



British Airlines

by A. J. Jackson

TO MARK THE beginning of the 1965 season *Air Pictorial* presents for the first time a survey of British airlines and charter companies which is unique in including a complete listing of their current fleets. Space limitations confine this survey to firms employing fixed-wing aircraft, the sole exception being B.E.A. Helicopters Ltd., which finds a place because it provides the high-density scheduled shuttle between Penzance and the Scillies. Nor do we mention numerous light aeroplanes with which many of these concerns run flying clubs and schools up and down the country.

Aircruise Ltd.

Formed in 1963 at Cranfield to provide executive transport and air charter, this company uses aircraft registered in the name of Mrs. J. M. Breeden. It also maintains eight aircraft belonging to other firms. Base: Leavesden Aerodrome, Herts.

Executives: Mrs. J. M. Breeden (chairman), Capt. A. J. McDonald (managing director/chief pilot), J. Russell (chief engineer).

Fleet:

G-AJLW Dove 2B	G-ARFX Cessna 172B
G-ARBR Aztec B	G-ASDD Dove 5
G-AROK Cessna 310F	G-ASMX Dove 5

Air Ferry Ltd.

Air Ferry Ltd. was formed in April 1962, established a base at Manston in the following September, and began flying operations on 30th March 1963 with two ex-Balair Viking 3Bs, G-AIVD and 'VF', joined later by two ex-Balair C-54As. On formation its main task was to provide capacity for inclusive tour firms and to operate *ad hoc* passenger or cargo charters and scheduled services. Taken over by Air Holdings Ltd. (B.U.A.) in October 1964, its 1965 programme will introduce scheduled services for passengers, cargo and accompanied cars from Manston to Le Touquet, Calais, Ostend and Rotterdam.

Executives: Capt. K. Sheppardson (general manager), Capt. D. Brooker (chief pilot), R. Illsley (chief engineer), C. Carroll (commercial manager).

Base: Manston Aerodrome, Kent.

Fleet:

G-AHOW Viking 1	G-AOCH Viking 1
G-AIVD Viking 3B	G-APYK Douglas C-54A
G-AIVF Viking 3B	G-ASFY Douglas C-54A
G-AJBX Viking 1B	G-ASOG Douglas C-54A
G-AMLL Freighter 31	
G-ANVR Freighter 32*	

* On loan from British United Air Ferries Ltd.

Air Links Ltd.

Air Links Ltd. started operations in 1959 with Dakota 4 G-APUC and in 1961 purchased a second, G-AMKE. These were replaced in September 1962 by the Hermes 4 G-ALDA, and an expansion began in January 1964 when the first of several seventy-eight-passenger Canadair C-4 aircraft were purchased. It is expected that these will be progressively withdrawn from the end of 1965 and more modern

Passengers disembarking from Channel Airways Viscount G-AMOF at Southend

four-engined aircraft introduced. The firm's activities have always been confined to general charter and inclusive tour operations.

Executives: S. Wilson and M. Wilson (directors), A. J. Stocks (general manager), Capt. C. M. de Bouneville (chief pilot/operations manager).

Base: London (Gatwick) Airport.

Fleet:

Canadair C-4s G-ALHI, 'HM, 'HT and a freight version G-ALHW

Anglian Air Charter Ltd.

Formed in 1950 by L. G. Wright and Mrs. J. Wright, Anglian Air Charter Ltd. constructed an aerodrome capable of accepting aircraft of up to 3,000 lb. a.u.w. at Caister-on-Sea, Norfolk. Their main work is providing pleasure flights for holidaymakers (this year from 1st May onwards), but they also undertake occasional charter and photographic trips.

Directors: L. G. Wright and Mrs. J. Wright.

Base: North Denes, Caister-on-Sea, Norfolk.

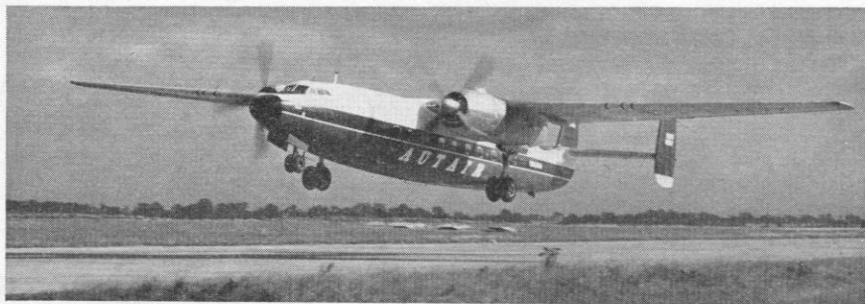
Fleet:

G-APTU	Auster Alpha 5
G-ARNB	Auster J-5G Cirrus Autocar
G-ASFK	Auster J-5G Cirrus Autocar

Autair International Airways Ltd.

An overseas helicopter operator since 1952, Autair began airline operations at Luton in 1960 with ex-B.E.A. Dakotas, and

One of Autair's Ambassador 2s, G-ALZZ, takes off from Luton





LEFT: ACE Freighters DC-4 G-APEZ (Photo: R. J. Goring)
RIGHT: B.E.A. Helicopters Ltd.'s Sikorsky S-61N G-ASNM



British airlines . . .

added Vikings in 1962. Ambassadors were then acquired, supplemented in the summer months of 1963 by Dart Heralds G-APWA and G-ASKK leased from Handley Page Ltd. A successful scheduled passenger service commenced in October 1963 on the London (Luton) to Blackpool route, now at a frequency of eight return flights a week in winter and nine in summer. An extensive network of inclusive tour services is operated to Europe in addition to passenger and freight contract and charter flying.

Executives: G. H. G. Threlfall (managing), W. H. Armstrong (director), E. J. Posey (commercial), Capt. M. Rowan (operations), Capt. C. P. C. Dibley (chief pilot), T. S. Buxton (engineering), B. W. Davis (traffic).

Base: Luton Airport, Beds.

