

KLM - 100 Years

On 7 October, 1919, KLM Royal Dutch Airlines will become the world's first airline still operating under its original name to mark its 100th anniversary. Two other airlines in the world are very close in age, the Colombian airline Avianca was founded on 5 December 1919, initially under a different name, and QANTAS was founded in November 1920. KLM, is the Dutch national airline and one of the ten largest employers of Netherlands. Its home base is Amsterdam Airport Schiphol.

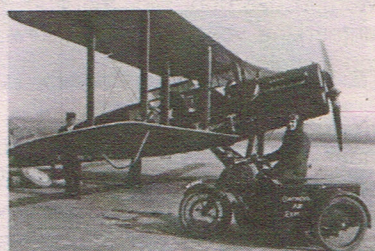
How did KLM come about?

Mankind has been trying to fly since time immemorial. During the later years of the 19th century progress was being made with balloons and dirigibles, but it was not until engine power became available that flying experiments progressed to true flight. In 1902 the Wright brothers demonstrated a workable solution. From then on, aviation, the development of practical aeroplanes and airships and their early application, alongside balloons and kites, for private, sport and military use took off. During World War 1, both sides used aeronautical devices.

In 1919, a young aviator named Albert Plesman sponsored an aviation exhibition in Amsterdam. The exhibition was a great success and after it closed several Dutch business interests planned to establish a Dutch airline, which Plesman was nominated to head. In September 1919, Queen Wilhelmina awarded the about to be founded company its «Royal» («Koninklijke») predicate. On 7 October 1919, eight Dutch businessmen, including the wealthy Frits Fentener van Vlissingen, founded the Koninklijke Luchtvaart Maatschappij (KLM) as one of the first commercial airline companies. They provided the start-up funds of 1,2 million guilders. Plesman became its first administrator and later director. A first office was opened on the Herengracht in The Hague.

The first KLM flight took place on 17 May 1920. KLM's first pilot, Jerry Shaw, flew from Croydon Airport, London, to Amsterdam. The flight used a leased De Havilland DH-16, which was carrying two British journalists and some newspapers. Its max capacity was 4 passengers. That first year, KLM carried 22 tons of freight and 440 passengers. After a winter pause (planes were drafty and had no heating), KLM resumed its services in April 1921, using its own pilots, and Fokker F.II and Fokker F.III planes. They were single-

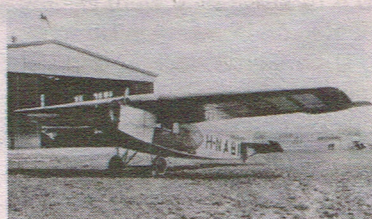
engined high-winged monoplane aircraft, produced by the Dutch aircraft manufacturer Fokker. It could carry five passengers.



The first KLM plane, De Havilland DH.16, Croydon 1920.

Source: Flightglobal

In 1921, KLM started scheduled services and opened a booking office in Amsterdam. In 1922, one of the Fokker F.III aircraft got lost above The English Channel. It was KLM's first deadly accident. Apart from that first De Havilland plane, KLM flew almost exclusively Fokker aircraft till 1936, when a Douglas DC3 plane was purchased. Since then, KLM has flown with DCs, Lockheeds, Vickers Vicounts, and Convairs. Apart from 12 DC-10s, purchased in 1972, the fleet has been mainly Airbus and Boeing since the 1970s.



Fokker F.III. Source: KLM Fleet Database

On 1 October 1924, KLM's first intercontinental flight took off. The destination was Batavia (now Jakarta), in the Dutch East Indies (Indonesia). The flight used a Fokker F.VII. In September 1929, regular scheduled services between Amsterdam and Batavia commenced. Until the outbreak of the Second World War in 1939, this was the world's longest distance scheduled service by airplane.

By 1926, KLM was offering flights from Amsterdam, to 8 destination in western Europe, using primarily Fokker F.II and Fokker F.III aircraft. In 1930, KLM carried 15,143 passengers, making the company third in the world, after Pan American Airways and Imperial Airways. In 1934, the KLM Douglas DC-2 aircraft Uiver placed second in the MacRobertson Air Race from RAF Mildenhall, England, to Melbourne.

