MD MEETS THE PRESS

Air-India's Managing Director, Mr. K.G. Appusamy, announced a major expansion in the airlines operations, mainly to the Gulf.

Addressing a press conference in Bombay recently, he said with effect from November 1 this year, Air-India will increase its flights from 23 to 27 a week to the Gulf. When Air-India receives its sixth 747 in mid-December, one more wide-bodied aircraft will be pressed into service.

The seventh Boeing 747 is expected to join the fleet in May, and it is proposed to replace the present six 707 flights a week to Japan with two Boeing 747 and three 707 weekly services. It is also proposed to operate four 747 terminator flights between India and Europe and one more flight between India and the Gulf.

Mr. Appusamy referred to Air-India's role in the promotion of tourism and said that the Corporation had decided to go in for two hotel projects to be undertaken by the Hotel Corporation of India, a wholly-owned subsidiary of Air-India.

The hotel at Juhu Beach would have an initial capacity of 355 rooms and provision to go up to 500 rooms, and the project would cost Rs. 12.56 crores. The other hotel is proposed to be constructed in Srinagar as a part of the Congresses and Conventions complex, being put up by the Kashmir Government. The 275-room hotel in Srinagar is estimated to cost Rs. 10.40 crores.

This month Air-India is planning to promote South India in a big way in collaboration with the ITDC, Department of Tourism and Indian Airlines. Approximately 60 members of the various publicity media will assemble in Madras and embark on three separate itineraries in the South, ending their tour in Bombay.

Mr. N. H. Dastur, Dy. Managing Director, was also present at the press conference.

India Comes To Melbourne

Air-India actively participated in the Second Asian Trade Fair held in Melbourne recently. While over 137,208 people attended the Fair, it was of special interest to manufacturers, wholesalers and retailers. Among the highlights of the Fair was a dance performance presented by the Asian Dance and Music Centre (photographed left) under the baton of Ms Nancy Grover. Among those who witnessed the performance were V.P. Singh, Consul General, Shreedhar Rao, Director, Tea Board of Sydney and T.V. Krishna Murthy, Manager, State Trading Corporation, Sydney.

A number of Air-India brochures were distributed at the Fair and both Air-India and the Government of India Tourism Office got considerable publicity mileage out of this venture.

Sir Edmund Hillary and V.D. Deshpande of Reservations share a joke at Bombay Airport, where the latter approached the famed mountaineer for his autograph.

To introduce cruises to the Ganges and the Brahmaputra similar to those being operated on the rivers Sain and Mekong, Air-India sponsored last month an Indo-New Zealand Jet Boat Expedition led by Sir Edmund Hillary. The other co-sponsors are the Department of Tourism, Shipping Corporation of India and Indian Airlines. Unlike other expeditions where the boats move with the river current, this expedition has chosen to sail upstream from the Bay of Bengal to the source of the river Ganges.

The expedition has been named 'From the Ocean to the Sky'. Three special fibre-glass boats weighing 3,500 kgs. were transported by the Shipping Corporation of India from New Zealand to Calcutta. The boats are being operated by water jet propulsion and move at a speed of 22 kmp. per hour. At the outset the Expedition will explore the Sunderbans Tiger Sanctuary and move up the river Hooghly through Patur, Vahneet, Allahabad, Haripur, Bagmati and Joshimath. One of the boats will move up the river Jamuna from Allahabad and reach Delhi via Agra. The distance travelled, taking into account the meandering course of the river, is around 3000 miles. The expedition which started last month (August 24) is expected to round off on October 11, 1977.

The team will spend 10 days to scale 10,565 feet Agar Subal Peak. A colour film of the entire journey will be made by the Films Division. The film will capture a cross-section of the Indian countryside and Indian heritage. Sir Edmund Hillary also plans to write a book on the expedition which will be of considerable publicity value.

Two Air-India Officers, Capt. M.S. Kohli, leader of the successful Everest Expedition in 1965 and currently Air-India's Manager-Australasia, and Capt. Jagmeet Sing, Manager-Trucks and Mountain Thrifts are also accompanying the expedition. Mr. V.C. Sarin, President of the Mountaineering Foundation, is also accompanying the Expedition.

