


50

THIS GOLDEN AGE of the flying Dutchman

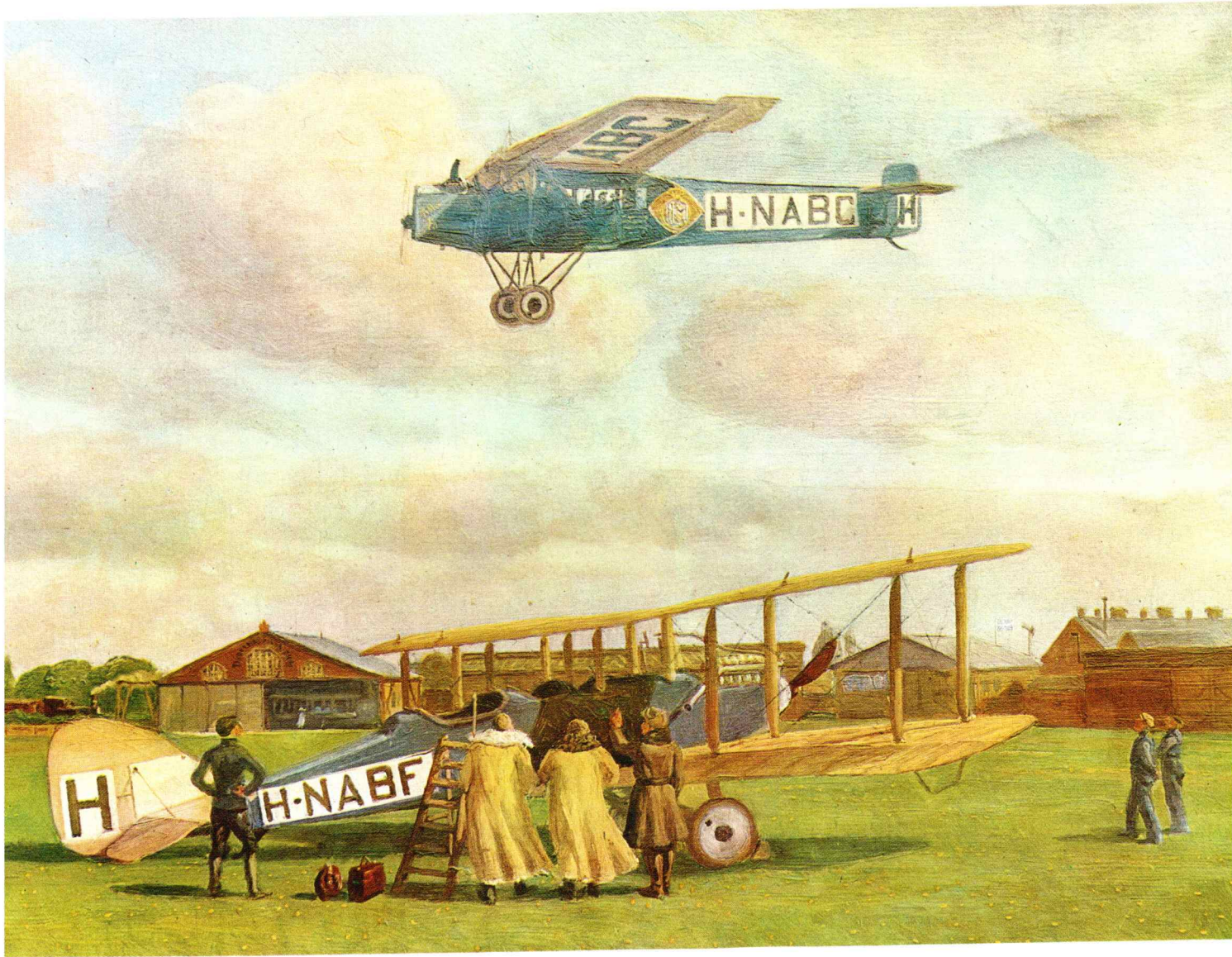


Holland Herald

SPECIAL FEATURE



HOW THE FLEDGLING



In the beginning: Two of KLM's first planes in 1920 — De Havilland Fokker F.II flying and D.H.9 preparing for take-off.

Date and Hour	Pilot	Machine Type and No.	Passenger	Time	Height	Course	Remarks
9.5.20	Airco 9	G-KAQN	Child	135mins	1,000ft	Maaldrift to Lympne	loaded with clouds on cliffs o.k.
9.5.20	-	-	-	35mins	1,000ft	Lympne to Croydon	o.k.
12.5.20	-	G-KAGY	2 men	55mins	5,000	Test	Red on one mag.
16.5.20	-	-	-	16mins	2,000	Joy-ride	o.k.
17.5.20	Airco 16	G-FALU	3 Pass	135mins	300ft	Croydon to Amsterdam	Opening of new service. Very bad weather o.k.
18.5.	-	G-EALU	3 Pass	216mins	250ft	Amsterdam to Croydon	Very bad weather o.k.
23.5.20	Airco 9	G-FAOZ	2 Pass	10mins	1500ft	Joy-ride	o.k.
24.5.20	-	G-KAPU	2 Pass	30mins	1500ft	-	o.k.
-	-	-	1 man	10mins	-	-	o.k.
-	-	-	-	20mins	3500ft	-	o.k.
-	-	-	-	35mins	2,000ft	-	o.k.
27.5.20	Airco 18	G-EAEO	Child	10mins	-	Test	-
3.6.20	Airco 16	G-FALU	-	15"	-	Test	-

Jerry Shaw's logbook: Maaldrift and Amsterdam

1919

October 7 — Koninklijke Luchtvaart Maatschappij NV (KLM Royal Dutch Airlines) organised as a private limited liability stock corporation. As early as September 12, 1919, Queen Wilhelmina had granted, as an exceptional token of confidence, the title Koninklijke (Royal) to the embryo airline.

