

WORLD AIRLINES 1970 . . .

Bombay, Karachi, Cairo, Rome and Amsterdam.

Head Office: 15 Djalan Nusantara, Djakarta, Indonesia.

Executives: President, Wiweko Soepono; vice-presidents: commercial, G. Sindhi; administration, M. Basoeki; maintenance/engineering, Sardjono; operations, Sumedi Amir.

Employees: 5,979.

Fleet: Two DC-8-32, two DC-9-30, two CV-990A, two L-188 Electra, 11 Fokker F.27, eight CV-340, four CV-440, 16 DC-3.

General Air GmbH was formed in 1962 as a charter and aerial work operator. Scheduled services were begun in 1967 and the current network of routes link Hamburg and Bremen with Lubeck, Kiel, Bremerhaven, Flensburg, Heligoland, Sylt, St Peter Ording, Wyk/Fohr and Westerland. Since November 1969, General Air have operated a service between Cologne, Hanover and Hamburg, and Cologne, Bremen, Hamburg under contract to Lufthansa, using CV-440 Metropolitans. A subsidiary, Gesellschaft für Air Touristik was also formed in 1969.

Head Office: Flughafen Fuhlsbüttel, 2 Hamburg 63, West Germany.

Executives: Managing director, Kurt-Erich Slevogt; chief pilot, Capt Alfred-Peter Jehle; technical manager, Ralf Wagner.

Employees: 85.

Fleet: Two CV-440, two Twin Otter, three Dornier 28, one Hansa Jet, one Queen Air, one Grand Commander, one Aztec, one Cherokee, one Reims Rocket.

Germanair Bedarfsluftfahrt GmbH, known as Sudwestflug GmbH until October 1968, was formed in 1966 to operate charter and inclusive-tour services. Germanair was taken over by the charter airline Transportflug GmbH in April 1969.

Head Office: 6 Frankfurt/Main Flughafen, Frankfurt, West Germany.

Executives: President, Christian v Kaltenborn-Stachau; operations manager, Fred K. Hahne; chief pilot, Capt Peter Robin.

Employees: 130.

Fleet: Three One-Eleven 500.

Ghana Airways Corporation was formed in July 1958 to take over the former Ghana operations of West African Airways, and began service on October 1 of that year. The company operates DC-3s and Viscounts on regional and internal services and VC10s on the Accra-London service non-stop; there is also an Accra-Rome-Zürich-London VC10 service, and another from Accra and Lagos to Cairo and Beirut. The coastal route to Dakar is now a joint operation in pool with Nigeria Airways, the latter's F.27s now operating Ghana's domestic routes.

Head Office: PO Box 1636, Accra, Ghana.

Executives: Chairman, R. R. Amponsah; managing director, E. H. Boobene; general manager, George Boughton; operations manager, Capt W. M. Jacob; commercial manager, K. MacDonnell; chief accountant, S. L. K. Boakye-Agyeman.

Employees: 1,251.

Fleet: One VC10, two Viscount 838, four DC-3.

Gibraltar Airways Ltd (Gibair) started operations at the end of 1930, when the chairman of the Bland Line, Mr (later Sir) George Gægero, formed it as an offshoot of M. H. Bland & Co Ltd. A Saro Windhover flying-boat operated to Tangier for two months, but the service was suspended as uneconomic. The company was dormant until 1947, when it re-started operations as a BEA subsidiary, with BEA holding 51% of the stock and M. H. Bland & Co Ltd the remainder. M. H. Bland now holds a majority 51% interest, BEA retaining a 49% holding. Current operations cover scheduled service between Gibraltar and Tangier.

Head Office: Cloister Building, Market Lane, Gibraltar.

Executives: President, Sir George Gægero;



A Flying Tiger DC-8-63CF on final approach to Kai Tak, Hong Kong

gero; chairman/managing director, J. J. Gægero; directors: J. L. Cabedo, A. C. Ping, J. G. Gægero, Sir Edward S. Moore, Douglas G. Grey, Clive Adams.

Fleet: One Viscount 800.

