

Swissair's first half-year of jet operations

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A gastronomic altitude record

Recently, three restaurant keepers, an Englishman, a Frenchman and a Swiss, enjoyed eating a real "fondue", excellent and successful from every aspect, while sitting on a glacier, at an altitude of 9,140 feet. This gastronomic exploit, which constitutes a record, would appear to be hardly believable, when one thinks of the fact that the "fondue", this Swiss cheese speciality, is a dish which requires most careful preparation, and has got to be eaten whilst it is simmering over the flame of a spirit-lamp. Well, this remarkable achievement has proved successful, thanks to the creation of a new product by the Swiss Cheese Industry, namely of a ready-made, genuine Fondue, which has been launched by the firm of Gerber Thoune, the inventors of a formula for the manufacture of process cheese. This Fondue, which has been prepared with the traditional two kinds of cheese, i.e. Gruyère and Emmenthal, with Swiss white wine and with Kirsch, is packed in aluminium boxes, containing two normal portions, and all that has to be done is to cook it for five minutes, when it is ready to be eaten. This speciality, which has received an enthusiastic welcome within the country itself, where the connoisseurs are very hard to please, is already being exported to various foreign markets.

Automatic typing soon?

A machine which types automatically, under dictation — that is what the phonetograph must be. The inventor of this apparatus, Mr. J. Dreyfus-Graf, has been pursuing his researches for several years, within the framework of the Institute of physics, attached to the University of Geneva. It was by means of an extremely careful analysis of the phenomenon of sound that the inventor succeeded in first identifying, and then codifying, the sounds which form the French language. When this had been done it was necessary to communicate this code to the typewriting machine, i.e. to imagine a system of control which would put the keyboard into operation, in response to specific impulses, in such a way that only those keys that were required would be affected. This result has been attained in the third prototype which was recently presented to the Press; certain defects which cause errors have still got to be eliminated, but it is hoped that it will shortly prove possible for the inventor to put an apparatus on the market which will be capable of meeting all demands. Of course, the phonetograph is not capable of solving orthographical problems, and it is in a phonetic script that it records the messages dictated to it.

A wonderful gift for Swiss Transport House

The Swiss Transport House, in Lucerne, which is a museum of all things connected with transport, as well as being a centre for study and for conferences, has just received a marvellous present. This is the Swiss flag which was carried by the bathyscaphe "Trieste" on the occasion of its record submersion of 36,100 feet under the sea, which was performed in January of last year, by Jacques Piccard, son of the famous Auguste Piccard, with an officer in the United States Navy.

SWISSAIR'S FIRST HALF-YEAR OF JET OPERATIONS

Swissair has achieved satisfactory results with its jets in the first six months of their operation. During this period the company's four Caravelles and three DC-8s carried a total of 188,653 sector passengers.

The first Caravelle was introduced on the London-Zurich route on 21st May. Regular services within Europe and to the Middle East have been operated by three Caravelles since July and by four since August. By 21st November they had carried a total of 115,927 sector passengers, flown 2,143,011 kilometres, and served 19 cities.

The first DC-8 was introduced on the Swissair routes to New York on 30th May. It was followed by a second aircraft in July and a third at the end of September. Up to 30th November these three jets carried all together 72,726 sector passengers and flew 2,749,321 kilometres. In October, the first month to see Swissair's entire Caravelle and DC-8 fleet in regular service, each Caravelle averaged 7 hours 3 minutes flying per day; each DC-8 flew on average 6 hours 20 minutes per day.

**Swiss
Industries Fair
Basle
15th-25th April 1961**



In 21 halls and 17 groups Swiss Industry puts its quality products on view. Information, brochure, etc., obtainable from The Swiss Embassy, 18 Montagu Place, W.1, or The Swiss Consulate, Midland Bank Bldgs., Spring Gardens, Manchester 2