

WORLD AIRLINE SURVEY . . .

Air Mauritius Ltd was formed on June 14, 1967, by BOAC Associated Companies, Air France, the Mauritius Government (each of whom has a 27.5% financial interest) and Rogers and Co Ltd, general sales agents in the island for BOAC and Air France, who will have a 17.5% holding. Air Mauritius is to operate services between Mauritius and the French island of Réunion, and may later extend its network to Madagascar and the African mainland.

Head Office: Port Louis, Mauritius.
Executive: Director, John Linstead.

Air Melanesia, or **Air Melanésie** in French, is the name under which New Hebrides Airways and Société Néo-Hébridaise de Transports Aériens (Hebridair) operate together to provide air transport in the New Hebrides island group, which is an Anglo-French condominium.

Air Melita Ltd is a new Maltese airline being formed by American businessman Joseph B. Mathis to operate scheduled, charter and IT services from Malta. Air Melita is to be principally owned by Maltese interests, with the US aviation consultancy firm Aero Technique Co Ltd having a holding. The airline has filed applications with Malta's Air Licensing Authority to fly services from Malta to no less than 14 cities in European and Mediterranean countries, and One-Elevens are to be used.

Fleet (proposed): Three One-Eleven.

Air Micronesia was formed during 1966 in anticipation of the Trust Territory Government inviting new proposals with the expiration of the present contract for the Trust Territory operation on December 31, 1967, currently operated by Pan American. Shareholders are the United Micronesia Development Association (49%), Continental Air Lines (31%) and Aloha Airlines (20%). The Trust Territory of the Pacific is administered by the USA under trusteeship from the United Nations and comprises more than 2,000 islands in the South Pacific, including the Mariana, Marshall and Caroline groups. Air Micronesia has now been awarded the five-year contract to develop Trust Territory inter-island services, and is due to start operations on May 16, 1968, with Boeing 727s operating initially to six main points. A route to Honolulu via Johnston Island and Okinawa is to be inaugurated on July 1, 1968.

Head Office: Guam.

Executives: Chairman, Carlton Skinner; president and chief executive, Dominic P. Renda; vice-president and secretary, G. E. Cotter. Vice-presidents: Alexander Damm, Frank Der Yuen Isidoro Rudimich; treasurer and assistant secretary, H. H. Cady; assistant secretary, Russell Curtis.

Fleet: Boeing 727-24C leased from Continental.

Air New Zealand Ltd was formed in 1940 as Tasman Empire Airways Ltd (TEAL) as a joint British-Australian-New Zealand company for the operation of services linking New Zealand and Australia, operating Short S.30 flying boats. In 1954 Britain withdrew and the company was jointly owned by New Zealand and Australia. In 1961, the New Zealand Government assumed sole ownership. DC-6s replaced flying boats in 1954, but Solents were retained for the Coral Route services, Fiji to Tahiti until September 1960. In November 1959 three Electras replaced the DC-6s. In February 1964 the company flew its last service to Tahiti when the French Government terminated the agreement under which the airline operated the only regular air service linking French Oceania with the outside world through the 1950s. A temporary agreement was later reached for the operation of a weekly service between Auckland and New Caledonia. The name Air New Zealand was adopted on April 1, 1965. Three DC-8s were delivered in 1965 and, with the opening of Auckland International Airport in November of that year, Air New

Zealand extended its routes to Honolulu and Los Angeles in December 1965, to Hong Kong in March 1966 and to Singapore in April 1966. The airline took up its traffic flights to Tahiti again in November 1967.

Head Office: Airways House, 101-3 Customs Street East, Auckland, New Zealand.

Executives: Chairman, G. N. Roberts; deputy chairman, T. R. Sussex; general manager and chief executive, F. A. Reeves; deputy chief executive, C. J. Keppel; assistant general manager, technical, Capt J. R. McCrane; engineering manager, L. G. Brister; director of commercial services, H. M. Denton; flight operations manager, Capt K. A. Brownjohn; finance manager, A. G. Gladwell.

Fleet: Four DC-8-52, two Electra.

Air Niger was formed in 1966 with assistance from UTA, and took over the taxi and charter operations of Société Aero-Niger. Operates domestic services to four points from Niamey, but future plans include international services to Upper Volta, Chad and Nigeria.

Head Office: PO Box 20, Immeuble Sem-pastous, Niamey, Republic of Niger.

Fleet: One DC-4, one DC-3.

Air Pacific was formed in 1967 with New Zealand financial backing to operate charter services around the Fijian islands, and to start scheduled inter-island services later.

Head Office: Lauthala Airport, Suva.

Fleet: One Baron.

Air-Pak Airlines Inc began operating scheduled all-cargo services in September 1967 with a Skyvan linking Dallas, Houston and four other points in Texas: Sherman, Beaumont, Mineral Wells and Graham.

Head Office: Love Field, Dallas, Texas, USA.

Executive: President, William Hawes.

Fleet: One Skyvan leased from Remmert-Werner.

Air Paris, formerly known as Air Orly, operates taxi services on demand from Orly and Le Bourget.

Head Office: 7 Rue du Delta, Paris 9e.

