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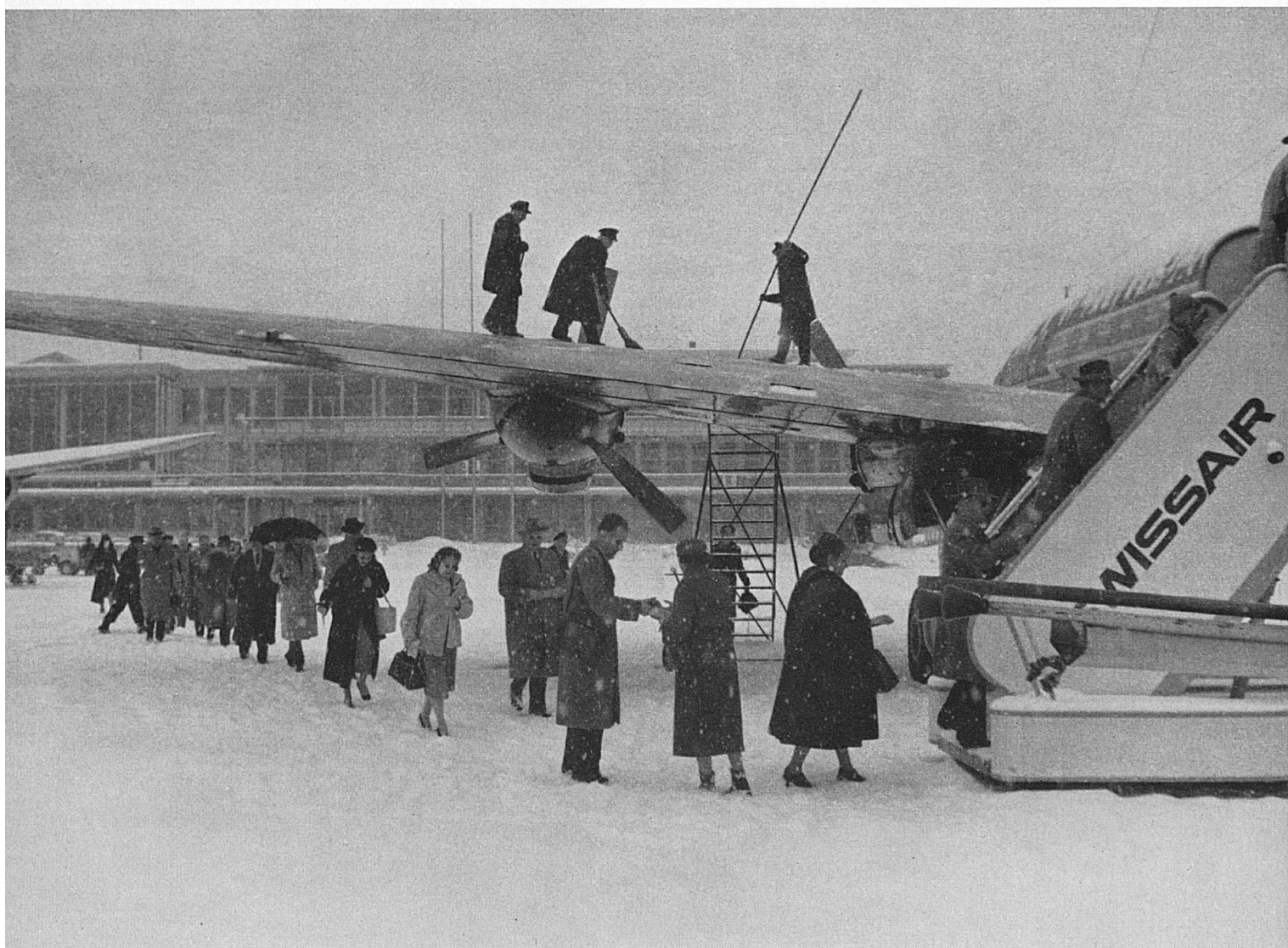
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*Winterlicher Flugbetrieb im Flughafen Zürich-Kloten
 Trafic aérien hivernal à l'aéroport de Zurich-Kloten
 Traffico aereo invernale all'aeroporto di Zurigo-Kloten
 Winter scene at Zurich Airport. Comet-Photo, Zürich*