The first experimental transatlantic KLM flight was between Amsterdam and Curaçao in December 1934 using a Fokker F.XVIII. The first of the airline's Douglas DC-3 aircrafts

was delivered in 1936, these replaced the DC-2s on the service to Sydney (via Batavia). KLM was the only civilian airline to receive the Douglas DC-5; the airline used two of them in the West Indies, and is the only airline to have operated all Douglas <DC> models other than the DC-1.



KLM Douglas DC-3 at Manchester, 1947
© Ruth AS

Second World War

When Germany invaded the Netherlands on 10 May 1940, a number of KLM aircraft, mostly DC-3s and a few DC-2s, were en route to or from the Far East, or were operating services in Europe. Five DC-3s and one DC-2 were diverted to Britain. During the war, these aircraft and crew members flew scheduled passenger flights between Bristol and Lisbon under BOAC registration. One of the KLM planes, a DC-3, was attacked by the Luftwaffe on 1 June 1943, when it crashed into the Bay of Biscay, killing all 17 on board. There were several notable passengers, among them actor Leslie Howard (famous from *Gone with the Wind*).

In 1940, some KLM aircraft and their crews ended up in the Australia-Dutch East Indies region, where they helped transport refugees from Japanese aggression in that area. One of these, a Douglas DC-3 airliner was carrying refugees from Bandung when, on 3 March 1942, it was shot down, 80 km north of Broome, by Japanese planes returning from a raid on Broome, with the loss of four lives and a fortune in diamonds, only some of which were ever recovered.

After the end of the Second World War in August 1945, KLM immediately started to rebuild its network. As the Dutch East Indies were in a state of revolt, Plesman's first priority was to re-establish KLM's route to Batavia. Domestic and European flights resumed in September 1945, initially with a fleet of Douglas DC-3s and Douglas DC-4s.

In May 1946, KLM was the first continental European airline to start scheduled transatlantic flights between Amsterdam and New York City using Douglas DC-4 aircraft. On 26 January 1947, a KLM Douglas DC-3 crashed after

take-off from Copenhagen, killing all 22 on board, including Prince Gustaf Adolf of Sweden. By 1948, KLM had reconstructed its network and services to Africa, North and South America, and the Caribbean.

Long-range, pressurized Lockheed Constellations and Douglas DC-6s joined KLM's fleet in the late 1940s; the Convair 240 short range pressurized twin engined airliner began European flights for the company in late 1948.

During the immediate post-war period, the Dutch government expressed interest in gaining a majority stake in KLM, thus nationalizing it. Plesman wanted KLM to remain a private company under private control; he allowed the Dutch government to acquire a minority stake in the airline.

In 1950, KLM carried 356,069 passengers. The expansion of the network continued in the 1950s with the addition of several destinations in western North America. KLM's fleet expanded with the addition of new versions of the Lockheed Constellation and Lockheed Electra, which KLM was the first European airline to fly.

On 31 December 1953, the founder and president of KLM, Albert Plesman, died at the age of 64. He was succeeded as president by Fons Aler, until then Chief of the Dutch Air Force. After Plesman's death, the company and other airlines entered a difficult economic period. The conversion to jet aircraft placed a further financial burden on KLM. The Netherlands government increased its ownership of the company to two-thirds, thus nationalizing it. The board of directors remained under the control of private shareholders.

On 25 July 1957, the airline introduced its flight simulator for the Douglas DC-7C, the last KLM aircraft with piston engines, which opened the transpolar route from Amsterdam via Anchorage to Tokyo on 1 November 1958. Each crew flying the transpolar route over the Arctic was equipped with a winter survival kit, including an AR-10 carbine for use against polar bears, in the event the plane was forced down onto the polar ice. Fortunately, this never happened.

In April 1958 the Tourist Class was changed into Economy Class. It was a little more basic than Tourist class was, but KLM made efforts to keep the level of service as high as possible. Ticket prices were more affordable and the number of passengers increased by 27% in three months.

