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MONTHLY MEETING

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followed by a talk in German on

HOW TO MISINFORM THE SWISS ABOUT THE ENGLISH

by Mr. THEODOR HALLER

London Correspondent of the Swiss Broadcasting
Corporation.

Members and friends are cordially invited. The Students' Canteen will be open for light meals and refreshments from 6 to 7 p.m.

SAS—SWISSAIR CO-OPERATION AGREEMENT.

Scandinavian Airlines System (SAS) and Swissair announce:

An agreement was signed in Zurich on 6th October between SAS and Swissair providing for substantial additions to the jet fleets of the two companies and for extensive technical co-operation.

Swissair has ordered five Convair 880 medium- to long-range jetliners for delivery late in 1960, at a total cost, including spares, of about £9.5 million. SAS has increased from 12 to 16 its order of medium-range Sud-Aviation Caravelle jetliners, the four additional aircraft to cost, with spares, some £5.2 million. Of its five Convair 880's Swissair will lease two to SAS for a period of four years, while SAS leases four Caravelles to Swissair from the summer of 1960 for a similar period. The Caravelles, which will have Rolls Royce Avon Engines, will be operated by both companies in Europe and to the Middle East, and the Convair 880's to South America and the Far East. The Convair 880's will also be used by SAS to South Africa and by Swissair to the Middle East.

At the same time SAS will take over the overhaul of all the ten Douglas DC-8 long-range jetliners the two companies have ordered (seven for SAS and three for Swissair). Swissair will overhaul all five Convair 880's and SAS all the Caravelles. All the DC-8's, Convair 880's and Caravelles will be fully standardised between the two companies as regards engines, accessories and equipment, and will therefore be interchangeable.

The agreement means that SAS and Swissair will from 1960 be able to operate on a world-wide basis a highly competitive jet fleet totalling 31 units. The new maintenance arrangements are expected to result in considerable rationalisation and saving in operating costs.

The Convair 880 is a four-engined medium- to long-haul jet aircraft. In its combined first class and tourist class version it will carry 85 passengers at a speed of 600 miles per hour and, with a full load, has a range of 3,400 miles.

Regarding the Caravelle, SAS has made an agreement with Sud-Aviation to increase the aircraft's maximum take-off weight to 100,000 pounds, which will permit a range, with full passenger load, of about 1,450 miles.

Following the agreement just concluded, each of the two carriers will have at its disposal three types of the most modern jet aircraft for use over extreme long distances, as well as medium- and short-haul routes. This transition to the jet age has opened the road for SAS and Swissair to further development of the excellent technical and commercial co-operation that has already existed for some time. The savings in cost created through the joint utilisation of workshops and other parts of the organisations will be of great value to the further healthy development of Scandinavian and Swiss civil aviation.