Principal office: Heerengracht 13, The Hague.

Flight Lieutenant Albert Plesman appointed manager.

1920

May 9 — Representatives from Aircraft Transport and Travel Ltd. in Britain fly to Holland for charter talks with Manager Plesman.

After cattle have been cleared, Pilot H. "Jerry" Shaw lands his De Havilland DH 9 in a field at Maaldrift near Wasse-

SPREAD ITS WINGS....

naar to test the site as an alternative to Schiphol. Gives adverse report.

May 17 — Inauguration Amsterdam-London service, oldest air connection in the world still operated by the same carrier.

First aircraft: De Havilland DH 16 chartered from A. T. & T. Pilot Shaw brings over two passengers, London journalists E. O'Brien and H. Rhodes. Also a bundle of morning newspapers from London and a message to the Burgomaster of Amsterdam from the Lord Mayor of London. Take off is 11.00 hrs from Croydon, south of London.

May 18 — Shaw flies return journey to London, with passengers O'Brien and Rhodes plus KLM's first Dutch passenger, M. J. van den Biggelaar, who delivers reply to Lord Mayor of London and the morning's Dutch newspapers to



Up 'n' out: First Schiphol arrival



First KLM timetable

the reading room table of the Dutch Club in Sackville Street, London W1.

May 29 — First charter flight, a De Havilland D.H. 9 G-EAMX, chartered for a return flight Amsterdam-London.

June 8 — First animal transport (bees) by KLM.

July 5 — Start transport of airmail by KLM. First flight 14 lb (about 300 letters).

September 1 — Inauguration Amsterdam-Bremen-Hamburg service with chartered crews and aircraft from the Deutsche Luft Reederei.

October 31 — Air service closed during winter season.

This year KLM buys 2 De Havilland D.H. 9 and 2 Fokker F.II aircraft.

KLM service includes leather coats, flying helmets, gloves and goggles, a parachute and swimming jacket. When it is cold, passengers are given a hot-water bottle as well.

Freight transport this year includes newspapers, raincoats, yeast, plants, bulbs, fruit, paintings.

During the year a Packard motor-car has been bought to take passengers between Schiphol Airport and Amsterdam. Unduplicated route miles: 574, including 4 cities in 3 countries.

Number of employees: 12.

Fleet: 2 De Havilland (Airco) D.H. 9.

2 Fokker F.II.

Traffic results: miles flown 50,950. Number of passengers carried 345. Weight of freight carried 22,000 kgs (48,500 lb). Weight of mail carried 3000 kgs (6600 lb).

1921

April 14 — His Royal Highness Prince Hendrik of the

Netherlands officially opens air traffic. KLM Royal Dutch Airlines now flies with own pilots, G. J. Geysendorffer and R. Hofstra, and own aircraft.

May 9 — Opening first KLM air booking office (in centre of Amsterdam). This is the first air booking office in the world.

June 1 — Return fares introduced.

August 25 — Opening first hotel, café and restaurant on Schiphol aerodrome.

November 21 — Establishing Aerial Survey Department (now KLM-Aerocarto N.V.). First bird's-eye views for companies.

Fokker F.III in service. KLM is the first carrier in the world to introduce the F.III. These aircraft already have a



Touch-down welcome — Plesman (right) to Shaw (helmet)

separate freight compartment, so passengers and freight are no longer mixed up together.

1922

June 1 — Inauguration Amsterdam-Brussels service.

June 22 — KLM has flown 1,000,000 kms (600,000 miles). For the first time services in wintertime are carried out. KLM supplies passengers with foot-muffs.

1923

June 4 — Inauguration Amsterdam-Paris service.

1924

July 9 — First transport of larger animals (bull "Nico V", Rotterdam-Paris).

October 1 to November 24 — KLM makes first flight Amsterdam-Java for the Netherlands East Indies Flight Committee. Fokker F.VII H-NACC. Captain A. N. J. Thomassen à Thuessink van der Hoop, first officer, Flight-Lieutenant H. van Weerden Poelman, flight engineer P. A. van den Broeke. A forced landing near Plovdiv, due to engine trouble, causes considerable delay en route (from October 3 to November 1). Travel time 55 days, flying time 127hrs. 16m., distance 9,552 st.miles.

Fokker F.VII in service. These aircraft have radio-telephone. There is also a toilet aboard.

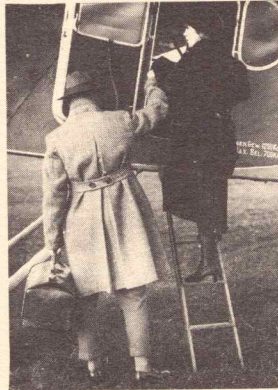
1925

April 20 — Inauguration Amsterdam-Copenhagen service. KLM first carrier in the world to use Fokker F.VIIa. KLM

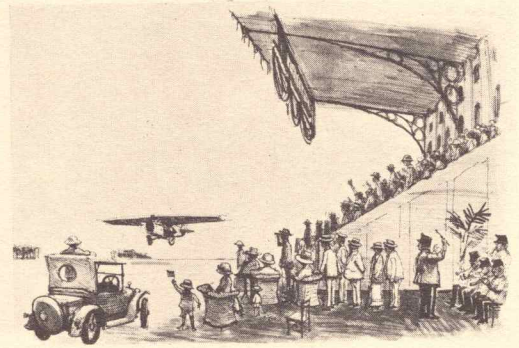
EASY CHAIRS... TO CONCO



In London: the big sandwich-board sell



All aboard — for adventure



Arrival after first Amsterdam-Java flight, 1924

also first carrier to make use of aircooled radial engines and metal propellers. This aircraft had a heated cabin and (KLM-design) sponge-rubber-seat chairs.

