



FREDY PETER
SWISSAIR
A DAY-BY-DAY DOCUMENTATION



This account of Swissair's day-by-day history will serve as the basis of any future exploration of the years in existence of Switzerland's former national carrier, from its founding right up to the grounding of the fleet and ultimate demise of the company. Documented here is every significant corporate decision, along with previously little-known background information, a comprehensive overview of operational incidents, the airline's route network over seven decades, the countries Swissair served and types of aircraft it operated. In short, this book covers everything that made the legendary airline distinctive, in unprecedented scope. This new standard reference work records in precise detail and in easily comprehensible English both the history of civil aviation in Switzerland and the qualities that Swissair deemed important over its 70 years in existence. Rather than judge or assign blame, this book sticks strictly to the facts and figures that reflect the dedication of Swissair employees - from those in the cockpit and the cabin to those in marketing and technical services, both at home and abroad - to "their" airline, from the very early days right up until the final flight by a Swissair aircraft. In the process, the book injects new life into one of the most exciting chapters in the history of Swiss commerce.

AUTHOR

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TITLE

SWISSAIR

SUBTITLE

A DAY-BY-DAY DOCUMENTATION

FROM

1931

TO

2002

PAGES N°

768

ILLUSTRATIONS

N° 2028

(Cover: DC-2; back: DC-4 cockpit)

ISBN 978-3-906055-89-3

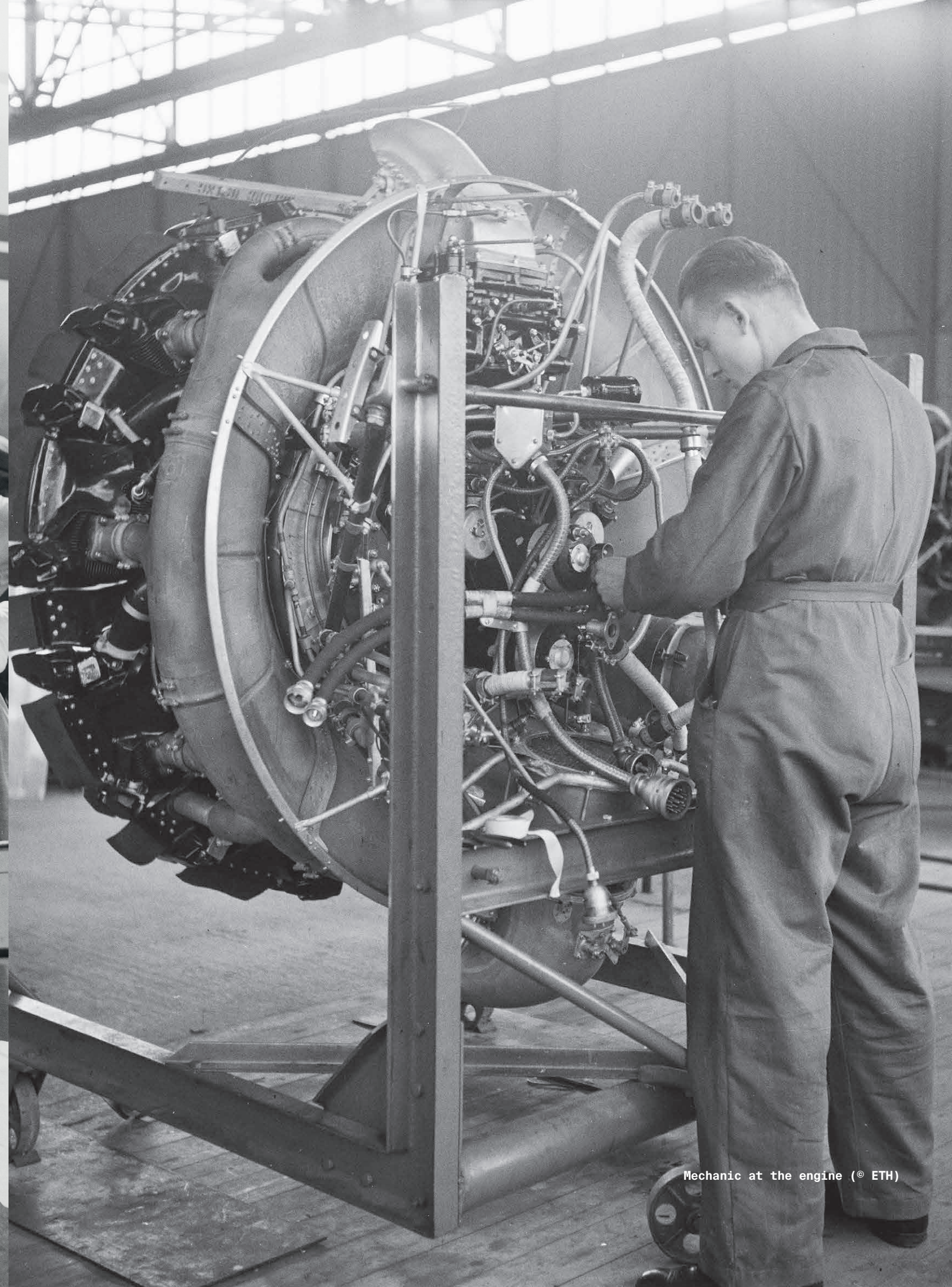


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The VIP passengers (© ETH)



Mechanic at the engine (© ETH)

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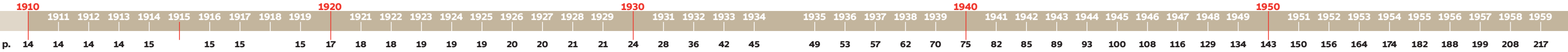
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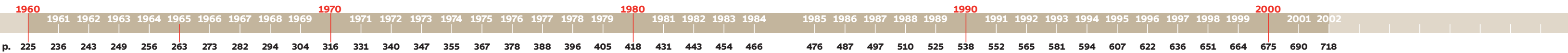
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1910-1930

