

Switzerland and the conquest of the moon

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CO-OPERATION

KLM, SAS and Swissair sign Agreements

Swissair, Scandinavian Airlines System (SAS) and KLM Royal Dutch Airlines have now formally concluded their agreements covering technical and operational co-operation within the KSS Group (KLM, Swissair, SAS) with the signing in Zurich of the relevant documents by the three airlines' presidents. The signatories were Dr. W. Berchtold for Swissair, K. Nilsson for SAS and Dr. G. van der Wal for KLM.

The agreements relate to the details of the basic agreements the three carriers had reached in May 1968 and according to which they will standardise the Boeing 747 high-capacity jets they have on order. This standardisation will permit an exchange of technical services so that maintenance and overhaul of the Boeing 747 aircraft can be carried out with a higher degree of rationalisation and more economically. It will also create the opportunity for the three partners to exchange aircraft and crews. Swissair, SAS and KLM will henceforth evaluate new types of aircraft conjointly with a view to obtaining them also in standardised version, thus enabling the co-operation to be extended. Furthermore, the Swiss, Scandinavian and Dutch carriers have agreed to train their flight crews on a jointly acquired Boeing 747 flight simulator located at Schiphol.

In addition to the already existing bilateral arrangements between the partners of the KSS co-operation, the agreement contains the understanding that KLM will overhaul Boeing 747 airframes and related components for Swissair and SAS, SAS will overhaul the Boeing 747 engines for Swissair and KLM, while Swissair will take care of the overhaul of the airframes and related components for KLM's DC-9s. The periodic maintenance work on the Boeing 747s as well as the overhaul of components changed in connection with in-service maintenance checks will be carried out by each carrier at his own maintenance base.

The co-operation agreements have retroactively come into force as from 1st May last, and are initially valid until December 1980.

SWISSAIR ORDERS COMPUTERISED TEST EQUIPMENT

Swissair has placed an order with Sud-Aviation of Toulouse, makers of the Caravelle and one of the two firms building the Concorde, for an automated installation for testing electronic aircraft instruments such as autopilots.

Manual testing of an autopilot takes at present on average about five hours, requiring the full attention of a qualified and experienced technician. The installation ordered ATEC (Automatic Test Equipment Complex) will carry out testing of this kind fully automatically without loss of accuracy in a fraction of the time. The heart of the equipment is a computer storing the programmed test procedure. According to the programme, the system generates electric impulses, measures results, compares them with the prescribed tolerances and also compiles a written record, immediately indicating to the specialist whether the instrument under test is serviceable or what adjustments have to be made. Furthermore, the ATEC keeps an automatic check on its own accurate functioning.

In acquiring this equipment Swissair will use the most advanced techniques in the field of aircraft instrument maintenance and will be the first European airline to operate a computer controlled test installation.

SWITZERLAND AND THE CONQUEST OF THE MOON

With everyone's thoughts turning to the coming conquest of the moon, it is interesting to note that of the three instruments scheduled to be landed on the surface of the moon during the first voyage of American spacemen, which should be taking place in the fairly near future, one is of Swiss origin. We briefly announced this in a previous issue of the "Swiss Observer". Here are a few more details. Roughly speaking, the instrument consists of a sheet of aluminium designed to capture the rare gas components of what is called the "solar wind". This sheet will be brought back to earth and analysed by the Physics Institute of Berne University which has devised this experiment thanks to the subsidies of the Swiss National Fund for Scientific Research. It should be added that the adhesive textile ribbon "Velcro", another Swiss invention, is widely used in American spacecraft to prevent people and objects from floating while in a state of weightlessness.

[O.S.E.C.]

EXHIBITIONS AND FAIRS IN SWITZERLAND IN 1969

In 1969, Switzerland's three National Fairs will be held on the following dates: Swiss Industries Fair in Basle from 12th to 22nd April; Swiss Comptoir (Swiss National Autumn Fair) in Lausanne from 13th to 28th September, and OLMA, the Swiss Agricultural and Dairy Trade Fair in St. Gall from 9th to 19th October. Out of the thirty or so fairs announced for 1969, let us draw attention to those of international interest due to take place during the first quarter of the year: "Microtechnik", International Trade Fair for Precision Technique and Metrology in Zurich, from 30th January to 4th February; 11th International Salon of Tourism and Sport in Lausanne, from 1st to 9th March; INEL 69, 4th International Trade Fair of Industrial Electronics in Basle, from 4th to 8th March; "Agifa" International Exhibition of Transmission Techniques, in Zurich from 6th to 11th March; and the International Motor Show in Geneva, from 13th to 23rd March.

[O.S.E.C.]

DON'T WORRY ABOUT YOUR CHILDREN!

Young families of skiers again and again face the problem: where do we leave the children during our winter holiday? Switzerland has been making increasing efforts to take over the care of young children from their parents at least temporarily. All 130 Swiss Ski Schools have started ski-ing courses for children four years old and older. Furthermore, a number of resorts have opened kindergardens and nurseries. A detailed list of facilities to have children taken care of in resorts is available at the Swiss National Tourist Office and its offices abroad.

[S.N.T.O.]

WELFARE OFFICE FOR SWISS GIRLS IN GREAT BRITAIN

(For Information, Advice or Help)

11 Belsize Grove, London N.W.3.

(Nearest Underground Station: Belsize Park)

Telephone: PRImrose 4260

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