

**COPA**—see *Compania Panamena de Aviacion*.

**Copisa**—see *Compania Peruana Internacional de Aviacion*.

**Cordova Airlines Inc**—now merged with *Alaska Airlines*.

**Corporacion Boliviana de Fomento** is a government-owned carrier that specialises in the bulk air carriage of meat.

Head Office: PO Box 1124, La Paz, Bolivia.  
Fleet: One Curtiss C-46A.

**Crowther Flight Center** operates seven scheduled flights daily between Kitsap County Airport, Bremerton, and Seattle, Washington, under the name *Bremerton Air Taxi*. It is a member of the Puget Sound Airlines consortium.

Head Office: Route 4, Box 416, Port Orchard, Washington, USA.

Executives: Owners: P. L. Crowther, Susan L. Crowther. Chief pilot, H. L. Sterling.

Employees: Ten.  
Fleet: One Twin Beech, four Cherokee.

**Cruzeiro (Servicos Aereos Cruzeiro do Sul SA)**. This airline's history goes back to December 1927, when *Syndicato Condor Ltda* was founded by German interests. In 1942 the company was reorganised, German control removed and given its present name. It now operates 23,862 nautical miles of routes in Brazil and to Argentina, Uruguay, Bolivia, Colombia, Guyana and French Guiana. The Rio de Janeiro-Sao Paulo Air Bridge shuttle service is operated in pool with Varig, VASP and Sadia, and similar services are operated between Rio de Janeiro and Brasilia. Early in 1965 *Cruzeiro* took over part of *Panair do Brasil's* domestic network, including the routes down the Amazon, when that company failed.

Head Office: Avenida Rio Branco, 128 Rio de Janeiro, Guanabara, Brasil.

Executives: President, Dr J. B. R. Dantas; superintendent director, Ing L. C. Amorim Filho; secretary director, Brig F. A. Rocha; traffic director, J. Q. V. Carvalho.

Employees: 4,050.  
Fleet: Seven Caravelle 6R, four YS-11 leased, 14 Convair 240/340/440, 21 DC-3, two PBV-5A Catalina. On order: Eight YS-11A.

**Cubana (Empresa Consolidada Cubana de Aviacion)** which started operations on June 27, 1961, is the successor to *Compania Cubana de Aviacion SA*, which was founded in 1929 as *Compania Nacional Cubana de Aviacion Curtiss SA*, for the operation of a flying school and charter services. Scheduled services were begun in 1930. *Pan American* obtained 100% control of the company in 1932. *PAA's* holding was subsequently much reduced and was finally sold in 1954. The present name was adopted in 1959, as the company became an entirely Cuban enterprise with a State investment of 80%, since raised to 100%. *Cubana* operates a network of domestic services and over international routes to Prague, Madrid and points in Central America.

Head Office: Calle 23s Infanta, Vedado, Havana, Cuba.

Executives: General manager, Orlando Gonzalez; finance manager, Isabel Santana; sales manager, Georgina Cordero; operations manager, Rolando Barros; maintenance manager, Candido Barros.

Employees: 1,955.  
Fleet: Four Britannia 318 (one leased to CSA), two Ilyushin Il-18, one DC-4, six An-24, three C-46, three DC-3, nine Il-14.

**Cumberland Air Shuttle** operates scheduled commuter services from Cumberland in the State of Maryland.

Head Office: PO Box 1211, Cumberland, Maryland, USA.

**Cyprus Airways Ltd** was founded in 1947 by BEA, the Cyprus Government and private interests. Today the Cyprus Government holds 53.2% of the shares, BEA 22.7% and local subscribers 24.1%. From 1947 to 1957 *Cyprus Airways* operated its services with DC-3s, but by 1958 these had



Brazil's *Cruzeiro* has had four NAMC YS-11s on lease, now being replaced by eight YS-11As on order

been disposed of and *Cyprus Airways* entered into a special agreement with BEA whereby all its services were operated by BEA aircraft. Today *Cyprus Airways* regional services are operated by two Viscount 806s and connect Nicosia with Beirut, Cairo, Tel Aviv, Jerusalem-Jordan, Rhodes, Ankara and Istanbul. A special agreement exists between *Cyprus Airways* and BEA for the operation of Nicosia, Athens, Rome and London services with Comet 4Bs.

Head Office: 16 Byron Avenue, Nicosia, Cyprus.

Executives: Chairman, G. Eliades; general manager, E. Savva; chief pilot, Capt D. A. Woolfe; chief accountant, Ch Makaritis; chief engineer, D. Vrachas; commercial manager, A. Lemesianos; traffic superintendent, S. Aletraris; sales superintendent, G. Philippou.