ANSETT AIRLINES
AIR-INDIA

Asian Dance and Music Centre

ANSETT AIRLINES OF AUSTRALIA
Random Numbers

By Calculating Mind

The news today is all about Packer and Laker. Packer is investigating all the world's top cricketers to Australia and putting them on TV, while Laker is launching his Skytrans across the Atlantic so that you can travel from New York to London and back for peanuts. All the action of the world today is in a flurry, the cricketers are packing, and in a hurry, and the cricket associations around the globe continue to worry.

Some here is a fictional Air-India London-New York flight chartered by Packer and packed with Packer's cricketers crossing the Atlantic en route to Australia. The Air-India hostess welcomes the passengers with folded hands, "Good afternoon, sir! May I offer you one of those wonderful Air-India treat at the cost of 50s only?" I guarantee you that the memory of the smile is worth at least a century on Channel 8. Oh! Your bat! Yes! I can keep it here in the locker, but there will be a small charge of 80p. If you have a suggestion - we can have your team autograph the bat and auction it, it should fetch at least 256 dollars which will pay for your London-New York-London flight.

Announcement by the Commander, "Good day gentleman. We welcome you on board our flight to New York and wish you a good in- nings. Please make sure your wallets are intact since we intend to make as much money as possible out of you penny-pinchers or should I say penny-Packer-pinchers.

The IFS announces, "Friends, you will notice that while the faster seat belt sign has been switched on, there are no seat belts. If you wish to avoid hitting the road on take-off and there is turbulent weather ahead of us as predicted by the Air Traffic Control, such as it is. Remembering that most of the blighters are on strike - just press the green button above your head and a seat belt will appear from the leg side and the buckle from the slips, and you can catch on safely even if Alan Knott is breathing down your neck from the seat behind you. We will collect from you the seat belt charge of $1 before you are permitted to savour - sorry, your seat.

Green lights appear all over the aircraft and Kerry's Kiddos are all safely strapped in. Take off, and our cricketers are thirsty. Announces the messenger over the P.A. system, "Gentlemen, or should I say Players, you will no doubt wish to refresh yourself. Before we unstrap you from your pads, we will take your orders for drinks. Australian Beer is a pound a pint, Indian Beer is two pounds a pint and the 5000 cases of British Beer we have on board are all packed in the hold for Mr. Packer. We understand he intends to charge you for it when you get to Australia at three pounds a pint. It is possible that some of you will prefer just a glass of water. I am afraid we will just have to boycott you and keep you strapped in till JFK.

The hostess goes round serving beer. A well-known batsman gets up to go to the cloakroom and comes back in a fury since all the toilets are locked. "You're truly stumped, aren't you, sir? Well, we levy a fee. We call it the on-a-loo fee or, if you prefer, a pee-fee. The charge is 25p, for a quick single, 75p, for a boundary (that is for four trips), or a stroke for a sixer.

From the flight deck: "This is your Captain speaking. There is a little rough weather ahead or, to use an expression you will no doubt understand, some bumpers. After that your Cabin Crew will serve you lunch. The main meal I understand, is enough, apparently.

And finally, just before landing at JFK there is an announcement from the IFS again: "Gentlemen, it is time for you to return to Gwally. Please press the green button if you wish to fasten your seat belts round your silly mid-riff. We trust you enjoyed your cheap flight. Perhaps, you may like to take on the Harlem Glove Trotters or the Yankees while in New York. We also understand that the Ringling Cirus is in town. We hope to see you on TV."

New Approach to Tourism

The Union Government has decided to end the emphasis on international tourism at the cost of domestic tourism. From now on, the government will attempt to "bring about a rational blend synthesis of the two" said Mr. P.L. Kaulshik, Minister for Tourism & Civil Aviation, in Delhi recently.

Inaugurating a seminar on Tourism Marketing, he said that to develop a new approach to tourism in this regard, a committee was being appointed to study in depth the various aspects of tourism and recommend ways to rectify the past approach.

The Minister clarified that this did not mean any slackening of effort regarding international tourism but just blending it rationally with domestic tourism.