The Genesis of Swissair



1.6.1922 :
Pilot Henry Pillichody and passengers being inspected
by Customs upon returning to Switzerland. (© ETH)

1910-1930



1910

- 10.03.** First flight in Switzerland : Corvette Captain Paul Engelhard of Germany takes off with his Wright biplane from frozen lake St. Moritz and remains airborne for about five minutes.
- 15.03.** Second flight in Switzerland : Corvette Captain Engelhard again takes off from frozen lake St. Moritz with his Wright bi-plane and circles over the lake for 31 minutes and 40 seconds at an altitude of 10 to 15 meters. With this flight Capt. Engelhard, holder of the German license no. 3, wins the prize of SFR 2000 offered by the community of St. Moritz.
- 10.05.** At Avenches, 18-year-old Ernest Failloubaz becomes the first Swiss pilot to fly a Swiss-made aircraft in Switzerland.
- 14.08.** Start of the first "Geneva Airshow" at Viry, a small airfield located in France, close to the Swiss border. Swiss aviation pioneers such as Audemars, Dufaux, Failloubaz and Taddeoli present 21 different aircraft to some 50,000 visitors.
- 28.08.** Armand Dufaux wins the Swiss Aviation Club prize for flying the length of Lake Geneva, from Noville to Geneva, in a fragile Dufaux-4 airplane.
- 12.09.** Departing Lucerne, pilot Rene Vallon takes his wife for the first passenger flight in Switzerland.
- 24.09.** Peruvian Pilot Geo Chavez departs Brig for the first flight across the Alps. His landing in Domodossola, Italy, ends in disaster and Geo Chavez dies five days later.
- 28.09.** First flight between two cities in Switzerland, from Avenches to Payerne, piloted by 18-year old Ernest Failloubaz.
- 22.10.** Start of the first air show at Zurich's new aerodrome in Dübendorf.

1911

- 11.05.** First flight to cross the Swiss border, Darmstadt - Basel, pilot Theodor Real.
- 04.09.** First army observer flight, pilot Ernest Failloubaz with cavalry First Lt. Lecoultre.
- 19.08.** Start of the second air show in Dübendorf.
- 14.10.** + Pilot Hans Schmid, crash near Bern, first victim in Swiss aviation history. First night flight and night landing in Dübendorf, pilot Max Bucher.

1912

- 02.02.** Departing from Lake Davos, pilot Rene Grandjean performs the first take-off and landing on skis in Switzerland.
- 15.10.** + Pilot Enrico Cobbioni and passenger Bippert near La Chaux-de-Fonds. Passenger Bippert is the first passenger in Swiss aviation history to die in an airplane crash.

1913

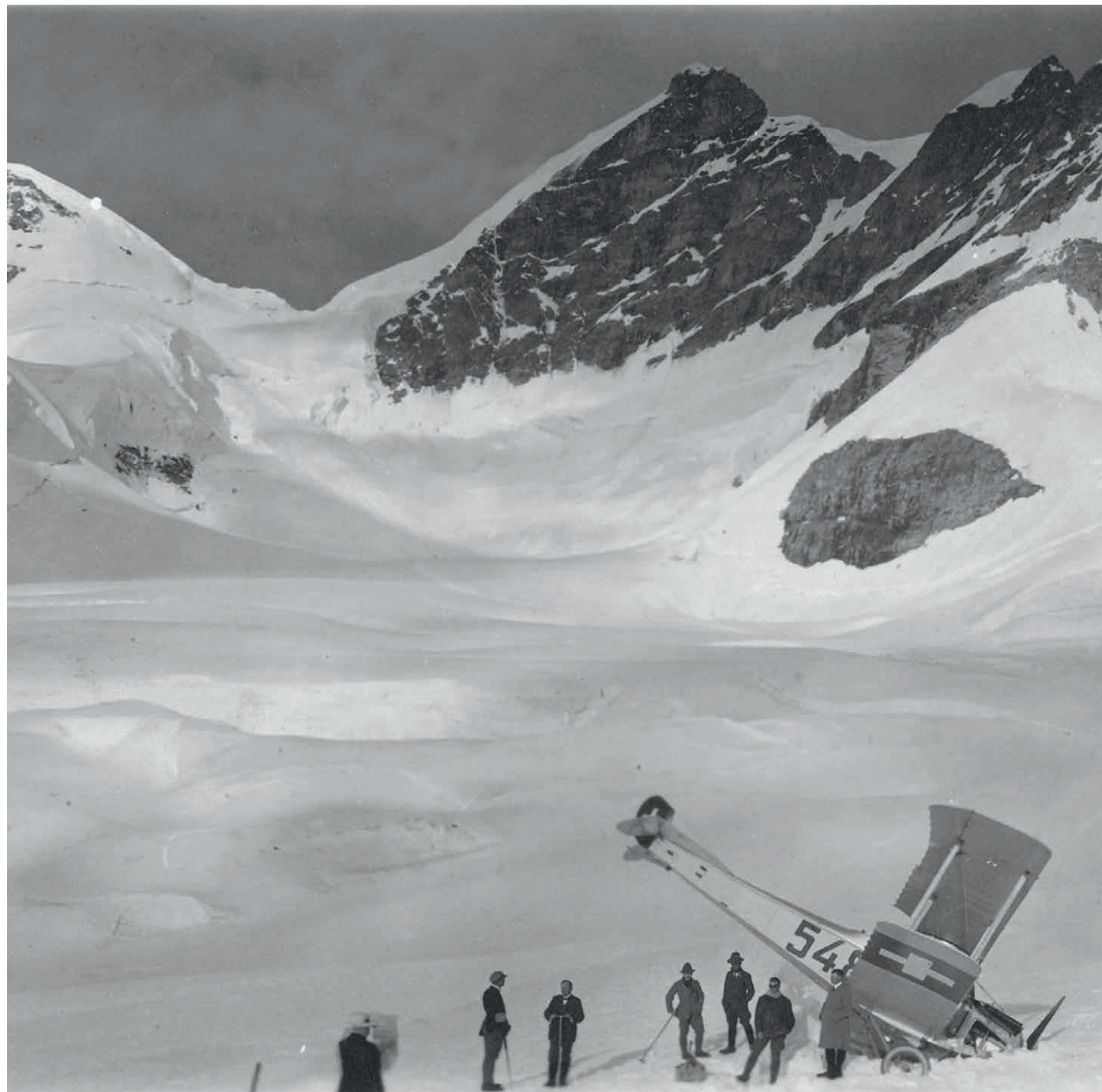
- 24.01.** First successful crossing of the Pyrenees by Swiss pilot Oskar Bider, from Pau via Guadalajara to Madrid.
- 09.03.** First Swiss "airmail", from Basel to Liestal, pilot Oskar Bider, 5 mail bags, 75 kg.