Fleet:

G-AGRW Viking 1 G-ALZS Ambassador 2
G-AHPB Viking 1 G-ALZV Ambassador 2
G-AHPJ Viking 1 G-ALZZ Ambassador 2
G-ASZT Douglas C-54D
Autair Ltd. owns helicopters G-AKFB Bell 47B-3 and G-ASDM Bell 47G

Aviation Charter Enterprises Ltd. (ACE Freighters)

An all-cargo charter operator, formed at Gatwick in September 1962 and commenced operations on 1st March 1964 with the ex-B.O.A.C. Lockheed 749A G-ANTF. Douglas DC-4 G-APEZ, leased from Aviation Overhauls Ltd., Speke, in September, was joined later by their Douglas C-54A G-ASEN. The fleet was augmented by four ex-South African Airways Lockheed 749As at the beginning of 1965.

G-ATAM, B.K.S. Air Transport's newest Hawker Siddeley 748



Executives: A. N. Coulson (chairman), Capt. L. C. Chegwiddden (managing), W. H. V. Kellard (operations), A. McGill (technical).

Base: London (Gatwick) Airport.

Fleet:

Lockheed 749A Constellations G-ANTF,
G-ASYF, 'YS, 'YT and 'YU
G-APEZ Douglas G-ASEN Douglas
DC-4 C-54A

Bardock Aviation Services Ltd.

This charter company was formed originally to establish scheduled services between Swansea, Bristol, Land's End and Southampton.

Executives: Sir Bernard Docker (chairman), A. Barwell (operations).

Base: Staverton Aerodrome, Gloucester.

Fleet:

G-AKIF Rapide G-ARGC Cessna 180D

B.E.A. Helicopters Ltd.

Wholly owned by B.E.A. and formed on 1st January 1964 to take over the assets and activities of the B.E.A. Helicopter Unit. Has operated the Land's End-Scillies scheduled services with two twenty-four-passenger Sikorsky S-61Ns since 2nd May 1964 and has used the new Penzance Heliport since 1st September. More than 21,000 passengers were carried in the first four months. Two Westland S-55s and one Agusta-Bell 47J are retained for a wide variety of charters. In association with Okanagan Helicopters Ltd. of Vancouver, B.C., B.E.A. Helicopters Ltd. will be operating to the North Sea oil rigs later in 1965, using a third S-61N to be delivered April/May.

Executives: Lord Balfour of Inchrye (chairman), S. K. Davies, Capt. J. W. G. James, R. A. Spencer, Capt. J. A. Cameron (general manager).

Base: London (Gatwick) Airport.

Fleet:

G-ANFH S-55 Ser. 1 G-ASNL Sikorsky
G-AOCF S-55 Ser. 1 S-61N
G-APTH Agusta Bell G-ASNM Sikorsky
47J S-61N

B.K.S. Air Transport Ltd.

Formed at Southend in February 1952 by Messrs. Barnby, Keegan and Stevens, B.K.S. operated pioneer Dakota services to Newcastle and also between London and Newcastle. B.E.A. acquired a 30 per cent interest in June 1964, and a considerable fleet (which includes H.S.748s and ex-B.E.A. Ambassadors and Britannia 102s) now flies over an extensive network of internal and international routes joining Tees-side, Newcastle and Leeds/Bradford with London, Glasgow, Belfast, Bergen, Jersey, Ostend, Basle, Dusseldorf, Paris, Biarritz and Bilbao. All-freight services operate between London, Leeds/Bradford and Newcastle, and in 1965 the Freighter 31 G-AMLJ will be assisted in the air-lifting of racehorses by Ambassador G-ALZR, converted for the purpose by B.K.S. at Southend.

Executives: C. J. Stevens (chairman), Capt. T. W. Haythornthwaite (operations), T. F. Taylor (technical), G. W. Corbin (commercial).

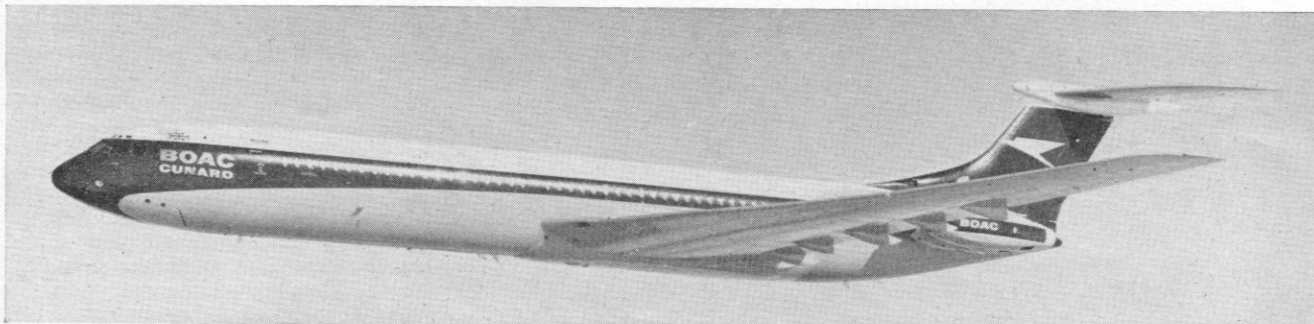
Bases: Woolsington Airport, Newcastle; Tees-side Airport, Middleton St. George; Southend Airport, Essex (maintenance).

Fleet:

G-AIWD Dakota 3 G-AMLJ Freighter 31
G-AMSH Dakota 4 G-ANBH Britannia 102
G-APPO Dakota 4 G-ANBK Britannia 102
Ambassador 2s G-ALZR, 'ZT, 'ZW, G-AMAC
and 'AD
H.S.748 Series 1s G-ARRW, G-ASPL and
G-ATAM

B.O.A.C. Cunard Ltd.

