

Zeitschrift: Helvetia : magazine of the Swiss Society of New Zealand
Herausgeber: Swiss Society of New Zealand
Band: 59 (1993)
Heft: [10]

Rubrik: Note from the editor

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 14.05.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

NOTE FROM THE EDITOR

If you would like to receive your Helvetia magazine on a monthly basis again, please help us getting more advertisers. Here is the up-to-date list of the people you can contact in your respective area:

Matthias DAMM

45 Ramahana Rd.

Christchurch

Ph. 03 332-8520 Home

03 366-3667 Bus

Anna RUFER

9 Anderson Street

Putaruru

Heidi FRANSEN

30 Melva St.

Hamilton

Christine ALDERDICE

9 St Edmond Cresc.

Redwood,

Tawa

Wellington

Mathis SEIFERT

33 High Street

Eltham

Ph. 06 764-7526



SERVICE

wird bei uns GROSSgeschrieben, vielleicht gerade weil wir klein (aber fein!) sind. Mit Vertrauen dürfen Sie Ihre Freunde, Verwandten und Bekannten an uns für **günstige Flugtickets** nach Neuseeland verweisen!

Zürich – Auckland – Zürich

schon ab

Fr.2160.-

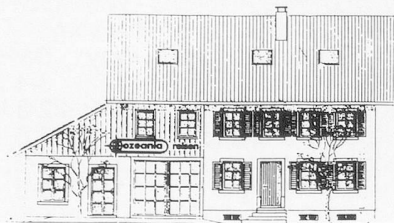
Frankfurt – Auckland – Frankfurt

schon ab

Fr. 2080.-

Wichtig: Wir verfügen über fest reservierte Flugplätze auch während der Hochsaison-Monate Dezember – März! 6759

Der Spezialist für Fernreisen mit der sprichwörtlichen persönlichen Beratung!



die richtige entscheidung

Ozeania Reisen AG Badenerstrasse 12

5442 Fislisbach

Inh. Bruno Böckli

☎ 056 84 01 65



UMBRELLA, CHARM AND YODEL

The lady pictured on a London bridge, full of temperament, in a blowing wind and dressed in some sort of Swiss costume has actually recently been seen on TV in New Zealand. She is Bea Abrecht, 44, from Berne, one of the top yodel performers in the world. She has also appeared in a Bruce Forsyth Generation Game show where she was accompanied by a whole symphony orchestra, a most unusual combination to say the least.

THE "NIDWALDERS" ARE WORRIED.

Pilatus, Nidwald's largest employer is in a dilemma. Although the Pilatus aircraft it produces are sold overseas as training aircraft, it has been discovered that many of them have subsequently been transformed into military machines by adding brackets under the wings for the transportation and launching of rockets and bombs.

For a very long time it has been a mute point as to whether the PC-7 was a civilian or a military aircraft. Pilatus always argued that their aircraft were only built for civilian purposes whilst overseas competitors in the aircraft industry claimed that PC-7's were used as military aircraft in countries such as Burma, Guatemala, Iraq and Angola.

The matter came to a head when South Africa ordered 60 PC-7 aircraft from Pilatus. By supplying South Africa with aircraft with military capabilities, Pilatus

and, by extension Switzerland, were apparently infringing some UNO resolution concerning the embargo on military equipment to South Africa.

The Swiss Federal Council was forced to intervene and requested Pilatus to change the wing structure of its aircraft so that the attachment of rockets and bombs was no longer possible. This created a serious dilemma for Pilatus. Although they always claimed that their aircraft were only sold for the sole purpose of training new pilots, Pilatus expected an important drop in orders from overseas clients following this forced change of wing structure to its PC-7 aircraft. So people in Nidwalden are concerned that their major employer might need to retrench and reduce its staff. Pilatus employs 850 people at its factories in Stans and any incident affecting Nidwald's largest employer will automatically have some serious repercussions on the well-being of the 35,000 "Nidwalders".