08.01.1919 : Swiss Air Force fighter 519, a Häfeli DH-3, is prepared for the first mail flight, Dübendorf - Bern - Lausanne. (© HRO)

- 19.03.** + Pierino Primavesi, holder of license 41, crashes into Lake Lugano after completing the first crossing with his Bleriot Gnome of Monte Generoso.
 - 13.05.** First successful crossing of the Bernese Alps by Oscar Bider, from Bern-Beundenfeld to Sion.
 - 13.07.** First successful crossing of the Swiss Alps : Oskar Bider departs Bern at 04.08, flies over the Jungfrauoch at 06:10 and lands at 06:40 for refueling in Domodossola, Italy. He departs Domodossola at 07:30 and lands in Milan-Tagliedo at 08.42. The Alps have finally been conquered!
 - 26.07.** Oscar Bider returns from Milan via Airolo - Lukmanier - Oberalp - Lucerne - Liestal - Basel.
 - 25.12.** First non-stop flight Paris - Bern, pilot Oskar Bider, flight time 4 hours and 21 minutes.
- ## 1914
- 11.02.** Geneva - Aosta, first flight over Mont Blanc, pilot Agenor Parmelin, in his Deperdussin monoplane.
 - 22.03.** + Theodor Borrer, holder of license 38, is the first pilot to be killed during an aerobatic flight.
 - 22.04.** Bern - Brig, first alpine sightseeing flight with a passenger, pilot Oskar Bider.
 - 13.12.** Dübendorf airport is taken over by the newly formed Swiss Air Force and closed for civil flights.
- ## 1916
- 06.01.** Swiss aviation pioneer John Domenjod, holder of brevet 10, performs some aerobatic flights over the White House and lands in front of the Capitol.
- ## 1917
- 17.07.** + Edouard Monnard, holder of license 47, killed in action as a French Air Force pilot.
- ## 1919
- 08.01.** First mail test flight Dübendorf - Bern, operated by the Swiss Air Force with Häfeli DH-3 aircraft No. 519.
 - 25.01.** Alfred Comte lands with LVG-Condor on Lake St. Moritz to begin the sightseeing flight season. One 15-minute flight costs SFR 75.00. In cooperation with Ad Astra, St. Moritz constructs 2 hangars beside the Hotel Surley.
 - 01.02.** The routing of mail test flights is extended from Bern to Lausanne-Blecherette.
 - 15.04.** Founding of Comte, Mittelholzer & Co, Aero, a company specializing in aerial photography and passenger flights, based at Zurich-Schwamendingen airfield. The company owns two aircraft :
 - > Kondor E III a monoplane, CH-1
 - > LVG. C-V biplane, CH-2
 - 28.04.** Inauguration of scheduled daily mail services Dübendorf - Bern - Lausanne.
 - 07.05.** Inaugural of the new airfield at Zurich-Schwamendingen-Mattenhof.
 - 19.05.** First flight Paris - Geneva, Caudron G3 biplane, later registered.





17.08.1919 : First successful alpine landing on the Jungfrauoch by Major Arnold Isler and First Lt. Robert Ackermann.

- 21.06. First flight around Switzerland in one day, Basel - Geneva - Lausanne - Airolo - Bellinzona - Olivone - Splügen - St. Moritz - Ems - St. Gallen - Winterthur - Basel. Pilot Oskar Bider.
- 25.06. Avion Tourisme S.A. founded in Geneva.
- 07.07. + Oskar Bider, Swiss aviation pioneer, holder of the Swiss license 32, crashes during an aerobatic flight in Dübendorf (© ETH)
- 18.07. Comte and Mittelholzer land near Samedan on Champagna Field, close to the river Inn. The two pioneers, together with the community of St. Moritz, plan to operate scheduled flights to make it easier for members of high society to reach the exclusive resort town.
- 25.08. Foundation of IATA, the International Air Transport Association.
- 11.09. Comte and Mittelholzer fly over Mont Blanc with L.V.G. C-V , CH-2.
- 25.09. Frick & Co. Luftverkehrsgesellschaft Ad Astra founded.
- 11.10. The Geneva Grand Council passes a law facilitating the construction of a new airfield near the village of Cointrin, some 4 km to the north of the city. The council also makes available a credit of SFR 650,000 for the completion of the project.
- 17.10. Frick & Co. begins flight operations, with Ernst Frick and Henry Pillichody as pilots and managers.
- 06.11. Switzerland concludes its first bilateral air service agreement, with the United Kingdom.
- 09.12. Switzerland concludes its second air service agreement, with France.



- 15.12. Ad Astra AG founded by Rhiner, Frick and Pillichody with capital of SFR 300,000.
- 16.12. The Swiss Government ratifies the air service agreements with the UK and France.