Formed on 20th June 1962 by B.O.A.C. and the Cunard Steam-Ship Co. Ltd. to operate the former B.O.A.C./Eagle-Cunard Transatlantic services. Has no staff and the fleet of thirteen Boeing 707s registered to B.O.A.C. Cunard is integrated with the Super VC10s and nine Boeing 707s registered to B.O.A.C., and all are flown by B.O.A.C. crews on high-frequency services



B.O.A.C. Cunard Super VC10 G-ASGD made the first proving flight to New York on 7th March in 6 hr. 54 min.

between London and Boston, Washington, Detroit, Chicago, and Miami; Manchester, Glasgow and New York; and London to West Indian destinations.

Executives: Sir Giles Guthrie (chairman), J. R. Stainton (managing director).

Base: London (Heathrow) Airport.

Fleet:

Boeing 707-436s G-APFK to 'FP, G-ARRA, 'RB, 'RC, 'WD and 'WE
Boeing 707-336C Freighters G-ASZF and 'ZG (on order)

Bournemouth Air Taxi Ltd.

Formed at Hurn on 8th November 1961 for air taxi, charter operations and flying training. Now known as Bournair, the company became authorised Cessna dealers in 1964.

Executives: R. R. Murray (managing director), F/Lt. V. Bernard (chief pilot/operations manager), P. R. Ford (general manager).

Base: Bournemouth Airport, Hurn, Hants.

Fleet:

G-ARAB Cessna 150 G-ARLY Auster J-5P

Britannia Airways Ltd.

Commenced inclusive tour and group charter operations on 5th May 1962 as Euravia (London) Ltd. with three Constellations purchased from the Israeli airline El Al. Three more Constellations were acquired when the firm took over Skyways Ltd. on 1st September 1962. When six Britannia 102s were bought from B.O.A.C. in October 1964, the company's name was changed to Britannia Airways Ltd., but the Constellations will continue to operate in Euravia colours until withdrawn from use. Inaugural flight from Luton to Tenerife with Britannia 102 G-ANBB took place on 6th December 1964.

Executives: J. E. D. Williams (managing director), J. C. Harrington (deputy managing director), W. M. Strangways (operations), Capt. D. H. Harrison (chief pilot), S. Finnigan (chief engineer).

Base: Luton Airport, Beds.

Fleet:

Lockheed 049D Constellations G-AHEN, G-ARVP
Lockheed 049E Constellation G-AMUP
Lockheed 149 Constellation G-ARXE
Lockheed 749A Constellations* G-ALAK, 'AL, G-ANUR
Bristol 175 Britannia 102s G-ANBA, 'BB, 'BF, 'BJ, 'BL and 'BO

*Fitted with freight doors

British Eagle International Airlines Ltd.

Operated 1948-60 as Eagle Airways Ltd. and thereafter as Cunard Eagle Airways Ltd. when the Cunard Steam-Ship Co. Ltd. bought a 100 per cent shareholding. In 1962 the company's Atlantic and Caribbean services were taken over by B.O.A.C. Cunard and a 60 per cent controlling interest in Cunard Eagle (later renamed British Eagle) was re-acquired by the original founder, H. R. Bamberg, on 1st March 1963. Took over Starways Ltd. in 1964 and operated daily domestic trunk routes in competition with B.E.A. until forced to withdraw on 20th February 1965 when the Socialist Government refused permission for frequency increases. Now concentrating on scheduled services to Ostend, Luxembourg, Stuttgart, Innsbruck, Rimini, Pisa, Perpignan, Palma, Dinard, La Baule and Jersey; on transatlantic and European inclusive tours; trooping to the Far East and long-distance passenger and freight charters. Two Britannia 308s acquired from Argentinian operator Transcontinentale in 1964 were fitted by the company at L.A.P. with large freight doors for M. of D. contracts to Woomera.

Executives: H. R. Bamberg (managing director/chairman), Capt. J. Sauvage and J. W. S. Brancker (directors), W. H. Hodgson (commercial), G. D. Peacock (technical), H. Andrews (British Eagle Liverpool), I. Grant (engineering), S. Hoare (scheduled services), Capt. J. Michie (operations).

Base: London (Heathrow) Airport.

Fleet:

G-ANCF* Britannia 308F "New Frontier"
G-ANCG* "Trojan"
G-AOCB Viscount 755** "City of Edinburgh"
G-AOCC "City of Belfast"
G-AOVA Britannia 319 "Justice"
G-AOVB Britannia 312 "Endeavour"
G-AOVC "Sovereign"
G-AOVF "Friendship"
G-AOVG "Bounteous"
G-AOVM "Team Spirit"
G-AOVN "Prospect"
G-AOVR "Talisman"
G-AOVT "Enterprise"
G-ARKA Britannia 324 "Good Fortune"
G-ARKB "Resolution"

* Fitted with freight doors

** To be supplemented by one on lease from Channel Airways, plus SU-AIE, 'KN and 'RY/G-ANRS bought from United Arab

British European Airways Corporation

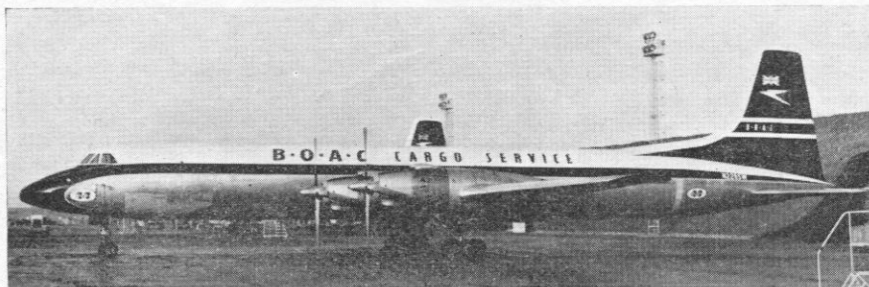
The State-owned corporation formed on 1st August 1946 at Northolt to build up domestic and European services. Introduced Viscount 701s in 1953, Comet 4Bs and Vanguards in 1960-61, and Trident 1s in 1964. Currently the largest air service operator in Europe with eighty destinations in twenty-six countries as far afield as the Near East and including all the major cities of Europe. Carries mainly tourist-class passengers, approximately one-third of its traffic being on U.K. internal services radiating from London, Manchester, Belfast, Renfrew, Birmingham, Bristol, Cardiff, and the Channel Islands. Dart Heraldts were introduced on Scottish regional services early in 1962, ambulance flights to outlying islands having been in operation with Heron 2s since 1955. Scheduled freight services serve Copenhagen, Dusseldorf,

G-ARPB, one of the Trident 1s introduced by British European Airways in 1964





ABOVE: Britannia 314 G-ASTF "Concord", used for a time by British Eagle in 1964. BELOW: N228SW, B.O.A.C.'s all-cargo CL-44D (Photos: B. N. Stainer)



British airlines . . .

