA—Ini Airlines was formed in 1958 and is owned entirely by members of the Ini family, who have large-scale manufacturing and textile interests in Argentina. Ini Airlines was authorized to operate from Buenos Aires to Miami and Santiago de Chile, and the first scheduled Ini flight left for Miami on January 8, 1960. DC-4s were used initially, stopping at Antofagasta, Lima, Guayaquil and Panama City, the fares being below IATA rates. Ini Airlines is now a member of IATA, and operates a thrice-weekly service with an ex-American Airlines DC-6 and a DC-6B from Buenos Aires to Miami via Cordoba, Antofagasta, Lima and Panama. A DC-4 freighter is used for cargo charters. Ini Airlines is reported to be in financial difficulties and may cease operations.

Head Office: Corrientes 1994, Buenos Aires, Argentina.

Executives: Jose Ini, president; Sultana Seror de Ini, vice-president; R. Aguirre, commercial manager; S. Pasadas, operations manager; C. Arteaga, traffic and sales manager; P. Taddco, cargo manager.

Fleet: one DC-6B, one DC-6, one DC-4.

Aerolineas Peruanas SA—APSA operates low-fare DC-6 and Convair 990A services in association with TAN and CEA from Miami and Mexico City to Buenos Aires. There are DC-6 services from Miami via Barranquilla (Colombia) or Tegucigalpa (Honduras) to Lima. Jet services began on December 1 with a Convair 990A leased from F. B. Ayer and Associates, and 990A services connect Lima to Santiago, Buenos Aires, Guayaquil (Ecuador), Mexico City and Miami. APSA has CAB authority to operate to Washington and Montreal.

Head Office: Plaza San Martin 914, Lima, Peru.

Fleet: one Convair 990A, one DC-6.

Aerolineas Vega SA is a recently formed Mexican carrier operating domestic services in southern Mexico from Acapulco and Mexico City.

Head Office: Hamburgo, 108-103, Mexico City.

Fleet: DC-3.

Aero Linee Itavia, until November 1962 known as Itavia—Societa di Navigazione Aerea, SpA, operates domestic services with Heralds between Rome and Crotone, Pescara, Forli, Ancona, Bologna and Milan. Itavia also does a good deal of newspaper freighting. The Heralds are also used on charter flights between the UK and Italy.

Head Office: Ciampino Airport, Rome, Italy.
Fleet: two Herald 200, three DC-3, one Dove.