

An automobile and cycle museum in Geneva

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SWISSAIR NEWS

Swissair's new fan-engined DC-8 series 53 that created a 7,460-mile world distance record on 31st October, when it flew non-stop from Long Beach, California, to Beirut, in the Lebanon, was introduced on North Atlantic services on 13th December. The aircraft — registration HB-IDD — is the first series 53 model of the DC-8 and carries sixteen first-class passengers and one hundred and twenty-six tourist or economy class.

The Coronado fleet of Swissair is to have a change of seating plan increasing the aircraft's capacity from ninety-eight to one hundred passengers. First-class seating will be reduced from twenty-four to sixteen and tourist or economy seating will rise from seventy-four to eighty-four.

The first of the 100-seat Coronados was a Convair 990A, the modified version with a high-speed cruise of 625 m.p.h., which flew from Zurich to Tel Aviv on 22nd December. Swissair's other four Coronados and two leased to Scandinavian Airlines System are to be converted to 100-seaters by early February, 1964.

EIGHTH CORONADO FOR SWISSAIR

Swissair's board of directors have decided to order another Convair 990A Coronado. From May, when the new aircraft will be operating, Coronados — already frequent visitors to London Airport — will replace Caravelles more often on Swissair services between London and Switzerland.

Swissair will then have eight Coronados, two of which are leased to Scandinavian Airlines System. The Convair 990A version, with a high-speed cruise of 625 m.p.h., is the fastest airliner in the world.

By next spring, five of the fleet of eight will be 990A models and work on the other three will be carried out by the Swiss carrier at Zurich during the rest of 1964. The improvements, which are all aerodynamic, comprise additional Krueger flaps on the wing leading-edges, new wing roots and sliding fairings at the rear of the engine nacelles.

Improvements in performance brought about by the modifications are beyond the makers' guarantee, says Swissair, the first airline in the world to operate Coronados.

GHANA AIRWAYS CHARTER SWISSAIR CORONADO

Swissair, the airline of Switzerland, and Ghana Airways Corporation have entered into a charter agreement under which the Swiss carrier will operate on behalf of Ghana Airways two flights a week between London and Accra by Convair 990 Coronado jet. The agreement came into effect on 10th November and lasts until 31st October 1964.

The Coronado aircraft operating the services will carry Ghana Airways markings but will retain their Swiss immatriculations. They will be manned by Swissair flight-deck and cabin staff but supplementary cabin staff of Ghana Airways will also be carried.

Through the agreement Swissair is helping its fellow-member of the International Air Transport Association to bridge the time-gap before delivery of the new VC-10 jet aircraft the Ghanaian carrier has on order.

SWISSAIR'S FIRM STAND FOR NORTH-ATLANTIC FARE CUTS

Like the great majority of airlines concerned, Swissair intends to reduce fares on North Atlantic flights from April 1st. Reductions — subject to government approval — will be as high as 20 per cent in the case of first-class, one-way tickets between Switzerland and New York.

Swissair has unrelentingly favoured such reductions and is quite confident there will be no tariff war over North Atlantic traffic and no undercutting by members of the International Air Transport Association.

SINGING IN THE RAIN

Under a new agreement between Swissair and the 14-storey Hotel Claridge, in Buenos Aires, Swissair passengers at the hotel do not pay for their room any day there is more than five minutes' rainfall.

The private-enterprise Swiss carrier, which uses the world's fastest airliner, the 100-seat Convair 990A Coronado, to Buenos Aires, commented: "We cannot guarantee the weather to our passengers, but we can provide this solid consolation if it does turn nasty."

"We have no plans for introducing a similar arrangement in the United Kingdom."

AN AUTOMOBILE AND CYCLE MUSEUM IN GENEVA

To portray the history of one hundred and ten years of individual and family means of locomotion (1818-1928) is the ambitious programme set itself by the Automobile, Motor-Cycle and Cycle Museum opened in Geneva last autumn. For several years now, Mr. Charles Marcoux, the Founder of this new museum, has been working hard to collect a representative selection of old cars and cycles as well as mechanical accessories of all kinds. He has repaired them himself, restoring and replacing the missing or badly damaged parts, so that the majority of the 120 vehicles in the collection are in good running order. Chronologically, the collection starts with a "hobby-horse" with wooden wheels dating back to 1818; there will also be other historical models of bicycles, in particular three of the famous "penny-farthings" and numerous motor-cycles, the oldest of which date back to 1895 as well as a big collection of motor-cars which, while looking positively ante-diluvian to the younger generations, nevertheless awaken very distinct memories in the mind of everyone over fifty. The decoration of the museum has been very carefully planned and ten large frescoes forming the background depict the main steps and landmarks in mechanical research and the development of the motorcar, in particular in Geneva, which produced the famous Sigma and especially the Pic-Pic, a make of car that enjoyed considerable fame in its day.

[O.S.E.C.]