

## WORLD AIRLINES 1970 . . .

**Balkan Bulgarian Air Transport**, known until 1968 as **TABSO**, operates a domestic and international network of services linking Bulgaria with most major points in eastern and western Europe. Balkan is also responsible for agricultural aviation. The airline started services in July 1947 as a joint Bulgarian-Soviet company, but became a fully Bulgarian undertaking in 1954. Balkan operates to 22 countries in Europe, Asia and Africa together with a nine-point domestic network.

Head Office: 12 Place Narodno-Sobranie, Sofia C, Bulgaria.

Executives: General manager, Lazar Beloukhov; deputy general manager, Nikola Stanatchkov; chief engineer, Anatoli Tomchev; commercial manager, P. Ivanov; chief pilot, Ivan Milanov.

Fleet: Three Tupolev Tu-134, seven Antonov An-24B, 11 Il-18, six Il-14, An-10, An-2, Z-17 Cmelak and Mil helicopters.

**Basco**—see **Brothers Air Services Co.**

**Basutair (Pty) Ltd** was taken over by Lesotho Airways in December 1969, and its fleet and routes integrated with the latter.

**Bavaria Flug-Gesellschaft Schwabe & Co KG** was formed in 1957 as an air-taxi company. Operations now include passenger charter and inclusive-tour flights. Scheduled jet services between Munich, Hanover, Stuttgart and Nuremberg are operated under contract for Lufthansa.

Head Office: 8 München 87, Flughafen Riens, West Germany.

Executives: Commercial director, Matthias Gleim; sales manager, Hugo Urban-Emmrich; technical manager, Raymond Beattie; operations manager, Kurt Schultze.

Employees: 138.

Fleet: Four One-Eleven 400.

**BC Airlines Ltd** was formed in 1943 as a charter operator using mainly floatplanes to points along the coastline of British Columbia, and is a wholly owned subsidiary of CAE Industries of Montreal. In April 1969 the airline received authority to operate Nord 262 turbo-props on scheduled third-level services into the interior, previously served by CP Air uneconomically with larger aircraft.

Head Office: Vancouver International Airport, British Columbia, Canada.

Executives: Chairman, C. D. Reekie; president, D. R. Jacox; asst to president, E. E. Pezzott; secretary/comptroller, A. W. Corbett.

Employees: 140.

Fleet: Three Nord 262, three Mallard.

**BEA**—see **British European Airways Corporation.**

**BEA Airtours Ltd** was announced early in 1969 as a wholly owned non-IATA subsidiary of BEA to operate inclusive-tour charter flights. The airline operated its first service on March 6, 1970, from its main base at Gatwick Airport. Initial fleet will consist of nine refurbished 109-seat Comet 4Bs transferred from BEA, to be followed at a later date by Tridents.

Head Office: Bealine House, Ruislip, Middlesex.

Executives: Managing director, Capt W. Baillie; secretary/accountant, R. L. Northridge; operations manager, J. R. Wood; flight manager, Capt P. J. McKeown; cabin services manager, R. A. Thornburn; engineering manager, W. A. Thompson.

Fleet: Nine Comet 4B.

**BEA Helicopters Ltd** was formed on January 1, 1964, as a wholly owned subsidiary of BEA to develop the corporation's helicopter activities. Scheduled services with S-61Ns between Land's End and the Scilly

Islands started on May 2, 1964. The mainland terminal was transferred to the new Penzance Heliport on September 1, 1964. Contract charter work is undertaken for North Sea gas/oil prospecting companies from helicopter bases at Beccles, Suffolk and Aberdeen. In July 1968 BEAH and Schreiber Air Transport of Holland formed a joint company to exploit the Dutch North Sea gas/oil exploration activities. Main base is at London Gatwick Airport.

Head Office: Bealine House, Ruislip, Middlesex.

Executives: Chairman, Capt J. W. G. James; general manager, Capt J. A. Cameron; commercial manager, Capt D. Prichard; operations manager, Capt D. Eastwood; chief engineer, W. F. Charlton; secretary, R. D. Keefe.

Employees: 155.

Fleet: Four Sikorsky S-61N, one Bell JetRanger.

**Belgian International Air Services SA (BIAS)** was formed and commenced operations in 1959 as a privately owned charter, contract and inclusive tour operator. BIAS have aircraft on lease to Libyan National Airways, and main base is at Antwerp Airport.

Head Office: Antwerp Airport, Belgium.

Executives: Managing director, C. G. Van Antwerpen; commercial director, G. Willems; financial director, H. Van Der Straeten; technical manager, T. Pajjens; operations manager/chief pilot, R. Deppe.

Fleet: two DC-6A/B, six DC3, one Fokker F.27, one Riley Dove, one Cessna 310B.

**BKS Air Transport Ltd**, a member of the British Air Services Group, was originally formed in 1952 by Messrs Barnby, Keegan and Stevens. The airline, which has three main bases at Heathrow Airport, Leeds/Bradford and Newcastle, operates an extensive network of scheduled services throughout Britain and to Europe. BKS operate the 123-seat Trident 1E on the London-Newcastle and London-Bilbao routes. During the past year the airline has started services to Luxembourg, Klagenfurt and Bordeaux.

