

# An appointment

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in Birmingham, Glasgow, Manchester, Manchester Airport, Dublin, and Shannon, the last named being the main intermediate link for all flights to New York.

"Swissair", he told the writer, actually employs 120 people in this country; in London alone there are five main departmental managers, *Operation Manager*, who is in charge of the airport, *Sales Manager*, who is responsible for bringing in the revenue, *Freight Manager*, whose work is similar to the one of the Sales Manager's, only for freight, *Traffic Manager*, who is in charge of reservations and the Ticket Office, *Finance Manager*, who looks after the finances. In addition there are five district managers in the Provinces.

My readers will no doubt agree that such an organisation — mainly built up during Mr. Wyler's tenure of office — makes heavy demands on its chief. In his work he is — as he confessed himself — supported by a devoted and loyal staff.

Having made a success of his job in this country, is it to be wondered at that the "Swissair" General Management has called him to a still bigger task by appointing him a member of the General Management in Zurich, and General Manager of Western Switzerland in Geneva from the end of January 1960? In his new appointment at Geneva he will be in charge of a staff of no less than six hundred.

Whilst we rejoice with him on this well-deserved promotion, tendering him our most sincere congratulations, we cannot help feeling sad at losing him.

Soon after his arrival from South America, Mr. Wyler showed a marked interest in the life and work of the Swiss Colony. It was not his intention, nor the wish to seek the limelight; although at least two offices as President could have been his for the asking, he kept in the background partly also on account of much travelling. His work was, so to speak, "*derrière les coulisses*"; there he gave all the support he was able to give.

Mr. Wyler was a member of the City Swiss Club, Vice-President of the "Fête Suisse" committee — to which he rendered eminent services with regard to finance — the Swiss Economic Council, the Swiss Rifle Association, the Nouvelle Société Helvétique, and the Confrérie Vaudoise. Apart from Swiss Societies and Institutions, he belonged to the Travel Luncheon Club, which is probably the most select Club of tourism in the world, the Foreign Airlines Association, and the Rotary Club of Kensington. His social life kept him fully occupied. His tact, cheerfulness, integrity and modesty and a great sense of humour — so seldom found amongst Swiss — made him a welcome guest in all these circles. In his social activities he had an ideal partner in his wife, who by her charm and cheerfulness captured all hearts.

And now, when the parting is nigh, we will not say good-bye, but "au revoir". We thank him and Madame Wyler for all they have done; we shall be poorer for their departing, and from the bunch of farewell flowers we will pick one little simple forget-me-not as a souvenir of good and trusted friends.

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## AN APPOINTMENT.



M. A. KELLER.

On the appointment of Mr. Wyler as "Swissair's" General Manager for Western Switzerland in Geneva, and member of the airline's General Management, Mr. M. A. Keller has succeeded him on the 1st of January 1960, as General Manager for the U.K. and Ireland, and we tender him herewith our sincere congratulations on his promotion.

The new General Manager has been "Swissair's" Sales Manager for the U.K. and Ireland since July 1956. Under his energetic and enthusiastic direction "Swissair" has over the past few years considerably increased its revenue in the U.K. from both touristic and long-distance traffic.

Mr. Keller began his career in private banking business in Zurich and joined "Swissair" in Geneva in 1946. Two years later he was promoted to the position of Regional Manager for Belgium in Brussels, and from 1951 to 1954 he was Regional Manager in Dusseldorf. He was then appointed Assistant Manager, Agency and Interlines Sales, at "Swissair's" Head Office in Zurich, and came to London as Sales Manager in July 1956.

At thirty-six Mr. Keller is one of the youngest General Managers of a foreign airline in this country. He is married and has two sons aged two and six. Among his hobbies are gardening and making aeroplanes for his boys. His ambition is to make "Swissair" even more popular and successful in this country than it is already. In this he will no doubt succeed to the great advantage of Swiss air transport and the air travelling public.

We are extending to Mr. Keller our heartiest good wishes for success in his new sphere of activity.

ST.