Network of scheduled flights :

→ Swiss Air Force Postal Services : Dübendorf - Bern - Lausanne - Geneva, April - September (aircraft scout/trainer 519)

1920

- 20.02. Ad Astra AG takes over Aero Gesellschaft, with Alfred Comte as chief pilot and Walter Mittelholzer as head of the photo section.
- 01.03. Ad Astra special flight, Dübendorf - Fürth/Nürnberg (Atzenhof aerodrome).
- 04.03. Alfred Comte departs St. Moritz with his L.V.G. C-V biplane, CH-2, and passenger Robert Loraine, famous British actor and Lieutenant Colonel in the RAF, for the first international flight. The flight from St. Moritz to London took four days to complete! (© BSM)



Oskar Bider, Swiss aviation pioneer



- 01.04. Creation of the Federal Office for Civil Aviation based in Bern with Major Arnold Isler as its first general director.
- 21.04. Ad Astra takes over Avion Tourisme S.A. of Geneva and becomes Schweizerische Luftverkehrs AG, Ad Astra. The share capital is increased to SFR 600,000. The airline's seven pilots operate the following fleet :
 - > 3 LVG C-V biplanes (CH-2, CH-5 and CHG-7)
 - > 1 Condor E III a aerobatic monoplane, CH-1
 - > 1 Caudron G.3, CH-3
 - > 8 Macchi Nieuport seaplanes, CH-12, -15, -19, -20, -22, -23 and -24
- 24.05. + Emile Taddeoli, Swiss aviation pioneer, holder of Swiss license no. 2, crashes with CH-4 into Lake Constance.
- 06.06. First Paris - Geneva trial flight with a Farman F.46 BIPLANE.
- 01.07. Paris - Geneva, first scheduled international passenger flight into Switzerland, Sopwith biplane, F-ATAA. The passenger is French journalist Paul du Bochet, the pilot Francois Durafour.
- 31.08. + Oscar Berteau, crash with CH-18 into Lake Zurich.
- 07.09. A Savoia seaplane crashes into Lake Zurich near Zollikon. A second Savoia seaplane crashes into Mt. Tödi. The crew and passengers on both aircraft are killed.
- 12.09. Inauguration of Basel Sternenfeld airfield with its first air show.
- 14.09. Switzerland and the German Reich sign a provisional air service agreement.
- 23.09. A Swiss Air Force plane, a Häfeli DH-3 piloted by Edgar Primault is the first aircraft to land at the new Geneva Cointrin airfield.
- 23.12. Due to financial problems, the board of Ad Astra decides to keep only pilots Pillichody, Cartier and Weber on the payroll.

Network of scheduled flights :

→ Paris - Geneva, Aero Transport (Durafour), irregular services July - December.

1970-1990

The Glory Years



21.09.1982 : Rollout ceremony of the Boeing B-747-300 at Boeing's Seattle facility. Swissair is represented by president Robert Staubli, vice president Corporate Planning Alfons Bernhardsgrütter and vice president Engineering and Maintenance Otto Loepfe. On a signal from Robert Staubli the new aircraft is unveiled in slow motion, revealing the beautiful new "queen of the skies", the B-747-300 in full splendor with Swissair's distinctive livery. (© ETH)



1970



✈ Highlights ✈

- ✈ The first pilots receive Boeing B-747 training in the USA.
- ✈ Balair pilots join Aeropers.
- ✈ VPOD celebrates its 25th anniversary.
- ✈ Opening ceremony of the new FPS centre in Bassersdorf.
- ✈ At a ceremony in Milan Swissair receives the 9th "mostra intern manifeste turistica" award.
- ✈ The Swissair Musik concert band plays at the memorial services for the CV-990 crash victims in Würenlingen.
- ✈ Transall C-160, HB-ILN, leaves the Balair fleet in June and returns to the government of West Germany.
- ✈ Falcon Mystere-20, HB-VAV, joins the Balair fleet for its UN Mission in the Middle East.
- ✈ Interconvention, Congress and Convention Services Ltd. founded, with head office at Hirschengraben. Paul Reutlinger is appointed its first president.
- ✈ Capt. Hanno Hürzeler elected 8th President of Aeropers
- ✈ June : The "aide-memoire" regarding the plans with Austrian Airlines is submitted to the Swiss government.
- ✈ December : SLS reports 6748 training hours with 18525 landings during 1970. About one-third of all landings have been performed at Oxford.
- ✈ December : A meeting takes place in Vienna at which representatives of the Austrian Ministry of Communication, the Swiss Department of Foreign Affairs and the Federal Office for Civil Aviation participate. A Declaration of Principles is adopted.

✈ Day-by-Day ✈

- 01.01.** Zurich, Basel, Geneva and New York are the first stations linked to PARS.
- 03.01.** Start of the first Canada Curler Tour in Switzerland. Matches are played in St. Moritz, Montana, Mürren and Wallisellen. The tournament is won by the Swiss team.
- 05.01.** Start of the first Swissair trainee ski camp in the Stoos mountain region.
- 10.01.** SR 727, Basel - Geneva, HB-IFL, diverts to Zurich due to fog. An elderly lady is so upset that she tries to slap the flight attendant.
- 12.01.** Start of a three-day period of fog during which Zurich and Geneva are closed. Swissair aircraft are spread all over Europe.

09.01. : Start of the Swissair-SAS joint board meeting. (© ETH)



- 13.01.** The 12-year-old son of the president of Kenya is sent unaccompanied from Basel by train to Rome, where he is supposed to take a flight back to Kenya. He fails to arrive and is found three days later in Florence by the Italian police.
Staff at the Basel transfer counter send roughly 30 passengers to Copenhagen by train. Half an hour later a DC-9 bound for Copenhagen departs Basel without any passengers on board.
SE-210 "Caravelle" HB-ICZ leaves the fleet and is leased to Air Algerie.
- 21.01.** Switzerland concludes a bilateral air agreement with Zaire.
- 22.01.** Pan Am operates the first B-747 commercial flight, but difficulties arise. The flight returns to the gate due to engine problems and after an aircraft change and a delay of seven hours, the first flight finally takes off from New York JFK.
- 31.01.** Douglas DC-8-55 SE-DBD leaves the fleet and returns to SAS.
- 05.02.** Inauguration of new departure procedures at Zurich Airport.
- 07.02.** SR 251, HB-ICC, Lagos. While the aircraft is on the ground the crew finds the open handbag of a transit passenger who went to the terminal. It contains three young pythons and a mamba snake. The handbag is loaded into the bulk compartment.
Arrival of the last Douglas DC-8-62, HB-IDL "Aargau", at Zurich Airport.
- 08.02.** At 08:31 on this Sunday morning a TWA Boeing 747 touches down on a familiarization flight at Zurich to begin the age of the Jumbo at Switzerland's main airport.
SE-210 HB-ICZ returns from lease to Air Algerie.
- 18.02.** The KSSU framework agreement is signed at the UTA head office in Paris. The agreement covers a period of 10 years and defines the basis on which the four partners will manage their technical and operational shares in the procurement and maintenance of their Douglas DC-10-30 aircraft.
- 20.02.** Operation "Big Lift". Three DC-8s and one CV-990 transport 512 officers and men from the Turkish navy from Istanbul to New York via Zurich.
- 21.02.** SR 330, Zurich - Tel Aviv, HB-ICD, seven minutes after take-off, a bomb explodes in hold 3. The crew tries to return to Zurich but the aircraft crashes near Würenlingen, Aargau. All 47 passengers and crew perish. The culprits are never determined but are presumed to be part of a Palestinian terrorist group.



