

JUNE 2025



Airways®

Thai Airways at 65:

*Soaring with Tradition,
Embracing Tomorrow.*

Story by SIMONE CHELLINI
Photography by LORENZO GIACCOBO

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Airline Review
Air Astana

AIR ASTANA



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The first part of Ozark Air Lines, narrating the beginnings of the airline, is brought to you by DAVID H. STRINGER

DEPARTING SHOT





On March 21, a fire at the North Hyde electrical substation in west London plunged Heathrow Airport—one of the world's busiest aviation hubs—into darkness and chaos. The resulting power outage caused the closure of the airport, with over 1,300 flights being canceled and travel being disrupted for over 200,000 passengers. The entire incident exposed a troubling reality: the vulnerability to a single point of failure. When redundancies are missing, the consequences can be catastrophic.

This isn't just Heathrow's problem—it's a warning for every major airport around the world, particularly in the United States and Canada, where the power grids are highly integrated and have numerous cross-border transmission lines. From JFK and LAX to Toronto Pearson and Vancouver International, authorities must ask whether they are prepared for a similar event. Do critical systems have adequate backups? Are contingency plans built into the foundation of airport operations—or are they just a mere bureaucratic compliance printed on paper?

The Heathrow event underscores the essential role played by redundant infrastructure in aviation safety. Under ICAO guidelines and national regulations, airports' Safety Management Systems (SMS) should proactively identify and mitigate risks, not just respond to them. Redundancy in power supply and other critical systems is not just a technical luxury—it's a fundamental component of a safe, resilient airport.

But the stakes go beyond terminals and control towers. When a hub like Heathrow goes down, it doesn't just affect those on the ground—it sends shockwaves across the global aviation network. Flights get rerouted, aircraft are left out of position, and crews time out. Airlines lose millions in revenue and recovery costs. Passengers miss family events, business meetings, long-planned vacations. A localized outage can very quickly become a global headache.

North American aviation authorities and airport operators must take this case seriously. They should launch audits of infrastructure vulnerabilities, invest in fail-safe systems, and rigorously stress-test their contingency protocols. Because, next time, it could be their airport.

Redundancy is not optional. It's what safety looks like in a world that never stops flying.

A handwritten signature in black ink, appearing to read "Steve Cosgrove".

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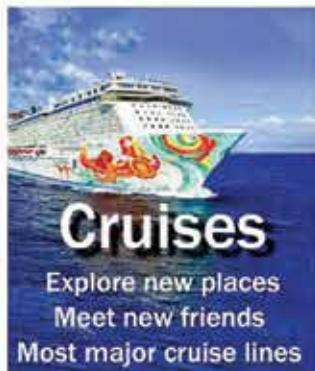
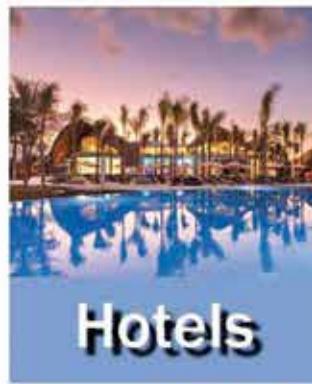
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ON THE COVER

As Emirates integrates the Airbus A350 into its fleet, the aircraft serves as the foundation for a new era—one defined by fuel efficiency, advanced cabin technology, and long-haul flexibility. With its carbon fiber fuselage and wings, the twinjet is not just another addition to the fleet—it's the platform for Emirates' future.

PHOTO CLEMENT ALLOING

 **airwaysmag**



Footage released by the Italian Air Force shows American Airlines flight AA292 being escorted by Eurofighters as it diverts to Rome Fiumicino due to a reported bomb threat. The incident took place on February 23, 2025. The flight was en route from New York JFK to Delhi.



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① CLEMENT ALLOING - TLS



② JOE G. WALKER - BFI

① DELTA AIR LINES

**AIRBUS A350-941
F-WZNK (N527DN) MSN 720**

Commemorating its centennial year in 2025, Delta Air Lines (DL) unveiled a second special edition livery on a new Airbus A350-900. At 100 years old, DL stands as one of the three largest airlines in the US and one of the most profitable in the world.

② GLOBAL X AIRLINES

**AIRBUS A321-321
N530FL MSN 1153**

Global X Airlines (G6) has received its eighth Airbus A321. The airliner, originally delivered to the late British Midland Airlines (BD) in 2000, will support G6's expanding operations, with work for the US government, sports teams, casinos, tour operators, and airlines.



③ ALLEGIANT AIR - PGD

③ ALLEGIANT AIR

**AIRBUS A320-214(WL)
N197NV MSN 7063**

Allegiant (G4) unveiled a special addition to its fleet—a one-of-a-kind livery designed by, and for, the airline's employees. The catchy design, displayed on the tail and fuselage of an Airbus A320s, one of six Allegiant aircraft featuring a special livery.

④

ALASKA AIRLINES

**BOEING 737-990
N302AS MSN 30017 LN 596**

Alaska Airlines (AS) said farewell to its first-ever Boeing 737-900, which also happens to be the first of the type ever built. The airliner was retired on April 8 and flown to Pinal Airpark (MZJ) in Arizona for storage.

⑤

RUTACA AIRLINES

**BOEING 737-3Q8
YV3063 MSN 26311 LN 2681**

Venezuelan carrier Rutaca Airlines (5R) has unveiled its second-ever *La Vinotinto* soccer team-themed livery. It has been applied to a Boeing 737-300 set to transport the team for World Cup qualifiers and league matches. It follows a similar 737-200 livery introduced in 2006.

⑥

AIRBUS INDUSTRIE

**AIRBUS A380-841
F-WWOW MSN 1**

The first-ever Airbus A380 is flying again for the first time since 2022. According to Airbus, the aircraft performed a series of test flights intended to certify “the latest developments that keep the A380 in-service fleet flying at the highest standards of safety and reliability.”



④ BRANDON FARRIS – XXX



⑤ RUTACA AIRLINES – CBL



⑥ CLEMENT ALLOING – TLS



7 BART LEKEUS BRU



8 BART LEKEU - MST



9 DIRK GROTHE - HAM

7 AUSTRIAN AIRLINES

**AIRBUS A320-214
OE-LBN MSN 768**

In cooperation with the Expo Office of the Austrian Federal Economic Chamber, Austrian Airlines (OS) unveiled an Airbus A320 marking this year's Expo, which is taking place in Osaka, Japan, until mid-October.

8 ANIMAWINGS

**AIRBUS A220-300
YR-CHR MSN 55316**

Animawings (A2) has applied its complete standard livery to its two Airbus A220 in service since December 2004. The Romanian carrier plans to take delivery of four more of the type between 2025 and 2026, all leased from Azorra Aviation.

9 EUROWINGS

**AIRBUS A320-214(WL)
D-AEWM MSN 7259**

Extending its longstanding partnership with Borussia Dortmund for another two years, Eurowings (EW) has unveiled a new livery in the colors of the German soccer team. The so-called 'Team Airbus 2.0' replaces the first iteration of the livery, in service since 2016.



10 DIRK GROTHE – XFW



11 BART LEKEU – BRU



12 BART LEKEU – BRU

10 **WIZZ AIR UK**

**AIRBUS A321-271NY
D-AZXU (G-XLRA) MSN 11631**

After Iberia (IB) and Aer Lingus (EI), Wizz Air UK (W9) is set to become the third customer of the Extra-Long-Range variant of the Airbus A321. The new airliner will be deployed on W9's latest route from London Gatwick (LGW) to Jeddah (JED) in Saudi Arabia.

11 **SUNEXPRESS**

**BOEING 737-8EH(WL)
TC-SPY MSN 35842 LN 3639**

SunExpress (XQ) is promoting the latest spinoff of the Smurfs movie on one of its Boeing 737-800s. The colorful design features characters from the popular series painted across the rear half of the fuselage and the tail.

12 **KM MALTA AIRLINES**

**AIRBUS A320-251N
9H-NEE MSN 11366**

KM Malta Airlines (KM) has applied 'Explore More Culture' titles to one of its Airbus A320neos, promoting the rich and vibrant offerings of the Maltese islands.



13 BART LEKEU - BRU



14 DIRK GROTHE - HAM



15 DANIEL SANDER - XXX

**13
BRUSSELS AIRLINES**

**AIRBUS A320-214
OO-SNM MSN 2003**

Brussels Airlines (SN) introduced its newest Belgian Icon dedicated to the Brussels Atomium, a notable city landmark. According to the airline "The Atomium [livery] celebrates the nation's spirit of creativity, innovation, and pride."

**14
GP AVIATION**

**BOEING 737-446
LZ-CRI MSN 28832 LN 2953**

Swiss ACMI and charter specialist GP Aviation applied their standard livery to the second of their three Boeing 737-400s. The design features enlarged titles and logo in dark blue on the forward fuselage and engine nacelles, complemented by a large, stylized wing motif on the tail.

**15
CORENDON DUTCH AIRLINES**

**BOEING 737-9
PH-CDQ MSN 66347 LN 8802**

Corendon Dutch Airlines (CD) has introduced *Sweet Louise*, the world's first aircraft wearing a tattoo-like livery. Designed by tattoo artist Henk Schiffmacher, the striking 2,150sq ft (200m²) tattoo wraps the fuselage in classic nautical imagery, including a heart-shaped pirate symbol on the engine.

16

AIR CAMBODIA

**AIRBUS A320-232(WL)
XU-353 MSN 7434**

Since January 1, Cambodia Angkor Air (K6) has been rebranded as Air Cambodia. The Asian country's flag carrier has three Airbus A320 family aircraft and five ATR 72s serving 14 destinations from Phnom Penh International Airport (PNH).

17

VIETJET AIR (OPB AVION EXPRESS)

**AIRBUS A320-232
LY-MLI MSN 3771**

VietJet Air (VJ) has leased two Airbus A320s from Lithuanian ACMI operator Avion Express. The low-cost carrier, the country's first privately owned airline, serves 19 domestic and 42 international destinations from Tan Son Nhat International Airport (SGN) and Noi Bai International Airport (HAN).

18

SKY ANGKOR AIRLINES

**AIRBUS A320-232
XU-729 MSN 3743**

Sky Angkor Airlines (ZA) has leased a second-hand A320 from Carlyle Aviation Partners. Before arriving at ZA, the airliner, first delivered in 2008 to Jetstar Airlines (JQ), had served with half a dozen airlines in Asia, Middle East, and Latin America.



16 JAVIER RODRIGUEZ - BKK



17 JAVIER RODRIGUEZ - BKK



18 JAVIER RODRIGUEZ - BKK

▼

PHOTO NEWS

Ralf Kurz
CONTRIBUTOR

Buffalo Airways

Flying the 'Arctic Distributor' to a Gold Mine in the Northwest Territories

IMAGINE FLYING to a northern Canada gold mine on a Douglas DC-4. It sounds like a wish that no travel agency could satisfy. At the very least, you would need special contacts and a bit of luck to make it a reality.

Henry Tenby is regarded as one of the world's best air-to-air photographers. In 1991, his employer, NWT Air, took him to Yellowknife, the capital of the Northwest Territories, on the northern shore of the Great Slave Lake. There, he met Joe McBryan, aka Buffalo Joe, the busy boss of local Buffalo Airways, who was enthusiastic about the idea of putting his fleet under the spotlight.

Buffalo Airways (J4) acts as a flexible cargo carrier where land transportation is not an option. Canada's Northwest Territories cover around one million square kilometers (386,000 square

miles) and are home to barely 50,000 inhabitants, half of whom live in the logistical center of Yellowknife, where all routes converge. Even for Canadian standards, this is a practically deserted region.

Nevertheless, the Indigenous people of the First Nation and Inuit, who have lived here for thousands of years, must be supplied. Their widely scattered settlements lie along the mighty Mackenzie River, which flows for 2,000km (1,240 miles) before reaching the arctic Beaufort Sea. The 1,160km (720 miles) Mackenzie Highway does lead to the northern reaches of the river but, during the fall and winter freeze and spring thaw, ferries and trucks are of no help.

Therefore, every village with more than 100 inhabitants is required to operate a runway. Yet, the long flight distances

involved in supplying so few people mean that business cannot be profitable for any airline. Not even if the government steps in with high subsidies.

But Buffalo Airways was founded for a different reason. After the discovery of huge mineral resources—particularly gold, silver, and diamonds, of which Canada is the third largest producer in the world—mining companies flocked to the region. However, the establishment and operation of remote mines involves complex logistics that big mining firms cannot manage alone. When Joe McBryan took over Yellowknife-based Buffalo Airways in 1970, its fleet consisted of a hodgepodge of many different aircraft types of various sizes, each of which had its own specific area of responsibility, although the tried and tested DC-3 was the most important

workhorse. The number of aircraft in operation varied continuously because some were always being deregistered and registered again during maintenance intervals and when spare parts were needed. Besides, this was a proven way of saving on expensive insurance premiums. However, in order to increase sales, Buffalo needed freighters with higher payloads; not modern planes, but robust veterans from World War II—aircraft that could cope with the primitive gravel runways of the Canadian tundra. After an intensive search, the airline found what it was looking for.

Classic vintage DC-4s and Curtiss C-46s fit the requirement exactly. At six tons, the payload of a C-46 was twice that of a DC-3, with roughly the same operating costs. However, the C-46 had a serious disadvantage; being extremely challenging for any Pilot, it required a lot of flying experience. Of the 3,181 built between 1940 and 1945, over a third were lost in accidents. This may have been due to the unusually bulky design that stemmed from the

original plan of equipping it with a pressurized cabin. The various versions of the C-46 differed only in terms of their engines, which ranged from the 1,600 hp Wright Cyclone R2600 to the 2,130hp P&W R2800 duo. If necessary, it was even possible to equip them with less powerful engines.

The three C-46s of Buffalo Airways were not immune from incidents. One (C-GTXW) had to be written off in 2015 after a crash landing in Norman Wells. Other two (C-GTPO) required extensive repair over three years following an accident, before being made airworthy again in 2018, and C-FAVO, which was taken over in 1995, are still flying. A small crane emblem on the fuselage bears witness to the fact that it was used as a cargo plane for Lufthansa in 1961.

Before they would be entrusted with a C-46, Joe McBryan required his Pilots to prove their skills with a DC-3 or, even better, a DC-4. Then, they would start as loadmasters on the C-46, looking over the shoulders of their experienced colleagues

in the cockpit. Of course, such training did not comply with legal requirements, let alone a permit. Also, when it came to delivering urgently needed vital goods quickly, Buffalo Joe turned a blind eye to the payload limits. When incidents became more frequent, albeit not resulting in injuries, the aviation authority withdrew Buffalo Airways' operating license for some months—a disaster for the mining companies and those living in isolated settlements.

Henry Tenby, the photography professional and fan of Kodachrome, soon realized how expensive it was to live in the Northwest Territories, despite his good salary. Thanks to his good contacts with Joe McBryan, he came up with the idea of earning a side income as a tour operator, specializing in trips for air enthusiasts. His tours, advertised in various aviation magazines, included a round-trip with Northwest Territorial Airways (also known as NWT Air) from Calgary or Vancouver to Yellowknife and five nights' accommodation at his home. The highlight was the promise of a flight in a Buffalo Airways C-46 or DC-4.



According to the advertisement he placed in *World Airline Fleets*, the entire package could be booked for £550. If you were lucky, you would not only board a C-46 and DC-4, but also fly a DC-3 freighter run. If not, you might fly on a scheduled service between Yellowknife and Hay River in a passenger-configured plane for CA\$85.

After just two spotters had taken up Henry's offer in 1994, the following year, 10 European aircraft fans decided to do so. The promised flights were not

operated to an exact timetable, but spotters generally spend whole days at airports anyway. With the one-week ramp permit in exotic Yellowknife, no one was bored.

On September 29, 1995, my dream came true. As the fourth crew member, I flew on board a Buffalo Airways Douglas DC-4-Arctic Distributor (C-GXKN)—from Yellowknife to the Colomac gold mine, located about 120 miles (193km) to the northwest. Due to the short 45-minute flying time, both Pilots had their hands full, with a lot of switches and

levers having to be constantly operated. It was almost like being in a historic steam locomotive, breathing in the smell of oil and lubricants. Our DC-4 was swiftly unloaded on a gravel runway near the gold mine, which was operated from 1990 until 1997. We landed back at Yellowknife just two hours after taking off from there. My flight adventure ended far too quickly.

