

Necessity is the mother of invention

Autor(en): [s.n.]

Objektyp: **Article**

Zeitschrift: **The Swiss observer : the journal of the Federation of Swiss Societies in the UK**

Band (Jahr): - (1966)

Heft 1509

PDF erstellt am: **19.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-696498>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

CHAMPAGNE AT 25,000 FEET

On 19th August, Swissair introduced the new DC-9 jet on its London (Heathrow)-Basle-Zurich day flights. The Swiss airline is the first to put these latest Douglas planes into scheduled service from the United Kingdom.

This will mean that travelling time to Basle will be cut by twenty minutes from the two hours and twenty minutes taken by the propeller-driven Metropolitans which the DC-9 replace. All Swissair services between the U.K. and Switzerland will now be by jet.



The new aircraft after arrival at Gatwick Airport

On Tuesday, 16th August, Swissair organised demonstration flights from Gatwick Airport. It was a fine day, just perfect for flying. Having written an article on the new aircraft a few weeks ago, the writer thought she was quite familiar with it. And indeed, there is nothing spectacular for the traveller, even when boarding it for the first time. But there are a few special features as regards the interior. The well-known Swiss fashion designer Rene Hubert (Hollywood) designed it. The colour scheme is in pleasing shades of blues and white. The seats are rather more comfortable than in some of the older planes, three abreast one side and two on the other.



Left to right: Mr. E. Temple (Acting Chief Traffic Officer, British Airports Authority), Monsieur J. D. Grandjean (First Counsellor, Swiss Embassy), Monsieur F. Ansermoz (Counsellor, Swiss Embassy) and Mr. E. Burgaezzi (Traffic and Deputy General Manager for U.K. and Ireland, Swissair).

An innovation to be very welcome are overhead stowage racks extending the full length of the cabin, where passengers can put hand luggage which had hitherto been placed on the floor. The hand-luggage rack is specially constructed that nothing can fall off.

The windows, too, give a rather less restricted view and will be a boom for photographers. A refrigeration system can keep the cabin interior cool even on a hot day.

All these features came into their own on the demonstration flight which lasted about forty-five minutes. Take-off was smooth, and in no time we were up above the few clouds there were. We flew at 25,000 feet and could clearly distinguish the South coast (Seaford and Brighton) and the calm waters of the Channel.

During the most comfortable flight, Swissair hostesses looked after our comforts and served delicious *canapés* and crisp *Schinkengipfeli*. The drink was vintage champagne, and many a silent wish went with it for the safety of crews and passengers who will be flying in the new aircraft.

MM

P.S. For technical details please see "Swiss Observer" of 22nd July.

AN "ANTI-POISON CENTRE" IN ZURICH

Modern man frequently comes in contact with various poisons (contained in medicines, cleaning products, insecticides, etc.) capable of causing mild or serious poisoning which it is impossible to counteract properly without accurate information. Consequently the Society of Swiss Pharmacists recently organised a toxicological enquiry centre, in Zurich, open 24 hours out of 24, which doctors, pharmaceutical chemists and private individuals have merely to telephone in order to obtain all the information required to diagnose and combat cases of poisoning. This centre's documentation is stored with the help of a card-index system which is continually kept up to date and already possesses 15,000 cards. It should be added that a Swiss chemical and pharmaceutical products firm at Zofingen has supplied all pharmaceutical chemists' shops with a complete set of antidotes free of charge. The anti-poison centre in Zurich is therefore an invaluable addition to Switzerland's health facilities.

[O.S.E.C.]

NECESSITY IS THE MOTHER OF INVENTION

All parents have at some time been faced with the question of what to do with their children when they must suddenly go off on a trip, whether for a day, a week, a month or even more. Should the little ones be given to relations, to friends or neighbours? These days, no one seems to have the time or the room to care for other people's children. A solution has been found to this conundrum in Geneva: the Baby Hotel. The new institution will take on the care of youngsters for anything from half a day to a year. It is a completely new idea, a combination of nursery, kindergarden and boarding-house for children from one month to six years of age. During holiday periods, weekends and for lengthy parental absences, it will also accept children up to ten years old. Special nurses and kindergarden teachers are on hand to provide the necessary care, supervision and maternal affection.

[S.N.T.O.]