TIME GMT	TO	FROM	TEXT
11:54.50	330	TWR	Cleared to start runway in use 28
12:10.00	330	TWR	Re-cleared to FL 70
12:21.00	CTL	330	We have trouble with the cabin compression. We have to return to Zurich
12:22.50	CTL	330	We suspect an explosion in the aft compartment of the aircraft. Everything is OK at the moment but we request descend clearance immediately and fire-fighting equipment on the ground for landing. We also request police to investigate
12:25.40	CTL	330	We have fire on board, request an immediate landing
12:26.00	CTL	330	We have electrical power failure
12:28.20	APP	330	... emergency we have ... smoke on board. I can't see anything
12:33.00	RAD	330	Good-bye everybody
12:33.30	RAD	330	Good-bye everybody
12:33.40	RAD	330	... reducing power, we cannot see anything. Can you give me a low altitude?
12:34.14		330	Crash

- Crew :**
- Capt Karl Berlinger
 - F/O Armand Etienne
 - F/E Werner Gimmi
- Staff :**
- Staff Marcel Attia
 - Staff Hans Kuhn
- F/A :**
- Hans Maag
 - Peter Frey
 - Claire Aubort
 - Etienne Gaillard
 - Claire Henry
 - Doris Rusca



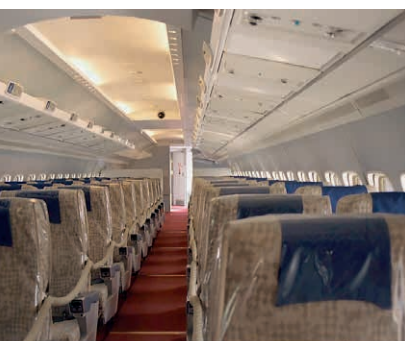
- 26.02.** A memorial service, attended by more than 1500 people, takes place at the Zurich Kongresshaus in remembrance of the 47 victims of the catastrophe at Würenlingen. Chairman Fritz Gugelmann delivers the memorial address. Representatives of the Catholic, Protestant and Jewish faiths address the mourners. Mr. Gugelmann says : *"It is impossible for me to express in words the profound feelings that affect us all ... A mixture of horror and incomprehension of what had happened gripped us all, but mainly a feeling of great sorrow filled us when we learned that 47 people on board the aircraft had met their death. To this great sorrow arose a further feeling of anger at the thought that this shocking accident could perhaps have been brought intentionally by some persons unknown ..."*
- 01.03.** Swissair publishes the new staff guidelines *"Personalpolitik"* (Personnel Policy). A new internal directive covers all expenditures on the part of board members and executive management.
Douglas DC-8-55 SE-DBD leaves the fleet and returns to SAS.
- 08.03.** The first group travelling to the World Trade Fair in Osaka leaves Lisbon and flies via Zurich to Tokyo.
- 12.03.** Inauguration of the new terminal building in Basel. Guests of honor are French president George Pompidou and Swiss president Hans-Peter Tschudi.
- 15.03.** Start of the World EXPO in Osaka, Japan. Swissair operates 17 special flights to Osaka and runs the restaurant in the Swiss pavilion. The following members of staff are transferred for six month to Japan :

Director of the Restaurant :	C. Blattner
Restaurant Manager :	M. Einhorn
Financial Advisor :	E. Buechi

Executive chef Anton Mosimann and governess Ms. Kathrin Roth, both with experience at first-class hotels, and 26 employees are recruited in Switzerland. A further 76 local Japanese employees join the team.
- 19.03.** Adolf Sigg, head of the SLS training base in Hausen, visits the mayors of Hausen and Rifferswil and officially requests permission to build a concrete runway at Hausen am Albis to allow year-round training.
- 20.03.** SR 567, HB-IFN, 25-minute delay as a loader's hat is sucked into the APU. The crew has to switch the APU off, remove the hat and re-start.
- 23.03.** Boeing C-97G HB-ILW leaves the Balair fleet and returns to the US State Department.
- 24.03.** SR 726, Geneva - Paris, passenger Ralph Douglas is welcomed by Swissair upon arrival and congratulated on his 200th flight on board Swissair from Geneva.
- 25.03.** SE-210 HB-ICZ leaves the fleet and is sold to Transavia Holland as PH-TRR.
- 31.03.** Employee Anton Matt celebrates a rare event, his 40th anniversary with the company. Anton Matt joined Swissair back in 1931 as a page boy.
- 01.04.** Start of the summer timetable period with the following changes :

