

# ***LINJEFLYG***

**Domestic airline of Sweden 1957–1992**



This is Bromma, Stockholms domestic airport, probably in 1972. The apron is covered with Metropolitans waiting for departure. Bromma was the Linjeflyg hub, almost all LIN flights originated here before Arlanda became the domestic hub in 1983.

## **The Story**

Linjeflyg was formed in 1957 from what used to be a newspaper delivery air transport company named Airtaco. Airtaco was run by air veteran Torvald Andersson (AIR Torvald Andersson Company). They used Lockheed 12 and 14 and the bigger Lockheed 18 Lodestar. Airtacos first Lockheed 12 is now displayed at [Arlanda Aerospace Aviation Museum](#). Two newspapers in Stockholm owned the company. When Linjeflyg Ltd was formed on April 2nd 1957 the newspapers and SAS became owners jointly.



**The airline used DC-3s and four of the Lodestars. In all Linjeflyg had 15 DC-3s in their livery although Linjeflyg only owned one and only for three days (!).**

**But this new way of travel appealed to primarily businessmen in Sweden and the DC-3 became too small an aircraft for the traffic. Linjeflyg looked into buying Convair Metropolitans as SAS used them on their domestic routes. The final Metropolitan was built in 1957 so Linjeflyg had to buy used aircrafts. At one time LIN had the biggest fleet of Metropolitans in the World. The first**

**Convair CV-440 was delivered from Philippine Airline on January 29 1960 and was put into service in March 1960 from Bromma to Ronneby. In all LIN had 21**

**440s was involved in LINs e were killed when SE-**



of the 70s LIN used four Nord Aviation Nord 262 turboprop aircrafts capable of carrying 26 passengers for thinner routes.

### Into the Jet Age

In 1973 Linjeflyg entered the jet age when Fokker F28-1000 joined the fleet. Soon LIN had an all Fokker F28 Fellowship fleet, three -1000s and in all 17 -4000s. It is during the Fokker F28 era and the 70s that Linjeflyg introduce low fare flying in Sweden. Red departures become green light for air travel, a real People 's Airline. The idea was introduced by Jan Carlzon, LIN CEO and later CEO of SAS. Many Swedes have made their air journey debut in the Fellowship, as they crisscrossed Sweden in an extensive air route network.

**The final (as it turned out) aircraft for LIN was the Boeing 737-500. Nine 737s were bought before SAS took over LIN in 1992. SAS repaired the Fellowships and the 737s in SAS colours. The 737s were soon sold but the F28s were kept for a while. Some of the Fokker F28s are now in service with Air Bothnia, SAS Finnish airline.**

**SAS who used to operate the air trunk lines in Sweden (Stockholm to Goteborg, Malmo, Lulea and Kiruna) now serve all Swedish main air routes mostly on their own as start-up competition airlines have failed. And on top of that SAS owns Skyways, Swedens biggest regional airline, and so SAS operates almost in an airline monopoly. Even as good as SAS service is, we still need competition in the air.**





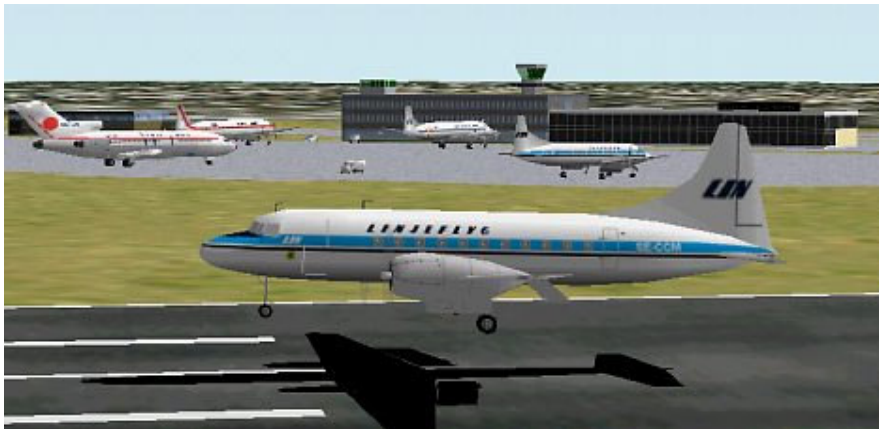
### **Linjeflyg Links**

Read more about Linjeflyg at [www.linjeflyg.com](http://www.linjeflyg.com). Several images on this page were collected from linjeflyg.com

To see images of all Linjeflyg Fokker F28 Fellowships, go to [Fokker Linjeflyg Pictures](#)

To see samples of Linjeflyg timetables go to Björn Larssons [Airline Timetable Images](#)

Check out fantastic images of [Flight Sim Fokker F28 Fellowship](#) painted by Torgny Palm. Download the zip-files and fly the Linjeflyg Fellowship



Flight Sim Linjeflyg Metropolitan landing at Bulltofta, Malmo, Sweden

### **Introducing Linjeflyg Virtual Airline of 1968**

Now you can Flight Sim fly in my new retro airline Linjeflyg of 1968. Try your hands at the Convair 440 Metropolitan and the Nord 262, flying all over Sweden the Linjeflyg way.

**Go to [High Flying Aviation Linjeflyg Virtual Airline](#)**

(2001-Sep)

Go to <http://www.arliners.net>