WORLD AIRLINE DIRECTORY

safety/field operations, Jim Lematta; forestry, Pete Barendregt; finance, Mike Fahey; chief pilot, George Warren; public relations, Ted Veal; operations administrator, Jon Lazzaretti.
Employees: 400.
Fleet: ten Boeing Vertol BV107, one Chinook LR, two Sikorsky S-76B, one JetRanger, five Hiller/Soloy UH-12E, one King Air 200.

Comair Inc, a Cincinnati-based US regional airline, was co-founded by David Mueller and his father Raymond Mueller in 1977. Comair has become one of the largest regional airlines and currently operates scheduled passenger services to Indianapolis (Indiana), Fort Wayne, Lexington and Louisville (Kentucky), Detroit (Michigan), Cincinnati, Cleve-land, Columbus, Dayton and Toledo (Ohio), Knox-ville and Nashville (Tennessee), Richmond and Roanoke (Virginia), Charleston and Huntington (West Virginia), and Milwaukee (Wisconsin). Comair is a Delta Connector.

Head Office: PO Box 75021, Greater Cincinnati Airport, Cincinnati, Ohio 45275, USA.
Executives: chairman, Raymond Mueller; president and CEO, David R. Mueller; executive v-p and CFO, John S. Durking; v-ps: operations, K. Michael Stuart; marketing, Charles Curran; maintenance, Richard Elliot.

Employees: 480.
Fleet: seven Saab-Fairchild 340, five Shorts 330, five Metro III, 10 Bandeirante. On order: five SF.340.

Comair of South Africa commenced its first sched-uled service in 1948 and currently operates from Johannesburg to Skukuza, Phalaborwa, Pieter-martizburg, and Margate. Comair also undertakes flights to Richards Bay on behalf of South African Airways and operates Safari tours to the Kruger National Park.

Head Office: PO Box 7015, Bonearo Park, 1622, Transvaal, South Africa.
^^< 42-8878/9255.
Executives: managing director, P. van Hoven; commercial director, B. van der Linden.
Employees: 150.
Fleet: four Fokker F.27-200, two DC-3, one Cessna 404, one Cessna 206.

Combs Airways filed for Chapter 11 protection and ceased operations in April 1984. The company was originally formed in 1957, and operated as Montana Aircraft Company until 1964. The company was then acquired by H. B. Combs and its name changed to Combs Airways. Contract mail services began in 1967, and by 1975 the airline was fully established as a freight carrier. Part 418 authority was received in February 1978, followed by FAA airline operation certification in October 1978. Combs Freightair oper-ated scheduled cargo services from Chicago, Kansas City, Wichita, Detroit, Buffalo, Rochester, Syracuse, Hartford, and Boston. Combs also operated scheduled contract charter services for the US Postal Service, United Parcel Service, Emery Air Freight, and Pony Express throughout the central and Western United States. In October 1983 Combs Airways established a subsidiary, Frontier Commuter, to provide commuter services primarily in the mountain States with CV-580 aircraft.

Head Office: PO Box 38627, 3980 Quebec Street, Denver, Colorado 80238, USA.
Executives: president, H. B. Combs; chief executive officer, Dan Love; vice-president corporate oper-ations, Jack Gehrke; directors: operations, George Spettigue; marketing, Robert Larkin; maintenance, Aale Hemming.
Fleet: ten Convair CV-440 freighter, nine CV-580, 14 Aero Commander 680, one Turbo Commander 690, eight Aero Commander 500, one Cessna 421.

Compagnie Aeromaritime d'Affretement—see Aeromaritime.

Compagnie de Transport Aerien (CTA) was formed in September 1978 as a partly owned subsidiary of Swissair to succeed the privately owned charter airline SATA, which ceased operations during the latter half of 1978. CTA operates passenger and

cargo charter flights to points in Europe and the Mediterranean area. Operations began on November 2, 1978.
Head Office: Case Postale 110, CH-1215, Aeroport de Geneve 15, Switzerland.
^^28406.
Executives: president, Rolf Krahenbuhl; vice-president, Jaques Vernet; managing director, Rolf Kressig; managers: operations, Ernest Vez; technical, Marcel Favre; marketing, Angelo Rageth; financial, George Roggli.
Employees: 140.
Fleet: four Caravelle 10R.

Compania de Aviacion Faucett was founded in September 1928 by Elmer J. Faucett, a US citizen. Stockholding is now in the hands of Peruvian inter-ests, with Aeronaves del Peru acquiring a 59 per cent interest in the airline during 1982. An extensive network of scheduled passenger and cargo services links Lima with 14 domestic points, together with an all-cargo route to Miami via Panama City. Passenger and cargo charters are also undertaken.