✈ Two new destinations - Douala and Kinshasa	
--	--

SR 656, inaugural flight Basel - Geneva - Madrid operated with Douglas DC-9.
Introduction of the sixth weekly frequency to the Far East, operated with the DC-8 "Express" as follows : Zurich - Athens - Bombay - Bangkok - Hong Kong - Tokyo.
Introduction of 5th freedom services between Hong Kong and Tokyo.
Inauguration of a Swissair office in Chur.
- 02.04.** SR 260, Zurich - Geneva - Douala : inaugural flight to Cameroon operated with Convair CV-990A "Coronado".
- 03.04.** First non-stop flight Geneva - Accra with Douglas DC-8.
The Portuguese national rugby team travels on board Swissair from Lisbon via Zurich to Amsterdam.
- 04.04.** First non-stop flight Karachi - Zurich with Douglas DC-8.
- 07.04.** SR 282 Zurich - Geneva - Kinshasa - Johannesburg, DC-8-62, inaugural flight to Kinshasa, Democratic Republic of Congo. The 21-member inaugural delegation is headed by Pierre Graber, head of the Federal Department of Foreign Affairs.
Start of the Swiss Food Festival at Chatties, Chatswoods, Sydney, Australia. The food festival is sponsored by Swissair and the selection of Swiss style menus is presented on Swissair First Class menu cards.
- 08.04.** First non-stop flight Bombay - Zurich with Douglas DC-8-62.
- 19.04.** Arrival of Balair's second jet, Douglas DC-9-33CF, HB-IDN, at Basel.
- 20.04.** The government of Canton Zurich approves a credit of SFR 647,000 to improve noise-emission facilities.
Boeing C-97G HB-ILZ leaves the Balair fleet and returns to the US State Department.



- 18.03.** : Boeing C-97G HB-ILY leaves the Balair fleet and returns to the US State Department. This aircraft is now displayed at the Rima County Museum, Davis-Monthan Air Force Base, Arizona. (© PSM)
- 26.03.** : All CV-990s now operate with the new cabin configuration of 14 First Class and 102 Economy Class seats.

- 28.04.** : Capt. Borner is greeted with flowers after his last flight. (© ETH)
- 24.04.** : Arrival of BAC 1-11-501EX, G-AWYS, at Zurich Airport on temporary lease from British Eagle and operated by British pilots. (© ETH)



- 22.04.** Arrival of a delegation of 19 high-ranking members of the government of Zaire and selected journalists. The invited guests visit Zurich, Winterthur, Burgdorf, Bern, the Bernese Oberland, Biel and Geneva before returning to Zaire.



24.04. : 9th share capital increase, from SFR 300.8 million to SFR 335 million.

24.04. Annual shareholders' meeting at Kongresshaus, Zurich.	
Gentlemen leaving the board : none	Result 1969
Gentlemen elected to the board : none	Passengers : 3,571,442
	Seat load factor : 53%
	Flights operated : 60876
	Flight hours : 104,758
	Net result : SFR 31.5 million
	Dividend paid : SFR 30
	Staff : 12071

- SR 301, father-and-son team in the cockpit : Flight engineer Hans Fehr checks the work of his son, F/E Franklin Fehr. This is the first time that a father and son work together in a Swissair cockpit.
- 26.04.** To celebrate the inauguration of daily services between Chicago and Zurich, Swissair hosts a VIP luncheon for Chicago city officials, business leaders and the media.
- 27.04.** Start of the conference of foreign representatives in Lucerne : 280 managers from all over the world and from head office meet and discuss the "Challenge of the Seventies". During a navigation flight, a SLS SIAT 224 crash lands at Nuremberg. One of the three persons on board is slightly injured. The aircraft is severely damaged.
- 29.04.** Boeing C-97G HB-ILX leaving the Balair fleet and returns to the US State Department.
- 30.04.** Swissair orders a flight simulator for the DC-10-30.
SE-210 HB-ICZ leaves the fleet and is sold to Transavia.
Eight trainee pilots from SLS course III/68 and four British navigators join the company.
- 04.05.** Inauguration of the freight terminal at Basel.
- 06.05.** A confidential Declaration of Principles is signed with Austrian Airlines. Working groups on the management level begin discussions.
- 11.05.** Introduction of a 40% discount fare for Spanish guest workers.
- 12.05.** Start of the Regional Sales Meeting Italy in Santa Marinella near Rome.
- 14.05.** Hugo K. Mayr, Manager North America, presents a 6-month-old St. Bernhard puppy, "Zimm" from "Säuliamt", to Chicago Fire Commissioner Robert J. Quinn to mark the beginning of daily services between Chicago and Zurich.
- 18.05.** Traditional reunion of retired staff : 82 retirees visit Lenzburg Castle. Swissair Musik entertains the happy group.
- 19.05.** Max A. Keller assumes his new position as Regional Manager Europe based in Geneva. All regional and district managements within geographical Europe, except Switzerland, Greece and Turkey, come under his supervision.
- 24.05.** SR 551, Munich - Zurich, the members of the Musikkapelle Ofterschwang/Allgäu (Germany) travel to Zurich and are extremely happy with the service.
- 31.05.** Station Zurich opens a new service for baggage storage. Passengers may now leave their baggage at a storage room upon payment of SFR 1.00 per piece of baggage. The former "hold" procedure is no longer applicable.
- 01.06.** Nine German pilots from SLS course 1/69 join the company.
Capt. Peter Baumann appointed chief pilot B-747.



Airbus A330-223	
Maiden flight :	02.11.1992
Span :	60.30 m
Length :	57.51 m
Height :	17.88 m
Power plant :	2 P&W 4168 A
Max. stat. thrust :	2 x 30800 kg
Cruising speed :	850-880 km/h
Range :	11500 km
Passenger capacity :	196-230
Cargo capacity :	10 t
Crew :	2 / 9

10.09. : Arrival of the first A330-200, HB-IQA "Sion 2006", at Zurich Airport. The aircraft is later renamed "Novartis" and leased from Flightlease AG.

