

Year of consolidation for Swissair

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Here, we may cite Switzerland's technical and financial participation in the three projects of Holden (Norway), Eurochemic at Mol (Belgium), and Dragon at Winfrith Heath (Great Britain) which have been undertaken within the framework of O.E.C.D. Swiss industry is thereby enabled to follow progress and keep in touch with the élite of European scientists.

Whether Switzerland's talents for the development of atomic energy will have a future or not depends on the extent to which private initiative, helped by the state, will be ready to continue and intensify its efforts to perpetuate our industry's international standing. Recent developments seem to show that both the means and the will are there.

(By courtesy, "Swiss Journal", California, 20th February 1963.)

YEAR OF CONSOLIDATION FOR SWISSAIR

Swissair services between Manchester and Switzerland are all-jet this summer, with Caravelles flying four round trips a week on the route. Three night-tourist flights call at Basle on their way to Zurich, and a Sunday-morning service operates direct from Manchester to Zurich. By replacing Convair 440 Metropolitans with Caravelles on this day flight, travelling time is cut from 3 hours to 1 hour 50 minutes.

Swissair's summer schedule came into operation on 1st April and remains in force until 31st October.

Last year saw the opening of new services to West Africa, Montreal and Chicago and the extension of the South American route to Santiago de Chile. This summer will be a period of consolidation for the private-entreprise carrier, which earned an operating profit of £4,950,000 in 1962.

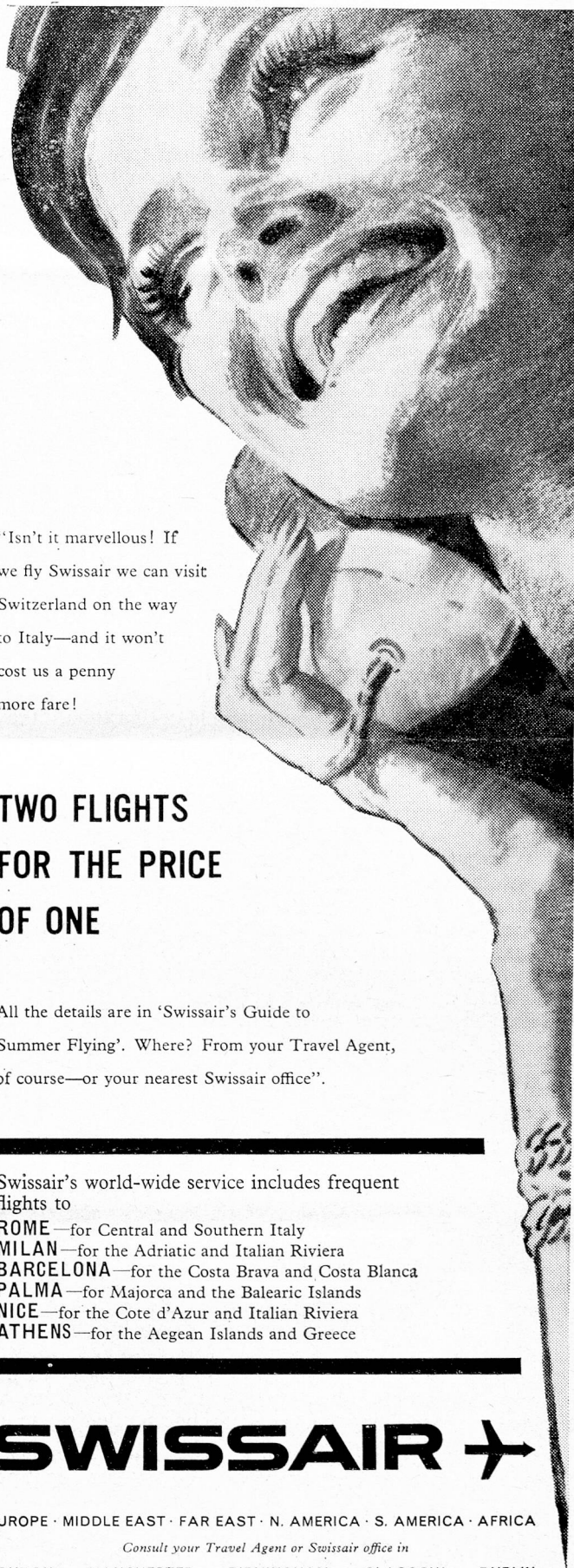
The company's fleet of thirty aircraft — sixteen jets and fourteen propeller airliners — will during the season offer on the 81,550-mile network a capacity of about 270 million tonne-kilometres, against 252 million tkm. in the comparable period last year.

The trio of jet types — three DC-8s, five Convair 990 Coronados and eight Caravelles — will account for 92.4 per cent of the production. The rest of the work will be carried out by the eleven Convair 440 Metropolitans and three DC-3s.

The total distance flown daily is expected to reach a peak of 78,125 miles — the daily equivalent of more than three trips around the world. A Swissair aircraft will, on average, be taking off or landing every 4½ minutes at one of the sixty airports served by the carrier.

Introduced this summer are a daily service between Geneva and Milan, in conjunction with Alitalia, daily direct flights between Basle and Hamburg, a second weekly non-stop flight to Tel Aviv, leaving Zurich on Sunday mornings, and three non-stop flights a week from Switzerland to Beirut.

As usual, Swissair will operate DC-3s on the short run from Zurich to Berne during the season.



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