Frankfurt, Milan, Paris, Jersey, Manchester and Glasgow using three Argosy 102s which are now being replaced by five Argosy 222s. Comet 4Bs are also operated in pool partnership with Olympic Airways, Athens.

Executives: A. H. Milward (chairman), Sir John Keeling (deputy chairman), H. E. Marking (chief executive), Lord Balfour of Inchrye, S. K. Davies, A. R. Glen, Sir Giles Guthrie, A. C. Ping, R. L. Weir, K. G. Wilkinson (chief engineer), Capt. J. W. G. James (operations), W. I. Scott-Hill (traffic), P. C. F. Lawton (sales), A. Herring (personnel).

Base: London (Heathrow) Airport.

Fleet:

Viscount 802s G-AOJB to 'JF, G-AOHG to 'HO, G-AOHR to 'HT, 'HV, 'HW and 'RD
Viscount 806s G-AOYG to 'YT, G-APEX, 'EY, 'IM, 'JU, 'KF and 'OX
Vanguard 951s G-APEA to 'EF
Vanguard 953s G-APEG to 'EU
Comet 4Bs G-APMA to 'MG, G-APZM*, G-ARCO, 'CP, 'DI*, 'GM, 'JK, 'JL and 'JN
Trident 1s (not all delivered) G-ARPA to 'PU, 'PW to 'PZ
Argosy 102s G-AOZZ, G-APRM and 'RN
Argosy 222s G-ASXL to 'XP
Dart Herald 101s G-APWB, 'WC and 'WD
Heron 2s G-ANXA and 'XB

* In pool with Olympic Airways

British Midland Airways Ltd.

Formed in 1947 as Derby Aviation Ltd., the firm operated initially as Derby Airways with Dakotas and ex-B.O.A.C. Canadair C-4s, but was renamed British Midland Airways Ltd. on 30th July 1964. Its scheduled services cover Derby, Castle Donnington, Birmingham, Luton, Cambridge, Bristol, Staverton, Cardiff, Leeds/Bradford, Glasgow, Newcastle, Belfast, Enniskillen (N. Ireland) and the Channel Islands. Seasonal scheduled and inclusive tour international services include Derby-

Birmingham-Amsterdam; Swansea, Cardiff and Bristol-Amsterdam; and to Barcelona, Luxembourg, Ostend and Palma. Took over from Mercury Airlines their routes from Liverpool and Leeds/Bradford to Exeter and Sandown in October 1964. Two fifty-seat Dart Heralds now coming into service; the first, G-ASKK, was handed over at Radlett on 1st February 1965.

Executives: W/Cdr. H. A. Roxburgh (chairman), R. R. Payne (manager), D. W. T. Sullivan, M. M. Ager, E. W. Phillips and Capt. B. G. Cramp (directors), F. Marshall (commercial), Capt. T. Pike (chief pilot).

Bases: Burnaston Airport, Derby, and East Midlands Airport, Castle Donnington.

Fleet:

G-AGJV	Dakota 3	"Millersdale"
G-AKJH	"	"Monsal Dale"
G-AMSX	Dakota 4	"Peak Dale"
G-ANTD	"	"Dovedale"
G-AOFZ	"	"Highdale"
G-AOGZ	"	"Darleydale"
G-APBC	"	"Derwentdale"
Canadair C-4s	G-ALHG, 'HS and 'HY	
Dart Herald 211s	G-ASKK and one other	

British Overseas Airways Corporation

British national carrier formed in 1939 by the amalgamation of Imperial Airways Ltd. and British Airways Ltd. Commenced operations on 1st April 1940 and main-

tained essential air services for the Government during World War II. Post-war commercial services to the U.S.A., Middle East and the Commonwealth began on 1st April 1946 and South American routes were added when B.O.A.C. absorbed British South American Airways in 1949. Introduced the pioneer Comet 1 jet transports in May 1952 and now has a route network connecting London with all parts of the world except South America, on which Super VC10s will be introduced on 1st April. Commenced all-freight operations in 1964 with one Canadair CL-44D-4 leased from Seaboard and Western.

Board: Sir Giles Guthrie (chairman), C. Hardie, J. W. Booth, K. Granville, Sir D. Anderson, G. Lee, A. G. Norman, Lord Normanbrook, B. S. Shenstone, R. Smith, A. H. Milward.

Executives: Capt. D. I. Peacock (operations), D. L. Craig (senior general manager), C. Abell (chief engineer), J. R. Stainton (commercial), G. H. C. Lee (associated companies).

Base: London (Heathrow) Airport.

Fleet:

VC10s G-ARVA to 'VM
Super VC10s G-ASGA to 'GR
Comet 4s G-APDA to 'DG, 'DI to 'DP, 'DS and 'DT
Britannia 312s G-AOVJ, 'VK and 'VL
Boeing 707-436s G-APFB to 'FJ (see also B.O.A.C. Cunard)
Canadair CL-44D-4 N228SW

British United Air Ferries Ltd.

A combination of Channel Air Bridge and Silver City Airways formed on 1st January 1963 which operates the cross-Channel vehicle ferries and associated freight and passenger services from Southend to Calais, Ostend and Rotterdam; Lydd to Le Touquet and Deauville; Hurn to Cherbourg, Jersey and Guernsey; Jersey to Cherbourg and Dinard; Guernsey to Cherbourg. Freighter 32s and Carvairs are used on these services. Deep penetration routes with Carvairs were introduced in 1964 from Southend and Lydd to Strasbourg, Geneva, Basle and Liege as well as between Coventry and Calais. Freighters equipped with seats are used for the conveyance of horses, and G-APAV flies the SABENA Southend-Ostend freight service.