A few days earlier, on September 26, 1995, I had already experienced supplying remote places in the wilderness of the northern hemisphere by

air. A visit to Winnipeg airport was on the agenda during a stopover there. Actually, it was about getting permission to photograph an Air Manitoba HS 748 (C-FAGI) being loaded. As is usual with bush airlines, I met the boss in his office. "Why only take photos?" the surprised manager asked me. If I wished, I could fly aboard the plane. Honestly, who would have passed on an opportunity like that? Without knowing where the flight was going, I was soon sitting behind the Pilots. Below us, the modern city skyline disappeared, and



an uninhabited taiga landscape came into sight.

I had often heard of so-called milk runs—flights delivering groceries to inaccessible settlements. Now, I was experiencing one firsthand. At the second destination, Red Lake—which functions as a freight mini-hub—we encountered other aircraft. The road ended there, and the only way to continue was by plane.

A blue Air Manitoba Avro (C-FTTW) was parked next to our red HS 748. Also, an orange DC-3 (C-GKCE) without titles waited for its turn. Having taken on a full load, we made our way to Pikangikum. From there, we flew back to Red Lake and north again to Sandy Lake. The low flyover we had made to announce our arrival there had apparently gone unheard because no one showed up at the lonely runway after we had landed. The lack of reception made it possible for me to make myself useful during unloading. Nine hours after leaving Winnipeg, half of which in flight, our HS 748 arrived back at its base.

No visitor to Manitoba leaves the little-known state without experiencing its greatest tourist attraction. Every autumn, providing one of the most fantastic animal spectacles in the world, roaming polar bears gather on the banks of Hudson Bay in Churchill to wait for the huge inland sea to freeze over. Having spent the summer resting in caves, they are hungry and on the hunt for seals. Although no roads reach Churchill, I found an alternative to the two-day long train ride: a Canadian North Boeing 737-200 flight that included a stopover in tiny Gillam.

During landing and takeoff, the jet kicked up a lot of debris on Gillam's 1,534m (5,000ft) gravel runway. While some passengers used the short stay to take a break, I had a closer look at the gravel kit, a technical masterpiece used to avoid foreign object debris (FOD) damage or ingestion while operating on unpaved surfaces, which serves excellently on ice runways during frosty winters. In 1995, the aircraft was just 13 years old. Registered as C-GNDU, it has since been transferred to Air Inuit and replaced by turboprops. Currently, Calm Air (MO) flies its ATR42 or ATR 72 to Churchill.

But what about the unique Buffalo Airways in 2025? The airline no longer operates any piston aircraft in regular service, although it certainly still does fly them. Around half a dozen Lockheed L-188 Electras have taken over, no longer being needed as parcel freighters in Europe. In Canada, the Electras have taken over a completely different range of tasks in forest regions. With climate change advancing over North America, the operation of heavy firefighting aircraft has become the order of the day to keep the dangerous and constantly spreading forest fires under control.

But Buffalo Airways' first jet aircraft is its current flagship. It is a former passenger Boeing 737-300 converted to cargo service with a dedicated side door. Wearing the familiar green color scheme with the bull logo on the tail and large lettering, this 737-301(BDSF) registered as C-FBAE was delivered to Buffalo Airways in October 2023. Since then, it has been flying regularly between Edmonton and Yellowknife,

carrying refrigerated goods that it would take too long for trucks to deliver.

Henry Tenby left Yellowknife during the summer of 1997 after his employer, NWT Air, was taken over by First Air. In his new hometown, Vancouver, he runs a popular hobby shop with merchandise sought-after by aviation enthusiasts from all over the world. The demise of the short-lived Tenby Aviation Tours is a shame, as the Buffalo Airways twin-jet would certainly have remained a great attraction in the skies of the Northwest Territories. The legendary Kodachrome slide film was also discontinued in 2009. However, the slides, if stored properly, will surely survive all the technological innovations of the coming decades unscathed.

At the end of February 2025, only five C-46s remained in active service worldwide. In addition to Buffalo Airways' two aircraft, Fairbanks-based Everts Air Fuel operates three. The famous trio, named Dumbo, Maid in Japan, and Hot Stuff, are in excellent condition and expected to continue flying for many years. According to company owner Robert Everts, who welcomes plane spotters, there is no shortage of spare parts. What there is is an acute need for Pilots who can handle this diva of the sky.

Therefore, a tip for all enthusiasts and lovers of famous aviation legends: by prior arrangement and based on availability, the friendly staff of Buffalo Airways may offer free hangar tours of the company's Yellowknife premises. So, don't miss the chance to travel to this aviation paradise in Canada and Alaska!

SAN ANTONIO INTERNATIONAL AIRPORT

Behind the Gates to Alamo City

Story JUAN JOSÉ DE GOUVEIA BLANCO
Photos SAN ANTONIO INTERNATIONAL AIRPORT

1 The main facade of San Antonio International Airport (SAT), inspired by the sleek design of an airplane, anchors the terminal layout with its parking decks and jet bridges, offering a glimpse of the future Terminal C as it takes shape.



San Antonio International Airport (SAT) may not yet be one of Texas's busiest airports, but its importance to the city and region cannot be overstated. From its military origins to its evolution into a key commercial terminal, SAT has consistently adapted to meet the needs of travelers and businesses alike. With ambitious expansion plans in place, including the highly anticipated Terminal C, San Antonio International Airport is poised to become more competitive in the US aviation industry.

WHILE SAN ANTONIO INTERNATIONAL AIRPORT has long been a dependable domestic hub, it is now positioning itself as a globally capable airport, with major investments underway and growing international ambitions for the Alamo City.

Meanwhile, Stinson Municipal Airport (SSF) remains a vital part of San Antonio's aviation landscape. One of the country's oldest airports, it echoes the city's deep-rooted aviation heritage while continuing to provide valuable services to the general aviation community.



❶ San Antonio International Airport in the 1950s—where the mid-century terminal, iconic control tower, and trio of flags signaled a new era of cross-border aviation, long before jetways and parking decks reshaped the landscape.

❷ San Antonio International Airport, dating back to 1941, remains an essential part of southern U.S. aviation. A Boeing 707 takes flight here, set against the 1953 FAA control tower and an array of iconic classic cars.

A BRIEF HISTORY

San Antonio International Airport's roots stretch back to 1941, when it was founded as Alamo Field by the US Army Air Corps during World War II. After the war, it transitioned to civilian use and, in 1953, officially became San Antonio International Airport. That era saw the opening of the original terminal—which became known as Terminal 2 and was demolished in 2012.

Over the next few decades, the airport underwent gradual improvements, including the expansion of its runways and upgrades to its terminal facilities in the 1980s and 1990s, all in response to San Antonio's rapid population and economic growth. Today, SAT occupies more than 2,600 acres (1,050ha) and features three runways and two terminals—A and B—that serve nearly 10 million passengers annually with an average of over 260 daily flights.

Although most of SAT's operations focus on domestic

service, the airport also handles more than 150,000 tons of freight each year, the cargo traffic driven by the region's thriving manufacturing, biomedical, and e-commerce industries.

Currently, San Antonio International Airport is served by a dozen major airlines, including American Airlines (AA), Southwest (WN), United (UA), Delta (DL), and Alaska Airlines (AS), offering domestic nonstop routes to over 40 cities.

The busiest destinations reflect both business and leisure demand: Dallas, Houston, Atlanta, Denver, Chicago, Los Angeles, and New York.

Internationally, SAT maintains important ties with Mexico, offering nonstop service to key cities such as Mexico City, Guadalajara, and Monterrey. These routes support vital cross-border economic exchange and strong cultural and family connections that run deep in the region.



❸

NEW APPROACHES, TRANSATLANTIC TIES

In May 2024, the German carrier Condor Airlines (DE) launched the city's first-ever nonstop transatlantic service, linking San Antonio to Frankfurt, Germany. The seasonal route, operated three times weekly with the Airbus A330-900, gives travelers direct access to one of Europe's busiest hubs. With Frankfurt offering nearly 300 global connections, the route opened new possibilities for San Antonio International Airport, enabling travelers from South Texas to reach Europe.



❹



Africa, the Middle East, and beyond. The service reflected clear demand, as the data showed that tens of thousands of passengers per year already traveled between San Antonio and major European cities like Frankfurt and London via connecting flights.

The airport's managers said that the new route would generate US\$34 million annually in local impact, thanks to increased tourism, business travel, and logistics opportunities. They celebrated the inaugural flight with festive sendoffs, live music, and the

presence of city leaders, who called it a historic milestone for the region. For a moment, San Antonio had joined the ranks of US cities with direct access to Europe.

However, in early 2025, Condor Airlines discontinued the route after just one season. A German federal court ended Lufthansa's obligation to provide connecting flights for Condor passengers. Without those key feeder flights, Condor's entire long-haul strategy shifted, and cities like San Antonio—along with Portland and others—lost service.

The cancellation, while disappointing, didn't dampen the airport's long-term ambitions. If anything, the brief foray into transatlantic service reaffirmed San Antonio International Airport's potential for long-haul international flights—particularly given its plans to expand its infrastructure.

BIGGER AND BETTER

In 2024, San Antonio International Airport broke ground on a massive new terminal—to be designated Terminal C—as part of its US\$2.5 billion, multi-phase Terminal Development Program. Scheduled for completion in 2028, the terminal will feature up to 17 gates and span more than 800,000sq ft (74,300m²). It will include expansive food, retail, and lounge areas, a cutting-edge security checkpoint,

4 SAT Terminal A's illuminated glass façade, the multi-level parking structure adorned with an airplane image, and the connecting skybridge together.

5 On May 17, 2024, Condor Airlines launched its Frankfurt-San Antonio route with Airbus A330-900neo D-ANRO. Flight DE2136 flew nonstop, offering the only direct European link to San Antonio, with 30 Business, 64 Premium Economy, and 216 Economy seats.

❶ Located across from Terminal A, San Antonio International Airport's car rental hall serves as a hub for multiple rental agencies. It offers a variety of possibilities, ensuring a smooth and efficient process for passengers securing transportation upon arrival.

❷ San Antonio International Airport authorities broke ground on Terminal C, a \$2.5 billion expansion project. The new terminal will add 12 gates and over 400,000 square feet of space, aimed at accommodating growing passenger traffic.



modernized baggage systems, and a new Federal Inspection Station to accommodate future international growth. The new terminal alone represents a US\$1.2 billion investment and is expected to deliver US\$2.8 billion in economic impact, along with more than 16,000 jobs throughout its development.

This expansion is part of the larger "Elevate SAT" vision—a 20-year strategic plan to modernize and future-proof the airport. That includes extended runways, upgraded taxiways to handle larger aircraft, and a new 3,000-space parking garage. The long-term goal is clear: to transform the airport from a busy regional airport into a modern, world-class facility capable of competing for more international routes and accommodating the city's explosive growth.

DISPUTES

San Antonio International Airport is at the center of a growing legal and regulatory fight with its biggest airline,



Southwest, over who gets access to the airport's future terminal. Southwest handles nearly 40% of all passengers at SAT and says it has been unfairly excluded from the new Terminal C.

Southwest has filed a federal lawsuit against the City of San Antonio and its Airports Director, Jesus Saenz, claiming that the city has assigned the gates without including it in the process. As a result, WN is currently set to remain in Terminal A—a facility the city itself has called outdated and too

small—while other airlines are moving into the new terminal.

Southwest argues that this decision does not just affect the airline; it hurts passengers by forcing them to use older, more crowded facilities. The airline also accuses the city of creating a fee system that lumps Terminals A and C together; this, it says, means that WN would end up subsidizing competitors that would be getting access to better facilities.

Southwest also asked the Federal Aviation Administration



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the third-oldest continuously operating airport in the United States, after Maryland's College Park Airport (CGS), established in 1909, and Vancouver's (WA) Pearson Field, 1911. Originally a flight school, the airfield later became an important base for military and civilian aviation.

During World War I and World War II, Stinson played a key role in training military Pilots. Over the years, the airport evolved into a hub for general aviation, offering a range of services for private Pilots, corporate aircraft, and government agencies. Today, the airport is owned and operated by the City of San Antonio and continues to be an essential facility for non-commercial aviation.

(FAA) to launch a formal investigation. The airline wants fair treatment, the possible reimbursement of extra fees, and a review of the city's actions. The FAA is expected to soon decide whether to launch a full investigation.

The city says that its decisions were based on passenger flow and safety—not favoritism—and has asked the court to dismiss the lawsuit. Meanwhile, Southwest has refused to sign a new 10-year lease and is operating on a month-to-

month basis instead, which raises its costs and makes it ineligible for more than US\$1 million in incentives.

The outcome could shape how SAT grows—and who benefits—as the airport tries to modernize.

STINSON MUNICIPAL

Sixteen miles south of San Antonio International Airport, Stinson Municipal Airport (SSF) holds a unique place in aviation history. Established in 1915 by the Stinson family, it is

8 Stinson Municipal Airport has been a key part of San Antonio's aviation scene since 1930. The airport's museum showcases the rich history of early flight, giving visitors a chance to explore the past while highlighting Stinson's lasting influence on Texas aviation.

9 At San Antonio's maintenance facilities, Air Canada used to handle aircraft servicing, and when the pandemic hit, the airline stored some of its Boeing 787 Dreamliners in the airport's available slots.

10 Southwest Airlines commands Terminal A at SAT, where self-tag kiosks, streamlined bag drops, and steady foot traffic mirror the carrier's dominance. Set beneath an iconic vaulted ceiling, this space reflects SAT's evolution.

11 Southwest Airlines dominates San Antonio International Airport, operating over 100 daily departures and serving more than half of the airport's total passengers.

12 On October 25, 2017, President Trump arrived in San Antonio to survey the damage caused by Hurricane Harvey, which had struck the region earlier that year. During this visit, Air Force One landed at SAT, and the security measures were extensive, with the Secret Service leading the security deployment and various law enforcement agencies assisting.

13 At San Antonio International Airport (SAT), American Airlines operates from Terminal B, which handles domestic and regional flights. This terminal is shared with United Airlines, with American utilizing gates B2, B4, and B6 for its operations.

14 At SAT's rush hour, over 30 Southwest Airlines jets and 20 American Airlines planes wait for takeoff, contributing to the airport's 120+ daily operations.



showcases San Antonio's long aviation history. It displays vintage aircraft and exhibits highlight aviation pioneers.

To keep pace with the city's growth, Stinson has undergone recent renovations, including the construction of a modern control tower, updated hangars, and an expanded terminal.

LOOKING AHEAD

San Antonio International stands at a pivotal moment in its development, balancing the ambitions of growth with the complexities of governance, carrier relations, and infrastructure strategy. With the US\$1.7 billion Terminal C project underway, the

airport is signaling its intent to position San Antonio as a more competitive player in national and international air travel. However, the legal and regulatory conflict with the airport's dominant carrier highlights the operational friction that can emerge when expansion plans and stakeholder expectations diverge.



13

The dispute over gate assignments and cost structures underscores deeper questions about how public infrastructure should equitably serve both carriers and consumers while maintaining fiscal and logistical sustainability. The US Federal Aviation Administration's (FAA) pending decision could set important precedents for how similar conflicts are handled at other growing airports.

Ultimately, San Antonio International Airport's long-term success will depend on aligning strategic infrastructure investments with transparent decision-making and a balanced approach to airline partnerships. How effectively the airport navigates this legal and political landscape may determine not only the pace of its physical expansion but also its role in shaping regional economic growth and connectivity. ☀

Fast Facts

SAN ANTONIO INTERNATIONAL AIRPORT

SAT / KSAT

ADDRESS: 9800 Airport Blvd, San Antonio, TX 78216, USA

TELEPHONE: +1 210-207-3433

OWNER/OPERATOR: City of San Antonio - Aviation Department

SCHEDULED AIR TRANSPORT MOVEMENTS (2022): 105,986

PASSENGERS (2024): 11,094,278

ELEVATION (AMSL): 809 ft / 247 m

WEBSITE: <https://flysanantonio.com>

COORDINATES (ESTIMATED): N 29°32'02" W 98°28'10"

COMMUNICATIONS:

TOWER: 119.9 - 126.35 / GROUND:

121.9 - 121.75 / APP: 120.1 / ATIS: 127.8

RUNWAYS:

12R/30L - 8,505 feet (2,593 meters) / Asphalt
04/22 - 5,519 feet (1,682 meters) / Asphalt

AIRLINES: Aeroméxico, Air Canada Express, Alaska Airlines, Allegiant Air, American Airlines, American Eagle, Delta Air Lines, Delta Connection, Frontier Airlines, Southwest Airlines, Spirit Airlines, Sun Country Airlines, United Airlines, United Express, Viva Aerobus, Volaris, FedEx Express, UPS Airlines.