The seminar which was held at both Delhi and Bombay was presided over by the Director General of Tourism, Mr. C.B. Jain. Among the speakers invited to participate in the seminar were Prof. J.A. Hagler, Mr. D.M. Heldstedt, Mr. J.A. Stein and Mr. I.D. Sethi, Air-India's Commercial Director.

During the course of his speech, Mr. I.D. Sethi emphasised the need for promoting Convention Tourism. He said, "Convention Tourism is an increasingly important aspect of travel and one that needs to be cultivated and developed with great vigour."

Continuing the discussion, Mr. Heldstedt emphasised Congresses and Conventions as an important aspect of tourism. For this, he said that it was important to train personnel in this specialised field and he was happy that there was now a trend among travel agencies in Europe and America for developing separate organising companies. Prof. Hagler spoke of tourism as a marketing concept. He said that every aspect of tourism was inter-related and the tourism infrastructure was such that nothing could function as a separate entity. The economical expert, Mr. Stein was very emphatic about preserving a clean environment to encourage tourism in any country. "Regardess of how tourism develops in the future, the desire to see and to experience places of wonder and beauty, and to enjoy the inspiration and peaceful quiet of unspoilt nature, will bring other millions to seek out-of-the-way areas where nature remains essentially unspoilt."

The seminar was attended by managers of Tourism Agencies, Hotels, Airlines and Government officials.

Magic Carpet

20 YEARS AGO IN SEPTEMBER, 1977

The Department of Aeronautics of the State of Nebraska, U.S.A., has presented a gold plaque to Prime Minister Jawaharlal Nehru in recognition of India's achievements in the field of world aviation. Shri Humayun Kerr, India's Minister for Civil Aviation, in a letter to the Chairman says that "Air-India International has won a place of honour in international aviation and we have every hope and confidence that this position will be maintained and continually improved."

IN INDIAN SHOW PEKING

Air-India International is participating in the "first of its kind" wholly Indian exhibition at Peking, China. The exhibition, was designed and operated by Vice-President, Dr. Radhakrishnan, and is being held in the huge Soviet Exhibition building, covering a total area of one lakh 26 thousand square miles.

Air-India has put up a separate stall of its own.

Mr. J.R.D. Tata

Mr. J.R.D. Tata of Air-India International was elected President of the Indian Air Transport Association at the final session of the Association's annual meeting held at Madrid.

The next annual meeting will be held in New Delhi on October 19, 1968.

Safe Driving

London recently drivers and members of Air-India's Ramp Handling staff were doing their bit to prevent airport road accidents. They were undergoing instructions on Defensive Driving from Mr P.N. Helekai, Transport Engineer, who has been trained in the States on this subject and sent to London from Bombay to put the drivers through their paces and to advise them how to avoid mishaps. The course was in two parts. The first consisted of general driving techniques and the second devoted to the particular skills of manoeuvring ground handling vehicles around the tarmac and aprons. The general feeling of those who took the course was that it was very interesting and helpful and they are seen here at a break during instructions - (left to right) Sam Rathwala, Bherum Darwawalla, Hosse Karianji, Dinyar Sutaria, P.N. Helekai, Ajit Chatterjee and Jaishe Ram.
A CONFERENCE of Air-India Regional Directors, inaugurated by the Managing Director, Mr. K.G. Appu- samy, was held in Bombay recently. This was the first time the MD met the Regional Directors after having taken over this office. Members of the Managing Committee were also present.

Welcoming the delegates, Mr. Appusamy said the financial year 1976-77 was the most successful year for Air-India, with phenomenal growth in traffic and revenue. He added that Air-India had stepped up its frequency on several routes and with the addition of two 747s to the fleet, new routes would be served and more services introduced.

Mr. N.H. Dastur, Dy Managing Director, gave an account of the commercial aspects of the airline and called upon delegates to not only fulfil but exceed their targets.

The Conference had been primarily called to work out the time-table and after a hectic two-day session, decisions were taken to the satisfaction of all regions.

On the second day, the Chairman, Mr. J.R.D. Tata met the delegates and discussed the problems of the various regions. He told the regional heads that if the present trend continued, Air-India was likely to improve on last year's profits in the current year as well.