1926

April 19 — Inauguration service to Malmö (Sweden).

1927

June 15 to July 23 — KLM makes the first intercontinental charter flight in the world, Amsterdam-Jakarta, v.v. in charge of the American W. van Lear Black. Fokker F.VIIa H-NADP. Captain G. J. Geysendorffer, First Officer J. B. Scholte, Flight Engineer K. A. O. Weber. Outward journey: 15 days, flying time 86hr. 27mins., 9,120 miles. Return journey: 14 days, flying time 97hrs, 9,590 miles.

June 24 — Introduction of flight engineers on services.

October 1 to October 28 — Third flight Amsterdam-Jakarta (Flight-Lieutenant G. A. Koppen) for the Netherlands East Indies Flight Committee. Fokker F.VIIa3m



First Dutch KLM pilots: Geysendorffer (left), Hofstra

H-NAEA "Postduif" ("Carrier-pigeon"). Outward journey: 10 days, flying time 75hrs. 49mins., 8,469 miles. Homeward journey 12 days, flying time 77hrs. 41 min., 8,618 miles.

1928

October 11 — First KLM trial flight Amsterdam-Jakarta. Fokker F.VIIb H-NAEN. Captain I. W. Smirnoff, First Officer I. A. Aler, Flight Engineer H. Veenendaal.

October 12 — The Aerial Survey Department (KLM Aero-carto N.V.) makes first Aerial Survey Maps.

December 11 — KLM's second trial flight Amsterdam-Jakarta. Fokker F.VIIb H-NAEN. Captain J. J. Duime-

laar, First Officer G. M. H. Frijns, Flight Engineer C. A. Bruynestein.

1929

June 2 — Scheduled Sunday air services introduced.

September 12 — Inauguration Amsterdam-Jakarta service (longest in the world). Budapest, Sofia, Istanbul, Baghdad, Karachi, Calcutta and Bangkok included in KLM route network. Fokker F.VIIb PH-AEZ. Captain I. W. Smirnoff, Co-pilot W. M. O. A. Beekman, Flight Engineer H. Veenendaal. Travel time 12 days, flying time 89hrs. Fortnightly service.

Unduplicated route miles now 10,000, 31 cities in 18 countries. Staff: 345.

Fleet: 1 Fokker F.III
2 Fokker F.VII
8 Fokker F.VIIa
5 Fokker F.VIII
4 Fokker F.VIIb

1930

October 2 — Athens and Cairo included in Amsterdam-Jakarta service.

Fokker F.IX put into use. 3 Bristol Jupiter engines of 500 HP. Speed 115 mph. All-up weight 9000 kgs (19,845 lb), 18 passengers.

1931

October 1 — Frequency of Amsterdam-Jakarta now weekly. Journey reduced to 10 days and flying time to 81 hours by introduction of Fokker F.XII aircraft.

Fokker F.XII: Reclining chairs for long routes, pantry on board. 3 Pratt & Whitney Wasp engines of 425 HP. Speed 120 mph. All-up weight 7450 kgs (16,427 lb), 16 passengers (Jakarta service 4 passengers).

1932

October 28 — Steward added to the crew.

Station personnel and crew in uniform.

Fokker F.XVIII introduced. 3 Pratt & Whitney Wasp engines of 420 HP. Speed 130 mph. All-up weight 7550 kgs (16,648 lb), 12 passengers (Jakarta service 4 passengers).

1933

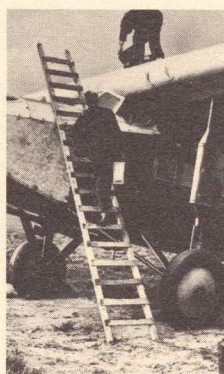
September 15 — KLM becomes first airline with own medical service (route inspection for passengers and crews).

December 1 to April 10, 1934 — Charter flight in Europe

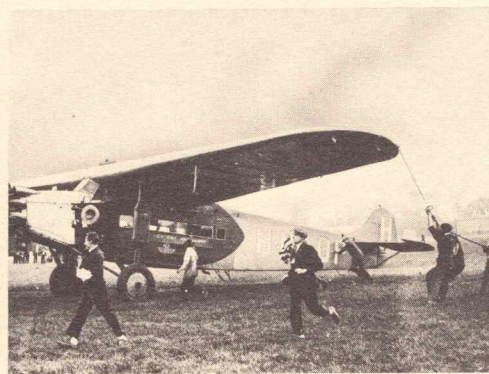
OVER THE OTHER WORLD



Back from Java: Plesman (left), Fokker (right) toast crew



Refuelling F.VII



Seeing off first intercontinental charter — Java

and Asia (21,900 miles) for an American party. Fokker F.XII PH-AIH "Havik", Captain J. B. Scholte.

December 18 to December 30 — Record flight from Amsterdam to Jakarta and back. Fokker F.XVIII PH-AIP "Pelikaan". Captain I. W. Smirnoff, Co-pilot P. Soer, Flight Engineer J. M. H. Grosfeld.

Outward flight: travel time 100hrs. 35min., flying time 73hrs. 34 mins., 8,910 miles. Homeward flight: travel time 100hrs. 25 mins., flying time 86hrs. 46 mins., 8,740 miles.

Fokker F.XX introduced. 3 Wright Cyclone engines of 650 HP. Speed 155 mph. All-up weight 9400 kgs (20,727 lb), 12 passengers.

1934

October 20 to October 24 — KLM takes part in the MacRobertson International Air Race from London to Melbourne with the Douglas DC-2 PH-AJU "Uiver" and wins the first prize in the handicap section. Captain K. D. Parmentier, First Officer J. J. Moll, Flight Engineer B. Prins. Journey time: 90hrs. 17 mins., flying time 71hrs. 28 mins., 12,350 miles.