Great Lakes Airlines Ltd is a Canadian operator of passenger and cargo charters that in the summer of 1967 began scheduled DC-3 services between Sarnia and Toronto.

Head Office: 1972 London Road, Sarnia, Ontario, Canada.

Executives: President, John S. Blunt; general manager, G. G. Capern.

Fleet: Two CV-440, two DC-3, one Beech 18.

Great Northern Airways Ltd (GNA) was the result of the integration of the services and fleets of Connelly-Dawson Airways (formed in 1958), Range Airways and Yukon Flying Services, in 1965. At the time of the merger, Connelly-Dawson had already taken over Callison Flying Services and Arctic Wings and Rotors. In 1967 Coast Range Airways was absorbed. GNA operate scheduled passenger and cargo services over the routes Dawson City-Mayo-Whitehorse-Clinton Creek; Dawson City-Old Crow-Inuvik; Inuvik-Tuktoyaktuk-Sachs Harbour; and Whitehorse-Ross River. During 1969, Great Northern took over the operations and aircraft of the Aviation Division of Banff Oil Ltd.

Head office: McCall Field, Calgary, Alberta, Canada.

Executives: President/general manager, Gordon L. Bartsch; operations manager, D. C. Bartsch; maintenance supervisor, J. Wakefield.

Employees: 75.

Fleet: One DC-4, two Fairchild F-27J, four DC-3, one Twin Otter, two Aztec, one Apache, one Beech 18, one Otter, three Beaver, two Cessna 180, two Cessna 150.

Greenlandfly A/S (Greenlandair Inc) was formed in November 1960, and started operations in 1963. Share capital is divided equally between the Greenland Government, the Royal Greenland Trading Company, the Kroyolit Mining Company and SAS. At present coastal ice patrols and supply missions in support of DEW-line stations are carried out with DC-4s. Scheduled services with S.61Ns are operated from Godthaab to nine centres. The DC-4 operates services linking Sondre Stromfjord with Thule,

Kulusuk, Narsarsuaq. DEW-line supply flights are operated for the USAF in Greenland and eastern Canada.

Head Office: Godthaab, Greenland.

Executives: Chairman, Emil Damm; president, V. Lauritsen; operations manager, K. A. Solbækken; chief pilot (DC-4), E. Seitzberg; technical manager, Thore Bergmann; traffic manager, O. Dam.

Fleet: Three DC-4, four Sikorsky S-61N, one Alouette III.

Gulf Aviation Co Ltd was formed on March 24, 1950 by Mr. F. Bosworth. Shareholders include the Governments of Bahrain, Qatar, and Abu Dhabi, together with BOAC. A comprehensive network of services is operated between Bahrain and Dhahran, Kuwait, Doha, Abu Dhabi, Dubai, Sharjah and Muscat, using a One-Eleven jet (with the exception of Dhahran). Charter work is also undertaken on behalf of the oil companies operating in the area. Aircraft Services (Gulf) Ltd is a subsidiary company.

Head Office: Manama, PO Box 138, Bahrain.

Executives: General manager/secretary, Capt A. J. Bodger; operations manager, Capt S. J. Madle; commercial manager, P. T. Jolley; chief engineer, E. Fenton; catering manager, J. P. I. Thuillier; chief accountant, G. A. Bhatia.

Employees: 709.

Fleet: One One-Eleven 400, two Fokker F.27, five DC-3, two Queen Air B80.

Guyana Airways Corporation was, until 1963, known as British Guiana Airways (Government). In 1934 A. J. Williams, a US citizen, began charter operations in British Guiana with a single-engined Ireland flying-boat. In 1939 Mr Williams founded British Guiana Airways to operate regular subsidised services. In July 1955 the Government bought out the airline. From September 1963 it has been run as a Corporation with a chairman and board of directors. The Corporation operates scheduled domestic services as well as charters, both domestic and to neighbouring territories.

Head Office: 32 Main Street, Georgetown, Guyana.

Executives: Chairman, J. R. Vieira; general manager, R. L. Abrams; deputy gen man, E. P. Christiani; operations manager, Capt R. da Silva; chief engineer,