



The major reorganisation of Eastern Air Lines in the past two years has included new styling of their fleet.

Boston, Toronto, Detroit, Chicago and Minneapolis/St Paul at the northern extremities; St. Louis, Memphis and San Antonio in the west; and Acapulco, Mexico City and Puerto Rico at the southwest and southeast corners of the network. Eastern acquired Colonial Airlines in June 1956, thus gaining routes to Ottawa, Montreal and Bermuda. Eastern inaugurated low-fare no-reservations Air Shuttle services between New York, Boston and Washington on April 30, 1961. **Head Office:** 10 Rockefeller Plaza, New York, New York 10020, USA.

Executives: Floyd D. Hall, president and chief executive; T. G. Cole, sen vice-president, finance and admin; A. D. Lewis, sen vice-president, general manager. Vice-presidents: W. M. Crilly, planning; G. S. Gordon, marketing; J. H. Halliburton, flight operations; S. L. Higginbottom, maintenance and engineering; F. Sharpe, customer services; R. H. Skinner, industrial and personnel relations; Dwight D. Taylor, public affairs. **Employees:** 22,365.

Fleet: 18 DC-8 (three leased), 15 Boeing 720 (ten leased), 50 727, 39 Electra, 20 Convair 440, 31 L-1049, three L-1049C (freighter), one Aero Commander. On order: ten 727QC, 27 DC-9-30, 15 DC-9-10 (on lease), seven DC-8-61.

Eastern Provincial Airways (1963) Ltd was founded in 1949, when it took over Newfoundland Aero Sales and Services. Until 1959 EPA operated a variety of bush services, including winter mail services, ambulance and charter flights and in the autumn of 1960 it received approval to operate scheduled services linking St John's, Gander and Deer Lake in Newfoundland to Twin Falls and Wabush in Labrador; Goose Bay is also served, and Cansos serve coastal points in Newfoundland. Eastern Provincial also operates scheduled services to Sondestrom and Godthaab in Greenland under contract to the Danish Government. EPA is represented in Denmark by Dansk Luftfart Service. In February 1961 EPA acquired a controlling interest in Weldon's Flying Service of Corner Brook, Newfoundland. In 1963 EPA acquired the routes and fleet of Maritime Central Airways. **Head Office:** PO Box 760, Gander, Newfoundland.

Executives: A. J. Lewington, president; M. B. Jones, vice-president, operations; W. H. Harris, vice-president, traffic and sales; B. G. Jones, vice-president, maintenance; W. F. Gaudet, director industrial and public relations. **Employees:** 425.

Fleet: three Herald, one DC-4, three DC-3, five Beaver, five Otter, five PBV-5A Canso, two Sikorsky S-55, two Piper Cub.

East-West Airlines Ltd was founded in 1947 to provide feeder services between inland districts, Brisbane and Sydney. The airline now links 30 centres in New South Wales and southern Queensland with Sydney and Bris-

bane. The original fleet of Ansons and Hudsons were gradually supplemented and eventually superseded by the present-day fleet of DC-3s and F-27 aircraft. The first F-27 started service in August 1959. The second F-27 started service in January 1965. The Special Projects Division of the company has been in operation on cloud research and rain-making experiments since March 1959 throughout Australia.

Head Office: PO Box 249, Tamworth, NSW, Australia.

Executives: D. M. Shand, chairman; J. G. Riley, general manager; R. O. Cooksey, administration manager; J. S. Bolton, engineering manager; R. W. Walesby, manager flight operations; N. V. Buchanan, sales manager; R. F. Heppell, supply manager. **Employees:** 270.

Fleet: three F-27, four DC-3. On order: one F-27.

Ecuatoriana—see Compania Ecuatoriana de Aviacion SA.

Edde Airlines Inc is a supplemental US carrier. **Head Office:** 2850 E. Wardlow Road, Long Beach, California, USA.

Executive: Joseph Edde, president. **Fleet:** two Constellation, one DC-3, one Martin 202.

El Al Israel Airlines was incorporated in November 1948 and began service to European cities, including London, in 1949. Routes to the USA and South Africa were opened in 1951. The Government of Israel has the majority holding in El Al; the shipping company Zim Israel Navigation Co, the Jewish Agency and Federation of Labour also have a financial interest. El Al has a share in Arkia, Israel's domestic carrier. Boeing 720Bs operate a once-weekly Tel Aviv-Teheran-Nairobi-Johannesburg service. Boeing 707s, 720Bs and Britannias link Tel Aviv with New York via Athens, Rome, Paris and London. Zürich, Vienna, Munich, Frankfurt, Amsterdam and Brussels are also linked to Tel Aviv and Nicosia, Istanbul and Teheran are also served. Jet operations were started in January 1961 with a Boeing 707-441 leased from Varig. El Al's own 707s and 720Bs were delivered in the summer of 1961.

