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SWISSAIR NEWS

SWISSAIR TRAFFIC INCREASE

Passenger traffic on Swissair services in September showed an increase of 3.3 per cent over September of last year. Although the total capacity offered rose by 25 per cent, the proportion of seats filled climbed to 59.2 per cent, against 53 per cent in September 1961.

With increases in freight of 8 per cent and mail of 9 per cent, the average load factor for all Swissair traffic during the month stood at 55.8 per cent, compared with 54.6 per cent. The total capacity offered was 36.8 million tonne-kilometres.

More than 10 tons of blankets, clothing and medical equipment have been flown by Swissair to Teheran for victims of the recent earthquake in Iran.

Swissair's eighth and last Caravelle, HB-ICV "Schaffhausen", is now in scheduled service. It was delivered on 12th October and has been in Stockholm, where minor modifications were made to suit Swissair/S.A.S. requirements.

SWISSAIR'S WINTER OPERATIONS

Swissair's winter timetable comes into force on 1st November and is valid until 31st March 1963. For the first time, there is no major change compared with the elapsed summer programme.

The last two DC-6Bs have now been withdrawn from the fleet and the eighth and last Caravelle is to enter service at the end of October. Swissair's flying equipment will then comprise 31 aircraft — 16 pure jets (three DC-8s, five Convair 990 Coronados and eight Caravelles) and 15 piston-engined aircraft (11 Convair 440 Metropolitans, three DC-3s and one Dakota freighter). The DC-3 operations are limited to training and pleasure flights and a few domestic runs. All long-distance flights are by jet.

During the month, Swissair and British European Airways, in pool, are each introducing three scheduled weekly cargo services between London and Zurich. Swissair is using Metropolitans and B.E.A. Viscounts. Both aircraft have a freight capacity of 4½ tons.

No Shannon Stop-overs

This winter, for the first time, Swissair's important route from Copenhagen via Geneva and Madrid to Lisbon will be maintained during the season by a daily flight.

On the North Atlantic services, Swissair is cancelling all stop-overs at Shannon.

From 1st November until 7th March, several DC-8 flights connect Switzerland with New York, among them three direct from Zurich, three direct from Geneva and three via Lisbon. In addition, the two weekly services between Switzerland and Montreal and Chicago are being continued.

More New York flights

From 8th March, the number of weekly flights to New York is to be increased from eight to fourteen. There will be a daily non-stop run from Zurich to New York, three direct flights from Geneva to New York and four services via Lisbon.

In Africa, Khartoum remains a port of call, and on the weekly flight to Lagos (Nigeria) and Accra (Ghana), Geneva will serve as an intermediate stop also on the out-bound run.

There will be no changes in the services to the Middle East, the Far East or to South America.

Special care has been taken to ensure a great number of connections at Zurich and Geneva to all onward destinations.

SWISSAIR ORDERS NEW DC-8

Swissair has placed a firm order for a Douglas DC-8 series 53 jet airliner. The series 53 is powered by the latest Pratt & Whitney turbo-fan engines and has a lengthened passenger cabin enabling it to carry up to 162 economy-class passengers.

The standard Swissair seating plan will provide for 142 passengers — 16 in the first-class compartment, which also has a lounge, and 126 in the economy section. To cater for the extra passengers the kitchen space has also been extended.

The new aircraft, which will fly non-stop from Switzerland to North America with a full load, will enter service with Swissair late in 1963. It is an improved model of the DC-8 that set records by flying 8,792 miles from Tokyo to Miami and carrying 41,000 lb. non-stop between Seattle and Tokyo.

It will be Swissair's fourth DC-8. The three at present in service on North Atlantic routes to New York, Chicago and Montreal carry 130 passengers — 16 first class and 114 economy class.

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What's more, you like what you've heard about Swissair — the step-ahead airline that flies the world's most advanced passenger jet, the Convair 990 Coronado to the Middle and Far East, South America, and Africa, sleek Caravelles to all parts of Europe and mighty DC-8 jets to North America. Up-and-coming people set high standards — that's why, wherever they go, people like you fly Swissair, the world's most passenger-conscious airline.

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