All those who attended, complimented Mr. Eric Pereira for the excellent arrangements he had made for the Conference.
CLAIMING to be 98 per cent self-sufficient in engineering, Air-India overhauls virtually everything, including J39s and CF6s. Factory processes such as repairing computer cards and inertial navigation systems are not economic, but otherwise the airline's 25-year philosophy of engineering independence remains in force. Director of engineering Om Sawhny explains: "We are a long way from the vendors." Sawhny joined Air-India as an apprentice in 1944 and holds current licences on the Boeing 707 and 747.

How does Air-India get information about the unusual engineering defects? What measures does it take to hear about incidents before they become accidents? Sawhny admits that there is no single answer. Air-India's approach is "multi-channel." As director of engineering he is a member of IATA's Technical Committee, which brings together the experience of the world's major airlines. K.G. Appacherry, Sawhny's predecessor and now managing director, was for two years chairman of this committee. Air-India also has an engineer on IATA's Engineering and Maintenance Advisory Committee (EMAC).

Another input is IATA's Safety Information Exchange. Sawhny agrees that this does not always add to what has already been in manufacturers' service bulletins, "but it is written in my language and it is always safer to rely on more than one channel".

Sawhny reckons that his engineers attend about 15 international technical meetings a year. Sometimes two or more attend, representing the shops as well as the technical staff. Up to 20 Air-India engineers are assigned to such meetings, of which Boeing has at least three.

An example of an incident picked up early by "alerting out" was an aircraft wheel which came off another airline's aircraft on take-off and went through a building. "There was no publicity," recalls Sawhny. "We reviewed our hub inspection procedures and though we had been doing what we should have been doing, we improved the system. We try to benefit from the experience of other airlines with more hours of operation because they run into the problems first."

S.V. Kariadilas, Engineering Manager for Quality Control and Technical Services, first heard of the hydraulic fluid erosion problem at a vendor's meeting. The problem had not then appeared in any vendor's service bulletins.

Air-India has a modifications committee which assesses service bulletins on 707 and 747 aircrafts, engine and equipment. All discussions and decisions are minuted. The committee chases up all alert-coded modifications and those which affect safety as a matter of priority, and discusses the timing of modifications relating to reliability or economy.

Air-India keeps a file on every service bulletin and subsequent modification action, so that there is an instant record for reference. Similarly, every component of every aircraft in the fleet has its own modification history card. If there is a problem with, say, a 707 nosewheel axle, the histories of all other such components in the fleet are immediately available. Air-India, a labour-intensive airline and still a small one, has not yet found it economical to computerize this sort of data through engine performance monitoring and major component records are now electronic.

As a result of hard work by Air Transport Association and IATA committee m, says Sawhny, manufacturers must now give reasons for modifications in their service bulletins. "Some were already doing so, but to a degree which did not satisfy all the customers. The manufacturers have not always told us everything to help us in our judgements about priority. There have been no cover-ups, or anything like that, but they have been slow to make the safety importance of modifications clear."

Rolls-Royce sends Air-India its Service Department's Notice to Operators, marked copyright and confidential. Pratt & Whitney publishes its monthly Product Support Newsletter, noting that it is confidential and not legally binding (although the US Freedom of Information Act may invalidate the confidentiality provision). Boeing mails its weekly 747 In-service Activities, marked "Boeing customer information only," and publishes a Significant Service Item Summary of major reported problems and Boeing action.

Air-India exchanges its maintenance and reliability statistics with other airlines. In return for its own Fleet Performance and Engine Statistics it receives, for example, British Airways' Sorrid, JAL's Technical Statistics, Qantas's Engineering Statistics, Pan American's Mechanical Performance Report and Lufthansa's Reliability.

All engineering information on safety and instructions to maintenance personnel are in incorporated in to staff notices by Air-India's standards division and posted on notice boards. According to Sawhny, they have "a cumulative effect of raising safety awareness — they are read by everybody, and give the shopfloor a feel for all the important things."

Alerting out responsibility is delegated to Air-India by the Indian Ministry of Civil Aviation. Delegation is related to an agreed specified removal rate for each component, and the airline is required to notify the DGCA if an alert rate is exceeded.

FLEET: All Air-India's nine Boeing 707s, including four with Rolls-Royce Conway, are believed to be at zero value on the book. They are cheaper to operate — notwithstanding the cost of fuel — than the A 300, according to Sawhny. But as the 707 gets older, he says, the cost of maintenance goes up faster than anything in the budget, especially hot-section parts, tyres and brakes.

