



Zantop International Airlines, Inc.°

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In 1946, Duane A. Zantop and his three brothers formed a co-partnership known as the Zantop Flying Service, which operated as a fixed-base and charter-service operation in Jackson, MI. Initially, the partnership performed a limited cargo service for General Motors Corporation, utilizing light aircraft. In 1952, at the urging of the automotive companies, the Zantops obtained a commercial operator's certificate, expanded their services to include both Ford and Chrysler, and acquired large aircraft. The company's principal operations thereafter involved the transportation of automotive cargo under contracts with the major automotive companies. Additional activities included services under contract for the Department of Defense.

In 1962, the company, which had been incorporated as Zantop Air Transport, became a supplemental air carrier by virtue of the Civil Aeronautics Board's approval of the transfer to Zantop of the operating certificate of Coastal Airlines. Zantop continued serving the automotive cargo market pursuant to an exemption that permitted it to provide individually waybilled services. In 1966, the Zantop brothers sold their stock in Zantop Air Transport, resigned as officers and directors of the company, and the airline became known as Universal Airlines, Inc.

Zantop International Airlines, Inc., was incorporated in May, 1972 as a Michigan corporation, the stock of which is 100% owned by the Zantop family. The new company, within a few weeks time, obtained financing, purchased suitable aircraft, hired experienced personnel, acquired ground facilities at Detroit Willow Run and other airports, and applied for an FAA operating certificate. Zantop again operated adhoc charters for the automotive industry and contracted with the Air Force to fly in the Logair system. The fleet which originally consisted of DC-6's and Convair CV-640's was soon expanded to include L-188 Electra's and DC-8's.



After deregulation in 1979, Zantop developed a commercial hub network connecting key cities throughout the country. The system grew to 38 cities including a road feeder system. They were also awarded mail contracts and during the Gulf War Crisis, Zantop operated a day hub exclusively for the U.S. Postal Service in addition to its prime time overnight operation, both of which were based at Willow Run Airport in Ypsilanti, Michigan.