DESTINATIONS: Atlanta, Austin, Baltimore, Boston, Cancún, Charlotte, Chicago (MDW, ORD), Cincinnati, Dallas (DAL, DFW), Denver, Detroit, El Paso, Fort Lauderdale, Houston (HOU, IAH), Las Vegas, León (BJX), Los Angeles, Mexico City, Miami, Minneapolis/St. Paul, Monterrey, Nashville, New Orleans, New York (JFK, LGA), Orlando (MCO), Philadelphia, Phoenix-Sky Harbor, Salt Lake City, San Diego, San Jose (CA), Santa Ana/Orange County, Seattle/Tacoma, Tampa, Washington (DCA), Zacatecas.



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Our online store www.dfwemployeestore.com
has even more logo'd items for almost every airline in the world!

AEGEAN AIRLINES

Story **GEORGE ANDRITSAKIS**
Photos **AUTHOR, UNLESS NOTED.**



FOR THE LAST DECADE, Aegean Airlines (A3) has been on the rise. Even the global COVID epidemic could not stop the quirky Hellenic carrier. An initial 2018 order for 30 new Airbus A320NEO aircraft has since increased to 50, including four of the A321LR variant, with a true long-haul Premium cabin. Aegean has invested in several other carriers in Europe (Volotea), and is now expanding into longer-haul flights—of over five hours—with a host of new routes, including destinations such as Dubai, Abu Dhabi, and Las Palmas.

This story begins on July 19, 2024, when the Greek newspaper *Kathimerini* reported that Aegean was to launch flights from Athens directly to Las Palmas in the Canary Islands, scheduled to begin in February 2025. This coincided with the announcement of a slew of additional new services, mainly out of the Athens hub and Heraklion, on the island of Crete, as well as the opening of Aegean's third business lounge in Larnaca, Cyprus. I was immediately intrigued, as the Canary Islands were of interest to me and traveling there was on my



① As of press date, Aegean operates a fleet of 62 Airbus A320 family aircraft (45 A320s, and 17 A321s).

bucket list. So, I purchased tickets the instant the route was open and bookable and played the waiting game for the following four months.

TIME TO FLY

I had not flown Aegean in something close to 20 years; so, I was excited to chalk up a slew of flying segments with it and see how it has evolved since the days in which it was flying around the Mediterranean with AVRO RJs and Boeing 737-400s.

To me, nothing is more magical than walking through the terminal doors at Athens' Eleftherios Venizelos International Airport in anticipation of another flight. The airport has a simple layout, with Aegean Airlines' check-in and ticketing desks taking up the northeastern end of the main terminal.

Check-in was a breeze, especially as I was booked in Business Class on the outbound segment. In Athens, Aegean's ground handling is contracted out to Goldair Handling, and its personnel checked

me in and got me on my way in no time, despite having to deal with a mob of travelers who had no concept of queuing, or of the fact that they were in the wrong queue to begin with.

As I was booked in Business Class, I had access to Aegean's Business Lounge, which, for flights within the European Schengen Zone, is located across from Gate B12. This is

the smaller of Aegean's two lounges in Athens, but it is a quiet, relaxing space, filled with a large assortment of food, beverage, and periodical options, as well as power outlets at almost every seat. I was so impressed with the lounge that I honestly think that US carriers should take a good, hard look at it and take a few notes for their own services.

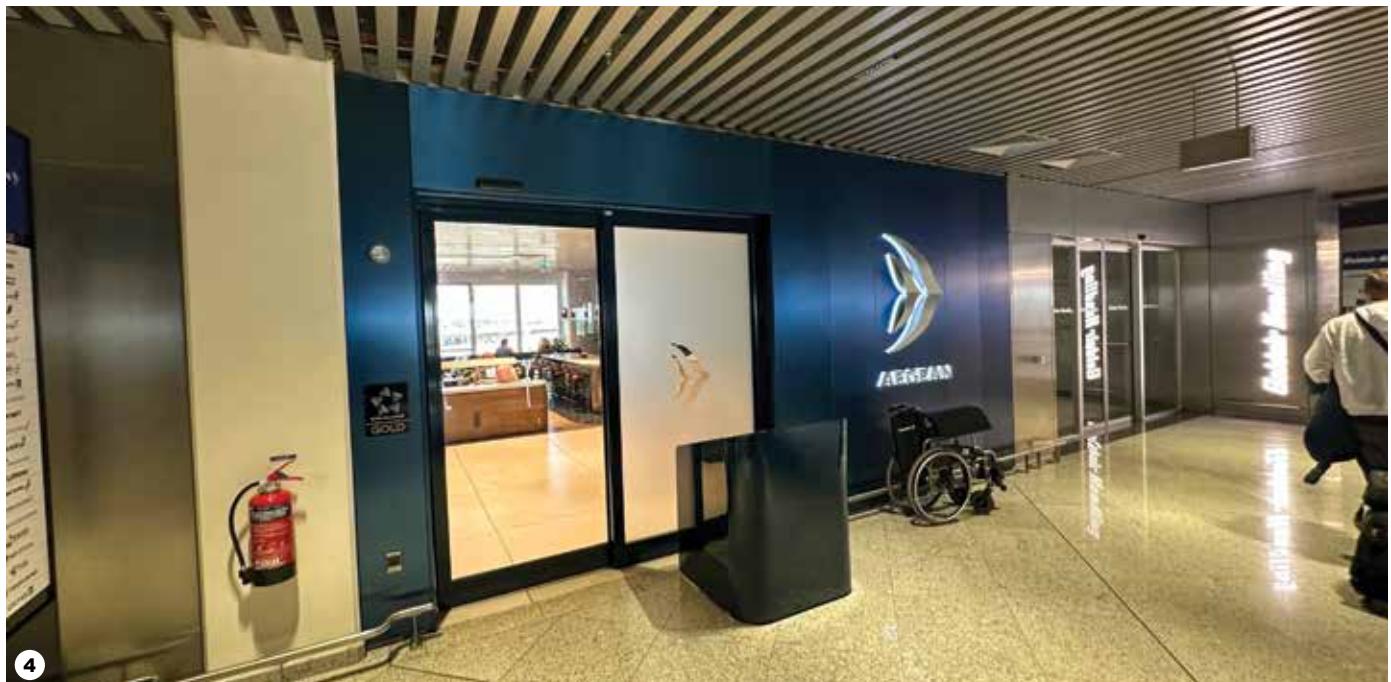
After a quick breakfast and several cups of delicious Greek coffee and tea, I made my way to gate B2 for departure.

Now, I have been on many first flights over the years and, usually, there was always a little bit of a festive atmosphere at the gate before departure. Even when I disembarked from the first of Air France's new Airbus A220 flights into Athens, there was a note of celebration, as there was the day Sky Express started flying to Tirana, Albania. Not so here. In fact, I was disheartened to see that it was just another day in the life, just another flight getting ready for boarding. Not even an announcement by the gate staff.

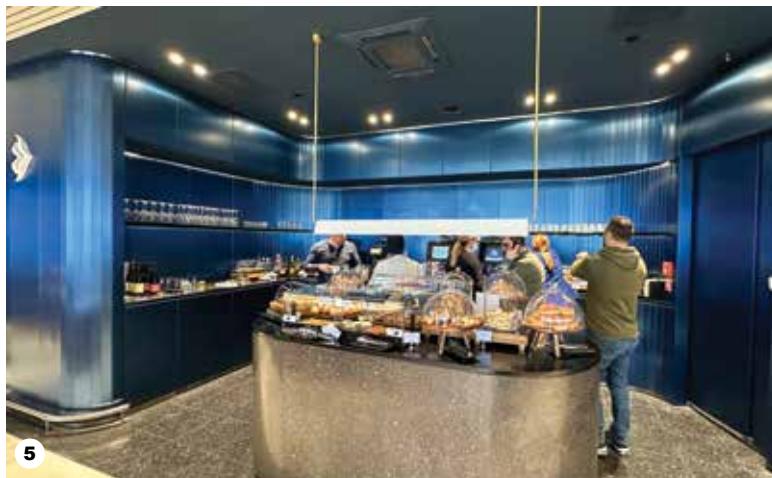
Pulling inaugural flight duties that day was a two-year-old Airbus A320NEO (registered SX-NEK), delivered brand new to Aegean on March 27, 2025. It was outfitted with 180 seats in a knee-crunching 30-inch pitch, even in Business Class. And this is my next point; on most European carriers, Business Class cabins are no more than the standard Economy ones with the center seat blocked out. Folding myself into seat 5F after the short bus ride from the terminal to the remote stand took a little doing, but I managed. I was hoping for the crew to announce that this was an inaugural flight, but was disappointed. Others in the row in front and across the aisle were talking about it, though, and the overall feel aboard was one of excitement, despite the airline's lukewarm attitude.

Once boarding had been completed and the cabin secured, we were on our way with a quick taxi to runway 3R, finally blasting out of Athens and out over the port





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② “ ”
- Have a pleasant trip in Greek. It certainly was!

③ Business Class Check-In for Aegean and Olympic Air in Athens.

④ Entry to the Aegean Lounge is included in all Business Class tickets.

⑤ Only part of the offerings in the Intra Schengen Aegean Lounge in Athens.

⑥ Lunch is served in Business Class.

of Rafina and the Aegean Sea before taking a hard left turn to head west. Climbing to cruise altitude over the Gulf of Corinth and the northern part of the Peloponnese, we leveled off at 36,000ft and, high above the Ionian Sea, the inflight service began.

To the Greek, food and mealtimes are sacred. Aegean lives up to this standard in both its Business and Economy class menus, on flights both long and short. That afternoon's lunch started off with the customary hot towel, followed by linen draped over the seatback tray table (remember the all-Economy layout) and the pouring of wine. On the well-presented tray, there was an appetizer of salmon with avocado cream, followed by a main course—that I had preselected before I had even left the US—of sea bass in lemon sauce with asparagus, and a very delicious artichoke flan. Despite being an amateur foodie, I was impressed. The cheese tray

was miles beyond anything I had ever sampled on any flight to or from the United States, with delicious cuts of Manouri and Graviera cheeses, lined with Greek paximathia (dry crumbly rye husk crackers).

In my opinion, the dessert was the very best part of the whole meal—a *ravani* cake laced with *mastika* syrup (mastic to the non-European readers) and pistachios. Normally, *ravani*

is orange flavored, but I was massively surprised by this, as I'm a huge fan of mastic... and of *ravani*, which is a light, airy sponge cake.

Once the trays had been cleared and the midflight coffee was on its way, I looked out the window to see whether I could get my bearings (unless you have a tablet or other Wi-Fi-equipped gadget, no inflight map or any sort of IFE is provided), and saw

that we were over the heart of Tunisia, and well on our way to the border with Algeria. The Northern Sahara is one of the most stunning deserts on Earth, and I love every chance I get to fly over it. I couldn't tear my eyes off the stunning landscape until we were well into Morocco and had hung a left turn over Casablanca before starting our descent into the Canary Islands.

Descending through an almost cloudless sky over Fuerteventura Island, I could see Gran Canaria looming closer. A few minutes later, we were turning into the final approach and down for an almost silky smooth touchdown on runway 3R. The taxi didn't take long at all as Las Palmas is a fairly small airport. It was pretty busy that afternoon, with European leisure airlines taking up quite a number of the gates and remote stands with Binter Canarias' ATRs and Embraer Jets scattered throughout the field. Given its size, it's hard to imagine this airport being a hub for six different carriers, but here we are. Binter, Vueling, Canaryfly, Norwegian Air Shuttle, RyanAir, and airBaltic all have sizeable operations here, and 46 other carriers offer seasonal or year-round service as well.

Disembarkation was fast and efficient (it kind of helps to be up front), and it was a short jaunt down to the immigration queues and into the pathway for connecting flights. As this was an intra-Schengen flight, it was a quick elevator ride one flight up to the departure lounges and back to gate A22 to wait for boarding to be called for the return flight.

COMING BACK

As online check-in had not been available for my return





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7 Aegean is a member of the Star Alliance.

8 Lining up at Gate B28 for the bus ride to our waiting aircraft.

9 We reached cruising altitude just in time to catch the sunset.

10 Airbus A320NEO interior, front to back // **AEGEAN AIRLINES**



10

1 Aegean's A320NEO Business Class. // AEGEAN AIRLINES

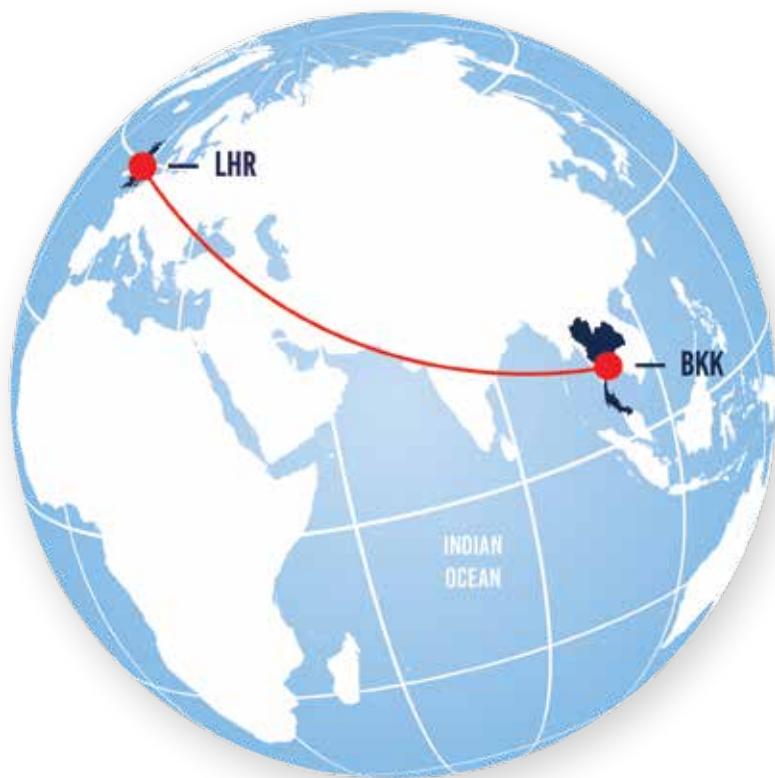
2 Aegean is one of the few airlines that still have an inflight magazine, named *Blue*. // AEGEAN AIRLINES

flight, I had to get my boarding pass at the gate. The agent was a little befuddled as to how I had got past security without a boarding pass, but I told her I had just come off an arriving flight and showed her the boarding pass as proof. She looked at it, looked at me, grinned, shook her head, and asked, "You really flew all the way from Athens just to fly back?" I nodded and told her I do trips like this whenever I get the chance to and write about them. She looked at me quizzically and handed me my boarding pass.

When boarding commenced, the crew recognized me from the outbound trip and asked me why I was flying back with them. I told them why, and they thought what I was doing was cool. I headed back into Economy, seat 6A.

Once I had taken my seat, I started counting heads as they boarded. Thirty-eight total passengers on this first return flight from Las Palmas to Athens. That is *not* a good number, no matter how you look at it. The person sitting in the aisle seat next to me was also skeptical. She was a British expat living in Las Palmas and heading to Athens to do some shopping. She said that the flight was being barely marketed on the island at all, leaving me to believe that Aegean is marketing this strictly as an Origin and Destination (O&D) flight from the hubs only, as it has done for a spate of recent new routes. I can only imagine what the break-even load factor is.