The four-engine turboprop Vickers Viscount 800 was introduced on European routes in 1957. Beginning in September 1959, KLM introduced the four-engine turboprop Lockheed L-188 Electra onto some of its European and Middle Eastern routes.

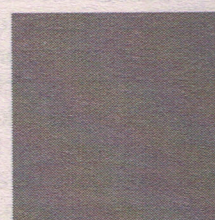
Marianne Pietersen
(to be continued).



KLM Vickers Viscount 803, Manchester, 1964.
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KLM - 100 Years - part 2



The Jet Age

KLM Douglas DC-8-63 at Heathrow in 1982. © Tim Rees

March 1960 was the start of the Jet engine era at KLM with the arrival of a Douglas DC-8 aircraft at Schiphol. It had 4 jet engines, making the flight time much shorter and reducing the number of stops required. From this point on, flights no longer took days, but hours. The new aircraft could fly to New York in half the time of older aircraft.

But the new jets were expensive. KLM reported its first year of losses in 1961. That same year the airline's president, Fons Aler, was succeeded by economist Ernst van der Beugel. However, KLM's financial difficulties continued. Van der Beugel resigned as president in 1963 for health reasons, and was succeeded by businessman Horatius Albarda. A reorganization of the company was initiated, leading to a reduction of staff and air services.

In 1965, Alberda died in an air crash (not KLM) in Switzerland and was succeeded as president by economist Dr. Gerrit van der Wal. Dr Van der Wal reached an agreement with the Dutch government that KLM could again be run as a private company. The stake of the Dutch government in KLM was reduced to a minority stake of 49.5% by 1966. That same year KLM introduced the Douglas DC-9 as their choice for short distance European and Middle East routes.

At Schiphol new terminal buildings, in fact a whole new airport, opened in April 1967, leaving the old airport as "Schiphol Oost", where the buildings were used for admin offices. New head offices were also built, in Amstelveen, and occupied later in 1967. The old headquarters building in The Hague became government offices, but recently they were sold to become apartments.

The development of bigger and better aircraft continued. In 1968 the stretched Douglas DC-8-63 («Super DC-8» or "Super Connie") entered service. It was the largest airliner at the time, seating a max of 244 people, until in February 1971 KLM put Boeing 747-200B widebody jets into service. These Boeings could seat 408 passengers. In 1972, KLM purchased more wide body jets, the McDonnell Douglas DC-10 aircraft.

In 1973, economist Drs Sergio Orlandini was appointed to succeed Dr Van der Wal as president of KLM. In November of that same year, Drs Orlandini had to deal with a hijacking, which fortunately ended with no lives lost. Another hijacking followed in September 1976, when a flight from Nice to Amsterdam ended in Athens. Also without casualties. KLM has been lucky with its hijackings, a (so far) final one in 1993 in Dusseldorf ended also without casualties.

The 1973 oil crisis also caused difficult economic conditions, and led KLM to reducing staff, and to seeking government assistance in arranging debt refinancing. Eventually, additional shares of stock were issued to the government in return for financing. By the late 1970s, the government's stake was again a majority of 78%, re-nationalizing KLM. However, the company management remained under the control of private stakeholders.

In the seventies, KLM, like other airlines, had to deal with overcapacity. Orlandini's solution was to convert KLM 747s to «combis» that could carry a combination of passengers and freight in a mixed configuration on the main deck of the aircraft. This would make the fleet more

flexible. In November 1975, the first of these Boeing 747-200B Combi aircraft were added to the KLM fleet.

In 1977 KLM was involved in the worst aircraft disaster ever, the collision of the Panam and KLM Boeings 747 in the airport of Tenerife, in which 583 people were killed. Investigations attributed the accident to a combination of circumstances. Fog, unclear instructions, no radar, and aircraft crowding at the airport because of bomb threats at another airport, all contributed to the disaster. KLM accepted 70% of the liability and Panam 30%.