The 707s were depreciated over 12 years, and some are now entering their 17th year of operation. "We are not interested in a replacement for the time being until we are convinced that it will offer lower operating costs," says Sawhny.

The 707 wings have all had the upper-sail modification and are good for another 60,000 hr., the highest-time Air-India 707 having 55,000 hr. compared with over 50,000 hr. in U.S. service. The airline has discovered no self-piercing scratches and is not expecting any further structural modifications for as far ahead as can be seen. According to current plans, and depending on spares and fuel costs, the 707 fleet will be economic into the early 1980s. The Conway 707s will be retained for another three to four years. The limitation is simply the cost of materials, particularly hot-end spares.

Air-India is quoted about new aircraft, but the possibility that Boeing 747SPs will replace the 707s appears quite strong. Also being considered are the Tintara 550 and DC-10-30. The choice is likely to be made before the end of 1977. Pilot training and engineering investments would appear to weigh the choice in favour of the 75. Technically the argument for staying with the 747 is strong. Delivery time is eighteen months to two years.

Meanwhile, Boeing 747 economy-class seating is being increased from 328 nine abreast to 358 ten-abreast, the first-class cabin remaining unthouthed with 24 seats. The 747 upper lounge will continue to be a non-revenue retrat for first-class passengers. The all-economy 747 layout: 400 ten-abreast, will be applied as required. Going to ten-abreast in effect adds half an aircraft to the 747 fleet. Fitting work will begin in August. To the criticism that there is too much seat congestion already in the airline's business, Air-India points out that many other airlines have ten-abreast.

The 747 maintenance programme is formulated by the American FFA Maintenance Review Board, which also includes the manufacturers and other 747 operators. Every 600
Praet & Whitney concentrated on mechanical improvements and left the operator to decide whether to use water injection. Sawhny does not however welcome the tendency of some engine manufacturers to regard derating as normal. "Engineers should avoid derating," he warns. "We have paid for full performance, and the fact that engines are not fulfilling that performance should not be our business." He points out that Air India now pays $130,000 per year for a set of JT3D turbine blades, "which you can burn like matches in 200 hours of operation. We don't want to see increasing; turbine icing for the JT3D, of half the thrust, costs only $40,000 a set. Life is about 19,000 hours, compared with the JT9D's 40,000 hours.

Deringer has been doing nothing on a great job of only adding one year to the fleet since introducing this operationally easier type in 1971. Paddar also raises the point of safety awareness begins at the top. Since 1934 the Flight test pilot in command of the pilots and the flight engineers is the captain, and he is the only one to have the final word. There are four other pilots, and there are 31 collective pilots, each with his own position in the hierarchy. The JT3D is the only exception. Any of the JT9D's has his own position, and since the JT3D is used by pilots as its pilots from Indian Airlines Corporation. In the airline in question, the JT9D's have been in service with Air India for the same years now Air India has recruited from the Indian Air Force. The JT3D is capable of launching a saurian leader or wing commander with an
Engineers say Good-bye

1. MR. G. L. NAVASIRKALA, Clerk, Engineering Administration, retired after 34 years service with the Corporation. Photograph shows Mr. F.C. Kibbey, EM (A), presenting a watch.

2. MR. G. M. KATTI, Sr Aircraft Technician, Accessories Overhaul Division, retired recently after 29 years service. Photograph shows Mr. F.C. Kibbey, EM (A), presenting a watch.

3. MR. V. C. BARADWARA, Asst Administra-

4. Mr. K. K. BATOM, Foreman, 1949 Maintenance Division, retired after 39 years service with the Corporation. Photograph shows Mr. F.C. Kibbey, EM (A), presenting a watch.

5. MR. G. D. GONSALVES, Srprogress Clerk, Engineering Department, retired after nearly 37 years service with the Corporation. Photograph shows Mr. F.C. Kibbey, EM (A), presenting a watch.

6. MR. A. K. PAVASKAR, Sr Plant Technician, Accessories Overhaul Division, retired from the Corporation after 22 years service. The photograph shows Mr. F.C. Kibbey, EM (A), presenting a watch.

