

Swissair's good profit

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SWISSAIR'S GOOD PROFIT

Traffic figures for Swissair during 1962 show that on average its airliners were flying only just over half full. Yet the private-enterprise Swiss carrier, which receives no state subsidies, managed to make a "very satisfactory" profit.

Taking passenger, freight and mail traffic together, 51.9 per cent of the space offered was used, against 54.8 per cent in 1961. The proportion of seats filled averaged 52.7 per cent.

Swissair offered 27 per cent more capacity than in 1961 and gained 20 per cent more business. *Passenger traffic increased by 24 per cent.* Freight rose by 4 per cent and mail by 8 per cent.

No profit figures are available yet for 1962, but the shareholders will, of course, be paid a dividend.

Realistic policy

In addition, extra money will go to the amortisation fund, which covers the depreciation of the value of the jet fleet. The realistic amortisation policy of Swissair allows a basic 10-year period to cover the cost of its jets. By adding extra funds during more profitable years the period is shortened still further.

Over-optimistic valuation of aircraft is looked on by Swissair as one of the big pitfalls in airline accounts. The Swiss carrier's caution in this direction enabled it to make a profit on its four-engined piston aircraft, all of which have now been sold.

A major factor in the task of making a good profit on an overall load factor of 51.9 per cent is Swissair's standardisation of equipment. The airline's jet trio — the DC-8, the Convair 990 Coronado and the Caravelle — carry well over 90 per cent of its passenger traffic. The well-proven Convair 440 Metropolitans are used on shorter routes where jets would be uneconomical.

Cutting costs

A pooling agreement with Scandinavian Airlines System, which also operates DC-8s, Coronados and Caravelles, enables economies to be made in servicing and in the provision of expensive spares along their world-wide routes.

In the past year Swissair has taken delivery of 11 jets — seven Coronados (two leased to S.A.S.) and four Caravelles. The Coronados are being modified by the airline to Convair 990A standard, making them the fastest airliners in the world.

The 98-seater jet is one of the most economical aircraft in service anywhere. Its very low break-even point is responsible to a great extent for the airline's financial success in 1962.

During the year 1,672,305 passengers were carried on the 59 routes, which cover 81,500 miles. At the end of December, 8,039 employees were working for Swissair in Switzerland and the 88 branches in other countries.

CHICAGO—ZURICH RECORD FLIGHT

A Swissair DC-8 jet with 132 passengers and 11 crew on board arrived in Zurich on 6th March after flying non-stop from Chicago in the record time of 7 hours 47 minutes.

The four-engined jet — registration HB-IDC "Zürich" — covered the 4,680 miles at an average speed of 604 m.p.h.

THE BUSIEST DC-8

More than 10,000 flying hours have been clocked by a Swissair DC-8 jet — registration HB-IDA "Genf" — that is used on the airline's routes to North America. This is the highest figure recorded for any DC-8 in airline service.

The 130-seat jets fly from Switzerland to New York, Chicago and Montreal.

SWISSAIR TO SERVICE AUSTRIAN CARAVELLES

Swissair and Austrian Airlines have signed an agreement regarding the maintenance of the Austrian carrier's two Caravelle jets, the first of which was delivered on 20th February.

Swissair will maintain the airframes in Zurich, and Scandinavian Airlines System will service the engines. Work on instruments and accessories will be carried out by both airlines, which already have a pooling agreement that provides for considerable technical co-operation with each other.

OF INTEREST TO COOKS

THE LARGEST GAS COOKER

The banqueting kitchen of the catering establishments at the Swiss Industries Fair in Basle has been supplied with the largest cooking stove ever installed in Switzerland. The area of the stove covers some ten square metres. The top plate contains six covered burners, each 1.05 m. long, made of special cast-iron, fed by compressed gas-air. In addition, there are eight open burners, special ovens, a mixing battery for cold and warm water, and other gadgets. The total weight is 3,000 kg.

To transport the cooker, it had to be dismantled into eight parts which were then lifted by crane from the lorry to the second floor of the building where the kitchens are situated. The stove was fixed onto specially constructed concrete blocks.

The cooker is extremely efficient and allows for one thousand guests to be served in one hour.

[A.T.S.]

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