The Fate of all Swissair Aircraft

Fokker VII a		Fokker F.VIIb-3m	
CH-157, HB-LB0		The aircraft has been restored by the Swissair Fokker team, preserved at the Swiss Museum of Transport	
CH-162, HB-LBQ		Sold to Ala Littoria as I-AFRO, scrapped after crash in Bologna/Italy	
CH-163, HB-LBR		Sold to Ala Littoria as I-UGRI, scrapped after crash	
CH-164, HB-LBS		Sold to Ala Littoria as I-UADI, fate unknown	
CH-165, HB-LAN		Sold to Ala Littoria as I-UEBI, scrapped	
CH-166, HB-LAO		Sold to Ala Littoria as I-ADUA, fate unknown	
CH-190, HB-LAK		Scrapped , wings used for CH-166, HB-LAO	
CH-192		Sold to Emperor Haile Selassie I of Ethiopia, destroyed by Italian Air Force	
CH-193		Refueling accident at Paris Le Bourget, France, destroyed	
Dornier Do B Merkur			
CH-142		Never flew in actual Swissair service, scrapped at Dübendorf/Switzerland	
CH-171		Never flew in actual Swissair service, scrapped at Dübendorf/Switzerland	
BFW/Messerschmitt M 23			
CH-246, HB-ULI		Sold 1932 to private person, destroyed June 11th, 1952	
BFW M 18 d			
CH-191, HB-IME		Sold in January 1938 to Farnerwerke in Grenchen/Switzerland	
HB-IME		scrapped after accident at Grenchen/Switzerland	
Comte AC-4 "Gentleman"			
CH-262, HB-IK0		Has been restored by the Swissair Fokker team and is now stored at the Swiss Museum of Transport, Lucerne/Switzerland. Registration cancelled November 10th, 2010	
Comte AC-12 "Moskito"			
HB-AXA		stored	
Lockheed 9B Orion			
CH-167, HB-LAH		Served with Spanish Republican Forces during the Spanish Civil War fate unknown	
CH-168, HB-LAJ		Served with Spanish Republicans Forces during the Spanish Civil War fate unknown	
Curtis T-32 Condor II			
CH-170		Crashed at Tuttlingen/Germany, due to material fatigue, destroyed	
Junkers Ju-86			
HB-IXI		Crash-landed August 12 th , 1936 at Wixhausen, Germany, returned to Junkers	
HB-IXE		D-AFUK, D-AVEF, NF+SD, destroyed 1964 in fire-fighting exercise in Kloten	
HB-IXA		Crashed at Konstanz, Germany, July 20 th , 1939 due to engine problems destroyed.	
General Aviation Clark G.A. 43			
CH-169, HB-LAM		Served with Spanish Republican Forces during the Spanish Civil War scrapped after accident at Alicante/Spain	
HB-ITU		Crashed into Mt. Rigi/Switzerland, destroyed	
De Havilland D.H.89 "Dragon Rapide"			
HB-APA		Sold to Aero-Club, Grenchen/Switzerland, destroyed	
HB-APE		D-IGUN, scrapped at Lahr/Germany	
HB-APU		Sold to Farnerwerke, Grenchen/Switzerland, scrapped	

- Former Swissair HB-IRD as 4X-FNI, Israel Air Force (© DBR)
- Former Swissair C-47B HB-IRF (© BRO)

Douglas DC-2	
HB-ISA	Operators after Swissair :
DC-2-115D	EC-AGA LAPE Zona Rojas, 42-5, EC-AAA Iberia, scrapped
HB-ISI	Bombed by USAAF August 9 th , 1944 at Stuttgart/Germany, destroyed
DC-2-115B	
HB-ITA	Crashed January 7 th , 1939 at Senlis, France, destroyed
DC-2-115B	
HB-ITE	Operators after Swissair :
DC-2-115B	ZS-DFW Phoenix Airlines, destroyed at Kosti-Rabak/Sudan
HB-ITI	Crashed February 28 th , 1936 at Dübendorf, scrapped at Dübendorf/Switzerland
DC-2-115B	
HB-ITO	Operators after Swissair :
DC-2-115B	ZS-DFX Phoenix Airlines, ZS-DFX Maluti Airservices ZS-DFX Silver City Airways, F-BJHR Airnautic, scrapped at Nice/France
Douglas DC-3/C-47	
HB-IRA	Operators after Swissair :
DC-3-216	N2815D Ozark Airlines, N141D Ozark Airlines, registration cancelled 2013
HB-IRB	Operators after Swissair :
DC-3D	LN-LMK Riis Flyederei, ZS-DXW Comair, ET-AIB Ethiopian Airlines derelict at Addis Ababa Airport/Ethiopia
HB-IRC	Operators after Swissair :
DC-3D	ZS-FRJ Protea Airways, 3D-ABI Swazi Air, ZS-FRJ Air Botswana, R7310 Zimbabwe Air Force, preserved at Kromdraai/South Africa
HB-IRD	Operators after Swissair :
C-47B-5-DK	4X-FAH Israel Air Force, 4X-ACW Arkia Israeli Airlines 4X-FAM Israel Air Force, 4X-FNI Israel Air Force N269LM Global Aircraft Industries, scrapped at Edmonton/Canada, nose section preserved at Buffalo/USA, center fuselage at Minnesota/USA
HB-IRE	Operators after Swissair :
DC-3-276	N2818D Fleetwings, N618A Southern Airways, N817 North Central Airways, registration cancelled 2002
HB-IRF	Operators after Swissair :
C-47B-10-DK	EC-AQF Spantax, N99873 ADCO AL Air, ET-AGK Ethiopian Airlines destroyed/the wingless hulk is used as trainer at Soddu/Ethiopia








HB-IRG C-47B-1-DK	Operators after Swissair : EC-AQE Spantax, destroyed at Madrid/Spain
HB-IRH C-47A-25-DK	Operators after Swissair : ET-T-15/ET-AAT Ethiopian Airlines, destroyed at Addis Ababa/Ethiopia
HB-IRI DC-3-216	Operators after Swissair : N2816D, N142D Ozark Airlines, destroyed at New Orleans/USA
HB-IRK (1) C-47B-1-DK	Never used for scheduled services, destroyed 1947 during a fire exercise at Dubendorf/Switzerland
HB-IRK (2) C-47B-5-DK	Crashed into Lake Constance June 18 th , 1957 during a training flight destroyed
HB-IRL C-47B-10-DK	Operators after Swissair : KA-DFN/KAT-04 Katanga Air Force, shot down at Kolwezi/Congo
HB-IRM C-47B-30-DK	Operators after Swissair : 76607/CN-ALB Moroccan Air Force, N54605 Visionair International, destroyed at Reykyavik/Island
HB-IRN C-47B-35-DK	Operators after Swissair : preserved at the Swiss Museum of Transport, Lucerne/Switzerland
HB-IRO DC-3-227A	Operators after Swissair : N2817D Fleetwings, N143D Ozark Airlines, N143D Jim Hawkings Air Services, N143D Academy Airlines, N143D Gryder Networks, active
HB-IRU	Operators after Swissair : SE-BAG SAS, Shot down over Hallo/Sweden by German fighters destroyed
HB-IRX C-47B-50DK	Operators after Swissair : ET-ADC Ethiopian Airlines, destroyed by fire at Massawa/Ethiopia