Executive: Director, Pierre Frenkel.

Fleet: One Heron 1B, one Navion.

Air Polynésie began operating a scheduled service in the autumn of 1964 between Papeete (Tahiti) and the island of Moorea, using a Goose, but in the summer of 1965 RAI took over this route, and Air Polynésie concentrated on charter work.

Head Office: PO Box 592, Papeete, Tahiti, French Polynesia.

Fleet: One Goose.

Air Rhodesia Corporation was formed as a statutory body by the Rhodesian Government on September 1, 1967, as the new national airline to succeed Air Rhodesia (Pvt) Ltd, which had been registered in June 1964 as a wholly-owned subsidiary of CAAC, who provided technical assistance, equipment and staff, leasing back the DC-3s for their own use. Air Rhodesia now succeeds CAAC, which was dissolved at the end of 1967, and it operates a domestic network, to Johannesburg and Durban, to Blantyre (Malawi), and to Lourenço Marques, Beira and Vilanculos in Mozambique.

Head Office: Salisbury Airport, Salisbury, Rhodesia.

Executives: General manager, M. E. Eyett; commercial manager, R. A. Weeden; operations manager, Capt M. O'Donovan; engineering manager, K. H. Greager; commercial planning manager, W. A. H. Scholefield; traffic manager, J. Shalovsky; chief accountant, W. B. James; purchasing officer, D. H. L. Jones.

Employees: 1,026.

Fleet: Five Viscount 700, three DC-3.

Air Senegal (Compagnie Sénégalaise de Transports Aériens) was formed in November 1962 to succeed Ardic Aviation, and continues Ardic's activities as a Piper distributor. Scheduled passenger and freight services are operated domestically and internationally to Bathurst (Gambia). Air-

taxi, charter and engineering services are also undertaken.

Head Office: BP 8010, Dakar-Yoff, Sénégal.

Executives: Manager, Etienne Costa; administrators, Georgette Costa, Lucien Franzerri; chief pilot, Jean-Marie Fleuriot.

Employees: 30.

Fleet: Three DC-3, one Dove, three Aztec C, one Navajo, two Cherokee Six.

Air Shannon, known previously as Shannon Flight Service, started scheduled commuter services between Fredericksburg and Washington in July 1966, but discontinued from April 24, 1967. The company is owned by S. L. Shannon Jr. Taxi, charter and maintenance work is undertaken.

Head Office: PO Box 509, Shannon Airport, Fredericksburg, Va, USA.

Executives: General manager, F. W. Max Coffey.

Employees: 19.

Fleet: One Aztec, three Cherokee, one Cherokee Arrow.

Air Southeast is a new US intra-state operator formed at the end of 1967 to operate Electras in low-fare, one-class services between San Antonio, Houston and Dallas in Texas at tariffs 20% lower than those currently in force.

Head Office: San Antonio, Texas, USA.

Executives: Directors, Kenneth Hull, W. L. Morrison, M. G. Beard.

Fleet: Electra.

Air Spain SA was formed on January 29, 1965, to undertake charter and inclusive tour operations, from its base at Palma. First Britannia (ex-British Eagle) was delivered on October 1, 1966.

Head Office: Claudio Coello 16-1, Madrid 1, Spain.

Executives: President, HE General Rafael Garcia-Valino; managing director, Dr Jose Mario Rivero de Aguilar; traffic director, Angel Fernandez-Corugedo; commercial director, Claudio Villanueva; technical director, Fernando Garcia-Valino.

Fleet: Five Britannia 312.

Air St Pierre began operations in 1961 with a daily service between Sydney (Nova Scotia) and St Pierre (Miquelon Island).

Head Office: St Pierre, Miquelon Island, Canada.

Fleet: One Aztec.

Air Taxi Co was certificated in December 1960 to operate a scheduled commuter service from Red Bank Airport to Port of New York Authority airports and since 1966 has also operated Red Bank-New York segment of Metro Air Service consortium for American Airlines.

Head Office: PO Box 823, Red Bank Airport, New Jersey, USA.

Executives: President, James Loeb; sales manager, Mrs Vickie Miller; operations manager, N. M. McCarthney; chief pilot, Henry H. Bishop.

Employees: 45.

Fleet: One Twin Otter, three Aztec, four Apache, three Bonanza, one Debonair.

Air Taxi Co was formed in 1958 to undertake general charter and aerial work including air survey and crop-spraying operations in Iran and surrounding countries. About 16,000 revenue hours were flown during 1967.

Head Office: Mehrabad Airport, Teheran, Iran.

Executives: Managing director, A. H. Zanganeh; director, A. Chafik; chief pilot, M. Ayoob Khan; engineering manager, J. I. Knox.

Employees: 150.

Fleet: Two DC-3, 13 Aero Commander, ten Piper Super Cub and Tri-Pacer.

Air Togo SA began operations in 1965 and flies domestic scheduled services, and a route to Lagos (Nigeria), with assistance from Pan African Airlines (Nigeria) Ltd.

Head Office: 1 Rue Thiers, Lome, Togo.

Executives: General manager, Kurt Jaeger; director, T. Green.

Fleet: One DC-3, two Beech D18.