7. MR. M. B. SANGEERA, Asst EM, 1949 Maintenance Division, retired from the Corporation after nearly 31 years service. Photograph shows Mr. F.C. Kibbey, EM (A), presenting a watch.

8. MR. N. N. SARKAR, Charpentier, Engineering Department, Calcutta, who retired from the Corporation after nearly 31 years service.

9. MR. P. J. PAUL, Charpentier, Components Overhaul Division, retired from the Corporation recently after 30 years service with the Corporation. Photograph shows Mr. F. C. Kibbey, EM (A), presenting a watch.

10. MR. H. C. KADNOR, Dy EM (CO), left recently after 28 years service with the Corporation. Photograph shows Mr. F. C. Kibbey, EM (A), presenting a watch.

11. MR. S. J. SOANS, Foreman in the Cable Maintenance Division, retired recently after 26 years service with the Corporation. Photograph shows Mr. F. C. Kibbey, EM (A), presenting a watch.

12. MR. R. N. SANGARAJAN, Foreman, Maintenance Division, retired recently after 28 years service with the Corporation. Photograph shows Mr. F. C. Kibbey, EM (A), presenting a watch.

13. MR. T. B. KRISHNAK, Foreman, Line Maintenance Division, retired recently after 20 years service. Photograph shows Mr. F. C. Kibbey, EM (A), presenting a watch.

14. MR. S. N. SARKER, Inspector, Aircraft Maintenance Division, retired recently after 22 years service. Photograph shows Mr. F. C. Kibbey, EM (A), presenting a watch.

15. MR. T. B. KRISHNAK, Foreman, Line Maintenance Division, retired recently after 20 years service. Photograph shows Mr. F. C. Kibbey, EM (A), presenting a watch.
MD presents Merit Awards

AIR-INDIA is entering the Jubilee year of nationalisation in good shape, said Mr. K.G. Appusamy, Managing Director at Santa Cruz early last month. He was addressing the staff after distributing Long Service Members and Merit Awards at an impressive function organised by the Personnel Department.

Mr. Appusamy added that Air-India’s success in the last twenty-four years has been entirely due to the hard work and dedication of its employees. In recognition of this, the Management had proposed to institute a new Merit Award for staff who have completed thirty years of service. At the same time, the value of Merit Awards is also being raised from Rs.300 to Rs.500.

Earlier Mr. S.K. Nanda, Chief Personnel Manager, welcomed Mr. Appusamy. Mr. N.J. Dastur, Dy. Managing Director and other Departmental Heads were present at the end of the function.


A section of the audience at the awards function.

OBITUARIES

We regret to record the death of the following staff:

V. Croato, 46, Sr. Aircraft Technician; Joined: March 15, 1948.
B.T. Broadhead, 54, Aircraft Technician; Joined: September 13, 1957.

From You To Us

Service Pins To Staff

A function was arranged at Hotel Centaur recently when Mr. N.H. Dastur, Dy. Managing Director, presented Service Pins to 64 staff who completed 20, 15, and 10 years of service.

Among those present were Mr. S.K. Verma, Commercial Manager—Headquarters, Mr. Narpat Singh, Managing Director, HCI, Mr. Eric Pereira, Dy. Commercial Director—Special Duty, Mr. K.L. Ramchandran, Dy. Directorate—Inflight Service, Dr. Ramachandran, Principal, Staff College and Mr. M.V. Mathure, Dy. Manager, Santa Cruz.

Mr. M.M. Lall, Manager, WA and SA presenting a 15-year service pin to Mr. N.M. Narayana, Traffic Admin.

Mr. Dastur welcomed Mr. Dastur and said it was a privilege to have the Dy. M.D. on the occasion to present Service Pins to staff who have completed long years of service.

Mr. Misra said, “The Service Pins are not mere mementos, but they symbolise a sense of belonging and recognition. Today, at Santa Cruz, we are handling as many as 50,000 passengers per month on departure, and twice the number of arrivals and those in transit. There are about 350 aircraft movements per week through this airport. We are judged, not so much by way of directly earned revenue, but by the number of complaints and compliments.”