De Havilland D.H.98 "Mosquito"	
HB-IMO	Returned to the Swiss Interned Aircraft Park after several test flights used as spares, broken up

Mraz K-65 Cap	
HB-IKA	Sold to Lindt & Sprüngli D-EKUS, D-EMAV, active

Nord 1000	
HB-IKI	Sold to the Federal Office for Civil Aviation D-EFFI, crashed July 30, 1969, destroyed

Douglas DC-4	
 HB-ILA DC-4-1009 Genève	Operators after Swissair : HB-ILA Balair, crashed near village Tora Tonga, Jebel Marra, Sudan May 15 th , 1960, destroyed
 HB-ILE DC-4-1009 Zurich	Crashed on landing at Sydney, Nova Scotia, Canada, December 13 th , 1950, destroyed
 HB-ILI DC-4-1009 Basel	Operators after Swissair : YK-AAR Syrian Airway, crashed into River Congo, 215 km NE of Kinshasa September 1 st , 1960, destroyed/DR Kongo
 HB-ILO DC-4-1009 Luzern	Crashed overshooting Schipol Airport, Amsterdam, Netherlands, December 14 th , 1951, destroyed/Netherlands
 HB-ILU DC-4-1009 Unterwalden	Operators after Swissair : HB-ILU Balair AG, EI-ARS Aer Turas, LN-TUR Norwegian Overseas Airways, LN-TUR International Red Cross, LN-TUR Aer Turas LN-TUR Air Falcon, N88887 Globe Aero Inc N88887 Royce Wayne McCarty, N88887 Ludwig C Vogel N88887 Transair Ltd, N88887 Rebeca S Rucclus ZS-LMH National Air Cargo, N88887 National Air Cargo EL-AJP Liberia World Airways, EL-AJP Danzas Air EL-AJP Galaxy Enterprises, N88887 Warren Basler N88887 USAF Museum 28.09.1989 last flight Zurich-Frankfurt Preserved USAF Museum Frankfurt

Douglas DC-6B	
 HB-IBA DC-6B Zurich	Operators after Swissair : OY-EAO Sterling Airways, OY-EAO Trollair, OY-EAO United Nations N515AE Seminole Aviation, N999SQ Sis-Q Flying Services N999SQ Macavia Int l Corp, N999SQ T&G Aviation N999SQ Pacific Harbor Capital, N999SQ Barron Thomas Aviation N999SQ Everts Air Fuel, scrapped at Fairbanks/USA
 HB-IBB DC-6A Nidwalden	Operators after Swissair : N45501 World Airways, N45501 Saturn Airways, HC-ATB Andes, N45501 Skyways International, N45501 Bellomy-Lawson Aviation scrapped at Miami/USA
 HB-IBC DC-6B Uri	Operators after Swissair : CP-707 Lloyd Aereo Boliviano, 15.03.1963 crashed Chachacomani Peak, Tacora Volcano, Bolivia, enroute Arica - La Paz, destroyed
 HB-IBE DC-6B Genève	Operators after Swissair : OY-EAN Sterling Airways, OY-EAN Transair Sweden AB 23.12.1967 heavy landing at Torslanda/Gothenborg destroyed/Sweden
 HB-IBI DC-6B St. Gallen	Operators after Swissair : OY-EAP Sterling Airways, 13.04.1963 written off after heavy landing, Copenhagen-Kastrup, destroyed/Denmark
 HB-IBO DC-6B Bern	Operators after Swissair : OH-DCB Finlantic, SX-DAM Olympic Airways N111AN Concare Aircraft Leasing Corp, CF-QAN Conair Aviation N111AN Rosenbalm Aviation, N111AN Sis-Q Flying Svc 46 N111AN Macavia Int l Corp, N111AN T&G Aviation N111AN Barron Thomas Aviation, N111AN Nighthawk Air Systems scrapped at Santa Rosa/USA
 HB-IBU DC-6B Vaud	Operators after Swissair : HB-IBU Balair AG, N617SE Span East Airlines, N617SE Aviation Facilities 9Q-CVM Lukum Air Services, scrapped at Kinshasa/Zaire
 HB-IBZ DC-6B Basel	Operators after Swissair : HB-IBZ Balair AG, 9T-TLB Zaire Air Force, scrapped at Kinshasa/DR Kongo
Douglas DC-7 "Seven Seas"	
 HB-IBK DC-7C Zurich	Operators after Swissair : LN-MOG SAS "Leif Viking", F-ZBCA French Air Force preserved at the Musée de l'Air, Le Bourget/France
 HB-IBL DC-7C Genève	Operators after Swissair : N301G Airlift International, scrapped at Miami/USA
 HB-IBM DC-7C Basel-Stadt	Operators after Swissair : N302G National Airlines, EI-ANM Shannon Air, N302G Airlift International 1979 crashed in Columbia during a smuggling mission, destroyed
 HB-IBN DC-7C Bern	Operators after Swissair : N8218H Airlift International, N8218H Jamaica Air Freighters scrapped at Kingston/Jamaica
 HB-IBP DC-7C Schwyz	Operators after Swissair : SE-CCH SAS, JA6306 JAL "City of Hong Kong", EC-BBT Spantax Preserved at El Berriel/Gran Canaria

Former Douglas DC-7C HB-IBP at El Berriel





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red = Airlines
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