



charters and for Caribbean operations.

Head Office: Kennedy International Airport, New York, USA.

Executives: Chairman, Louis Marx Jr. president/chief executive, G. F. Steedman Hinckley; general manager, J. W. Bailey; senior vice-president/secretary, David R. Cudlip. Vice-presidents: marketing, Vincent R. Duffy; sales, Anthony G. Viglass; safety and standards, Winston O. Defieux; transportation services, Neil B. Berboth; operations, M. E. Starkloff; maintenance, Bernard J. Walker; finance, Evan G. Johnson; treasurer, Robert B. Jones.

Employees: 350.
Fleet: Four DC-8-63CF, one DC-8-50F, seven DC-9-30F, eight Electra Freighter. On order: Three DC-10F.

Ozark Air Lines Inc was incorporated on September 1, 1943, and filed applications for CAB certificate to serve 28 cities in six states. Ozark was awarded a three-year certificate in 1950, took over the assets and staff of Parks Air Lines and began scheduled operations between St Louis and Chicago on September 26, 1950. The company now has permanent certification and operates 5,674 miles of routes serving 59 cities in 12 Mid-western states. The company's routes now extend from Denver on the west to Indianapolis and Louisville on the east; and from Minneapolis/St Paul on the north to Tulsa and Nashville on the south.

Head Office: Lambert-St Louis Municipal Airport, Box 10007, St. Louis, Missouri 63145, USA.

Executives: Chairman, Jean Paul Bradshaw; president, Thomas L. Grace; executive vice-president/treasurer, E. J. Crane; general manager, C. L. Tabor; secretary, A. G. Heyne. Senior vice-presidents: general counsel, Paul L. Bradshaw; operations/maintenance, R. L. Wageneck. Vice-presidents: executive assistant to the president, Paul J. Rodgers; marketing, Harold P. Salfen; traffic and route development, Darryl Weishaar; operations, R. G. Rees; industrial relations, C. C. Mounts; maintenance and engineering, E. E. Boock. Director of purchasing, Otto Gerke.

Employees: 2,221.
Fleet: Nine DC-9-30, seven DC-9-15, 21 FH-227B, three DC-3, two C-47 freighter. On order: One DC-9-30.

Pacific Southwest Airlines Inc started operations in May 1949 with a leased DC-3, as an intra-state carrier with a service between San Diego and Oakland, California. High-frequency low-fare services are operated between San Diego, Los Angeles, Hollywood/Burbank, Ontario, San Jose, Oakland, San Francisco and Sacramento. PSA also operate a flight school to provide basic flying training and conversion facilities for the Boeing 727 and DC-9. PSA subsidiaries include PSA Hotels Inc, Valcar Rent-a-Car Inc and Jetair Leasing Co.

Head Office: 3225 North Harbor Drive, San Diego, California 92101, USA.

Executives: President, J. Floyd Andrews; vice-presidents: sales, Dwane Wittmayer; operations, Floyd E. Westcott; subsidiary operations, Robert J. Crandall; executive, William R. Shrimp; treasurer, Eleanor F. Githero; purchasing manager, C. C. Farnsworth.

Employees: 2,100.
Fleet: 14 Boeing 727, nine Boeing 737, one DC-9-30.

Pacific Western Airlines Ltd was founded in 1946 as Central British Columbia Airways, and has since become the third largest airline in Canada. The company operates an extensive network of scheduled and non-scheduled routes throughout British Columbia, Alberta and the North-west Territories, including air bus services between Edmonton and Calgary. PWA also undertake worldwide passenger and cargo charter operations. In 1966 PWA sold its feederline routes to Northward Aviation Ltd.

Head Office: Vancouver Airport, British Columbia, Canada.

Executives: Chairman, B. C. Samis; president, R. H. Laidman; vice-presidents: general manager, W. R. Harris; sales and traffic, J. B. McGuire; operations, J. C. S.

Miles; cargo and contract, A. J. Moul; management and technical services, D. N. Watson. Secretary-treasurer, D. F. Granger; director, material control, R. Wilson.

Employees: 1,202.
Fleet: Two Boeing 707-138B, two 737-275, one 737-275C, three L-100-20 Hercules, three CV-640, six DC-6/A/B, two DC-4. On order: one 737-275.