After a quick boarding, and we hurried out to the runway and took off in no time at all. The extremely light load made the flight feel like an empty ferry one, instead of a revenue segment. Normally, the A320neo



generates a ton of power during takeoff, but the light load really drove the point home. We rocketed out of Las Palmas and hit our cruise altitude of 38,000ft as we passed over Lanzarote.

The sun set just as the cabin crew was starting the inflight service. In Economy, we were treated to hot towels, and our dinner choices were the Greek staple moussaka or pasta with meat sauce. As I'm not a fan of eggplant, I picked the pasta. It was what one would expect in Economy—nothing to write home about, but definitely far better and tastier than the overrated Biscoff cookies hurled at you in Economy on US carriers.

After the dinner service had been cleared, I had a chance to talk with several of the crew, who were thrilled about the fact that Aegean was starting to operate longer flights but were skeptical about this one, considering the

light load. They were definitely excited for the Airbus A321LRs coming online in 2026-'27, as they will have a completely redesigned Business Class layout, with lie-flat seats for the longest flights, potentially opening up Central Asia or Premium-heavy routes such as London/Heathrow, Frankfurt, Munich, and hub-to-hub flights.

We crossed the terminator line into the night somewhere over Eastern Morocco, and I finally had the opportunity to snooze for a bit. I was a bit miffed by the absence of Wi-Fi over the Sahara, so I relaxed until the Flight Attendants woke me up for coffee and another snack. We Greeks and food, I swear...

I was able to reconnect to Wi-Fi once over Tunis, and perused Aegean's IFE on my phone the rest of the way. On our descent into Athens, I looked out the window.

Snow was falling, which turned into rain when we finally touched down on Runway 21R and made the long trek to the hardstand. There, we were shepherded off the plane and down the stairs to waiting buses. I loved that. Reminded me of the old Athens Hellenikon Airport and of the giant stairs we climbed to board our red and white 747 bound for New York—but I digress.

The bus dropped us off at the terminal. It was a ridiculously

short walk to baggage claim and then out the doors to the taxi stand, where I caught my ride back home.

THE VERDICT

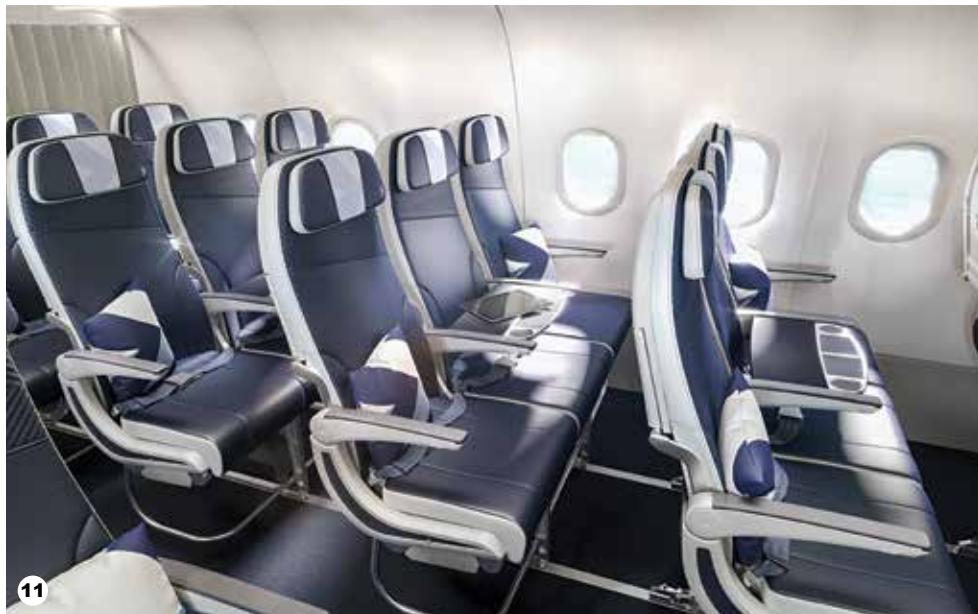
Aegean provides a fantastic service between Athens and Las Palmas and, as Greece's biggest carrier, it is now on an upward trajectory for long-term success without the mistakes that doomed the original Olympic Airways.

The route to Las Palmas, while not daily—it might even become seasonal—shows the airline's willingness to try new things and, if they work, all the better; if not, they get axed. In Greece, the Las Palmas flight was marketed all over radio, TV, the internet and social media. In Spain, not so much. I'm not sure why that was, but I think that Aegean knows what it is doing. I would like to see this route mature into one of Aegean's crown jewels.

The new aircraft, new routes, and high-spirited workers all point to an airline that is successful, at least at face value. The financial side is also healthy—looking better than ever, in fact. All loans taken out by the airline during the COVID pandemic were quickly repaid, and the carrier's credit is impeccable. Hence, it was able to up its order for Airbus neos as much as it did. I think we can expect another order for the short-haul markets in the next few years.

Speaking of the new planes, the new Airbus neo fleet is tremendously comfortable, despite the seat pitch being only 30 inches. Once I got settled in, I had a comfortable ride in both directions and I didn't struggle much to get out of the row to disembark.

The catering in both classes was top-notch. I think that the only way to improve on it would be to have one of the Middle East Three take over catering, although I doubt they could better what was offered on the trips I took. As Aegean is a member of the Star Alliance, getting to Greece from anywhere in the world is a simple hop, skip, and jump away in a seamless travel experience from the departure airport all the way to your final destination. 



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GROWING FAST, CONNECTING FASTER

Story **CODY DIAMOND**
Photos **AUTHOR, UNLESS NOTED**

Connectivity onboard aircraft is always evolving. Every week, airlines announce they are installing or amending their onboard Wi-Fi services. Some may offer extremely expensive and slow connections, others may include complimentary data and messaging plans, and others might not equip their new aircraft with Wi-Fi at all.

OF ALL THE POSSIBLE OPTIONS, Starlink, owned by the world's richest man Elon Musk, has been much discussed, not only because of the company's reputation but also because of its objectively revolutionary service. Just a handful of airlines have introduced Starlink and are currently offering the service. In Europe, AirBaltic, Latvia's national carrier, is the first.

AirBaltic's Starlink venture can be traced back to June 2022. CEO and President Martin Gauss tweeted about installing Starlink on the airline's fleet, and tagged SpaceX, Musk, and Starlink under the post. Shortly after, the sales director at SpaceX contacted him, and conversations started. The team tried out Starlink's power and appreciated its true speed. Before the end of 2022, AirBaltic signed with SpaceX to equip its entire fleet. It took 1,000 days—about two years and nine months—to prepare, certify, and test the service.



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1 YL-CSL, the Airbus A220-300 featuring the special Latvian Flag Livery, is the first aircraft in Europe to be equipped with Starlink connectivity. / 2 After the gate party, we took off for a memorable experience in the skies, featuring the fastest WiFi I had ever tried on an aircraft. The seats were all pre-assigned to journalists, influencers and employees, and I was lucky enough to have the exit row window seat to myself / 3 Fancy canapés were served, together with champagne, as we all dived into our mobile devices, testing the limits of the new connection



It successfully took to the skies for the first time in January 2025.

4 The airBaltic team posing with the Starlink antenna

5 Martin Gauss introduced the history behind airBaltic's wish to be the first airline in Europe to install Starlink

6 The A220-300 parked at our gate, getting ready for the historic occasion

On February 20, after an intense social media build-up, the airline finally presented Starlink during an event at Riga Airport. Journalists, influencers, and employees lined up to check in for Flight BT2025, Starlink's first flight in Europe. That day, I arrived in Riga from Amsterdam, excited to take part in a historic occasion. AirBaltic dedicated a few check-in desks to the event, sporting dedicated graphics. I received my boarding pass there for seat 14F, the right window seat in the emergency row. I then headed to security controls before heading to Gate C5 for my first-ever gate party, where AirBaltic had set up a DJ console, refreshments, and drinks. Gauss spoke, thanking everyone involved in this '1,000 days project' before showing off the Starlink antenna. After more pictures and interviews, boarding started. At 19:00 local time, the gate's doors opened, and we could finally see YL-CSL, AirBaltic's A220-300 featuring Latvia's special livery. Installing Starlink on this particular



fuselage had sent an unequivocal message: AirBaltic was proud to be the first customer in Europe. As it should be. This was like being the launch customer of the A220-300.

I scanned my boarding pass for the demo flight, which would take us above Latvia for around 90 minutes at an altitude of 28,000ft. The jet bridge leading to the aircraft was adorned with special light and sound effects. Next to door 1L, a special

Starlink sticker gleamed on the aircraft. Once inside, the party atmosphere kept going, thanks to special lights on the cabin's ceiling. At my seat, I found a nice welcome box containing a SpaceX sticker, a remove-before-flight keychain, a battery pack, and dried berries. There was also a bottle of water and the menu for this special flight.

Connecting to the portal was easy. There were no additional pop-up pages or

login requirements. Passengers only needed to select the Wi-Fi name and were good to go on their devices. The service was available even before we pushed back, and many people took the opportunity to connect on the ground.

7 On board, the middle seats were left vacant to allow people to move around in the cabin. The green lights created a nice frame for the many cameras on board

The plane started moving and headed for the de-icing spot, and we soon took off from runway 18. After reaching FL100, the celebration continued, with canapes and drinks being served

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to everyone in the cabin. The vibe was great: guests made the most of their connections, streaming, loading videos, downloading apps, and more. I ran a speed test multiple times and always reached a download speed of at least 100Mb/s. I loaded the Airways website and YouTube channel. I watched 4K videos. And the connection performed flawlessly.

Meantime, the AirBaltic team was busy with media work. From posting on social media to sending the full press release from the flight itself, the staff were having a great time. On board, Gauss toured the cabin multiple times, asking each guest what they had done first through Starlink. He gave more interviews, after which the national TV streamed live from our flight, a first in Europe's aviation history.

It was an exciting and extraordinary flight, with passengers experimenting first-hand with what the future of aircraft connectivity would look like. The new connection will make any ad-hoc in-flight-entertainment (IFE) portal redundant. Many airlines have invested in their on-demand offerings as a reasonable trade-off between full-internet capabilities and on-board IFE services. The possibility of using personal devices at fast download speeds enables all streaming platforms and removes the need to download media before the flight.

But there's another way to look at this. For many of us, flying is the preferred way to disconnect from a too-often hectic life. When in the air, the sense of calm engendered

by sitting down and looking outside the window is what many look forward to. Of course, connecting to an internet portal is not mandatory. However, our inner voices may soon tell us to always keep updated in the air, and such high speeds are a clear incentive.

Speaking of incentives, the new Starlink product is one of the best that AirBaltic could introduce. Not only does the airline offer a consistently modern and clean fleet, but also an expanding network of destinations in Europe, Africa, and the Middle East. Recently, the airline welcomed its 50th A220-300, and plans to expand its fleet up to 100 units.

AirBaltic expects to complete the Starlink rollout before the end of the year.

❸ A celebratory headrest cover was made for the occasion, together with more amenities and memorabilia

❹ The connection reached speeds that are still rare in workspaces and at home. We could use our devices as if we never left the ground while cruising up in the sky

❺ On the way back from the event, airBaltic invited us to join the Pilots in the cockpit for the flight from Riga to Amsterdam.

THE CENTERFOLD



THE CENTERFOLD



MARTY BASARIA - BOS



FLYING FORWARD: THAI AIRWAYS IS BACK IN BUSINESS

Story and Photos
SIMONE CHELLINI





❶ HS-TXT, an Airbus A320 (MSN 6775) landing in Phuket International Airport. This picture was taken from the iconic Mai Khao beach, one of the world's most popular plane spotting locations.





❷ On our way to Bangkok, we flew on board a Boeing 787-8, registration HS-TQF. Since December, the aircraft has allowed Thai Airways to resume its daily connection to Brussels, Belgium. Thai Airways primarily employs its Boeing widebodies for European flights, featuring multiple daily services to London Heathrow and Frankfurt operated by the Boeing 777-300ER. The Airbus A350-900 is assigned to Istanbul (IST) and Stockholm (ARN) routes.

❸ Inside, the economy class cabin is arranged in a 3-3-3 layout, with a generous pitch of 32". The cabin is equipped with 234 Safran Z300 seats, with state-of-the-art amenities in Economy. In Royal Silk, the airline has installed 22 Collins Aerospace Diamond Parallel seats arranged in a 2-2-2 layout.

Since its founding in 1960, Thai Airways International (TG) has become one of the most recognizable brands in the aviation world. An original member of Star Alliance, the airline has been operating worldwide for 65 years. Having faced complex challenges, Thai Airways is finally back on its well-established track of excellence.

Thailand, of course, is a destination beloved by many travelers. The country welcomed almost 40 million international arrivals before the COVID-19 pandemic. Bangkok, the capital, was the world's most visited city in 2024. From backpackers to luxury travelers, Thailand provides unforgettable journeys.

Our airline review starts in Bangkok Suvarnabhumi Airport (BKK). We arrived in the morning from Brussels, Thai Airway's latest addition to its European network and 11th on the continent. Served by the Boeing 787-8, the nonstop connection





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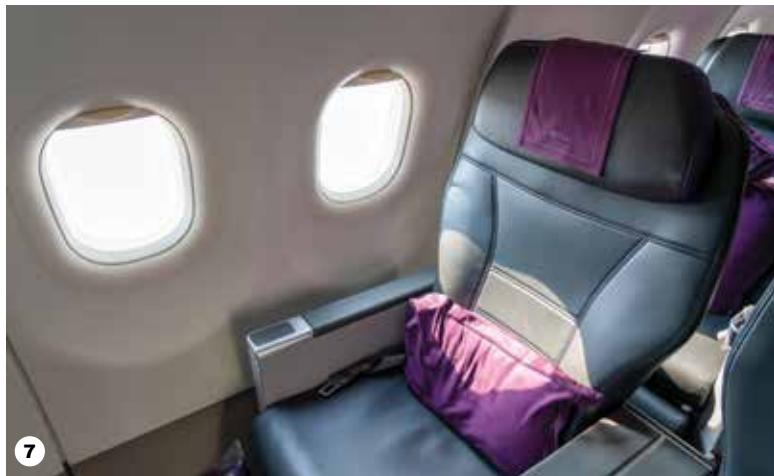
5 HS-TXU is one of the first A320s to be equipped with Thai Airways' latest domestic business class. The new product includes 12 recliner seats, replacing the old 3-3 layout from the ex-Thai Smile configuration and elevating the premium offer on domestic segments.

6 On long-haul flights to Europe, two warm meals are served in economy class. I chose the beef stew on the flight from Brussels to Bangkok, which was nicely seasoned and accompanied by an appetizer of potato salad and a dessert of milk chocolate mousse. While the tray included a 250ml bottle of water, complimentary drink options featured wine, beer, various spirits, and soft drinks.

7 The new product on board Thai Airways' regional fleet. Seat 11K, at the front of the 12-seat business class cabin. The airline has installed the Recaro CL4710, which comes with a pitch of 38" and a width of 21".



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to the Belgian capital resumed in December 2024, after the COVID interruptions to world travel. BKK, Thailand's busiest airport, is Thai Airways' home base. From here, the airline operates a fleet of around 80 aircraft to destinations in Asia, Europe, and Oceania. At the end of January, Thai Airways presented its latest domestic Royal Silk Class on the Airbus A320. Aiming to close the gap between the wide-body and the newly integrated A320s from Thai Smile, a short-lived regional subsidiary, the airline introduced a new Premium product, replacing the old 3-3 layout with a more comfortable 2-2. We tried this product on one of its first commercial flights—Bangkok to Phuket—on board HS-TXU, one of the first A320s to be retrofitted. The new Royal Silk cabin is equipped with 12 Recaro CL4710 seats, all with adjustable headrests and footrests. The seats' 21" width and 38" pitch make them a significant improvement over

8 Even on one-hour-long flights, the airline provides a warm meal in Royal Silk class, while complimentary snacks and drinks are offered in economy class. The meal on the flight to Phuket consisted of chicken with mushrooms and rice, paired with a mixed fruit platter and coconut pudding.

