

# The bright lights of Kloten

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questione giungendo alla conclusione che la migliore soluzione sarebbe d'introdurre un servizio di autobus.

**MINUSIO** — Si è spenta nel suo 101° anno di età — era nata il 26 febbraio 1853 — la sig.ra Caterina Bambina nata Galizia.

**ACQUAROSSA** — I delegati di tutti i 17 Comuni della Valle di Blenio hanno deciso di costituirsi in consorzio per rivendicare la sede legale della costituenda società anonima per lo sfruttamento delle forze idriche del Brenno.

**MIGLIEGLIA** — Per opera d'ignoti, da una cascina dell'Alpe Cavallera è stata rubata l'intera attrezzatura dello sci-lift del Lema che era stata depositata in attesa di essere rimesso in funzione all'arrivo della neve.

**SPORT** — Negli ottavi di finale della Coppa Svizzera è stata eliminata una delle 2 squadre ticinesi in lizza, il Bellinzona, sconfitto a Zurigo dal Grasshoppers 7-2, mentre l'altra, il Chiasso ha pareggiato in casa propria contro il Chaux-de-Fonds 1-1.

— Sabato, 25 gennaio si è svolto allo Stadio di Cornaredo a Lugano l'allenamento delle selezioni elvetiche di calcio. La Selezione Svizzera A batteva il Como 5-1, mentre la Selez. B. veniva facilmente sconfitta da una Selezione Ticinese 2-4.

*Poncione di Vespero.*

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**THE BRIGHT LIGHTS OF KLOTEN.**

Swissair — take a bow. Kloten, your main home airport, has come in for some unexpected praise from Fleet-street's "Evening Standard".

Here is an extract from an editorial which appeared a few days ago: "London airport, midnight. A few lights burn dimly. A few uniformed figures flit about in the gloom. A telephone rings unanswered. A handful of bewildered passengers huddle deeper into their chairs.

"They look for comfort to the bar. No one there. They gaze hungrily at the sandwich counter. No one there. They inspect the news-stands. The shutters are down. Only if they are bold and adventurous, and not waiting to take off, they may make their way to the restaurant.

"Then the passengers go on board the airplane. They fly to Zurich. And in two hours they are in a different world. Bright lights greet them at Kloten airport. They can buy food and coffee, cigarettes and newspapers at any time they wish.

"Why this contrast? Why should Zurich with a population of 400,000 people have an airport with so much better facilities than London, with its 8,000,000 people?"

This fine comment is not the only example of the interest the British Press has been taking in Swiss aviation during the last few weeks. Many papers have been pinpointing Switzerland as one of the world's busiest transit points for international air traffic, and have given details of runway extension plans to make Swiss airports available for the great jet planes of the future. At the moment Kloten is the only airport which has a runway long enough for a plane like the Comet.

How does Swissair itself stand on the question of jets? Fifteen months ago, in this journal, I was able to say that the company had decided against buying British Comets — following unfortunately misleading advice that it would be 1960 at the earliest before jet aircraft would be in regular use by commercial companies.

It seems it will be still some time before Swissair becomes jet-minded. This reluctance is partly based on advice from U.S. constructors, the people whose supremacy in world aviation markets is now facing such strong threats from British jets.

Whether Swissair has done the right thing in remaining faithful to propeller-driven planes still remains to be seen.

*Derek Meakin.*

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