December 15 to December 22 — First KLM flight across the Atlantic, from Amsterdam to Paramaribo and Curaçao. Fokker F.XVIII PH-AIS "Snip". Captain J. J. Hondong, Co-pilot J. J. van Balkom, Flight Engineer L. D. Stolk. Journey time: 8 days, flying time 54hrs. 27 mins.

KLM becomes first European airline to operate the Douglas DC-2. These planes have a soundproofed and ventilated cabin. 2 Wright Cyclone engines of 875 HP, speed 170 mph. All-up weight 8425 kgs (18,500 lb), 14 passengers.

1935

January 19 — Inauguration of services in the Netherlands

Schiphol airport: just a few huts in the early days



Holland Herald

Antilles with the Curaçao-Aruba service, Fokker F.XVIII PH-AIS "Snip".

June 12 — Frequency of Amsterdam-Jakarta service raised to twice-weekly. Journey time reduced to 6 days and flying time to 57hrs. by the introduction of Douglas DC-2.

August 1 — Stewardess added to the crew.

Fokker F.XXII introduced. 4 Pratt & Whitney Wasp engines of 420 HP, speed 140 mph. All-up weight 13,000 kgs (28,665 lb), 22 passengers.

Fokker F.XXXVI introduced. 4 Wright Cyclone engines of 720 HP, speed 155 mph. All-up weight 16,500 kgs (36,383 lb), 32 passengers.

1936

April 19 — Inauguration Amsterdam-Vienna service.

July 1 — Inauguration Amsterdam-Stockholm service.

KLM becomes first European airline to operate the Douglas DC-3. 2 Wright Cyclone engines of 1100 HP, speed 175 mph. All-up weight 11,000 kgs (24,200 lb), 21 passengers (Jakarta service 11 passengers).

1937

October 2 — Frequency of Amsterdam-Jakarta service raised to three times weekly. Flying time reduced to 55hrs. by the introduction of the Douglas DC-3.

1938

December 6 to December 31 — First KLM flight from Amsterdam to South Africa with the Douglas DC-3 PH-ALR "Reiger". Captain J. B. Scholte, Co-pilot A. Viruly, Flight Engineer P. Dunk, Radio Operator J. H. Pestman. KLM becomes the first European airline to operate the Lockheed 14 Super Electra. 2 Wright Cyclone engines of

By bus — from world's first air booking office, Amsterdam



PICKING UP THE POST... A



Nose-loading the F.XII for an early mail flight

860 HP, speed 175 mph. All-up weight 7945 kgs (17,519 lb), 10 passengers.

1939

September 1 — All European air services, except those to Belgium, England and Scandinavia, suspended on outbreak of World War II. Starting point of Amsterdam-Jakarta service transferred to Naples.

September 4 — Inauguration Curaçao-Paramaribo service.

Route mileage: 17,400 miles, 61 cities in 29 countries.

Staff: 1,940.

Fleet: 2 Fokker F.VIIa
 1 Fokker F.VIII
 2 Fokker F.XVIII
 1 Koolhoven F.K.48
 1 Carley (Werkspoor) Freighter
 13 Douglas DC-2
 21 Douglas DC-3
 4 Lockheed 14

45 aircraft capable of carrying 724 passengers.

1940

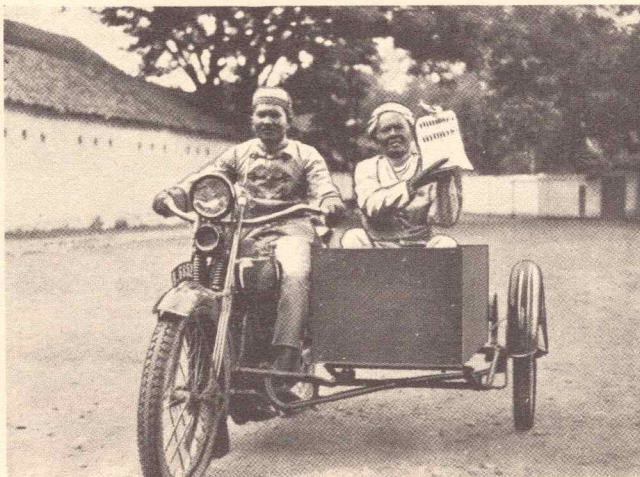
January 15 to February 7 — Second KLM flight to South Africa (from Naples); Douglas DC-3 PH-ALR "Reiger", Captain C. Blaak.

May 10 — Closing of services from The Netherlands. 18 aircraft destroyed by bombing at Schiphol, 11 aircraft seized by German Army, 14 aircraft on Naples-Jakarta route and in the United Kingdom.

May 13 — Mr. Plesman transfers management of KLM outside The Netherlands to the President of K.N.I.L.M. (Royal Netherlands East Indies Airways), Mr. W. C. J. Versteegh.

August — Inauguration Bristol-Lisbon service in charter for BOAC.

Douglas DC-5 introduced in The Netherlands Antilles and



Reason to smile: the first Dutch airmail reaches Jakarta



Crack pilot Smi

Suriname. 2 Wright Cyclone engines of 850 HP, speed 185 mph. All-up weight 8280 kgs (18,200 lb), 18-22 passengers.

1942

October 15 — Bristol-Lisbon service extended to Gibraltar.

1943

August 17 — Inauguration Curaçao-Miami service.

September 8 — Mr. W. C. J. Versteegh transfers management of KLM outside The Netherlands to Messrs. H. Nieuwenhuis and P. J. C. Vos in London.

Lockheed L-18 "Lodestar" introduced in The Netherlands Antilles and Suriname. 2 Wright Cyclone engines of 1200 HP, speed 180 mph. All-up weight 8380 kgs (18,378 lb), 12 passengers.