The accident had a lasting influence on the industry, particularly in the area of communication. An increased emphasis was placed on using standardized phraseology in air traffic control communication by both controllers and pilots alike, thereby reducing the chance for misunderstandings. Since then, KLM aircraft have not been involved in any fatalities.



KLM Boeing 737-800 departing Birmingham, 2015. © Alan Wilson

KLM's first female pilot, Marlies Verkaik, was hired in 1978. Since then, many more female pilots worked for KLM, including Pilot Lisa Westerhof, who is currently First Officer on the Boeing 737 for Air France KLM. Lisa, is a bronze medal winner at the 2012 Olympic Games in sailing. She also won gold medals at the 2009 and 2012 World championships.

Since the seventies, various charter companies provided low cost competition, many not surviving for long but affecting the market anyway. KLM eventually gained interests in some such companies, such as Martinair and Transavia, which in the early 2000s became full daughter companies.

For the domestic market, KLM had started a daughter company, NLM Cityhopper in 1966. This company eventually became KLM Cityhopper, and flies regional distances also in other parts of Europe.

In the 1980s passenger numbers were growing again. In 1980, KLM carried over 9.7 million passengers. By 1990, KLM carried 16 million passengers.

In 1983, it reached an agreement with Boeing to convert ten of its Boeing 747-200 aircraft into Boeing 747-300s with the stretched-upper-deck modification. The work was done at the Boeing factory in Washington state, and was completed in 1986. The converted aircraft were operated in addition to three newly built Boeing 747-300s manufactured from the ground up.

Also in 1983, KLM acquired the first of ten Airbus A310 passenger jets. Sergio Orlandini retired in 1987 and was succeeded as president of KLM by his vice president, Jan de Soet. In 1986, the Dutch government's shareholding in KLM was again reduced to 54.8 percent. The Boeing 747-400 was introduced into KLM's fleet in June 1989.

With the liberalization of the European market, KLM had started developing its hub at Schiphol Airport by feeding its network with traffic from affiliated airlines. As part of its development of a worldwide network, KLM acquired a 20% stake in Northwest Airlines in July 1989.

KLM president Jan de Soet retired at the end of 1990 and was succeeded in 1991 by economist Pieter Bouw, who was a career KLM man since 1967. To cut costs, Bouw started a rationalisation of staff.



KLM Airbus A330-200 at Amsterdam, 2008. © U.Barceux

In December 1991, KLM was the first European airline to introduce a frequent flyer loyalty program, which was called Flying Dutchman.

In January 1993, the Department of Transportation granted KLM and Northwest Airlines anti-trust immunity, which allowed them to intensify their partnership. As of September 1993, the airlines operated their flights between the United States and Europe as

part of a joint venture. In 1994, KLM's stake in Northwest Airlines was increased to 25%. They introduced World Business Class on intercontinental routes.

KLM acquired the Boeing 767-300ER in July 1995. In 1997, Pieter Bouw resigned as president of KLM and was succeeded by econometrist Leo van Wijk.

In August 1998, KLM repurchased all regular shares from the Dutch government to make KLM a 100% private company. On 1 November 1999, KLM founded AirCares, a communication and fundraising platform supporting worthy causes and focusing on underprivileged children.

At the beginning of the 2000s KLM stopped flying to Australia due to continuing losses on the route. The Asian carriers, whose costs are much lower, had begun to eat into the European carriers' markets.

At the same time, KLM renewed its intercontinental fleets by replacing the Boeing 767s, Boeing 747-300s, and the McDonnell Douglas MD-11s with Boeing 777-200ERs and Airbus A330-200s. The first Boeing 777 was received on 25 October 2003, while the first Airbus A330-200 was introduced on 25 August 2005. The Boeing 777 is more economical and environmentally friendlier than the older models.

As operating an airline became continuously more costly, airlines have been looking at mergers to help share the risk, since the 1990s. KLM talked with a few airlines about cooperating or merging, and eventually merged in May 2004 with Air France into a holding company Air France-KLM. A result of this was that KLM also became a member of SkyTeam. About 4,500 KLM staff lost their jobs due to the merger.