Mr. Dastur paid a fitting tribute to Manager—Santa Cruz when he said, “Mr. Misra has thanked me for something I think the staff at Santa Cruz should thank him. He is the one who deserves the credit for whatever postings and promotions you are getting, because he is relentlessly at my door and refuses to leave my office until he has got what he has come for.”

A vote of thanks was proposed by Mr. M.Y. Mathure, Dy. Manager—Santa Cruz.

Yvonne Bickers

Questions to Sept. Quiz

1. Can you give the full name of this famous musician?
2. Where was this photograph taken?
3. Can you name the lady accompanying the musician?

Answers to Aug. Quiz

1. Actress Valeria Geranov visited New Delhi in October, 1961 to play the lead in Mark Robson’s Film.
2. Nine Hours to Rama.
3. She also participated in the Second Indian International Film Festival.
GENIUS AT WORK

WENTY-NINE year-old Girish Mandal, Despatch Clerk with Air-India’s Calcutta Office has done it again. Way back in October 1976, Girish, his brother, and Mr. M. Sethia, a bank manager, won the Junior National Tennis Doubles and carried away a prize at the Golden Jubilee Suburban Tennis Tournament. Indeed a champ under eighteen.

A STAR ON BOARD

and Ms. J. Mavalwala, wife of the President of the Zorastrian Society, gleefully stare at the mangoes before they can savour them.

GETTING FAMILIAR

A STAR ON BOARD

and Ms. J. Mavalwala, wife of the President of the Zorastrian Society, gleefully stare at the mangoes before they can savour them.

A RARE TREAT

FILM star Shabana Azmi flew with us from London to Bombay recently. When our photographer asked her to pose, she went into a flurry of cinematic postures. She, however, straightened up when our charming Air Hostess Meena Sidwia stood alongside to wish her Bon Voyage. Ms. Azmi has been a favourite of the ‘new wave’ films. Her portrayals border to realism and as such she is sought after by avant garde filmmakers.

ON THE CIRCUIT

SIXTEEN-YEAR-OLD Crystal, daughter of inflight Supervisor Austin Fernandes has been featured often in the Magic Carpet. Each time we meet Austin, he has a new story to tell us about his daughter’s prowess on the courts. In July this year, Crystal was awarded a scholarship from the All American Sports, which enabled her to attend a four weeks Tennis Camp at Deer Field Academy in Massachusetts. She was given a special trophy for being an all rounder both on and off the courts. This year Crystal also participated in the Cosmopolitan Recreation Centre at Panjni where she took part in Athletics and estab-

INSTANT RESERVATIONS

VIENNA is the first offline station and Air-India’s seventh out-post after London, Geneva, Rome, New York, Paris and Frankfurt to introduce Computerised Reservations. Air-India, under an arrangement with British Airways, is making use of the IBM-370 Computer installed in London for providing instantaneous reservations and departure control facilities. Mr. M.M. Kanwar of London’s Space Control visited Vienna to set-up the system. Photograph shows him assisting Ms I. Steipe, Sr. Receptionist, operate the instrument.

HOLIDAY HOMES

MONG a series of measures taken by the Management to make staff happy is an additional suite acquired in Srinagar’s Hotel Nidhoo. Air-India has announced the opening of another holiday home in Gulmarg. At a height of 2,730 metres, Gulmarg has the highest golf course in the world and perhaps one of the finest ski slopes. Those staff, either on honeymoon or just on a holiday should send in their applications to the Personnel Officer, New Delhi, if they wish to avail of the holiday homes either at Srinagar or Gulmarg.

AE SOCIETY OF INDIA

MR. P.S. GANAPATHY, Hon. Secretary of the Aeronautical Society of India, Bombay, informs us that at the last General Body Meeting of the Society the following members were elected unani-

TRAVEL MANAGERS MEET

A IR-INDIA’s staff college under the baton of Dr. V. Ramachandran conducted three programmes for Managers of Travel Agencies at Delhi, Calcutta and Madras. These programmes were organised for the first time in this country and dealt with subjects like marketing Concept, Role of a Manager in Planning, Organising, Motivating and Controlling, the Market, Communication and Office Management. There were several formal and informal discussions and the programme was a tremendous success. Photograph shows Travel Agency Managers at Madras discussing informally.