1944

Douglas C-47A Dakota (DC-3C) introduced on the Bristol-Lisbon-Gibraltar service. 2 Pratt & Whitney Twin Wasp engines of 1200 HP, speed 175 mph. All-up weight 12,712 kgs (28,000 lb), 21-28 passengers or 3,300 kgs (7,277 lb) of freight.

1945

November 28 — Reopening Amsterdam-Jakarta service with Douglas C-54A Skymaster. Frequency: twice a week. Journey time: 5 days, flying time 45hrs.

Douglas C-54A Skymaster introduced. 4 Pratt & Whitney engines of 1350 HP, speed 200 mph. All-up weight 29,510 kgs (65,070 lb), 28-36 passengers.

1946

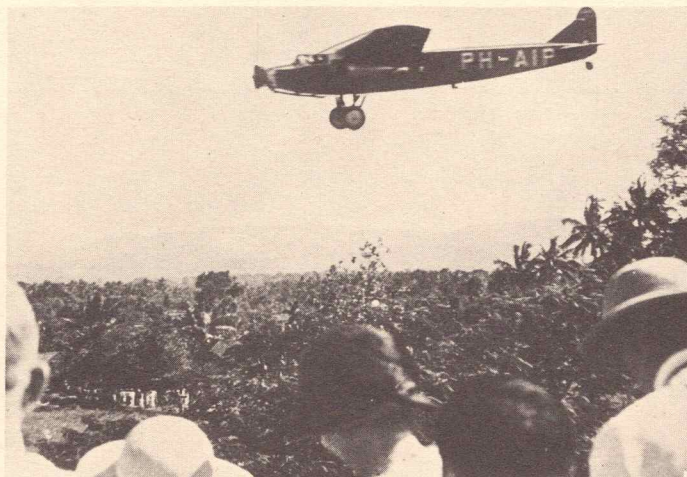
February 14 — First of a series of KLM flights from Amsterdam to Paramaribo and Curaçao over the South Atlantic Ocean. Douglas C-54A NL-305, Captain A. Viruly.

February 25 — First of a series of

Dutch letter: Fro



ND PICKING UP THE PACE



Pelikaan' captain ... touching down the plane at Bandung in 1934 record flight



By 1937, it was Java three times a week

KLM flights from Amsterdam to New York. Douglas C-54A NL-305, Captain McLure.

April 1 — Mr. A. Plesman appointed President of KLM.

May 21 — KLM is the first European airline to inaugurate a service to New York (via Glasgow etc.) after the war. Douglas DC-4-1009 PH-TAR "Rotterdam", Captain Evert van Dijk. Journey time: 25hrs. 30mins., flying time 21hrs., twice weekly.

June 6 — Inauguration of Amsterdam-Curaçao service (via New York). Douglas DC-4-1009 PH-TAS "Schiedam", Captain H. M. C. Hakkenberg van Gaasbeek. Journey time: 37hrs., flying time 31hrs., frequency once a week.

August 6 — First of a series of flights from Amsterdam to South America. Douglas DC-4-1009 PH-TCF "Friesland", Captain G. M. H. Frijns.

October 6 — First of a series of flights from Amsterdam to South Africa. Douglas DC-4-1009 PH-TCE "Edam", Captain K. D. Parmentier.

October 18 — Inauguration of weekly trial service from Amsterdam to Rio de Janeiro. Douglas DC-4-1009 PH-TCF "Friesland", Captain T. M. J. Verhoeven.

Douglas DC-4-1009 introduced. 4 Pratt & Whitney engines of 1450 HP, speed 205 mph., 44 passengers.

KLM is first European airline to introduce Lockheed L-49 Constellations. These aircraft have a pressurized cabin and an airconditioning system. 4 Wright Cyclone engines of 2200 HP, speed 250 mph. All-up weight 42,222 kgs (93,100 lb), 43 passengers.

1947

October 7 — Inauguration of the Amsterdam-Johannesburg service, operated with Douglas DC-4-1009 aircraft. Journey time 57hrs, flying time 32hrs, frequency once a week.

Lockheed L-749A Constella-

tion aircraft introduced. 4 Wright Cyclone engines of 2500 HP, speed 300 mph., 32-61 passengers.

1948

KLM is first European airline to introduce Convair 240. 2 Pratt & Whitney Double Wasp engines of 2400 HP, speed 300 mph. All-up weight 19,295 kgs (42,500 lb), 40 passengers. Douglas DC-6 introduced. Sleeping berths can be installed in part of the cabin. 4 Pratt & Whitney Double Wasp engines of 2400 HP, speed 300 mph. All-up weight 43,221 kgs (95,200-lb), 46-62 passengers.

1949

January 26 to July 22 — Amsterdam-Jakarta service operated via Mauritius. The Mauritius-Jakarta stretch is the longest ocean stretch of any scheduled air service

May 20 — Inauguration of the Amsterdam-Paramaribo-Curaçao service via Lisbon with the Douglas DC-6 PH-TPW "Prinses Wilhelmina", Captains J. Eilders/T. M. J. Verhoeven. Journey time: 34hrs., 40 mins., flying time 27hrs., frequency once a week.

May 29 — Inauguration Amsterdam-Montreal service with the Lockheed L-749A Constellation PH-TDB "Batavia", Captain R. P. A. van Rees. Journey time: 19hrs. 30 mins. KLM is the first airline in the world to operate five different transatlantic services.

Route mileage: 70,385 miles, 71 cities in 49 countries. Staff: 13,670.