Executives: See British United Airways.

Bases: Southend and Lydd Airports.

G-ASKK, the first of two Dart Heralds ordered by British Midland Airways



Fleet:

G-AMLP	Freighter 32	"Vanguard"
G-AMSA	"	"Voyager"
G-AMWB	"	"City of Salisbury"
G-AMWC	"	"City of Durham"
G-AMWD	"	"City of Hereford"
G-AMWE	"	"City of York"
G-AMWF	"	"City of Coventry"
G-ANMF	Freighter 31	"Victory"
G-ANVS	Freighter 32	"Vigilant"
G-ANWJ	"	"City of Bristol"
G-ANWK	"	"City of Leicester"
G-ANWM	"	"City of Aberdeen"
G-ANWN	"	"City of Hull"
G-AOUU	"	"Venture"
G-AOUV	"	"Valour"
G-APAU	"	"City of Edinburgh"
G-APAV	"	SABENA colours
F-BKBG*	"	"Quatorze Juillet"
F-BKBI*	"	"Onze Novembre"
F-BLHH*	"	"Dix Huit Juin"
G-ANYB	ATL 98 Carair	"Golden Gate Bridge"
G-APNH	"	"Menai Bridge"
G-ARSD	"	"Chelsea Bridge"
G-ASDC	"	"Pont du Rhin"
G-ASHZ	"	"Maas Brug"
G-ASKG	"	"Channel Bridge"
G-ASKN	"	"Pont d'Avignon"

* Operated in pool with Cie. Air Transport

British United Airways Ltd.

Formed in 1960 by amalgamating Airwork Ltd. with Hunting-Clan Air Transport Ltd., B.U.A. has nineteen subsidiaries which include Bristow Helicopters Ltd. and Aviation Traders (Engineering) Ltd., the company's Stansted- and Southend-based engineering organisation. Ten B.A.C. One-Eleven sixty-nine-seat jet transports are now coming into service to replace Viscounts which, with Britannias, have operated so successfully over the B.U.A. European network of scheduled passenger services linking Gatwick with Paris, Genoa, Palma, Rotterdam, Amsterdam, Barcelona, Lourdes, Gibraltar, Malaga, Seville and the Canaries. Two VCros, delivered September-October 1964, are operating twice weekly between Gatwick and Santiago, Chile, over routes recently abandoned by B.O.A.C. These aircraft are also cutting hours off Britannia journey times between Gatwick and Salisbury, Southern Rhodesia, and between Gatwick and Accra. "Africargo" services dating back to Hunting-Clan days are maintained twice weekly with DC-6Bs out of L.A.P. A Dart Herald is available at Gatwick for V.I.P. charter along with the B.U.A. executive Cessna 320A.

Executives: Sir Myles Wyatt (chairman), F. A. Laker (managing director), R. L. Cumming (secretary), E. N. Jennings (operations), A. M. Blakemore (commercial), J. L. Byrne (traffic), E. F. Bates (sales).

Bases: Gatwick and Southend Airports.

Fleet:

B.A.C. One-Elevens G-ASJA, 'JC to 'JJ and 'JJ
VC10s G-ASIW and 'IX
Britannia 307s G-ANCD and 'CE
Britannia 313 G-ARWZ
Britannia 317s G-APNA and 'NB
Viscount 736 G-AODG
Viscount 831s G-APND, 'NE and G-ASED
Viscount 833s G-APTB, 'TC and 'TD
Dart Herald 204 G-ASBP
Douglas DC-6As G-APNO and 'NP
Cessna 320A G-ASDJ



British United Air Ferries Carvair G-ASDC "Pont du Rhin" (Photo: R. J. Goring)



British United BAC One-Eleven G-ASJI with new-style lettering



British United (C.I.) Airways Dart Herald G-APWE

British United (C.I.) Airways Ltd.

Formed on 1st January 1963 by merging the routes of Airlines (Jersey) Ltd. with the north of England network of Silver City Airways Ltd. The former connect Jersey with Guernsey, Alderney, Hurn, Southampton, Exeter, Plymouth, Cork, Dublin, Gatwick, Quimper, St. Brieuc, Dinard, Paris, Coventry, Manchester, Leeds/Bradford, Blackpool, Glasgow and Belfast. Silver City routes are from the Isle of Man to all parts of the U.K., and to Dublin, Amsterdam, Dusseldorf, Jersey and Paris. Feeder routes with Dakotas connect Glasgow, Manchester and Birmingham with Gatwick. Six new Dart Heralds were acquired to supplement the already large fleet of Dakotas, one of which is retained for survey work and others are leased to oil companies in the Far East.

Executives: See British United Airways.

Bases: Jersey and Blackpool Airports.

Fleet:

Dart Herald 201s G-APWE to 'WJ
Viscount 708s G-ARBY, 'ER and 'GR
Heron 1Bs G-ANSZ "Duchess of Alderney" and 'WZ "Duchess of Sark"
Dakota 6s based at Jersey G-AMPZ, 'RA, 'SV, 'YJ, 'ZF, 'ZG, G-ANEG, 'TB, 'TC, G-AOUD
Dakota 3s based at Blackpool G-AKBN, G-ALPN, G-AMJU, 'WV, 'YV, 'YX, G-AOBN*, G-ANAE

* Survey aircraft

British Westpoint Airlines Ltd.

Formed as a charter company in 1960 under the name of Westpoint Aviation Ltd. with three ex-B.E.A. Dakota 3/Pionairs, British Westpoint now operates a domestic scheduled service between London, Exeter and Newquay. Acquired the last three



Caledonian DC-7C flagship G-ARYE



Dan-Air Ambassador 2 G-AMAE (Photo: B. N. Stainer)

British airlines . . .