Head Office: Lod Airport (PO Box 41), Tel Aviv, Israel.

Executives: Brig-Gen E. Ben-Arzi, managing director; Col S. Lahat, chief executive; M. Ben-Ari, deputy managing director (commercial); Col A. Turin, deputy managing director (finance and administration); B. Davidai, deputy managing director (operations); L. Pedretti, deputy managing director (economics). **Employees:** 2,539.

Fleet: three Boeing 707-458, one 707-358B, two 720-058B, one Britannia 313. On order: two US SST.

Eldorado Aviation Ltd provides air transport for its parent company, Eldorado Mining and Refining Ltd and the latter's subsidiary, Northern Transportation Co Ltd. Operations are based at Edmonton Municipal Airport.

Head Office: 150 Kent Street, Ottawa, Ontario.

Executive: A. B. Caywood, president and general manager.

Employees: 34.

Fleet: one DC-4, two DC-3, three Bell 47G-2, one Sikorsky S-55.

Elivie—see Societa Italiana Esercizio Elicotteri.

Emerald Airways Ltd was formed in January 1965 with a capital of £10,000 to operate scheduled passenger and freight services between Belfast and various points in Northern Ireland, Eire and Scotland. On October 26, 1965, services were inaugurated on the Belfast-Shannon and Belfast-Prestwick routes using DH Heron feederliners. The company's two Short Skyvan turbo-props are due for delivery in June 1966.

Head Office: Belfast Airport, Belfast, Northern Ireland.

Executives: Walter Scott, chairman; D. R. W. Jamieson, managing director; Capt M. A. Lewis, chief pilot.

Employees: 20.

Fleet: two Heron 1B. On order: three Short Skyvan.

Empresa Consolidada Cubana de Aviacion, which started operations on June 27, 1961, is the successor to Compania Cubana de Aviacion SA, which was founded in 1929 as Compania Nacional Cubana de Aviacion Curtiss SA, for the operation of a school and charter services. Scheduled services were begun in 1930. Pan American obtained 100 per cent control of the company in 1932. PAA's holding was subsequently much reduced; by 1953 it was only 20 per cent. The present name was adopted in 1959, as the company became an entirely Cuban enterprise with a State investment of 80 per cent. The reorganised company now flies domestic services and also a route to Mexico City. A Havana-Prague Britannia service was inaugurated on February 28, 1961. Domestic services are operated by Il-18s, Il-14s and DC-3s.

Head Office: Aeropuerto Jose Marti, Rancho Boyeros, Havana, Cuba.

Executives: Orlando Gonzalez, managing director; Georgina Cordero, commercial manager.

Fleet: four Britannia 318, three Il-18, nine Il-14, three DC-3, one Antonov An-12 (freighting or charters).

Empresa de Aviacion Ando-Oriente SA operates scheduled domestic cargo services within Peru. **Fleet:** three B-17.

Empresa Transportes Aéreos Norte do Brasil SA (Aeronorte) began operations in 1950 and flies a network of feeder services in north-east Brazil. Percival Prince aircraft were used originally, but present schedules are flown by DC-3s. In 1953 REAL acquired control of the company but Aeronorte continues its operations as a separate division.

Head Office: Sao Luiz, Brazil.

Fleet: three DC-3.

Empresa de Viacao Aérea Rio Grandense (Varig) was founded in 1927, with the technical assistance of the German Condor Syndicate, for the operation of local services. The company now has a very extensive route system in Brazil and also operates services to New York, Montevideo and Buenos Aires, to Los Angeles via Lima, Bogota, Panama City and Mexico City, and to Miami via Caracas and Santo Domingo. In 1951 Varig took over Aerea Geral, a domestic operator. Varig bought the whole of the REAL consortium in August 1961 and absorbed its fleet and routes. Since the winding up of the Panair do Brasil in February 1965, Varig has operated Panair's international services.

Head Office: Edificio Varig, Santos Dumont Airport, Rio de Janeiro, Brazil.

Executives: Ruben M. Berta, president; Capt Rubens Bordini, vice-president; Oscar Siebel, vice-president, administration; Erik de Carvalho, vice-president/secretary; Harry Scheutz, vice-president, international; Capt Lili de