Walter Mittelholzer †

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Walter Mittelholzer
By St.

Walter Mittelholzer was born on the 2nd of April, 1894, in St. Gall, where he received his schooling at the "Heilig-Geist-Schule". Later he made his apprenticeship as a photographer, and later on as an observer, after a while he received a promotion, and from that moment he became one of the most daring and efficient military pilots of the Swiss Army.

In 1935 he was transferred to the Swiss Flying Corps, first as a photographer, and later on as an observer. Shortly after the war he founded, together with Alfred Comte, the first commercial Air Transits concern in Switzerland, the "Aero". This company soon became the leader in all phases of aerial photography.

In 1932 he left for the jungles of the mountain region, to become the first pilot to fly over the peak of the Matterhorn. The flight was successful, and Mittelholzer's success was immediately recognized in the world of aviation.

Two years later the "Aero" concern was amalgamated with the "Ad Astra" concern, from which the "Swissair" emerged of which he was technical Manager and Chief Pilot.

In 1938 he made the very first flight over the Jungfrau, the "Nebelhorn", the "Kleine Mythen", and the "Jochpass". He was the first to fly over the "Berchtesgaden Alps" and "Jesau". The flight was successful, and the Mittelholzer's success was immediately recognized in the world of aviation.

Mittelholzer was equally efficient with his pen as with his plane. He wrote dozens of books, some of which were translated into foreign languages; in addition he was the author of a great many articles on technical matters in connection with aviation.

And now that is all ended, those hands which guided thejoystick through hundreds of flights have grown cold, those keen and yet friendly eyes will remain closed for ever, that faithful heart has ceased to beat; far away in France, where he loved with all his might, they carried him in his wooden coffin down the long descent to the little church of St. Jigen, where he waited for his last journey home.

Around himself and his many friends in all parts of the world mourns, but also his country of which he was such a distinguished son.

The memory of this great man will remain deeply engraved in the hearts of all those who have known him.

SWISS EXCHANGE TRAINS.

As everyone knows a considerable number of our English friends go to Switzerland each year for their holidays. This Summer, owing to the more favourable exchange value of the £ and the better conditions in Great Britain, the number of English visitors to Switzerland will probably reach record figures. Our Transport Undertakings, both Federal and private, and the "Fremdenindustrie" as a whole are looking forward to better times. They need and deserve them.

It lies in the nature of things that holiday traffic is rather uninsured. Whilst there is a steady flow, and at times even a rush, of English visitors to Switzerland, the number of Swiss folk coming to this country on pleasure is very small. For some years past, the Commercial Service of the Swiss Railways has made a commendable effort to improve the balance. In order to "repay the compliment" to our visitors from abroad, and well that "Travel should be both ways", they are periodically organizing "Swiss Exchange Trains" (Anstechetreinabfahrten) from Switzerland to other European countries, including England. Their purpose is, of course, to give us a glimpse of how our English cousins take us an interest in their land and appreciate them, not only as good clients, but also as our hosts in their own country. Then, these trains give the Swiss people themselves an excellent chance of seeing and "doing" this truly great Metropolis