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SWISSAIR OPERATIONS MANAGER RETURNS TO SWITZERLAND



After more than fourteen years in this country, Mr. W. Unholz, until recently Swissair's Operations Manager for the United Kingdom at London Airport, has returned to Switzerland to take up new functions as a Station Controller for the company at Zurich Airport.

Mr. Unholz has served with Swissair outside Switzerland for a longer continuous period than has any other member of the airline's staff. He had also been in charge of Swissair's operations at the various airports serving London for longer than any representative of any other non-British airline.

He joined Swissair in April 1943 as trainee radio-officer. Three years later he was forced to give up flying duties, for health reasons, and then worked in various departments, including the Traffic Office at Duebendorf Airport, before being posted to Croydon Airport in August 1946. At that time Swissair operated only a few flights a week into Croydon with DC-3s, and Mr. Unholz was Swissair's only staff member at the airport. By the time he returned to Zurich, Swissair operations at London Airport had increased to total up to 20 aircraft arrivals and departures per day in the main season, passenger figures had risen many times over the immediate post-war years, and his staff had grown to about 25, including aircraft engineers.

The operational problems also grew — from handling a large number of passengers occasionally delayed by fog at the peak Christmas season to the introduction of new Caravelle jets on the London—Switzerland services.

When Northolt became London's Airport, Mr. Unholz represented Swissair there from 1947 to 1950, moving to the present London Airport in 1951. In 1955 he was promoted from Station Manager to Operations Manager for the United Kingdom. Shortly before his promotion he obtained a Flight Dispatcher's Licence on completing a Flight Dispatcher course at Zurich Airport. Early this year he also took a ground handling instruction course for jet aircraft.

Mr. Unholz is 40, and comes from Basle. He is married and has a boy aged seven and a girl of four.

Among his hobbies is marksmanship; he was an active member of the Swiss Rifle Association.

He has been succeeded at London Airport as Station Manager by Mr. Peter-Felix Dueblin, who has been with Swissair for six years. Mr. Dueblin, who is 32, has been Station Manager in Dusseldorf for the past two years, and previously held the same position in Madrid.

ROYAL VISIT TO SWITZERLAND

H.R.H. the Duchess of Kent and Princess Alexandra are to visit Switzerland on 23rd January 1961, and will stay at St. Moritz for about three days to watch the British Army Ski Championships.

Lieutenant-Colonel R. B. Readhead, D.S.O., Vice-Chairman and Honorary Secretary of the Army Ski Association, informed the Swiss Embassy, as well as the Swiss National Tourist Office, that the Duchess and her daughters will in all likelihood fly to Kloten on 23rd January 1961 in an aircraft belonging to The Queen's Flight, and will then probably go by train from Zurich to St. Moritz. The details of their journey are not yet settled. The possibility of doing the journey from Kloten to Chur by car if the weather is fine is being discussed.

The Duchess and her daughter will be staying at the Palace Hotel in St. Moritz. They will watch the Downhill and Slalom races of the Army Ski Association on 24th and 25th. A reception given by the Army Ski Association is contemplated for the evening of the 24th, and the Duchess of Kent will present the prizes on the evening of the 25th. The return journey is at present envisaged for 26th January.

It is very many years since a senior member of the Royal Family visited Switzerland, and this will be the first occasion on which such a member has taken an active interest in winter sports.

NEW SWISSAIR DC-8 RECORD

A Swissair Douglas DC-8 jetliner — HB-IDB "Jungfrau" — set up a new record on 4th December by flying from New York to Zurich in 6 hours 15 minutes. The aircraft carried 73 passengers, a crew of 11 and 1,160 kilos of cargo.

Using a jet stream, the aircraft reached at one point a top speed of 1,200 kilometres per hour.

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