9 Boarding one of the very first A320ceos equipped with the new Royal Silk product in Bangkok Suvarnabhumi (BKK)

10 Thai Airways CEO, Mr. Chai Eamsiri, in the Thai Airways HQ in Bangkok.

11 The iconic cafeteria featuring aviation memorabilia in the airline's headquarters. The seats are upcycled from the Airbus A330, and the restaurant can be accessed by visitors too.

12 A Thai Airways B777-300ER. The aircraft operates on high-demand routes. The airline is planning an ambitious retrofitting program for the type, and has the option to purchase the Boeing 777X in the future as a high-capacity workhorse. Photo: Thai Airways

the old layout and a good hard product for both domestic and international flights.

Thai's in-flight service was consistently attentive and professional across our experience. In Royal Silk, the airline includes a full meal even

on domestic flights as short as one hour and a complimentary snack and tea/coffee service in Economy Class. Phuket is one of the world's plane-spotting heavens, and Thai Airways flies its A320s there up to nine times daily.



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A few days later, we returned to Bangkok to meet with Chai Eamsiri, Thai Airways' CEO, at the airline's headquarters. Eamsiri, who recently celebrated his 40th anniversary at Thai Airways, was the company's Chief Financial Officer before being appointed CEO in February 2023.

From the headquarters' top floors to the striking cafeteria, we discussed at length some of the most relevant work-in-progress aspects of an airline that has worked hard to secure its future. After several troubled years, a rapid succession of events, including the COVID-19 pandemic, led Thai Airways to file for bankruptcy protection in May 2020. A rehabilitation plan was approved in June 2021 and TG commenced its financial restructuring in 2022. In October 2022, the central bankruptcy court approved Thai Airways' amendment of its business reorganization plan. The restructuring led Thai Airways to lose weight to prepare for its next take-off.



In 2023, the airline reported its return to profitability, re-expanded its workforce, and announced an anticipated exit from its rehabilitation process.

Today, the airline turns 65 and is celebrating with the best possible news: the end of the lengthy restructuring. "Our 65th anniversary in May coincides with the fifth anniversary of our rehabilitation plan," Eamsiri told Airways. "According to our plan, we will officially exit the rehabilitation process in June and return to Thailand's Stock Exchange."

Eamsiri is confident that Thai Airways' May return will be a strong one. The airline has indeed laid the foundations for a successful future, even if some moves seem counterintuitive.

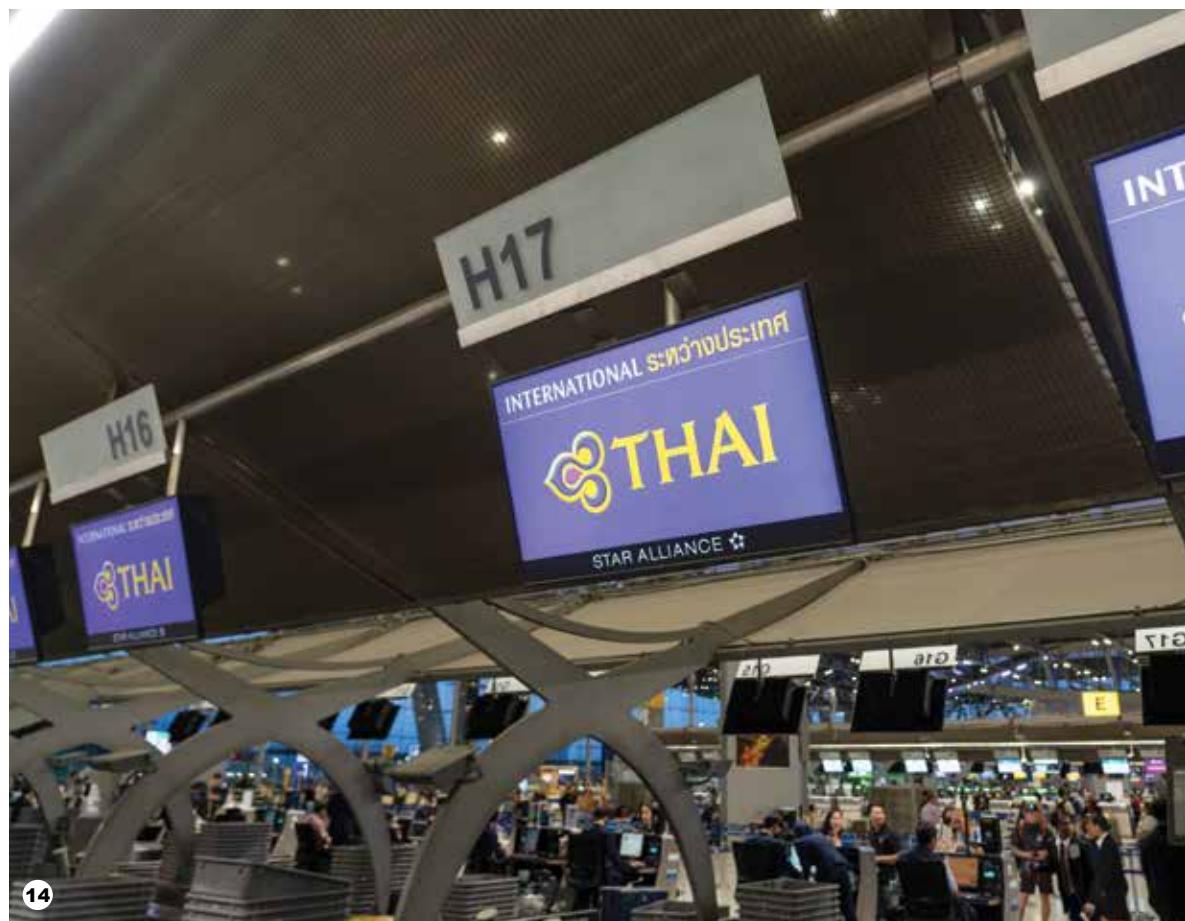
"At the Singapore Airshow, we placed an order for up to 80 Boeing 787 aircraft, divided between 45 firm and 35 options, equipped with GEnx engines," Eamsiri told us. "The order



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13 The Boeing 777-300ER that would take us back to Frankfurt. The aircraft is parked at BKK's new satellite terminal, with the main terminal in the background.

14 Lorem ipsum dolor sit amet, consectetur adipiscing elit. Maecenas eu tellus nunc.



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includes a path for the Boeing 777X. The 777X is a large aircraft capable of carrying up to 440 passengers, making it a strong replacement for the 777-300ER. However, we are still evaluating whether we will commit to the 777X. While it is a potential option for our future fleet, we have not yet made a final decision."

The airline also plans to introduce the Airbus A321neo this year. It will be equipped with a different cabin from the one on the A320ceo. The new medium-haul product will feature the Thompson Aero Vantage, the same product used by Aer Lingus and TAP Portugal, featuring a lie-flat bed, large IFE screens, advanced connectivity, and the iconic 'throne' seat. The airline plans to fly up to 32 A321neo

units. Eamsiri said TG has no interest in the XLR variant at the moment.

"The cabin will be equipped with 16 lie-flat seats," the CEO said. "The first one will be delivered in early November 2025, and we will officially release the design soon. It will be on par with the other airlines in the region. In the past, we didn't have a Business Class to capture regional markets. Now, it will be a single product from origin to destination. That will give the customer more satisfaction with our new product and increase our revenue by capturing those markets."

The airline has also invested in maintenance shops for the LEAP-1A engine that will power

the A321neo and, crucially, has added the capability for the LEAP-1C engine, which powers the Comac C919.

15 Lorem ipsum dolor sit amet, consectetur adipiscing elit. Maecenas eu tellus nunc.

Due to the industry's ongoing delivery delays and supply chain issues, airlines are increasingly securing delivery slots, hoping that aircraft will arrive on time. However, this is rarely the case; OEM delays often affect an airline's expansion, security and services. Eamsiri said that, while Thai Airways initially preferred the Boeing 787-9, the order could be swapped for the larger and smaller variants of the Dreamliner.

To cope with high regional demand, Thai Airways will first take delivery of the lower-range, higher-load Boeing 787-10,



16 The cabin on board the Boeing 777-300ER is still equipped with a nine-abreast layout, a rarity in economy class. As a result, the cabin feels more spacious and comfortable.

which will be equipped with a brand-new, three-class layout. To keep its product consistent, the airline is also planning an extensive retrofit plan for its Boeing 777s.

"The new fleet will include Business Class, Premium Economy, and Economy Class," Eamsiri said. "Additionally, we have 17 existing 777s and have decided to retrofit 14 of them with updated interiors. Three of the aircraft were delivered during COVID-19, so they will not be retrofitted. Once the upgrades are completed, we will have a consistent product across 44 wide-body aircraft."

"The new Business Class seats will feature privacy doors and a

higher level of comfort, while the first row will offer a Business+ experience, bridging between First Class and Business Class."

While a few airlines are still innovating their First Class products, most carriers are moving away from the concept, rebranding existing products or discontinuing them. Thai Airways plans to keep its Royal First Class cabin, which flies exclusively to London Heathrow, Tokyo Narita, and Osaka on the Boeing 777-300ER. The new fleet will support a market that, according to Eamsiri, has yet to recover from the pandemic.

"China is a key market for us—specifically, North Asia. China has historically been our largest

market, followed by Japan, South Korea, Hong Kong, and Taiwan. However, the Chinese market has been slow to recover since the pandemic due to internal economic challenges. Recently, there have also been concerns about the safety of Chinese travelers in Thailand, which has impacted confidence."

The Chinese market is also the reason Thai Airways won't be installing Starlink on board its new fleet, as the service is not available in the region.

"On the other hand, India has become a strong market for us," he said. "That's why we have increased our capacity there—we now fly to nine cities in India, and the response has



been very positive. While we recognize the risks associated with China's slower recovery, we are compensating by expanding in India. However, that doesn't mean we are abandoning China—we are preparing for its recovery," he added.

Despite the blooming of medium-haul demand, the airline does not plan to return to the United States anytime soon.

"During our operation in the US, we didn't make a profit in over 10 years," Eamsiri said. "We used to operate in Seattle, Dallas, then Tokyo and Los Angeles. We tried moving from a different angle to stay in the US. But the competition from other carriers in the region was ferocious."

The Boeing 787-9 could provide a nonstop link between Bangkok and the East Coast. However, the load factor would be severely penalized, making the route not profitable enough to justify a re-entry into the North American market. More recently, United Airlines announced a new direct connection between the US and Thailand's capital, with a stop in Hong Kong, becoming the only US airline to connect to Thailand.

Thai Airways used to operate a small fleet consisting of six Airbus A380s and still features the full-motion simulator in its training facilities. As in many airlines, the aircraft has been a victim of the pandemic. TG has deemed the return of the super-jumbo impossible due to the high operating costs.

"We're preparing the long-term fleet management of the future," Eamsiri explained. "We'll have only three aircraft types: the A350, the 777, and

the 787, and one narrow-body, which is the A320 family. The existing aircraft that we are keeping for the interim solution are the A330s because we still haven't gotten the new ones yet. So, that's why we have to keep or find an interim solution to maintain our capacity. But, in the long run, it will only be four families."

TG's existing A330s feature Virgin Atlantic's old cabin, which, crucially, is equipped with a Premium Economy product. Thai Airways flies the aircraft to destinations in Asia and sees strong demand for Premium Economy on legs for Japan and India.

Last, but certainly not least, Thai Airways is introducing new uniforms, amenity kits, and aircraft interiors while keeping its corporate image consistent.

To ensure that all these investments succeed, Thai Airways has to capitalize on the high demand worldwide for travel to Thailand.

In that regard, Middle Eastern carriers pose a fierce competition. Thanks to their geographical positioning, airlines like Emirates, Qatar Airways, and Oman Air operate multiple flights a day, not only to Bangkok but also to airports like Phuket, channeling passengers from Europe through their hubs. To its East, Thai Airways is competing against some of the world's best carriers, most of which include North America in their network.

Thai's new fleet, offer, and signature hospitality can make a difference in the long term. By building on its well-established, historic, and recognizable

Fast Facts

THAI

TG / THA / THAI

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TELEPHONE: +66 2545-1000

WEBSITE: www.thaiairways.com

Aircraft	Cabin Configuration	Active
Airbus A320	C12, Y144 CY168 CY174	20
Airbus A330-300	C31W48Y185 C31Y263	5
Airbus A350-900	C32Y289 C33Y301	23
Boeing 777-200(ER)	C30Y262	4
Boeing 777-300(ER)	F8C40Y255 C42Y306	17
Boeing 787-8	C24Y240	6
Boeing 787-9	C30Y262	3
TOTAL		78

DESTINATIONS:

Ahmedabad, Bangkok (BKK), Beijing, Bengaluru, Brussels, Chengdu, Chennai, Chiang Mai, Chiang Rai, Colombo, Copenhagen, Delhi, Denpasar, Dhaka, Frankfurt, Fukuoka, Guangzhou, Hanoi, Hat Yai, Ho Chi Minh City, Hong Kong, Hyderabad, Islamabad, Istanbul, Jakarta, Kaohsiung, Karachi, Kathmandu, Khon Kaen, Kochi, Kolkata, Krabi, Kuala Lumpur, Kunming, Lahore, London (LHR), Manila, Melbourne, Milan, Mumbai, Munich, Nagoya, Osaka, Oslo, Paris (CDG), Penang, Perth, Phnom Penh, Phuket, Sapporo, Seoul, Shanghai, Siem Reap, Singapore, Stockholm, Sydney, Taipei, Tokyo (HND, NRT), Ubon Ratchathani, Udon Thani, Vientiane, Yangon, Zurich.

brand—a brand synonymous with aviation excellence—Thai Airways will be able to leave the troubled times behind and secure its future as one of the world's best airlines. ☺

EDELWEISS FLYING 'WEISS'LY

*Story JUAN JOSÉ DE GOUVEIA BLANCO
Photos RIX AIRPORT, UNLESS NOTED.*

THE SWISS CARRIER EMBRACES A STATE-OF-THE-ART WIDE-BODY



1 The first Edelweiss A350-900, HB-IHF, flying over the Alps before arriving in Zurich. The aircraft features the new livery revealed in February 2025. // VBS DDPS, DONAT ACHERMANN FOR EDELWEISS





EDELWEISS (WK) has a reason to extend its 30th anniversary celebrations, and it's something big—the arrival of a brand-new Airbus A350XWB. This makes Edelweiss the first Swiss airline to acquire the latest, and one of the most efficient, aircraft. The carrier is on its way to becoming an exclusively twin-engine airline.

It has been quite the ride since 1995, when Edelweiss first took to the skies with a single McDonnell Douglas MD-83. Today, the airline has 20 aircraft, all Airbus. That transformation started with an Airbus A330-200 for long-haul routes, followed by two A330-300s and, more recently, five eye-catching A340-300s received from parent company Swiss International Airlines (LX).

❷ Friendly cabin crew posing in front of the name *Piz Bernina* displayed at the back.

❸ The Economy Max cabin is located between Economy and Business Class. It is easily identified by red headrest covers, unlike those in Economy Class. Economy Max offers 63 seats in a 3-3-3 layout.

❹ The Business Class cabin currently features 30 lie-flat seats in a 2-2-2 configuration. The picture shows both the upright and lie-flat positions, along with a 19-inch screen and footrest.

And now, a new phase. On March 13, Edelweiss took hold of the first of six Airbus A350-900s. The aircraft emerged from long-term storage in Tarbes, displaying a fresh aircraft livery that involves minor but modern modifications to a design first seen on an Airbus A320 earlier this year.

After a short hop to Zurich, the aircraft was welcomed by employees, aviation enthusiasts, and a crowd of curious onlookers who packed the Viewing Terrace at the Zurich International Airport (ZRH).