Head Office: Aeropuerto International Jorge Chavez, Rampa Norte, Lima Callao, Peru. ^-^^20085.
Executives: president, Luis Leon Rupp; vice-president, Dr Victor Montori Alfaro.
Employees: 1,300.
Fleet: four DC-8-50, one DC-8-40F, one Boeing 727-100, two Islander.

Compania Panamena de Aviacion (Copa) was founded in June 1944 by Pan American, but is now totally Panamanian-owned. Scheduled passenger and cargo services began in 1947 and now link Panama City with San Jose (Costa Rica), Managua (Nicaragua), San Salvador (El Salvador), Guatemala City (Guatemala), Medellin, Barranquilla, Cartagena and Cali (Colombia), and Kingston (Jamaica).
Head Office: PO Box 1572, Avenida Justo Arosemena and Street 39, Panama City 1, Panama. Executives: chairman/president, Dr Mariano J. Oteiza; vice-president, Ricardo M. Arias; treasurer, Roberto Heurtematte; general manager, Enrique Escala; managers: maintenance, Pedro Simpson; commercial/marketing, Moises Veliz; purchasing, James Cosaraquis; finance, Sebastian Chavez; airport services, Roberto Ilorente; chief pilot, Capt Anel Wong.
Employees: 383.
Fleet: one Boeing 737-100, one Electra.

Conair A/S (Consolidated Aircraft Corporation)
was formed in October 1964, and in 1965 began charter and inclusive-tour flights to points in the Mediterranean and Africa exclusively for the Spies travel organisation, owner of the airline.
Head Office: Hangar 276, Copenhagen Airport, DK 2791, Dragoer, Denmark.
31423.

Executives: chairman, Robert Koch-Nielsen; direc-tors: managing/technical, Verner Moller; assistant,H Erling Brodersen; financial, Holger Damm; prod- „ uction, E. H. Jensen; managers: operations, Odd Mollerud; purchasing, John Dalsgaard; engineering, Oscar Thomsen; planning: Jorgen V. Pedersen. Employees: 250. * Fleet: one Boeing 720, five 720B.

Condor Flugdienst is a wholly owned subsidiary of Lufthansa, formed in 1961 by the merger of Deutsche Flugdienst (founded in 1955 as a Lufthansa T subsidiary) and Condor Luftreederei (founded in 1957 and acquired by Lufthansa in 1959). Condor concen- trates on charter and inclusive-tour operations to destinations in Spain, the Mediterranean, the Canary Islands, East Africa, the Black Sea area, the Far East and North America.

Head Office: Hans-Bocklerstrasse 7, Hessen, D- 6078 Neu-Isenburg 1, Federal Republic of Germany. ^^^0417679. * Executives: executive managing directors: Dr Malte Bischoff; Dr Claus Gillmann; Capt Stefan Hess; chief

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engineer, Reinhard Kipke.
Employees: 996.
Fleet: three DC-10-30, three Airbus A310-200, eight Boeing 727-200, four 737-200.

Connie Kalitta Services, established as a passenger and cargo air-taxi operator at Ypsilanti, Michigan, received authority in 1984 to operate inter-national cargo charters with DC-8 aircraft acquired through the purchase of Jet Way.
Head Office: PO Box 842, Willow Run Airport, Ypsilanti, Michigan 48197, USA.
Fleet: one DC-8-63, one DC-8-20, one DC-6A, four Learjet 23, two Learjet 24, one Beech TC-45J, eight Volpar Turboliner, one Hamilton Westwind IV, one Mitsubishi Mu-2B.

Continental Airlines' foundation dates from July 15, 1934, when Varney Speed Lines began a service from El Paso to Albuquerque (New Mexico) and Pueblo (Colorado). In May 1937 Varney purchased the Denver-Pueblo route of Wyoming Air Service and moved its headquarters to Denver. Later the same year the name Continental Airlines was adopted. Development continued for a number of years until the 1955 award of the Chicago-Los Angeles route (via Kansas City and Denver) marked the company's full transition to a mainline trunk carrier. In October 1981 Texas Air, parent company of Texas Inter-national Airlines, acquired a controlling interest in Continental and on October 31, 1982, after several months of operating co-ordinated schedules, Continental and Texas International began to oper-ate as a single carrier under the name of Continental Texas International, known until 1969 as Trans-Texas Airways, and formed originally in 1940 as Aviation Enterprises, commenced scheduled services in October 1947. The combined network serves 44

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Continental, which initiated Chapter 11 reorganisation on September 24, 1983, and which has si
resumed service on most of its former network, operates 13 DC-lOs

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