In 2007 engineer, economist and long-time KLM employee Peter Hartman succeeded Leo van Wijk as president of KLM. This made him also CEO of Air France-KLM. In 2013 Hartman stepped down from the president position, but became vice-president of Air France-KLM till 2017. Former politician and KLM director Camiel Eurlings was appointed as CEO of Air France-KLM and president of KLM in 2013. Eurlings, who had a degree in business management, became rather controversial and was dismissed in 2014. His successor is Pieter Elbers, who holds degrees in logistics and business management and who had started his career at KLM in

KLM - 100 Years - part 2 - ctnd

1992.

Some KLM traditions are still continuing. Since 1952 all passengers flying KLM's World Business Class have been receiving Delft Blue ceramic miniature houses. They are replicas of antique Dutch buildings. Usually these replicas are filled with Bols genever, but due to regulations on alcoholic drinks, replicas may be empty. Every year on 7 October a new design is issued, to correlate with KLM's age. In 2009 when KLM turned 90, a book was issued, titled "House No. 90". This book provides an overview of the replicas issued till then, and contains stories about the original houses.

Since 1966 all passengers are provided with KLM's in-flight magazine, the Holland Herald. It is the oldest in-flight magazine.

KLM has had various subsidiaries over the years, at the moment it has 19 subsidiaries, of which Martinair, Cityhopper and Transavia are the best known. The main activities contributing

to KLM's revenue are Passenger transport, freight, and airplane maintenance. KLM or subsidiaries do not own airports.

As at the end of July 2019 KLM owned 120 planes. 8 Airbus and the remainder Boeings, connecting people at more than 160 destinations worldwide. The Dutch government still has ownership of 5.92% of KLM shares.

Future plans

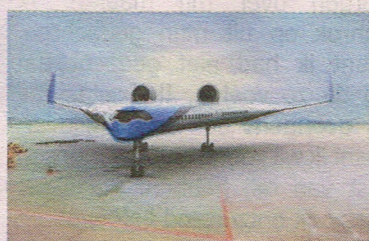
In March 2016, the Schiphol Group authorized the construction of a new terminal at the Amsterdam Airport Schiphol, set to be ready by 2023, and with a capacity of 14 million passengers a year. The Group is owned by a combination of local and national governments.

KLM and TU Delft are working together on a new aircraft: the Flying V: a very energy-efficient aircraft for long distances. This aircraft design, where the passenger cabin, cargo deck and fuel tanks are integrated into the wing, uses 20% less fuel than the Airbus A350, the most

modern aircraft of today, due to a better aerodynamic shape and lower weight.

The global airline industry is accountable for approximately 2.5% of all CO2 emissions. KLM therefore takes the topic of "sustainable flight" very seriously. As such, in May, KLM announced that it would be investing in constructing a new plant for sustainable aviation fuel (SAF). The SAF production facility will be built in Delfzijl and is expected to be operational by 2022.

KLM may be 100 years old, but she's not geriatric yet.!



Concept drawing of the Flying V. (Source KLM)

Marianne Pietersen

50 jaar Dutch Courier verhalen

Denkend aan het maken van de tentoonstelling van de Dutch Courier vraag ik zoveel mogelijk mensen die ik nu aan de telefoon krijg om hun verhaal te vertellen van 50 jaar geleden. Dit is in het kort het verhaal van de heer Reeuwijk.

Meneer van Reeuwijk is de president van Naswa South Australia en is de presentator van jazz radio en is opa van verschillende kleinkinderen die bijna allemaal iets aan muziek doen.

Toen ik hem aan de telefoon kreeg vertelde hij trots dat het bijna zijn 64 jarig huwelijks jubileum is en zegt hij erbij "dit is erg belangrijk, want er zijn maar weinig mensen die dit heugdelijk feit kunnen vieren." Ze trouwden net voordat ze naar Australië gingen namelijk.