THE CHRISTENING EVENT

On March 27, the airline welcomed some of its employees and the media to witness the christening of its new plane. As I

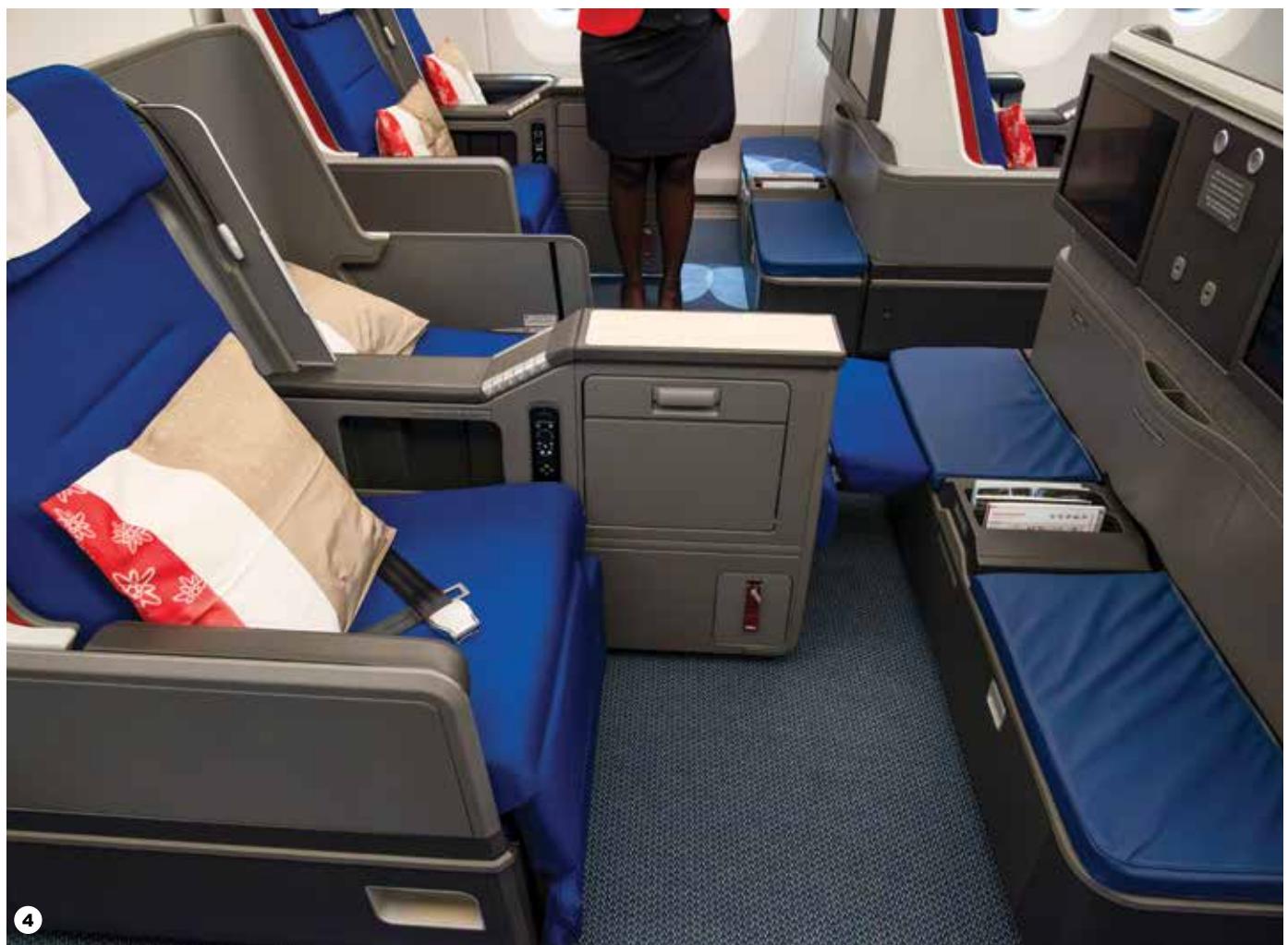
stepped into Hangar 3, I saw the gleaming new aircraft, registered HB-IHF, under stunning lights and music. A small drape hid the plane's name, painted beside the cockpit windows. I could almost smell the fresh coat of paint.

But airline staff and media guests were not alone in attendance. For the first time in the history of Edelweiss, all of its previous CEOs were gathered together, along with current CEO Bernd Bauer. In his introduction, Bauer expressed what this moment meant for the airline.

"We are totally excited," he said. "Especially during this 30-year anniversary, with new aircraft and a new fleet coming in. This is one of the most modern aircraft for long-haul operations."



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5 The Airbus A350 offers one of the most advanced flight decks, equipped with state-of-the-art technology and modern displays.

6 The in-flight entertainment system available in both Economy and Economy Max includes a USB port and a headphone jack. A small pocket below the screen stores the magazine and safety instructions.

The event, at which officials from Pontresina Tourism and Corvatsch AG also spoke, also featured a short video that captured the warm welcome the aircraft had received when it had touched down in Zurich for the first time. During its delivery flight from Tarbes, the aircraft had performed multiple flying patterns across the Alps and, before touching down, low-pass flybys over the airport. Once it had landed, it had been greeted

with a traditional water cannon salute and plenty of photos.

It was almost time to reveal the aircraft's name. Bauer took the stage again, this time with Franco Tramèr, a board member of Corvatsch AG. After a short countdown, the cloth was pulled away, unveiling the name: Piz Bernina—the highest peak in the Eastern Alps. Since 2016, Edelweiss has followed a tradition of naming its aircraft after

regions in which its namesake flower grows in the wild.

WELCOME ONBOARD

Soon after the inaugural speeches, the guests and media were invited to look inside the aircraft. This particular A350 is 5.4 years old and was previously owned by LATAM. The bottleneck affecting global supply chains has hindered Edelweiss's ability to introduce new cabin products, which are expected to become available by next November. The problem was clearly visible when I stepped in through the rear right door. The new A350 will have 339 seats—25 more than the airline's current Airbus A340s.

The crew rest area is located just past the rear galley, followed by the Economy Class cabin, which in a 3-3-3 configuration consisting of 246 seats. The Economy Class seats are in a deep navy blue, giving off a clean and vibrant look. Each seat features a large, high-resolution screen, a USB port, and a power outlet. The Economy seat pitches range between 76 and 81cm (about 30 inches). I judged the leg space to be just enough for those sharing my height of almost 6ft to be comfortable during long-haul flights.

In Edelweiss's three-class setup, an Economy Max cabin—rather than a well-defined Premium Economy one—sits between Economy and Business, comprising 63 seats in a similar 3-3-3 layout. Their slightly wider pitch of 89cm (35 inches) is all that differentiates them from those in Economy. This is a bit of a letdown because there is no dedicated separation between the cabins, let alone any substantial difference in the layout or the seats themselves,





7 The Economy cabin offers 246 seats in a 3-3-3 configuration, with seat pitch ranging from 76 to 81 cm.





9 The cabin crew rest area is located at the rear of the fuselage, next to the aft galley.

10 During the event, Edelweiss CEO Bernd Bauer received a gift featuring the peak *Piz Bernina* from Franco Tramèr, Member of the Board of Directors at Corvatsch AG.





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which, apart from their light red headrest covers, are pretty much the same.

Moving toward the front of the aircraft comes Business Class, with 30 flat-bed seats in a 2-2-2 configuration. At 19 inches, the inflight entertainment screens are larger and have leg rests just below. I hope that, as more airlines move away from this setup in favor of direct aisle access for every passenger, things will change for the better in the future.

Chief Operating Officer David Birrer expressed high hopes for the cabin upgrades that will be revealed in November 2025. "We plan a retrofit program to build a completely new cabin, which will come later this year,"

he said. "It will be introduced to all the new aircraft by the end of next year."

The airline will also present a new Premium Economy product. "The biggest change we will see from now is the Premium Economy Class, which is something between Business Class and Economy Class," he said. "So, we will increase the quality of the seats and bring in all new equipment."

A TRANSFORMATIONAL JOURNEY

Currently, Edelweiss operates five Airbus A340-300s as its workhorses for long-haul routes. These four-engine jets connect Zurich to destinations like Vancouver, Las Vegas, and

Denver, as well as seasonal hotspots such as Gran Canaria, Faro, and Hurghada.

The transition to the new A350s is already underway. The replacements are planned to be made one at a time, while keeping one Airbus A340-300 as a spare. Once the airline will have acquired the final Airbus A350, it will retire the last of its A340s—around September 2027, by current estimates.

Edelweiss's change of aircraft type from the current A340 to the new A350 will not be easy but, at the same time, not too difficult either. Thanks to Airbus's Cross Crew Qualification (CCQ), the transition of Pilots and cabin crews to the new aircraft type

① Air-to-air shot of Edelweiss's brand-new Airbus A350. // VBS DDPS, DONAT ACHERMANN FOR EDELWEISS



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should be completed within a couple of months. As COO David Birrer explained, a new program will be part of the basic courses starting in July. Cabin crew training requires just one day, while that of Pilots involves eight days of ground school and 36 hours in the simulator. The training is being handled by Lufthansa Aviation Training Switzerland, right next to Zurich International Airport.

In April and May, the airline ran extensive crew familiarization flights across Europe. The first revenue service with the A350 flew to Tenerife on April 1, departing Zurich at 11:15 as WK214 and touching down at Tenerife at 14:50. Alongside vacationers, there were more than a few excited aviation enthusiasts on board. The aircraft was warmly welcomed

in Tenerife before returning to Zurich later that same day. At the time of writing, the first long-haul destination for the Edelweiss A350 was scheduled for Las Vegas on May 15. This marks a new era not just for the airline, but for Swiss aviation itself. Some routes to follow will be Vancouver, Cancun, and Tampa.

The new aircraft type brings some important benefits. The Airbus A350 is powered by the next-generation Rolls-Royce Trent XWB-84 turbofan engines and built with lightweight composite materials. This makes it one of the most fuel-efficient aircraft in service, consuming 25% less fuel, producing 25% fewer carbon dioxide emissions, and lowering noise emissions by up to 50% over the airline's current A340s.

FINAL THOUGHTS

By adding this generation of aircraft, Edelweiss is proving to be not just a holiday airline, but a Premium leisure carrier with serious ambitions. The adoption of such a smart aircraft brings not just operational efficiency, but is a win for passenger comfort and overall experience.

While the details are under wraps, the new cabin's debut, set for November, will further improve the passenger experience. For a growing number of airlines, Premium Economy is becoming the sweet spot, as it offers a better seat and service than Economy but without the full Business Class price tag. Other airlines are adopting a 1-2-1 Business Class layout with direct access to the aisle for everyone. Will we see this at Edelweiss?

12 The in-flight entertainment system offers around 400 films, 200 TV programs, and 100 albums, playlists, and audiobooks, along with a selection of games.

13 The event was attended by media representatives, all past and present CEOs of Edelweiss, and Edelweiss employees.

14 The elegant wingtip of the Airbus A350-900 features the Edelweiss flower—mirroring the tail emblem—seen here with the shadow of a spotlight.

OZARK AIR LINES

PART TWO

"GO GETTERS GO OZARK!"

Story **DAVID H. STRINGER**

Photos **AS NOTED**



THE DC-3 REPLACEMENT

Each of America's 13 local service carriers relied upon the sturdy, dependable Douglas DC-3 as the backbone of its fleet. These aircraft were plentiful, reliable, and safe. They carried the right number of passengers, and—with the economics of local air service—they provided a decent return on investment as long as the US government continued to pay a subsidy for flying into the smaller cities and towns that were the reason for the locals' existence.

But, as reliable as the DC-3s were, they would not last forever. And, with several of the routes served by these carriers becoming very popular, the need for larger and more modern equipment was obvious. Some of the locals had begun to patronize the used aircraft marketplace, purchasing second-hand Martins and Convairs to supplement the 'Threes' on their most lucrative routes. And everyone was waiting for aircraft manufacturers to design a DC-3 replacement: an aircraft that would be faster, pressurized, and have just the right number of seats while still being



economical to operate into small and medium-sized cities.

In the spring of 1958, Laddie Hamilton and Paul Rodgers, Ozark's Director of Public and Interline Relations, traveled to England along with executives from other US local service carriers. Their destinations were the Vickers-Armstrongs facilities at Hurn and Weybridge, and the Rolls Royce plant in Derby to examine the specifications and the layout of a new version of the Vickers Viscount. Dubbed the Viscount 790, this adaptation

of the popular, four-engine turboprop airliner was designed with the local airlines in mind. The group of Americans studied the data and returned home. None of them placed an order for the Viscount.

The search continued for an aircraft that would be just right for Ozark's system. In addition to the Viscount, Ozark's management team studied the new French Sud Aviation Caravelle twinjet, the Allison turboprop-powered Convair, and a new design called the Fairchild F-27, an American-built version of the Dutch Fokker Friendship. The

① To supplement its fleet of DC-3s, Ozark selected the brand-new turboprop Fairchild F-27. The company's first three F-27s entered scheduled service on January 4, 1960.
// PAUL ZOGG COLLECTION

2 This map from 1958 shows existing routes, routes recently awarded by the Civil Aeronautics Board in the Seven States Investigation Case, and routes applied for (dotted lines). All US air carriers were dependent upon the CAB for modifications to their route systems. // DAVID H. STRINGER COLLECTION

**3 DC-3 N139D at
Chicago-Midway
(MDW) in 1959.
// PAUL ZOGG
COLLECTION**

turboprop F-27, referred to as a 'jet prop' or 'prop jet', employed modern technology. It carried 40 passengers, similar to the Viscount, Martin, and Convair products. Unlike the Viscount, the F-27 had only two engines, which were set into a high wing above the fuselage. The design gave every passenger an unobstructed view of the world

below. In December of 1958, Ozark placed its initial order for three of the brand-new F-27s.

New aircraft would not be arriving a minute too soon. In 1957, Ozark began service over another route, this one to the Twin Cities of Minneapolis/St. Paul via Cedar Rapids, Iowa, and Rochester, Minnesota. Then, in

1958, the Civil Aeronautics Board (CAB) concluded its Seven States Investigation Case, awarding Ozark more new mileage and eight new cities to be served. In the summer of 1958, Ozark bought four additional DC-3s from Northwest Airlines, upgrading them to Challenger 250 standards and bringing the fleet total to 24.

In September 1958, it was announced that Ozark ranked first among all 13 local service carriers in load factor for the preceding 12 months and the company ranked second among its peers as a producer and receiver of interline passengers and dollars.

Laddie Hamilton's health began to decline and, in June 1959, he resigned from both of his positions at Ozark: President and Chairman of the Board.

Hamilton had created Ozark from a pipe dream and built it into an airline serving 45 airports in 10 states with 24 aircraft. He had overseen the purchase of state-of-the-art F-27s, and now he was turning over the reins of his organization. His friend Floyd W. Jones was named Chairman,





and Joseph H. FitzGerald, the company's General Manager, was named President. FitzGerald had previously been with both the CAB and the FAA (then called the CAA-Civil Aeronautics Administration).

NEW AIRPLANES FOR A NEW DECADE

The first F-27 arrived in St. Louis on July 27, 1959, and scheduled service was set to begin on September 27. But there was a setback. The company's contract with its ALPA-represented Pilots did not cover specific conditions related to flying the F-27. Negotiations addressing these issues had to be concluded before the aircraft entered scheduled service. In the meantime, Ozark's new airplanes spent their time touring the system and being used for promotional flights to introduce the public to a new era of local service air travel.



Contract issues were settled, and the F-27s made their debut operating scheduled flights on January 4, 1960. The three Fairchilds provided much-needed capacity, but the company would soon require even more available seats to offer the public.

In 1960, American Airlines applied to the CAB for permission to terminate service at Springfield and Peoria, Illinois, and at Springfield and Joplin, Missouri. TWA also had no interest in continuing its service to Peoria. However, the abandonment of Peoria and Springfield, Illinois, by the trunk airlines would leave Ozark as the only way out of town

by air for both cities. While TWA terminated its service at Peoria on April 24, 1960, litigation kept American from abandoning these communities. After two years of hearings, American finally terminated service at Peoria and at the capital of Illinois on August 13, 1962. American's service at Joplin and Springfield, Missouri would end the following year.

