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Success For A Geneva Firm

The hydraulic equipment division of the Chramilles Co. Ltd Engineering Works (Geneva, Switzerland) recently received an order for two 68,200 kW Isogyre pump-turbines with vertical axles for the Malta-Oberstufe power station in Austria. The contract placed by the Oesterreichische Draukraftwerke Co. Ltd, at Klagenfurt, also includes the shut-off gates situated upstream and downstream from the groups. This order follows a few months after that for the first Isogyre of industrial dimensions for the Swiss power station Handeck III, whose maximum power will amount to 55,000 kW, for heads varying between 1000 and 1500 ft. The Isogyre is a new type of pump-turbine developed by Charmilles a few years ago; inside a common spiral casing it comprises a pump wheel and a turbine wheel mounted back to back on the same axle. The main feature of this machine lies in the fact that whether it is operating as a turbine or as a pump the direction of rotation of the shaft remains the same (hence the name Isogyre), which greatly simplifies switching from one operation to the other. The group is always started by means of the turbine, thus doing away with the need for a starting motor and the expensive equipment indispensable when using a "reversible" pump-turbine. Each of the two wheels has been made the size best suited to it, which makes it possible to produce, without any need for compromise, a high capacity machine perfectly suited to operating as a turbine or a pump. (SODT)

SWISSAIR MAKES ADDITIONAL FUEL ECONOMIES

In addition to a previously announced cut in its North Atlantic flight operations to economise fuel, Swissair, in concurrence with the Swiss Federal Air Office, has with immediate effect decided to reduce the cruising speed of its DC10s, DC8s and Convair Coronados on practically all routes served by these types of aircraft. Thus, all its long and medium range aircraft will, as do its Boeing 747 jumbo jets, fly at speeds requiring a minimum fuel consumption. The flight times will be prolonged by 90 seconds per flight hour which is irrelevant for the passengers.

Swissair expects that these combined measures will result in a 15 to 16 per cent reduction of its total fuel consumption. The question of whether fuel saving flight procedures for DC9 short-haul operations should be applied is presently examined.