Fleet: 12 Convair 240
33 Douglas DC-3C
6 Douglas C-54A
4 Douglas DC-4-1009
7 Douglas DC-6
16 Lockheed L-749A

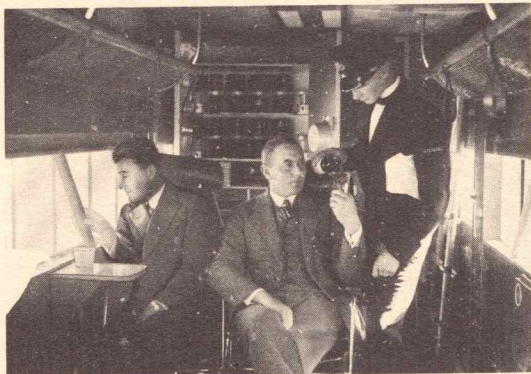
78 aircraft capable of carrying 3,200 passengers or 351,150 kgs (774,300 lb) of freight at an average speed of 235 mph.

Traffic results: miles flown 19,555,000 miles. Passengers:

st intercontinental airmail-bag.



NEW SPEEDS, NEW YORK



Service on board: enter the air steward



F.36: then world's biggest



Johannesburg-bound: Scholte, Viruly and Dunk

381,100. Freight: 6,352,000 kgs (14,106,000 lb). Mail: 1,544,000 kgs (3,405,000 lb).

1951

June 1 to June 22 — Charter flight round the world for publicity tour of motor-car manufacturer. Douglas DC-4 PH-TCE "Edam", Captain J. Bak.

July — First specially-trained animal stewards engaged.

December 4 — Inauguration Amsterdam-Manila-Tokyo service. Lockheed L-749A PH-TFE "Utrecht", Captain H. Scholtmeyer. Journey time: 64hrs., flying time 39hrs., 10mins., frequency once a week.

December 7 — Inauguration Amsterdam-Sydney (N.S.W. Australia) service. Lockheed L-749A PH-TFD "Arnhem", Captain N. W. Sluyter. Journey time: 76hrs., 30 mins., flying time 48hrs., frequency once a week.

1952

May 1 — Tourist Class fares introduced.

October 27 — Inauguration Amsterdam-Mexico City service. Douglas DC-6 PH-TPW "Prinses Wilhelmina", Captain J. C. Pool. Journey time: 31hrs., 45 mins., flying time 26hrs., 30 mins., frequency once a week.

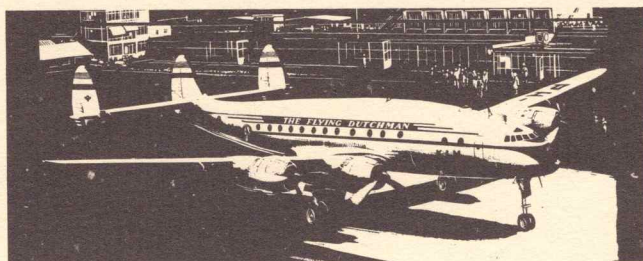
November 6 — Amsterdam-Buenos Aires service extended to Santiago de Chile. Douglas DC-6B PH-TFK "Jan Huyghen van Linschoten", Captain C. Bouter.

Douglas DC-6B aircraft introduced. 4 Pratt & Whitney Double Wasp engines of 2500 HP. Speed 315 mph. All-up weight 48,578 kgs (107,000 lb), 50-66 passengers.

1953

October 8 to October 10 — KLM takes part in the London-Christchurch Air Race with the Douglas DC-6A PH-TGA "Dr. Ir. M. H. Damme" and wins the first prize in the handicap section. Captain H. A. A. Kooper, travelling time

Into the modern era: starting with Constellation ...



49hrs., 57 mins., flying time 47hrs., 42 mins., 13,064 miles.

December 31 — Dr. Albert Plesman, president and founder of KLM, dies after a short illness.

Convair 340 aircraft introduced. 2 Pratt & Whitney Double Wasp engines of 2500 HP, speed 300 mph. All-up weight 22,564 kgs (49,745 lb), 44 passengers.

KLM is first European airline to operate the Douglas DC-6A. 4 Pratt & Whitney Double Wasp engines of 2500 HP, speed 315 mph. All-up weight 48,578 kgs (107,000 lb), freight 10,000 kgs (22,050 lb).

KLM is world's first airline to operate Lockheed L-1049C Super Constellation with turbo-compound engines. 4 Wright Turbocyclone engines of 3250 HP, speed 340 mph. All-up weight 58,970 kgs (130,000 lb), 60-81 passengers.

1954

May 1 — Mr. I. A. Aler succeeds Dr. Albert Plesman as President of KLM.

June 17 — Guayaquil included in Curaçao-Lima service. Lockheed L-1049E Super Constellations introduced. 4 Pratt & Whitney Turbocyclone engines of 3250 HP, speed 340 mph, max. take-off weight 61,472 kgs (135,400 lb), 80-87 passengers.

1955

Lockheed L-1049G "Super Constellation" aircraft introduced. 4 Pratt & Whitney Turbocyclone engines of 3250 HP, speed 335 mph. All-up weight 62,425 kgs (137,500 lb), 60-87 passengers.

1957

February 26 — Head chefs of KLM in Amsterdam and New York admitted to the Confrérie de la Chaîne des Rôtisseurs. First time airline chefs have become members.

May 23 — KLM shares listed on the Amsterdam and

Then the Douglas DC 7c ...



.. NEW WORLDS TO WIN



'Uiver': en route to winning London-Melbourne race



After war: KLM first European line in New York service, with DC-4

(KLM as first European airline) at the New York Stock Exchange after a successful issue.

Inauguration of Amsterdam-Houston service.

Douglas DC-7C PH-DSI "Zuiderzee", Captain J. G. Roosenburg and Captain R. P. A. van Rees. Journey time: 21hrs., 05mins., flying time 20hrs., 05mins., once a week.