To accommodate Ozark's expanded schedule at these four points, and to replicate American's level of service, FitzGerald's team purchased four 40-passenger Convair 240s, the same type of equipment that American had used on its service to these cities. Ozark increased

❸ Mary Jane Reed began her career as an Ozark Flight Attendant in 1955. In 1960, she became Chief Stewardess at the Chicago base, and on December 1, 1961, she was named System Chief Stewardess. // R. DEAN DENTON COLLECTION

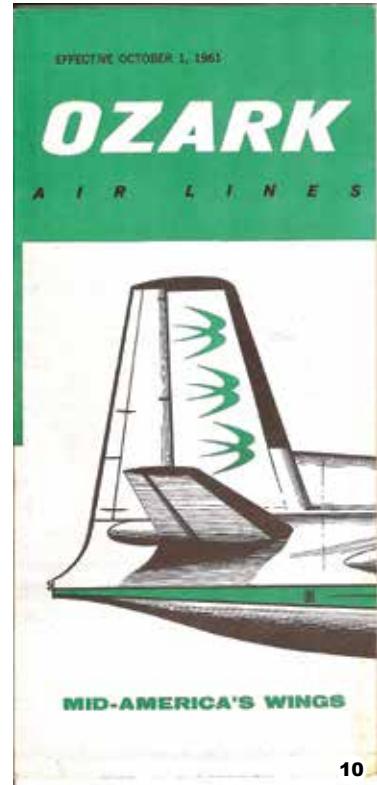
❹ Ozark's August 1, 1959 system timetable with an image of things to come. Negotiations with Ozark's Pilots delayed the start of F-27 scheduled services until January 1960. // DAVID H. STRINGER COLLECTION

❺ A winter ramp scene showing two DC-3s and an F-27. // R. DEAN DENTON COLLECTION

❻ DC-3 N132D at Chicago-Midway. // R. DEAN DENTON COLLECTION



8



10



9

its schedule and, pretty soon, the local airline with the green airplanes was carrying more traffic out of all four stations than they had ever generated before. Peoria's leaders, in particular, wound up being very pleased with Ozark's level of service after an initial period of skepticism.

In May 1960, Ozark opened an additional crew domicile, this one in Chicago, to support the airline's growing operations. On April 29, 1962, all of Ozark's remaining service at Chicago's Midway Airport was transferred to O'Hare Field. Midway was suffering

through its first demise, only to be reborn a few years later with the introduction of jet aircraft that could use the airport's notoriously constrained runways.

Ozark boarded its 4 millionth passenger on September 11, 1962, and continued adding capacity by purchasing an additional F-27 and another Convair. The company ended the year with 32 aircraft: four F-27s, five Convair 240s and 23 DC-3s.

By 1964, 12 Ozark stations were each boarding more than 20,000 passengers per year.

Chicago led the list, enplaning almost a quarter of a million. Next was St. Louis, which saw 111,000 boardings. Peoria had close to 72,000. Champaign/Urbana, home to the University of Illinois, welcomed 38,000 passengers aboard the local service airline that year.

The company introduced the slogan "Go-Getters Go Ozark!" and, in keeping pace with the big guys, began offering cocktail service on its F-27s and Convairs in June 1964. This service would not be extended to DC-3 passengers until early 1966.

Joseph H. Fitzgerald resigned as Ozark's President at the end of July 1963, and Thomas L. Grace, recruited from Northeast Airlines, filled the vacancy. Grace was an airline man, having served as president of Slick Airways, an all-cargo line, before becoming Vice President of Operations at



11

8 A staged photo of Ozark Stewardess Dee Thayer and Director of Advertising Earl Bowman, Jr. at St. Louis-Lambert Field (STL) ticket counter. Just beyond Ozark's installation is the ticket counter of local service carrier Central Airlines. That company's schedule board is visible behind the young man in the white shirt. // **R. DEAN DENTON COLLECTION**



12

9 DC-3 N142D at Chicago-O'Hare (ORD). In April 1962, all of Ozark's remaining operations at Midway Airport were transferred to O'Hare. // **PAUL ZOGG COLLECTION**

Northeast. He dove headlong into the issues facing Ozark, primarily aircraft acquisition, and worked out a lease/trade agreement with Mohawk Airlines to take that company's 14 Martin 404s in exchange for Ozark's Convair 240s, a type that Mohawk had been flying since 1955. The aircraft swap began with the first Martins going into service on Ozark's system on December 1, 1964.

At the January 1965 dedication of Ozark's new general office building and maintenance facility, built by the City of St. Louis to replace the 1952

building, Grace announced that Ozark would enter the ranks of pure-jet operators by introducing Douglas DC-9s in early 1966. He had signed an order for three DC-9-15s.

Grace's plans did not stop there. The Martins were intended to replace the DC-3s. Now, he ordered yet another new type to replace the Martins and the F-27s: the Fairchild-Hiller FH-227B, an enlarged and modernized version of the F-27. The new airplane would carry 48 passengers, had more powerful Rolls Royce turbine engines

than the F-27, and carried its own Auxiliary Power Unit (APU), reducing the need for ground power units. The company placed an order for 21 FH-227Bs. Grace's goal was to turn Ozark into an all-turbine-powered carrier and revamp the entire fleet by the end of 1967.

The DC-9-15 order was doubled to six aircraft in July 1965 and, in November, a further DC-9 order was placed, this time for three of the stretched -30 model.

Despite the all-turbine goal, two old piston-liners were introduced into the fleet in mid-1965 when Ozark inaugurated 'Cargo-getter' service with all-cargo C-47s (military designation for the DC-3). As the former president of an all-freight airline, Grace knew well the economic possibilities of such service. The two C-47s brought scheduled all-cargo service to 16 stations.

The first DC-9 arrived in St. Louis on May 28, 1966, and the initial scheduled jet service took to the skies on July 15—from St.

10 Ozark October 1, 1961 system timetable. // **DAVID H. STRINGER COLLECTION**

11 Ozark purchased four Convair 240s for use on services transferred from American Airlines in 1962 and '63. N2404Z is pictured in this Bob Woodling Collection photo. // **PROCTOR-LIVESEY-THOMAS COLLECTION**

12 F-27 N4301F taxis at Chicago-Midway in 1961. // **PAUL ZOGG COLLECTION**



13

13 Even the DC-3s were painted in the new 'three swallows' livery, featuring a lighter shade of green. // BOB WOODLING PHOTO VIA PROCTOR-LIVESEY-THOMAS COLLECTION

14 Convair 240s N2400Z and N2400Z. The Convairs only served with Ozark for two years. They were traded to Mohawk Airlines in exchange for that company's fleet of Martin 404s. // 14) PROCTOR-LIVESEY-THOMAS COLLECTION. 15) R. DEAN DENTON COLLECTION

15 Ozark's route map as of June 1, 1964. The company's routes now blanketed the central Midwest. // DAVID H. STRINGER COLLECTION



14



15

Louis to Chicago via Peoria. On board that inaugural jet flight was Arthur B. Skinner of Kirkwood, Missouri. Mr. Skinner had been Ozark's very first passenger that day in September 1950 when a DC-3 taxied away from the gate in St. Louis with just one passenger on board... himself!

The first of the FH-227Bs landed in St. Louis on August 6, 1966. After each 227 arrived from the factory in Hagerstown, Maryland, it was flown to Fort Worth, Texas, where Horton & Horton installed Ozark's selected cabin interior and galley. The first scheduled FH-227B service took place on December 15, 1966, postponed from December 1 due to a system certification delay. Flight 831 left Chicago O'Hare for Champaign/Urbana and other points at 07:00 that morning, enjoying inauguration ceremonies at each stop along its route.

With the FH-227Bs entering service, Ozark would spend the next several months operating five different aircraft types: DC-3/C-47, Martin 404, F-27, FH-227B and DC-9.

While the new aircraft were being delivered and put into service, Ozark management was making big plans for expansion. A merger between Ozark and its neighboring local service carrier, Central Airlines, had long been a subject of speculation. On September 20, 1966, Floyd W. Jones, Ozark's Chairman of the Board, and A.A. Bradley, Chairman of Central, announced that the two companies would merge, with Ozark to be the surviving carrier. The combined company would serve 99 cities in 15 states. For its own planned entry into the jet age, Central had four DC-9s on order.



17 Martin
404 N469M
photographed
at Waterloo,
Iowa (ALO).
The Martins
served in Ozark's fleet
from December
1964 until August
1967. // PROCTOR-
LIVESEY-THOMAS
COLLECTION

18 To keep pace
with the amenities
offered by trunk
airlines, Ozark
introduced cocktail
service in 1964. //
R. DEAN DENTON
COLLECTION

midst of a US\$55 million aircraft purchase program, Grace's words made sense.

Central wound up merging with Frontier Airlines the following year.

FROM CORNFIELDS TO THE BIG APPLE

Ozark did not need a merger to expand. Acquiring Central would have been a quick and easy way to add a whole lot of new stations, route mileage... and problems to the Go-Getter network. But just three days after disclosing that it planned to merge with Central, Ozark announced a new route to Denver, awarded by the CAB. The flight to the Colorado capital, nonstop from Sioux City, would give Ozark a relatively long segment on which to use its DC-9s, illustrating a problem that was becoming evident among the local airlines. With new jets coming on-line, the local airlines needed to fly longer distances, with the possibility of bigger passenger loads, in order to make a profit with their expensive new birds.

The CAB would have to make some difficult decisions about route expansion, keeping the defined role of the locals in mind. The best way to do this was to award local service carriers long-distance routes to big markets from smaller cities, bypassing what might be the traditional hub. In other words, let Ozark pick up passengers in Waterloo and Sioux City and then fly them nonstop to Denver instead of delivering them to a trunk carrier in Omaha or Minneapolis in order to continue the journey to Denver. The local service airlines would still be transporting passengers from small and medium-sized cities to a big-city airport, but the big-city airport



The October 1966 issue of Ozark Air Lines News was devoted to familiarizing employees with Central, which had just recently embarked on a 'fresh, new look' which included new corporate colors, a new symbol plus trademark lettering applied to all public areas and aircraft, new uniforms and new aircraft interiors.

Less than two months later, the merger was called off. Tom Grace stated that "the money market... has been tight and we found it untimely to complete the merger." Considering that Ozark was in the



19

19 A pair of DC-3s and an F-27 on the ramp at Chicago-O'Hare. // R. DEAN DENTON COLLECTION

20 St. Louis model Pat Christman was featured as an Ozark Flight Attendant in the company's popular Hostess advertising program (see sidebar). // DAVID H. STRINGER COLLECTION

21 DC-9 jet service was introduced on July 15, 1966. DC9-15 N970Z is pictured in this Douglas Aircraft Company photo. // PROCTOR-LIVESEY-THOMAS COLLECTION

"Have a sudden meeting in another city? We'll rise to the occasion."



Serving Mid-America from Minnesota to Oklahoma...from Indiana to Colorado.

go-getters go OZARK
AIR LINES

would be outside of the carrier's traditional territory. The only drawback was the siphoning of prospective passengers away from the trunk airlines that would have traditionally taken those small-town folks on the last leg of their journey.

But the line separating trunk carriers from local service carriers had already begun to blur. The CAB had slowly begun to grant permission for local airlines to fly nonstop between some big city pairs in competition with trunk carriers. From January 1967, Ozark began flying nonstop between Louisville and Indianapolis – two cities that were relatively close – in competition with Delta and with Lake Central, another local airline that had just entered the market. This was followed by nonstop service between St. Louis and

20



20 Fairchild Hiller FH-227s also joined the Ozark fleet in 1966, entering scheduled service on December 15. // R. DEAN DENTON COLLECTION

21 DC-9-15 N973Z was photographed at Peoria (PIA) in 1967. // PROCTOR-LIVESEY-THOMAS COLLECTION



Milwaukee - a significantly longer distance - but Ozark offered the only nonstop service on the route at the time and flew it without subsidy.

Then came the CAB award that put Ozark's status into a new perspective: on November 15, 1968, the company introduced nonstop DC-9 service between its two biggest stations: Chicago and St. Louis. This put Ozark in direct competition with American Airlines and with Delta. You could now board a jet offering both First Class and Coach accommodations nonstop between these cities on either a trunk carrier or a local service carrier; there was no difference. Ozark had begun outfitting its DC-9s with a two-class configuration a few months before.

In the spring of 1967, Ozark filed applications to offer service between Chicago and Anchorage, Alaska, via Calgary, Alberta. The company also asked for an extensive hub of routes radiating from Omaha, including service from that city to Portland and Seattle. These requests were eventually denied and appeared a bit ridiculous at the time. They certainly had no relation to the carrier's status as a local service airline. But the tide would turn in the years ahead, and Ozark's Director of Route Development, Dan Gibbs, was ready to introduce Ozark Air Lines to new parts of the continent.

Shortly thereafter, Ozark petitioned for a much more plausible route: the right to fly nonstop to New York and to Washington, DC, from Peoria, Champaign/Urbana, and Springfield, Illinois - three stations served exclusively by Ozark.

20 New Ground Hostess and Flight Attendant uniforms were introduced in the summer of 1969, as reported in this issue of the Go-Getter News. // DAVID H. STRINGER COLLECTION

21 DC-9-15 N973Z taxis past the Roscoe Turner Aeronautical Corporation facility at Indianapolis (IND) in this Glendon Kidd photo. // PROCTOR-LIVESEY-THOMAS COLLECTION



Right Bright

Two new, modern uniform ensembles were added recently to the Ozark Land scene. Both the ground hostess uniform, shown by Julie Langwith, Quad Cities, left, and the in-flight uniforms, modeled by one set of Ozark's twin hostesses, Mickey Jordan and Pat Ross, right, are similar in design, but different in their new, bright colors. The in-flight uniforms include two different dresses for each girl, both an A-line design. The one in lime green with contrasting navy blue panels, one with a blue front panel features a mandarin collar, and the other has side panels and a fitted jewel collar. The summer weight uniforms include a semi-fitted, buttonless jacket in the same green, with bracelet length sleeves. Accessories are navy blue low heel shoes, shoulder bag and gloves, and a modified A-line, double-breasted trench coat in a lighter color called bluebird. Ground hostesses also have two uniforms, identical, except one is off-white with moss green trim, as shown, and the other has these colors reversed. An off-white, open-front jacket and brown and white coat complete the outfit.



Go-Getter news

Vol. 18, No. 7

Ozark Air Lines, St. Louis, Mo.

July, 1969

24

New Record Set In June,

New DC-9 Delivered Making 14 In Fleet

Ozark now has 14 DC-9 jets in its fleet since taking delivery of a Series 30 model this month. The



25

On the last day of February 1969, the CAB granted Ozark the routes to Washington (Dulles) and New York (LaGuardia). Nonstop service was authorized to both East Coast cities from Peoria, Springfield, and Champaign/Urbana, Illinois, and also from Waterloo, Iowa. The Waterloo to New York award - 956 miles

- was the longest segment awarded to a local service carrier up until that time. Service to Washington and New York was inaugurated on April 27. Ozark's route system now stretched from the Rocky Mountains to the East Coast or, as the company itself would advertise, "two-thirds transcontinental".

GOODBYE TO THE OLDER PROPS

On August 14, 1967, Ozark retired its last Martin 404 from service, and the final F-27 flights disappeared from the carrier's schedules with release of the October 29, 1967 timetable.

Three DC-3s continued to soldier on in the fleet as there were airports on Ozark's system that could not accommodate larger aircraft. But a year later, on October 27, 1968, Ozark finally met Tom Grace's goal of becoming an all-turbine powered airline. The last DC-3 flight was made the previous day into the only remaining station unable to handle larger aircraft: Columbia Municipal Airport in Missouri. On October 27, Ozark flights began serving the new Columbia

Regional Airport, with its 6,500ft (1,980m) runway, located midway between Columbia and Jefferson City. FH-227B flights into the new airport replaced DC-3 service at the two cities' individual airports. Also receiving jet-prop service from October 27 were Moberly and Kirksville, Missouri, the other two stations previously served exclusively by DC-3 flights.

On February 3, 1969, at the age of 79, Floyd W. Jones, the bus line owner who had financed Laddie Hamilton's plans for an airline, passed away in Springfield, Missouri. Jones was still serving as the Chairman of Ozark's Board of Directors when he died. Hamilton, who had retired 10 years before due to failing health, outlived Jones by two years.

In addition to the Washington and New York service, Ozark added one more new market—Dallas/Fort Worth, served through Dallas's Love Field—to its system in 1969. As with the Chicago to St. Louis nonstop route, service was permitted nonstop from St. Louis to the Texas airport. Again, the line between local airline and trunk carrier had been blurred.