October 7th, 1957, is a day the Swiss Colony in Uruguay is not likely to forget in a hurry. It was then—just one day after Swissair's winter schedule had become valid—that for the first time an aircraft of the Swiss national airline landed at Montevideo. Flights to this new destination is one of the features of the Company's programme. The Uruguayan capital is served once a week by Swissair's flight to Buenos Aires. A second weekly South Atlantic service reaches as far as São Paulo, Brazil. Both flights, which either terminate in Buenos Aires or in São Paulo, also connect Rio de Janeiro with Geneva and Zurich. They are routed via Dakar; this West African city being the only stop-over between Rio and

Switzerland. New giant DC-7Cs "Seven Seas" enable Swissair to offer these fast and comfortable services.

The same luxury type aircraft—with the exception of one weekly flight being occasionally operated by DC-6B—also ensure the North Atlantic connections between New York and Zurich, the Swiss center of trade and industry. Calls are made at either Geneva, Cologne or Lisbon. One of these services is an exclusive first-class flight providing berths or slumberettes; all others are mixed class flights. The all-cargo service by DC-4 freighter, to and from New York, will be flown twice weekly during the peak season, i.e. in November and December.

Radar-equipped DC-6Bs are put into service on Swissair's Far Eastern routes to and from Tokyo, which were started by a weekly service in April 1957, Swissair thus advancing to the rank of a carrier with a world-wide network. In early July a second flight per week was taken up. Both runs follow the ancient trade route via India, Pakistan and the Middle East towards the Old World. The hauls departing from Tokyo each Friday reach from the Japanese capital to Manila and from there to Bangkok, Bombay, Karachi, Cairo, Athens, Geneva and Zurich. The Monday-services touch down at Hong Kong instead of Manila; in Calcutta instead of Bombay; and in Beirut, wherefrom no further calls are made until Switzerland.

No major changes are involved in the services from the Near and Middle East, or within Europe. Seven flights per week from Athens, four from Cairo, three each from Istanbul and Beirut, as well as weekly services from Baghdad, Dharan, Damascus and Tel Aviv are all by DC-6Bs providing first and tourist class accommodation. In Europe, the United Kingdom is linked with Switzerland by an especially high number of flights, some of which are operated by mixed class DC-6Bs. As a novelty this type of aircraft has also been put into service between London and Basle until mid-December. Other flights from the British capital and Manchester, as well as from most other European centers of some significance, are operated by sleek and fast double-engined Metropolitans, which because of their comfortable arrangement of only four seats abreast, have become real favourites with short-haul passengers.

Yet another tempting feature of Swissair's winter programme is undoubtedly the special fares available for skis and sticks which are being carried as excess luggage. And above all, airborne winter sport tourists will appreciate Swissair's high standard cabin service as a welcome introduction to famous Swiss hospitality.

It is a well-known fact that certain diseases are more prevalent in some seasons than in others. The majority of these seasonal peaks in the incidence rate come in winter and early spring. One of the most important reasons for this annual fluctuation must lie in the seasonal variations in body resistance leading to a greater susceptibility of the human organism towards diseases under winter conditions of climate and weather.

In winter-time, the days are shorter, the weather more often damp and cold; so that school children very seldom can enjoy themselves out of doors. At the same time the low number of hours of sunshine and consequently the deficiency of ultra-violet predisposes towards rickets, slows down the growth of bones, and is said to be partially responsible for increased fatigue and general illness in winter. Tests have actually shown that, in winter-time, children's reserves of phosphorus and calcium generally change, and that the hemoglobin-content of their blood declines. Winter thus brings a general weakening in health and a decrease of resistance.