Toen ze in 1955 aankwamen in Bonegilla zat de poep in de laden van de kast en aan de muur. Het bed was nog slechter dan in het leger. De aardappels waren zwart en terwijl we oorlogskinderen waren stonden we

in Bonegilla onder leiding van een Duitse groep. Dus een fijn onderkomen was het allermintst. Zelfs nu nog als ik erover spreek geloven mensen niet dat het zo slecht was. Maar voor ons was het toch echt zo.

Toen ik hem vroeg met wat voor instelling ze naar Australië gingen zei hij:

Onze instelling toen we als 24 jarigen weg gingen vanuit Nederland was; "We zullen ze daar in Australië wel een poepie laten ruiken."

Na Bonegilla is de heer van Reeuwijk gaan werken in een electriciteits zaak. Hij wist niets van electriciteit maar door de jaren heen heeft hij het vak eigen gemaakt en heeft dit vak nog heel lang gedaan.

Hij is door het beroep bij heel veel mensen binnen geweest.

De Dutch Courier bedankt u voor uw verhaal en nog gefeliciteerd met uw 64 jarige bruiloft.

Carole Overmaat

JOLANDA'S BAKHUISJE - AARDBEIE NVLAAI



Ingrediënten:

150 gr eieren
150 gr zelfrijzend bakmeel
150 gr boter
150 gr suiker
1 bakje aardbeien
500 ml melk
1 eidooier
50 gr puddingpoeder
125 gr suiker
1 zakje taartina
Een paar extra aardbeien om te pureren
200 ml slagroom
40 gr poedersuiker

Werkwijze:

Mix de boter samen met de sui-

ker tot een mooie witte massa. Voeg 1 voor 1 de eieren toe tijdens het kloppen. Voeg het zelfrijzend bakmeel toe en klop nu kort verder tot een homogeen beslag. Vet een ouderwetse vlaai vorm in met boter en bebloem deze. Schenk het beslag in de vorm en verdeel het met een paletmes over de gehele bodem. Bak de bodem in een voorverwarmde oven (onder/bovenwarmte) van 180°C af in ca 30 minuutjes.

Maak tijdens het bakken de banketbakkersroom. Schenk 400 ml melk in een pan en voeg er 125

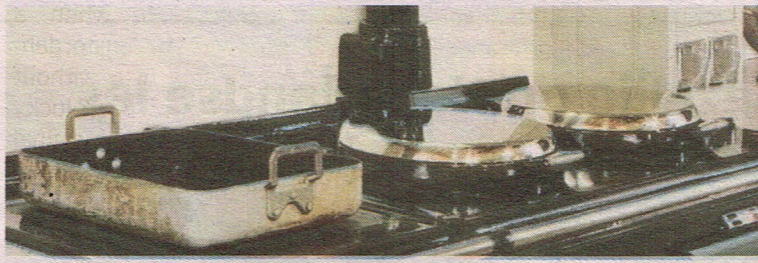
gr suiker aan toe. Breng dit aan de kook. Ondertussen meng je de resterende melk, de eidooier en het puddingpoeder met elkaar. Wanneer de melk kookt voeg je het restje melk eraan toe en blijf je roeren terwijl je het geheel weer aan de kook brengt. Wanneer het mooi ingedikt is en je pudding blubt dan schenk je deze over in een schaal (ik nam een bakplaat, dat koelt sneller af) en dek je de pudding (niet de schaal) af met plastic folie. Laat de pudding volledig afkoelen.

Snijdt de aardbeien in de helft of in stukjes en zet ze even aan de kant. Klop de pudding nog eens goed door met een mixer zodat ze mooi fluweelzacht wordt. Verdeel de pudding over de afgekoelde bodem. Leg hierop de aardbeien. Volg de aanwijzingen op het pakje taartina. Ik pureer nog enkele aardbeien en voeg deze toe aan de taartina. Zo krijg je een mooie rode afdekgelei. Verdeel deze over de aardbeien. Laat afkoelen.

Klop de slagroom met de poedersuiker stijf en spuit mooie rozetten op de vlaai.

Je kunt ook een kleinere ronde

cirkel van papier in het midden dan bestrooien met poedersuiker op de vlaai leggen en de randen ker



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