B.E.A. Rapides and took over Mayflower Air Services Ltd. in 1964, the Mayflower routes being Exeter-Plymouth-Newquay-Scillies, and Bristol-Cardiff-Scillies.

Executives: F. H. Mann (chairman), T. Guidotti (manager).

Base: Exeter Airport, Devon.

Fleet:

Rapide 6s G-AGSH, G-AHKU, G-AIUL,
G-AJCL, G-ASKO
Dakota 3s G-ALYF, G-AMDB

Caledonian Airways (Prestwick) Ltd.

Formed in April 1961 for long-distance work, Caledonian began charter operations between Gatwick and Lorenzo Marques with DC-7C G-ARUD in November that year. In 1963 the fleet was increased to four DC-7Cs leased from SABENA and the company became the first non-American operator to be granted a permit for closed-group transatlantic charters. It was authorised by the Air Ministry for troopings, and in 1964 two DC-6Bs were added. These have now been replaced by two ex-B.O.A.C. Britannia 312s for the 1965 programme, which will include pilgrim traffic to Mecca and the Holy Land, transatlantic charters, inclusive tours to Bulgaria, Rumania and elsewhere, while in October there will be a Round-the-World flight.

Executives: A. Thomson (managing director), F. Hope (deputy managing director), D. H. Walter (technical), D. C. Standen, R. M. Gibson, Capt. S. A. Calder (directors), P. W. Holt (special projects), R. Hermes (chief pilot), R. Ollis (chief engineer), D. M. Parlane (operations), A. Bartlett (planning).

Base: London (Gatwick) Airport.

Fleet:

G-AOIE	DC-7C	"County of Perth"
G-ARYE	"	"Flagship Bonnie Scotland"
G-ASHL	"	"County of Ayr"
G-ASIV	"	"County of Midlothian"

Britannia 312s G-AOVE, 'VH and 'VI

Cambrian Airways Ltd.

Started scheduled services in South Wales and the west of England in 1946. A 33-per-cent share was acquired by B.E.A. in 1958 and it now operates the former B.E.A. Irish Sea services in addition to the routes Cardiff-Bristol-Manchester-Liverpool; Manchester-Cardiff-Bristol-Channel Islands; Cardiff-Bristol-Hurn-Paris; and Cork-London.

Executives: J. Morgan (chairman), W/Cdr. L. B. Elwin (managing director), J. Callan (operations), Capt. G. A. Perrott (chief pilot), R. H. Boucher (chief engineer).

Base: Cardiff (Rhoose) Airport.

Fleet:

Viscount 701s G-AMNZ, 'OE, 'OG, 'OL, 'ON and 'OP
Dakota 3/Pionairs G-AGHM, 'HS, G-AHCZ, G-ALCC and 'XL

C.C.F. Aviation Ltd.

A subsidiary of the C.C.F. hire purchase organisation, this air taxi operator commenced operations in November 1963. Taxi and charter services, advanced flying training and pleasure flights are offered.

Executives: R. D. Lapham (managing director), R. D. McCullough and G. Marks (directors).

Base: London (Gatwick) Airport.

Fleet:

G-ARXI Piper Comanche 250
G-ASFG Piper Aztec B

Channel Airways Ltd.

Formed at Southend in August 1946 as East Anglian Flying Services Ltd. for charter work and joy-riding with Airspeed Courier G-ACVF and Puss Moth G-ABKZ. A Rapide operator for many years, it took over Tradair Ltd. on 31st December 1962 and is now one of the largest independents with a fleet of seventy-seat Viscounts, forty-two-seat Dakotas, an eighty-eight-seat DC-4 and two Doves. Operates scheduled services from Southend to Rotterdam, Ostend, Paris, Jersey and Guernsey. Dakotas link Ipswich and Rochester with the Southend Viscount services and operate all the year round between Portsmouth and the Channel Islands. "Golden Viscount" inclusive tour routes are flown April-October from Southend to Venice, Palma, Barcelona, Rimini, Valencia, Ljubljana, Genoa and Perpignan.

Executives: S/Ldr. R. J. Jones (managing director), B. F. Collins (deputy managing director), Capt. A. E. Hugo Parsons (operations), Capt. H. A. M. Pascoe (director), Capt. S. M. P. Walsh (chief pilot), A. E. S. Johnson (general manager), T. A. Atkins (technical), N. B. Armitage (commercial), M. Steed (sales and P.R.O.).

Base: Southend Airport, Essex.

Fleet:

Viscount 701s G-ALWF, G-AMOA, 'OC, 'OH, 'OJ and 'OO
Viscount 702 G-APTA
Viscount 707 G-APZB and 'ZC
Dakota 3s G-AGNK, G-AHCU, 'CV, G-AJIB, G-ALXN, G-AMDZ, 'NW
Freighter 21s G-AICT, 'FO
Douglas DC-4 G-ARYY
Dove 1Bs G-ANVU, G-AOBZ

Chrisair Aviation Services Ltd.

A pleasure flight and charter company operating the famous D.H.84 Dragon 2 G-ADDI on lease from its registered owner, Aero Enterprises (J.H.S.) Ltd. of Charing, Kent. This unique aircraft was well known all over the U.K. in 1964, piloted by Mrs. Claire Roberts, and will be seen again in the coming season.

Executives: C. Roberts and Mrs. C. Roberts.

Fleet:

G-ADDI Dragon 2

Dan-Air Services Ltd.

Formed in May 1953 with Dakota 4 G-AMSU (which it still owns), Dan-Air takes its name from those of founder directors J. W. Davies and F. E. F. Newman. Operated Yorks on Air Ministry freight runs to Woomera and on B.E.A. scheduled freight services up to the introduction of the Argosy at the beginning of 1962. Now using Dakotas, DC-4s and Ambassadors on all-the-year-round scheduled services between Bristol, Cardiff, Liverpool, Newcastle and Rotterdam, as

G-ASON, one of four Twin Comanches operated by Gregory Air Taxis



well as seasonal routes between Gatwick, Jersey, Renfrew and Ostend; Gatwick-Newcastle-Kristiansand; and Isle of Man to Bristol, Cardiff and Jersey. New 1965 routes are Middleton St. George-Chester-Cardiff and Bristol-Cardiff-Amsterdam. Has Doves, a Heron and two Freighter 31s available for charter.