Employees: 160.  
Fleet: Two Viscount 806.

**Dan-Air Services Ltd** was formed in 1953 with one DC-3, taking its name from the parent company *Davies and Newman Ltd*. Scheduled services are operated between London Airport (Gatwick) and Bristol, Cardiff, Liverpool, Tees-side, Newcastle and Amsterdam. An extensive network of seasonal services is operated during the summer months on both domestic and international routes. Charter and IT flights are also carried out. Gatwick is the main base.

Head Office: 36/38 New Broad Street, London, EC2.

Executives: Managing director, F. E. F. Newman; secretary, A. Garretts; director and commercial manager, R. A. Pigeon; director and general manager, operations, A. J. Snudden; scheduled services manager, A. R. Loudon; financial director, B. M. O'Regan.

Fleet: Four Comet 4, seven Ambassador, one DC-7B/F, four DC-3.

**Darbhangha Aviation** is a private Indian non-scheduled airline owned by the Maharajahdiraj of Darbhanga. Operations were started in 1950 and include charters.

Head Office: 42 Chowringee Road, Calcutta 16, India.

Executives: Directors, Durganand Jha, K. Jha Girindra Mohan Misra.  
Fleet: Two DC-3, one Bonanza.

**Davey Air Service Pty Ltd** has operated taxi and charter services from Dubbo since 1958, and now operates a thrice-weekly Moree-Collarenebri-Goodooga third-level service, in favour of which *Airlines of NSW* is withdrawing its flights to the last two points. Davey also acts as a Piper dealer.

Head Office: 221 Brisbane Street, Dubbo, New South Wales, Australia.

Executives: Managing director, W. A. Davey; general manager, A. R. Pettiford.

Fleet: One Aztec C, two Twin Comanche, nine Comanche, two Cherokee. On order: One Aztec, one Twin Comanche.

**Davis Airlines Inc** was previously known as *Davis Flying Service Inc*, which had been a charter operator for 20 years. In December 1965 third-level services between College Station/Bryan and Dallas were begun, and on July 1 last a College Station/Bryan-Houston route was inaugurated.

Head Office: Easterwood Airport, College Station, Texas, USA.

Executives: President, Guy A. Davis; chief pilot, James O. Ordahl.

Employees: 15.  
Fleet: One Beech E-18, three Cherokee Six.

**DC Aircraft Inc** was certificated in March 1967 to operate scheduled commuter services from Detroit.

Head Office: Detroit, Michigan, USA.

Fleet: Two Beech E-18, one B55 Baron.

**Delta Air Lines Inc**, founded in 1925 as the world's first crop-dusting company, started passenger service in 1929. On May 1, 1953, *Chicago and Southern Airlines*, founded in 1934, merged with *Delta*. Routes stretch from New York, Detroit and Chicago in the north to Houston, Dallas, Fort Worth, New Orleans and Miami in the south and to San Francisco, Los Angeles, and San Diego in the west. Flights through New Orleans serve San Juan, Montego Bay and Caracas. The company serves some 60 cities over a 14,000-mile system. *Delta* was the first airline to introduce DC-8s (September 18, 1965), Convair 880s (May 15, 1960), DC-9s (1965) and the L-100 (1966), the civil cargo version of the Lockheed Hercules C-130.

Head Office: Atlanta Airport, Atlanta, Georgia 30320, USA.

Executives: President, C. H. Dolson; executive vice-president, traffic and sales, T. M. Miller. Vice-presidents: Personnel, W. T. Beebe; operations, D. C. Garrett Jr; general counsel and secretary, R. S. Maurer; R. L. Griffith; properties, Paul W. Pate; finance and treasurer, Robert Oppenlander; director of purchasing, K. T. Wilson.

Employees: 13,701.  
Fleet: Three DC-8-61, 21 DC-8, 15 DC-9-14; eight DC-9-30, 16 Convair 880, three L-100 Hercules; 17 Convair 440, 11 DC-6, five DC-7. On order: Nine DC-8-61, 38 DC-9-30. On option: Three Boeing 2707.

**Delta Air Transport** is a Belgian air taxi and charter operator that on September 19, 1967, began operating twice-daily Antwerp-Amsterdam services under contract to KLM using a Beech Queen Airliner.

Head Office: Antwerp Airport, Belgium.

Executives: Administrator, F. L. Van Den Bergh; director, Fr Van Gaever.

Fleet: Three Queen Airliner, Cessna 337, Cessna 210, Cessna 206.

**DETA**—see *Direccao de Exploracao dos Transportes Aereos* (Mozambique).