Douglas DC-7C aircraft introduced. 4 Wright Turbocyclone engines of 3400 HP, speed 360 mph. All-up weight 64,922 kgs (143,000 lb), 56-85 passengers.

KLM is first airline outside the United Kingdom to operate the Vickers Viscount 800. 4 Rolls Royce Dart turboprop engines of 1740 EHP, speed 320 mph, 59-63 passengers.

1958

April 1 — Economy Class fares introduced on routes from Amsterdam to New York and Montreal.

September 13 to September 20 — First KLM flight via North Pole. Douglas DC-7C PH-DSM "Coral Sea", Captain A. K. Bosman. Route: Los Angeles-Cold Bay-Tokyo-Fairbanks-Anchorage-Stavanger-Amsterdam.

November 1 — Inauguration Amsterdam-Anchorage-Tokyo service via North Pole. Douglas DC-7C PH-DSH "Caribbean Sea", Captains A. D. Snitselaar and G. J. de Haas. Journey time: 30hrs., 35 mins., frequency twice weekly.

With the opening of this service it is possible to fly around the world by KLM: Amsterdam-Anchorage-Tokyo-Manila-Bangkok-New Delhi-Karachi-Beirut / Cairo-Rome-Zurich / Frankfurt/Dusseldorf-Amsterdam.

Distance 18,650 miles approx., journey time: 89hrs., 20mins.

KLM is first European airline to operate Lockheed L-1049H Super Constellation. 4 Wright Turbocyclone engines of 3400 HP, speed 340 mph. All-up weight 64,510 kgs (142,245 lb), 13,000 kgs (26,460 lb) of freight.

1959

March 16 to March 28 — Charter flight with seamen over Europe, Asia and Africa, (33,000 miles) for various clients.

Lockheed L-749A PH-LD0 "Maastricht", Captain J. T. Braaksma.

KLM is first European airline to operate Lockheed L-188C Electra II aircraft. 4 Allison turboprop engines of 3750 EBHP, speed 405 mph, 64-86 passengers, max. take-off weight 52,600 kgs (116,000 lb).

Route network 153,656 miles, 104 cities in 73 countries. Staff: 17,332.

Fleet: 1 Convair 240 (withdrawn)

12 Convair 340

13 Douglas DC-3C

6 Douglas DC-6

7 Douglas DC-6A/B

15 Douglas DC-7C

10 Lockheed L-749A (5 withdrawn)

18 Lockheed L-1049E/G/H (1 leased to other company)

4 Lockheed L-188C

9 Vickers Viscount 800

88 (+7) aircraft, capable of carrying 5505 passengers or 554,000 kgs (1,199,500 lb) of freight at an average speed of 308 mph.

Traffic results: miles flown 48,100,000. Passengers 1,104,000. Freight kgs 31,178,000 (68,735,000 lb). Mail kgs 3,192,000 (7,037,000 lb).

1960

KLM is first European airline to operate the Douglas DC-8-30 (intercontinental version). 4 Pratt & Whitney turbojet engines 7900 kgs (17,500 lb) static thrust, speed 575 mph, max. take-off weight 142,880 kgs (315,000 lb), 133-147 passengers.

KLM's two Fokker F.27 "Friendship" (KLM is world's first airline to order the F.27) aircraft placed at the disposal of the Iranian Oil Exploitation & Production Company Ltd. 2 Rolls-Royce Dart turbo-prop engines of 1740 BHP (1765

The Lockheed Electra, last of the prop-planes ...



And today's choice: the three-engine DC-10 airbus



NOW... THE BIG BIRDS

HP), speed 275 mph, 44 passengers, max. take-off weight 15,672 kgs (34,520 lb).

1961

KLM is first airline to operate the Douglas DC-8-50 (inter-continental version with turbo-fan engines), 4 Pratt & Whitney turbo-fan engines 8160 kgs (18,000 lb) static thrust, speed 575 mph, max. take-off weight 142,880 kgs (315,000 lb), 133-147 passengers.

1963

June 28 — Mr. H. Albarda succeeds Mr. E. H. van der Beugel as President of KLM.

1964

May — KLM reserves delivery positions for 3 Boeing 2707 supersonic transport airliners. Cruising speed will be 1800 miles an hour. Deliveries will probably not begin until 1978.

August 1 — ALM Dutch Antillean Airlines established by KLM in concert with the Antillean Government, taking over the local KLM network between the islands of the Netherlands Antilles.

KLM is the first European airline to operate the Douglas DC-8-55F "Jet Trader". 4 Pratt & Whitney turbofan engines

thrust, speed 640 mph, max. all-up weight 353,200 kgs (778,000 lb), 353 passengers.

KLM raised options on the Boeing 2707 supersonic transport from 3 to 6 aircraft, delivery to start in 1979. 4 General Electric turbojet engines 28,600 kgs (63,000 lb) static thrust, speed 1800 mph, max. take-off weight 340,500 (750,000 lb), 234 passengers.

KLM is first air transport company of the world to operate the Douglas DC-8-63.

KLM is first European air transport company to operate the Douglas DC-8-63. 4 Pratt & Whitney turbofan engines with 8160 kgs (18,000 lb) static thrust, speed 575 mph, maximum take-off weight 161,000 kgs (355,000 lb), 227 passengers.