Executives: F. E. F. Newman, J. W. Davies and L. E. Moore (directors), R. A. Pigeon (commercial manager), A. Snudden (general manager), A. R. Loudon (scheduled services).

Bases: Gatwick and Bristol Airports.

Fleet:

Ambassador 2s G-ALFR, 'ZN, 'ZO, 'ZX, 'ZY, G-AMAE and 'AH
Dakota 4s G-ALXK, G-AMPP, 'SS and 'SU
Douglas C-54As G-APID and G-ARXJ
Freighter 31s G-AINL and G-APLH
Heron 1B G-AOZM
Dove 1B G-ALVF

Executive Air Transport Ltd.

Leases its two Herons on bare hull charter.

Executives: G. R. Dawes (chairman), H. A. L. Dawes (managing director), E. W. Bethell (technical).

Base: Coventry Airport, Warwicks.

Fleet:

G-ALZL Heron 1 G-ASUU Heron 2

Gregory Air Taxis Ltd.

Formed at Denham by ex-racing driver K. A. Gregory and Mrs. A. C. Gregory as Gregory Air Taxis with Comanche G-ARIE in 1962. Became a limited company in 1963 when an Aztec was bought and Capt. J. Bennett joined as first full-time pilot. The fleet has expanded to seven aircraft based at Denham, Luton, Liverpool and Newcastle, maintained by Marshall Dunn Aero Services Ltd., taken over by the company in 1964 and now known as Gregory Air Engineering Ltd. The 1965 programme is expected to show a considerable increase in executive charter flights and a significant increase in urgent freight traffic. Gregory's are Piper agents for Denham, Luton and Plymouth.

Executives: K. A. Gregory (managing director), Mrs. A. C. Gregory (director), Capt. J. Bennett (chief pilot), Capt. A. J. Landon (commercial manager), Mrs. J. McDevitt (operations).

Bases: Denham, Liverpool (Capt. F. P. Mitterhuber), Luton (Capt. C. P. Treen), Newcastle (Capt. G. C. Morton).

Fleet:

Twin Comanches G-ASMR, 'ON, 'YK and 'YO



APRIL 1965



Invicta Airways Douglas C-54E G-ASPM; livery is red, white and black

Aztecs G-ASHH and 'RI
Aero Commander 500A G-ASIO

Invicta Airways Ltd.

Commenced operations at Manston on 20th March this year and is a new company formed by W/Cdr. H. C. Kennard, formerly of Air Ferry Ltd., founder in 1946 of Air Kruse Ltd. which pioneered inclusive tour services from Lympne. Invicta has acquired two eighty-seat Douglas C-54Es from British Eagle and three ex-Pegasus forty-seat Vikings, and has licences for inclusive tours from Manston to Rotterdam, Ostend, Basle, Luxembourg, Perpignan, Palma, Malaga, Seville, Maas-tricht, Dusseldorf and Salzburg, as well as from Newcastle and Manchester to Ostend. A large amount of freight and passenger charter work is being undertaken and scheduled service routes are being applied for, using turboprop aircraft, in 1966.

Executives: H. C. Kennard, A. W. Kennard, M. C. Barraclough (directors), Capt. P. J. Souster (operations), Capt. R. S. McNay (chief pilot), A. Paine (chief engineer), P. Wannop (freight manager).

Base: Manston Airport, Kent.

Fleet:

Viking 4Bs G-AHOY, 'PL and G-AJBT
Douglas C-54Es G-ASPM and 'PN

Lloyd International Airways Ltd.

Formed at Cambridge on 19th January 1961 by A. L. Macleod and C. B. M. Lloyd with one ex-Icelandic C-54A, G-ARLF, for long-distance passenger and freight charter, inclusive tour work, and the movement of ships' crews. Acquired two further C-54s from the U.S.A. in 1962 and one DC-6B in June 1964 for round-the-world touring. It will be joined by another in April 1965, replacing the C-54s on inclusive tours starting at Renfrew.

Executives: A. L. Macleod (general manager), Capt. D. B. Ludbey and D. Willis (operations), C. B. M. Lloyd (assistant managing director, Hong Kong), Capt. H.

J. Handley (chief pilot), R. A. Pycroft (commercial manager), P. Taylor (chief engineer).

Base: London (Gatwick) Airport.

Fleet:

G-ARWI Douglas C-54B
G-ARWK Douglas C-54G
G-ASTW Douglas DC-6B

Loganair Ltd.

The rapidly expanding aviation division of Duncan Logan (Contractors) Ltd. Loganair was formed on 1st February 1962 with an Aztec, followed by a Tri-Pacer for aerial photography and private hire. In June 1963 an Aztec B was bought as well as a Cherokee 180 for landing on small airstrips in the Highlands. The 1965 programme includes a Renfrew-Oban summer service and a base in the Orkneys.

Executives: Capt. D. McIntosh (chief pilot), R. J. Forster (chief engineer).

Base: Renfrew Airport, Glasgow.

Fleet:

G-ARHV Tri-Pacer G-ASFL Cherokee 180
G-ASER Aztec B G-ASYB Aztec C

McAlpine Aviation Ltd.

After fifteen years' operating experience with the executive aircraft used by Sir Robert McAlpine & Sons Ltd., civil engineers, an Aviation Division was formed on 1st October 1963 to offer charter and taxi services throughout the U.K. and Europe. Combined with the Piaggio and Helio agencies and sole rights to make Riley Dove conversions, McAlpine holds a unique position among executive aircraft operators.

Executives: R. J. Young (aviation manager), C. W. Turner (operations), J. C. Hutchinson (chief pilot).

Base: Luton Airport, Beds.