Head Office: Hodford House, 17/27 High Street, Hounslow, Middlesex.

Executives: Managing director, B. J. T. Callan; company secretary, H. R. Cleaver; flight operations manager, Capt J. Jessop; ground operations manager, W. J. Barton; maintenance manager, W. Naden; chief accountant, L. N. Norton; commercial and marketing manager, G. W. Corbin; public relations manager, J. B. Latto.

Employees: 623.

Fleet: Two Trident 1E, six Viscount 806, one Britannia 102.

**BOAC**—see **British Overseas Airways Corporation.**

**Bolivian Airways TABSA**—see **Transportes Aereos Bolivianos.**

**Botswana Airways Corporation** was formed in July 1969 to succeed Botswana National Airways. Shareholders are the Botswana Government and the Burton Construction company. Operations are expected to begin in the first half of 1970.

Head Office: The Mall, Gaborone, Botswana.

Executives: Chairman, D. E. G. Visler; managing director, J. M. L. Proudfoot; commercial manager, P. Leveux; directors: A. G. Burton; P. L. Steenkamp; M. O. S. Hawkins, R. Sampson.

Fleet: One Fokker F.27, one BN-2A Islander, one Baron.

**Botswana National Airways (Pty) Ltd** ran into financial difficulties early in 1969 and is in the process of liquidation.

**Braathens South-American and Far East Air-transport A/S (SAFE)** was formed in 1946 by the Norwegian Braathen shipping concern for the operation of long-distance charter services. Following non-scheduled

flights to the Far East the company operated regular scheduled services to Hong Kong from 1949 until March 1954 when the licence was not renewed following the monopoly on all external routes granted to SAS. The company now concentrates on scheduled internal services including low-fare "Luftbussen" flights as well as inclusive-tour and charter flights.

Head Office: Ruselokkvn 26, Oslo, Norway.

Executives: Presidents, L. G. Braathen, B. G. Braathen; executive vice-president, I. Aarnaas; vice-president sales, E. Froyssaa; vice-president maintenance and overhaul, A. E. Stangeland; vice-president finance, R. A. Klemetsen.

Employees: 1,000.

Fleet: Two Boeing 737-205, five Fokker F.28, three F.27, five DC-6B. On order: One Boeing 737-205C.

**Brain & Brown Airfreighters Pty Ltd** was formed in 1949 to operate cargo charters within Australia using Anson freighters. In 1960 DC-3s were added to the fleet and permission is currently being sought to re-equip with modern turbo-prop aircraft. The company is owned by W. L. Brown and Z. A. Brain. In February 1963 Brain and Brown started operating freight services between Melbourne and Tasmania for IPEC Air Pty Ltd and this operation continues. As from January 1, 1967, a subsidy was granted for the carriage of carcass meat from King Island to Melbourne.

Head Office: PO Box 67, Cheltenham, Victoria, Australia.

Executives: Managing director, W. L. Brown; commercial manager, M. C. Seivers.

Employees: 30.

Fleet: Three DC-3, one Anson 1.

**Braniff Airways Inc** which operates under the trade name Braniff International, was founded in its original form in 1928. On February 1, 1967, Braniff absorbed Pan American-Grace Airways (Panagra), adding four new South American cities to its routes, which now cover 28,876 miles in the USA, Mexico and South America. Braniff also operates extensive MAC contract services. US domestic routes cover the central US from Minneapolis/St Paul to Texas and Louisiana, extending eastward to Tennessee, Washington, DC, and New York, from Texas to New Orleans, Tampa and Miami, and west to Denver, Seattle/Tacoma and Portland, and from five mainland cities in the south-east and south-west US to Hilo and Honolulu, Hawaii. South American routes from Miami, New York, Washington, DC, New Orleans, Houston, Los Angeles and San Francisco to Panama City, Bogota, Cali, Guayaquil, Quito, Lima, Sao Paulo and Rio de Janeiro, La Paz, Asuncion, Buenos Aires and Santiago. Braniff also flies to Mexico City and Acapulco from the US via the San Antonio gateway.

Head Office: Exchange Park, Dallas, Texas 75235, USA.

Executives: Chairman/president, Harding L. Lawrence; executive vice-president/general manager, C. Edward Acker; executive vice-president/assistant to chairman, R. V. Carleton; executive vice-president operations and services, John L. Casey; senior vice-president contract services, Rex Brack; senior vice-president corporate and marketing planning, John Leer.

Employees: 11,000.

Fleet: Four Boeing 707-227, four 707-138B, nine 707-327C, five 720-027, 15 727-27, 18 727-27QC, seven DC-8-62, 13 One-Eleven. On order: Three 727-227, three 747-127. On option: Three Concorde, two Boeing SST.

**Bristow Helicopters Ltd** was formed in 1955 and is a member of the British United Airways group. It is a subsidiary of BUA (Holdings) Ltd, principal shareholders of which are the British and Commonwealth Shipping Company (92%) and Eagle Star Insurance (8%). Bristow and its subsidiaries operate a fleet of almost 100 aircraft in 20 countries throughout the world, mainly on