1968

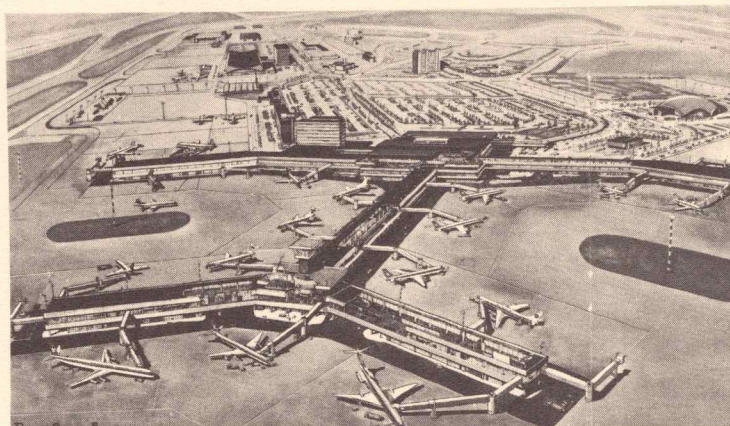
March 31 — Route network 171,000 unduplicated st.miles, 96 cities in 66 countries. Staff: 14,240.

Fleet: 4 Douglas DC-7F
17 Douglas DC-8-30/50
2 Douglas DC-8-63
6 Douglas DC-9-15
5 Douglas DC-9-32
7 Lockheed L-188C (+ 2 withdrawn to be delivered to another company)

Traffic results: miles flown 49,700,000. Passengers 2,050,000.



Tomorrow: Boeing's giant 747



... and a super-Schiphol that will, of course, be ready for it

8160 kgs (18,000 lb) static thrust, speed 575 mph), max. take-off weight 147,415 kgs (325,000 lb), 147 passengers or 38,000 kgs (83,790 lb) of freight.

1965

June 9 — Dr. G. van der Wal succeeds Mr. H. Albarda as President of KLM.

1966

August 29 — Reopening services to Eindhoven, Groningen, Maastricht and Twente by NLM Dutch Airlines.

KLM is first European airline to operate the Douglas DC-9-10, 2 Pratt & Whitney turbofan engines 6350 kgs (14,000 lb) static thrust, speed 560 mph, max. take-off weight 41,175 kgs (90,700 lb), 73-80 passengers.

1967

KLM ordered 3 Boeing 747 aircraft, delivery 1971. 4 Pratt & Whitney turbofan engines 21,300 kgs (47,000 lb) static

Freight kgs 83,770,000 (184,679,000 lb). Mail kgs 3,630,000 (8,003,000lb).

1969

February 3 — "Jupiter", last Lockheed Electra II turbo-prop in KLM's fleet, leaves Schiphol to be converted into a freighter for a Michigan company.

March — KLM increases its order for Boeing 747 Jumbo Jets, changing from three standard 747s to six 747Bs.

May 19 — Opening of services to East Africa.

June 9 — Letters of intent to McDonnell Douglas about Douglas DC-10.

October 7 — Celebrations; the golden jubilee achieved.

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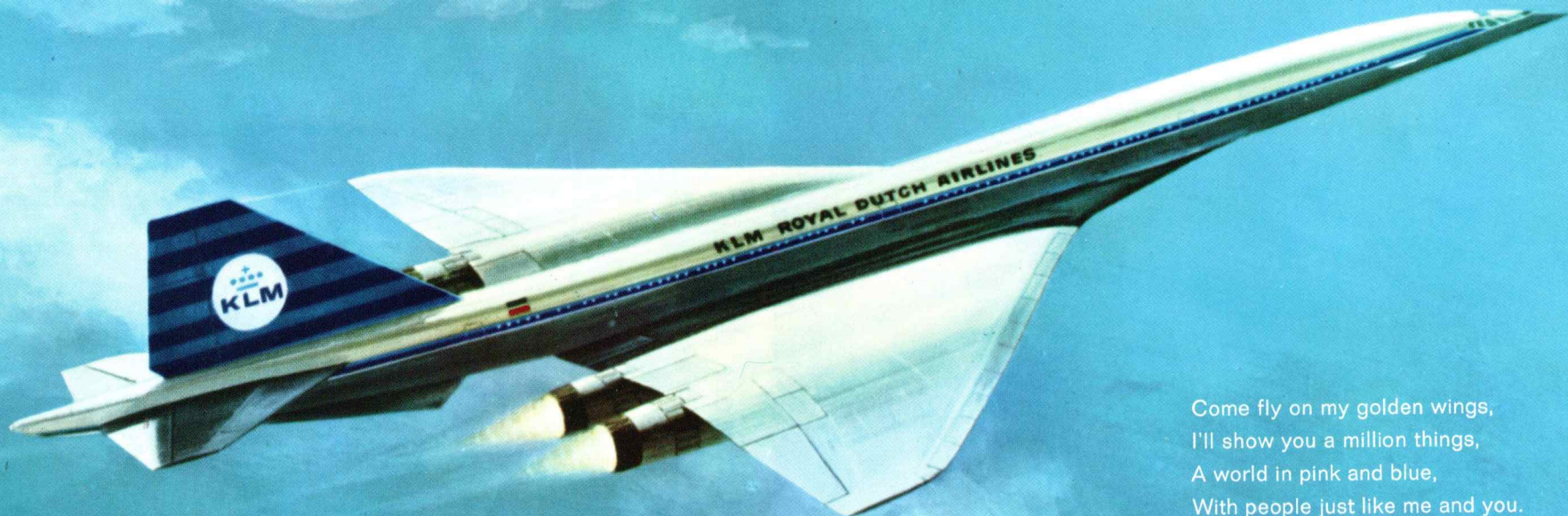
Why did the DC8 cross the road? To get to the other side of an airport stretching as fast as the superplanes



Jetting ahead: KLM stretched DC8 (above) and DC9 (below)



Going Boeing too: KLM girl in 747 engine



Come fly on my golden wings,
I'll show you a million things,
A world in pink and blue,
With people just like me and you.

Come step in my dream machine,
To shores you have never seen,
Let's fly the seven seas,
And gather precious memories.

Come fly on my golden wings,
I'll show you a million things,
An orange coloured sky,
With white clouds softly passing by.

*From the record "Come fly on my golden wings"
presented to KLM by Holland Herald. See Page 24.*