With a fleet of pure jets and turboprops, and with significant new routes, Ozark was ready to fly confidently into the 1970s.

THE THIRD AND FINAL INSTALMENT OF THE OZARK AIR LINES STORY WILL APPEAR IN THE NEXT ISSUE OF AIRWAYS.

A version of this series of articles about Ozark appeared in Airways in 2012. The Ozark Air Lines story will also be included in the forthcoming book, *Exploring Airline History with David H. Stringer: The Airways Magazine Articles, Volume Three*. ☈

THREE SWALLOWS



in the August 1959 issue of Ozark Air Lines News as "three sets of two overlapping elliptical curves arranged to suggest the graceful swept-back wings and deeply forked tail of the swallow." The simple, distinctive symbol conveyed the concept of motion.

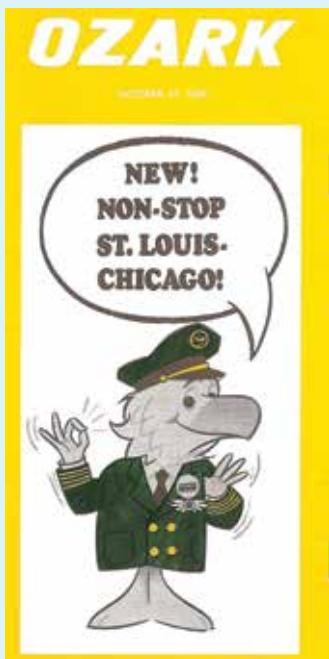
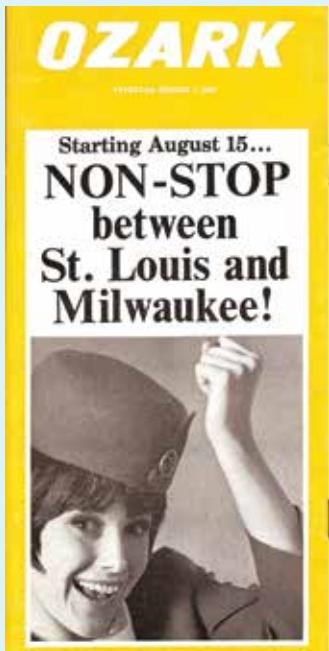
In mythology, swallows were sometimes linked to Mercury, the Roman god of swift and safe travel. In the United States, the arrival and departure of a large flock of swallows at Mission San Juan Capistrano in California on the same dates annually was a phenomenon that captivated the public's attention because of the unexplained clocklike regularity of the events. Each year, as if on schedule, the flock would arrive at the mission on St. Joseph's Day, March 19, and depart on St. John's (San Juan's) Day, October 23. Therefore, the three swallows were chosen for Ozark as symbols of safe travel and scheduled flight.

With the arrival of the new F-27s in 1959, Ozark embarked on a corporate makeover. The distinctive dark green paint scheme and trademark 'O' with the image of a DC-3 flying out of it above the letters 'zark'—a solid traditional logo of the 1950s—gave way to more modern imagery consistent with the introduction of brand-new, state-of-the-art aircraft.

St. Louis-based industrial design firm Alan E. Sherman and Associates developed a simple but unique new logo for the company. The 'three swallows' trademark was described

In conjunction with the introduction of the three swallows emblem, a new, lighter shade of green, developed by DuPont & Company for the airline, was introduced as Ozark's corporate color. The new lighter green lacquer and enamel paint would be applied to all of Ozark's aircraft as part of an updated livery.

The three swallows became so successfully associated with Ozark Air Lines that the company used the trademark until the end of its existence in 1986.



A HOSTESS, A BIRD, AND A COMEDIAN

In 1964, Ozark employed a St. Louis-based agency, D'Arcy Advertising, to handle the airline's publicity campaigns. At Ozark's first-ever systemwide sales meeting, held at the Ramada Inn in St. Louis on July 29, 1964, D'Arcy unveiled a new slogan for the company: "Go-Getters Go Ozark." It was the beginning of a productive relationship between Ozark Air Lines and the D'Arcy firm.

At the airline's February 1967 managers' meeting, D'Arcy account executive Bob Mudd introduced a new program simply called the Hostess Campaign. The previous year's publicity had highlighted new aircraft—DC-9s and FH-227s. Now, the agency wanted to shift the focus to people. With local St. Louis model Pat Christman wearing an Ozark Flight Attendant uniform, this 'Hostess' was featured in closeup shots striking different poses with two-line copy getting the 'Go-Getter' message across.

Examples included, "Have a sudden meeting in Chicago? We'll rise to the occasion." And, "I can't bear to think of you driving all the way to Kansas City. No one to spoil you."

The campaign was very successful and won advertising competition awards. Ms. Christman appeared on billboards, timetable covers, and in magazines. A series of interline ads featuring her as the Ozark Hostess promoted connecting travel with American, Braniff, Eastern, and TWA.

In an effort to keep things fresh, in February of the following year, D'Arcy unveiled the

theme for 1968. A cartoon bird, dressed in a Pilot's uniform and dubbed "Go-Getter Bird" became Ozark's pitchman. Earl Bowman, Ozark's Director of Advertising and Sales Promotion, stated: "Being a bird, he is a natural authority on flying. His sense of humor... permits him to say things more directly... than any other Ozark salesman could say."

Go-Getter Bird soon graced timetable covers, ticket envelopes, billboards, and newspaper ads, with emphasis on the "specialized media" of college newspapers.

Then, in early 1969, Bowman stated, "The bird did a good job for us in 1968, but he is being retired". Messrs. Bowman and Mudd announced that, for 1969, the company's spokesperson would be a young comedian named George Carlin.

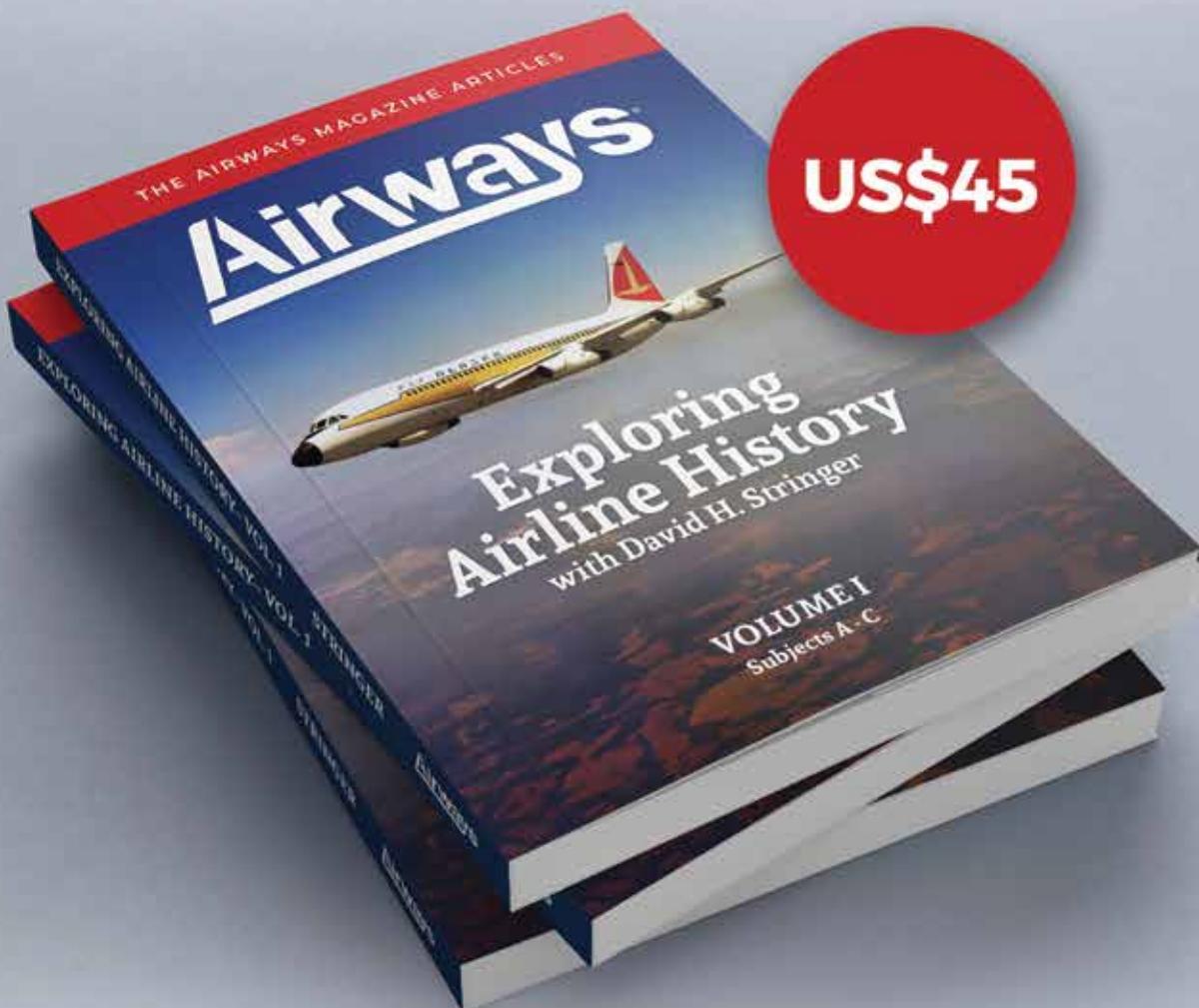
Carlin was an up-and-coming performer who had appeared on several television shows and in a recent movie. The Ozark campaign was called "Letting George Do It" and featured Carlin's 'plastic face' inside of a somewhat rectangular 'O', which was supposed to represent an airplane window, a television screen, and the O in Ozark. Text for the ad was written underneath the 'screen'.

All three of these campaigns were memorable and brought the desired attention to the Go-Getter airline. George Carlin went on to great success as a professional comedian and passed away in 2008 at the age of 71.

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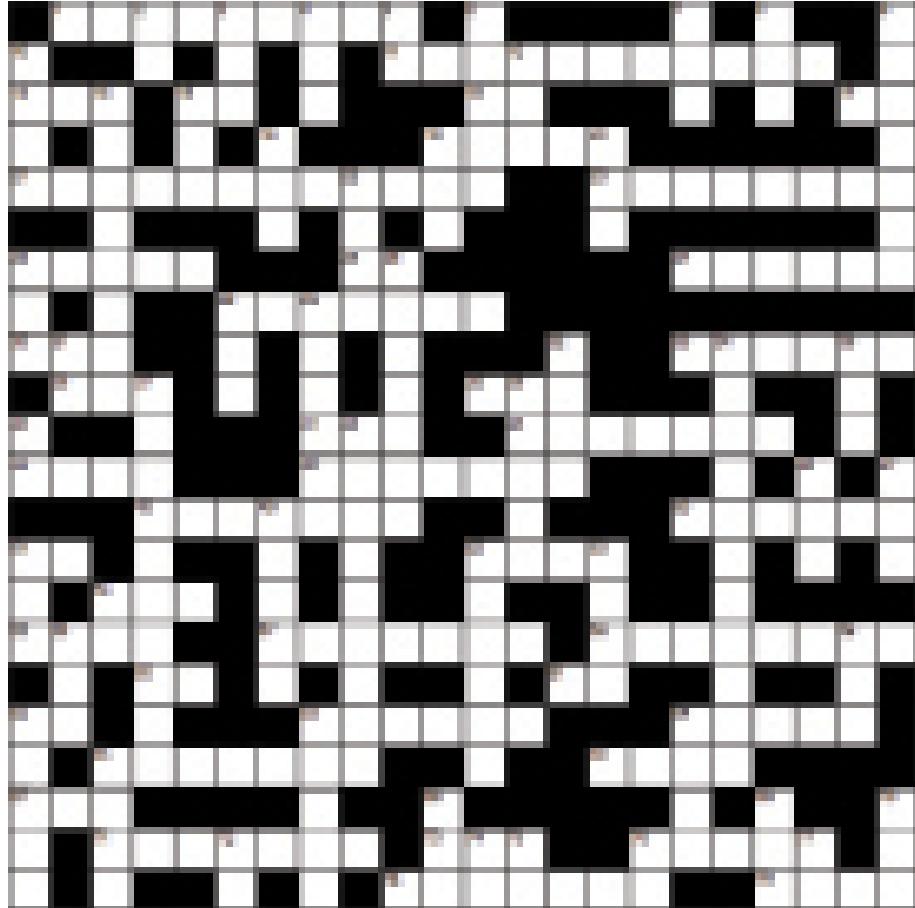
CROSSWORD

Across

1. Air..., Cook Islands carrier
11. CityBird callsign
13. United Parcel Service
15. Régional IATA code
16. TAROM IATA code
17. Canadian Airlines IATA code
19. First production commercial jetliner.
21. Defunct UK carrier (2003-2009)
23. Flight..., aircraft's performance limits
24. Prior LAN Colombia name
25. Unaccompanied Minor
27. Visible masses of water droplets suspended
28. Direction or bearing
30. Fairbanks International Airport
33. Distress call
36. Haneda Airport
38. Formerly known as Santa Barbara Airlines
41. Not VFR
43. Stop or break in a journey
44. Control wheel of an aircraft
45. 737-300, -400 and -500
48. The shape of any flying surface
50. America, Atlantic and Australia
51. Ryanair IATA code
52. Ground Proximity Warning System
54. Olympia Regional Airport
55. Austrian low-cost carrier
57. Large aircraft storage facility
58. Pitch, roll, and yaw
60. Spirit Airlines IATA code
61. Cumulonimbus
62. Trans World Airlines IATA code
63. Famous at PDX Airport
64. Portuguese charter carrier
65. L-1011 nickname
66. Mongolian Airlines
67. Atlantic Southeast Airlines
71. South London Airport, now closed
73. Instrumental Landing System
76. de Havilland Canada Single and Twin
78. In waiting list
79. Florida-based charter carrier

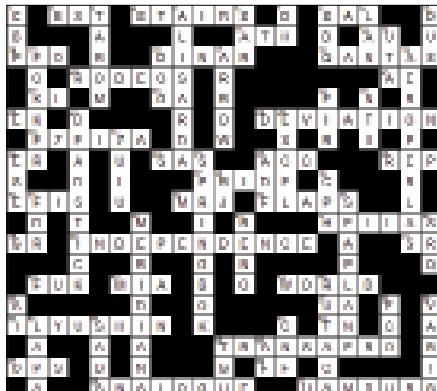
Down

2. Royal Jordanian IATA code
3. Toulouse–Blagnac Airport
4. Airbus latest
5. Maintenance or modification ordered by FAA
6. Air One callsign
7. Riga International Airport
8. John C. Munro Hamilton International Airport
9. Canadian North callsign
10. ...Air, Bahrain's Flag Carrier
12. Aircraft Operating Manual
14. Transatlantic service by Laker Airways
15. Montréal–Pierre Elliott Trudeau International Airport
18. Jomo Kenyatta International Airport
19. Clear-Air Turbulence
20. Trans European Airways
22. Low, foglike cloud layer
24. Narimanovo Airport
26. OpenSkies callsign
28. DFW or MIA to American Airlines
29. ...Airline Company, Miami-based carrier
31. Air Algérie IATA code
32. Civil Aviation Administration of China
34. DFW-based cargo carrier



38. Cerro Moreno International Airport
37. Boeing 787 moniker
39. Non-rigid airship
40. Etihad Airways IATA code
42. Short-lived African airline (1990-1994)
46. Baghdad International Airport
47. O.R. Tambo International Airport
49. Maneuver before touchdown
51. Controls the yaw of an aircraft
52. The food on board is prepared there
53. Creators of the Scandia, 340 and 2000
54. CSA Airlines IATA code
56. Increased Gross Weight
59. Distance Measuring Equipment
62. Shorts 360 operator
63. Ceiling and Visibility OK
64. Line up and...
65. Taken over by Avianca in 2013
68. Pittsburgh International Airport
69. Regional Express Airlines
70. Wagga Wagga Airport
72. Mesa Airlines IATA code
74. LAN Airlines IATA code
75. Brussels Airlines IATA code
76. Omni Air International IATA code
77. Round trip

ANSWER KEY | May 2025 Issue



Answers will be unveiled in our next issue
(July 2025)

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