In the lowlands, duration of sunshine and the ultra-violet rays—so important for growing children—are very much reduced in winter, while at the same time, the number of damp and foggy days is at its highest. But when these same children get an opportunity to spend a few weeks in the mountains, they get away from the climatic disadvantages of winter.

Mountain climate offers the following big winter advantages: Solar radiation and ultra-violet rays are very intensive due to the purity of the air and the reflexion of snow. In comparison to the winter sunshine in the lowlands, the heat of the sun in altitudes of 4000 ft. is about 40 % greater, whilst the radiation of ultra-violet rays is more than the double. Besides, the air is dry and fog very rare. All these climatic advantages are supplemented by the valuable effects of high altitudes: regeneration of the blood, substantial changes in the nerve control of the organism, increased ability to react and greater resistance.

Winter sports also permit children to get outdoor exercise which would scarcely be possible in town at the same season. These exercises stimulate the development of the whole organism, strengthen the youngsters' resistance and consequently build health generally.

That's why you get double value from winter vacations in the Swiss mountains: first, for the welcome change in climate, and second for the marvellous opportunities for out-door exercise.

Dem schweizerischen Fremdenverkehr sind insbesondere aus der Hotellerie initiative, klar- und weitblickende Männer erstanden, die in ihrem Berufszweig Hervorragendes leisteten. Trotzdem hat sich immer deutlicher die Notwendigkeit gezeigt, darüber hinaus weitere Kreise aus Wirtschaft und öffentlichem Leben für den Fremdenverkehr zu gewinnen.

Der Berner Regierungsrat Dr. Max Gafner, der am 5. November 1957 unter allgemeiner Anteilnahme der Bevölkerung zu Grabe getragen wurde, ist von außen her zum Fremdenverkehr gekommen. Anerkannter Jurist und Wirtschaftsführer, Mitglied des kantonalen und eidgenössischen Parlaments, später Regierungsrat, fühlte sich Max Gafner stark zum Fremdenverkehr hingezogen, dessen Anliegen er während Jahrzehnten in ebenso wirksamer wie erfolgreicher Weise vertrat. Als Gründungsmitglied und seit 1935 als Präsident des Schweizerischen Fremdenverkehrsverbandes, als geschätztes Vorstandsmitglied der Schweizerischen Verkehrszentrale, als Präsident der parlamentarischen Gruppe für Verkehr, Touristik und Hotellerie, in zahlreichen parlamentarischen Kommissionen und später im Verwaltungsrat der Schweizerischen Bundesbahnen hat er sich zum Sprecher der touristischen Schweiz gemacht.

Es ist denn auch wesentlich Dr. Max Gafner zu verdanken, wenn der Fremdenverkehr nicht länger im Wartesaal der Amtsstuben sitzen mußte, sondern in das wirtschaftspolitische Kalkül miteinbezogen wurde und als Mithandelnder bei den großen Entscheidungen des öffentlichen Lebens auftreten durfte. Dabei hat der nachmalige bernische Regierungsrat selbst kräftig mit Hand angelegt und keine Mühe gescheut, um die touristischen Interessen zu vertreten, wie beispielsweise als Mitglied der schweizerischen Delegation bei Handelsvertragsverhandlungen. Tief verwurzelt im Bestehenden, wußte er doch die neuen Tendenzen im Fremdenverkehr, wie sie vor allem im Sozialtourismus zutage treten, zu würdigen.

Der Verlust dieses treuen Freundes und großen Patrioten löste auch in Verkehrskreisen aufrichtige Trauer aus. Nicht nur im Bernervolk, sondern in allen Landesteilen erfreute sich Dr. Max Gafner großer Beliebtheit, hat er doch über der so notwendigen und erfreulichen Vielfalt in unseren Gauen das gemeinsame Schicksal, die Einheit der Schweiz gerade auch im Bezirk des Fremdenverkehrs, nie übersehen. Einem rastlosen Wirken für die Öffentlichkeit setzte der Tod ein zu frühes Ende, doch das Lebenswerk des Verstorbenen bleibt lebendig und wird immer wieder zu Dankbarkeit verpflichtet.

Kurt Krapf