Fleet:

G-APTK Cessna 310
G-APUF Cessna 310
G-APWY Piaggio P.166
G-ARLD Helio Super Courier
G-ARMJ Cessna 185
G-ASPC Piaggio P.166B
G-ASUW Riley 400 Dove

Morton Air Services Ltd.

Charter company founded by T. W. Morton at Croydon in 1946 which acquired Olley Air Service Ltd. in 1953. Now wholly owned by Air Holdings Ltd. and, apart from Air Ferry Ltd., is the only unit of the

Loganair Aztec B
G-ASER



British airlines . . .

British United group continuing to operate under its own name. Seasonal scheduled passenger services are flown from Gatwick to the Channel Islands, and an all-the-year-round service between Gatwick and Swansea.

Executives: T. W. Morton (managing director), T. J. Gunn (operations), A. J. McFie (chief engineer), S. A. Carter (commercial), P. L. Eskell (sales).

Base: London (Gatwick) Airport.

Fleet:

Dove 1Bs G-AJBI, G-AMYO, G-ANAN, 'VC, G-AOYC (Mk. 6)
Heron 1Bs G-AOXL, G-APKT
Heron 2s G-AOGO, G-ASUZ and 'VA
Dakota 4 G-AMHJ

Norfolk Airways Ltd.

Has been engaged since 1951 in operating internal and international business flights from Norwich with an Aztec B. Pleasure flying is undertaken with two Austers at Clacton-on-Sea, Essex, where the company has a licensed airfield, the north-south strip of which is to be extended in the coming season. The aircraft are maintained by Marshalls of Cambridge, and the company has Government aerial survey contracts.

Executives: J. G. Crampton (director), Capt. B. Stead (chief pilot).

Bases: Norwich (Swanton Morley) and Clacton.

Fleet:

Auster 5s G-AKWS, G-AMSZ
Piper Aztec B G-ARYG (to be replaced by Aztec C)

Northern Air Taxi Ltd.

Commenced operations at Leeds/Bradford in 1964 with an Aztec B registered to E. Crabtree.

Executive: E. Crabtree.

Base: Leeds/Bradford Airport.

Fleet: G-ASTD Aztec B

McAlpine Aviation Ltd.'s Helio H-395 Courier G-ARLD

Polyfoto Air Taxi Services Ltd.

Founded by Polyfoto (England) Ltd. in 1963 and now known as Polyfotair, the company uses an Apache for its own executive use and for any suitable type of charter. It is also available for instrument training by the London School of Flying Ltd., Elstree. The 1965 expansion programme includes the purchase of a Twin Comanche.

Executives: R. Jaffe (manager), A. J. Jaffe and M. J. Fallon (directors), M. J. Fallon (chief pilot).

Base: Elstree Aerodrome, Herts.

Fleet: G-ASMY Apache 160

Sky Charters Ltd.

Has provided executive transport on a charter basis since July 1962 and, although taken over by Scillonian Air Services Ltd. in 1963, continues to operate under its own name.

Executive: P. W. Carr (managing director).
Base: London (Gatwick) Airport.

Fleet:

G-AJOT Dove 1 G-AROH Dove 5
G-AREJ Travelair

Skyways Coach-Air Ltd.

Formed in 1955 to operate low-fare London-Paris coach-air services using Dakota 4s on the Lympne-Beauvais sector. Avro 748s were introduced in 1962 when seasonal services were opened to Lyons, Vichy, Montpellier and Tours. A Castle Donnington-Beauvais-Paris route is to open at the end of April.

Executives: E. Rylands (managing director), Capt. W. G. Haggat (chief pilot and operations), R. Birket (general manager).

Base: Lympne Airport, Kent.

Fleet:

H.S.748 Series 1s G-ARMV and 'MX
Dakota 4s G-AGYZ, G-AMSM, 'WW and 'WX

South Coast Air Charter Ltd.

Formed in 1963 by Stramways Ltd., the parent firm, for general charter work and pleasure flying.

Base: Shoreham Airport, Sussex.

Fleet:

G-AJPR Dove 1B G-ASNP Mooney Mk. 20E

Strathallan Air Charter Ltd.

Began charter operations in Scotland in 1963 with two STOL Helio Couriers and inaugurated an on-demand service to Portree, Isle of Skye, on 24th July 1964. Connects on request with B.E.A. at Renfrew or Turnhouse and with British Rail at Gleneagles.

Executives: Sir J. D. Roberts, Bt. (managing director), S/Ldr. P. Tunstall (managing pilot).

Base: Strathallan Castle, Auchterarder, Perthshire.

Fleet:

Helio Couriers G-APXH and G-ARMU
Aztec on order

Trans-Meridian Flying Services Ltd.

Long-distance charter firm registered 5th October 1962 which was engaged with two C-54s, G-APID and G-ARXJ, in the Far East in 1963, and on inclusive tour work in 1964. The C-54s have now been replaced by a single ex-United Airlines Douglas DC-7C.

Executives: Viscount Long of Wraxall (chairman), A. H. Benson (managing director), R. Huggins (director), Capt. M. W. Quinn (commercial), Capt. A. J. Burridge (chief pilot).

Base: Luton Airport, Beds.

Fleet: Douglas DC-7C G-ATAB

Williams Air Charter Ltd.

Yorkshire's first air charter firm, founded in April 1964, with the backing of the Bradley Group of York, by S/Ldr. "Bill" Williams and Capt. A. G. Morris with Riley 65 G-ASNS, which made a mysterious landing on a beach in India while on bare hull hire to another operator. The second, G-ASSZ, was joined in October 1964 by a Cessna 310G bought in Switzerland.

Executives: S/Ldr. H. Paston-Williams and Capt. A. G. Morris (joint managing directors), C. G. Heselton and A. R. Royle (directors), Capt. W. Massey (operations), A. J. Paston-Williams (traffic).

Base: Leeds/Bradford Airport, Yeadon.

Fleet:

G-ASSZ Riley 65 G-ASYV Cessna 310G

LEFT: South Coast Air Taxis Mooney Mk.20E G-ASNP
RIGHT: Morton Heron 2 G-AOGO (Photo: B. N. Stainer)