Pakistan International Airlines Corporation (PIA) was founded by the Government of Pakistan on March 11, 1955, when PIA took over Orient Airways. As a company PIA had been founded in 1951 and its first operations were between East and West Pakistan in June 1954. A service to London was begun in early 1955. The Corporation is responsible for the operation of all services within Pakistan, including airbus services and feeder services in East and West Pakistan and regional services to Khatmandu, Rangoon and Kabul. An eleven times-weekly service between Karachi and London is operated via points in the Middle East and Europe, and via Moscow. PIA also operate services to Bangkok, Canton and Shanghai and to Jeddah, Nairobi, Dubai, Doha and to Bahrain and Kuwait. Short take-off and landing (STOL) aircraft are being considered as a replacement for the helicopter services in East Pakistan.

Head Office: PIA Building, Karachi Airport, Pakistan.

Executives: Managing director, S. U. Durrani; director of planning, M. M. Salim; commercial director, Anwar Hussain; director of flight operations, Capt M. T. Baig; director of engineering, Aijaz Ali; director of administration, M. Ahmed; director of customer services, Capt Yousufuddin.

Employees: 12,720.
Fleet: Four Boeing 707-340C, three 720-040B, four HS. Trident 1E, 11 Fokker F27, one Hiller UH-12E4.

Pan African Airlines (Nigeria) Ltd is a Nigerian non-scheduled passenger and freight charter operator. Operations started late in 1961 and the company is a subsidiary of Dispatch Services Inc of Miami, which also controls Tropical Aircraft Sales (Nigeria) Ltd. Pan African provides technical and operational assistance to Air Togo, and charters for firms engaged in Nigeria's development.

Head Office: PO Box 1054, Lagos-Ikeja Airport, Lagos, Nigeria.

Executives: Managing director, R. M. Tracy; operations manager, Kurt Jaeger.

Employees: 110.
Fleet: Six DC-4, two Beech 18, one Cessna 320, one Cessna 402, one Cessna 185, three Bell 47G, three Bell 47J.

Panameña de Aviación Internacional SA (PAISA) was formed early in 1967 as an affiliate of the Venezuelan carrier VIASA with the backing of KLM to exploit more fully the reciprocal traffic rights available to Panamanian airlines. Operations began on May 3, 1967, with two DC-9s leased by VIASA from Avensa and sub-leased to PAISA. These operate twice-weekly from San Jose (Costa Rica) through Panama City to Barranquilla (Colombia), Maracaibo and Caracas in Venezuela.

Head Office: Calle Aquilino de la Guardia No 8, Edificio Igra, Panama City, Panama.

Fleet: Two DC-9 Series 10 sub-leased from VIASA.

Pan American World Airways Inc was originally formed in 1927 and is today one of the world's leading airlines. A vast network of international services operate around the world resulting in a route length of more than 77,000 miles, and cover services to most capitals of the world including Moscow. A network of local services in Germany is also operated. Pan Am's hotel interests are vested in the International Hotel Corporation and the Business Jets Division operate the Dassault Fan Jet Falcon in the USA. The Metropolitan Air Facilities Division operate a general aviation airport and a heliport in the New York area, while the Aerospace Services Division is the prime contractor for the government space activi-

Employees: 5,000.

Fleet: Two Boeing 707-384B, four 707-384C, five 727-284, seven DC-6B, six DC-3, one Navajo, one Aztec, one Cherokee, one Alouette 2, one Alouette 3. On order: Five YS-11A-200, two Skyvan.

Ontario Central Airlines was formed in 1947 and operates amphibious and regular charter services in north-western Ontario from bases at Kenora, Ball Lake, and Red Lake, Ontario. Pest control work and aerial advertising is also undertaken.

Head Office: Kenora, Ontario, Canada.

Executives: President and general manager, B. E. Lamm; vice-president, R. A. Kiteley.

Employees: 40.
Fleet: One PBY-5A Canso, one Grumman Goose, eight Norseman, three Beaver, five Cessna 180, one Super Cub, two Beechcraft.

Overseas National Airways Inc (ONA) was formed in June 1950 as a supplemental US carrier specialising in transatlantic passenger and cargo charters. Operations were suspended in 1964 after voluntary bankruptcy petition, but resumed in October 1965 after re-financing. In 1966, ONA received from CAB a certificate for transatlantic operations, including inclusive tour charters, and subsequently received permanent certification for domestic operations, including IT