Mr Appusamy Appointed MD

Message from the MD

It is indeed a proud privilege for me to head this fine airline which was founded by our Chairman forty-five years ago. I truly believe that the outstanding success of Air-India is entirely due to the hard work, loyalty and cooperation of each and every one of you. Our watchword must continue to be teamwork, dedication and mutual trust. In this you can count on my fullest support. I have no doubt that I can count on yours.

K.G. Appusamy

In a symbolic gesture of handing-over charge, Mr. K.K. Unni presents a model of the Boeing 747 to Mr. K.G. Appusamy (right).

Mr. K.G. APPUSAMY, Air-India’s Managing Director was born at Velur, Tamil Nadu, in 1922. He is a qualified Electrical Engineer with a diploma of City and Guilds, London. He holds Aircraft Maintenance Engineer’s Licences ‘A’, ‘B’, ‘C’ and ‘D’ covering multi-engined aircraft and also a comprehensive ‘X’ Licence covering overhaul and repair of Ancillary equipment.

After a spell of training in England at Government Training Centre and English Electric in instrument manufacture, works administration and instrument and electrical equipment research during 1941-42, Mr. Appusamy joined Tata Aircraft Ltd. in 1942.

After serving some other domestic airlines for a few years, he came over to Air-India as Senior Maintenance Engineer in early 1949, was promoted to Dy.Chief Inspector in 1951 and became Chief Inspector in 1955; Dy. Engineering Manager (Technical) in 1958, Engineering Manager in 1960; Director of Engineering in 1964 and Dy. Managing Director in 1973.

He was responsible for technical evaluation, planning and provision in connection with the introduction of the Boeing 707s and 747s on Air-India routes. An Associate Fellow of the Royal Aeronautical Society of London, Mr. Appusamy is also a member of the Aeronautical Society of India. He was a member of the IATA Technical Committee; was a Director of Air-India Board, Air-India Charters Limited and the Hotel Corporation of India Limited, the two wholly-owned subsidiaries of Air-India.

CHAIRMAN LAUDS MR UNNI

EVERY time I have to attend a farewell function, I wish I were somewhere else; I have been around so long that I feel it is time somebody bid me farewell too; of course, you would have to get rid of me first! To me, farewell parties to friends or associates, who have been close to me for so many years, are sad events indeed. In this case, it is good to know that Mr. Unni will still be around for I hope that he will retain some association in some way with Air-India, may be continue on the board. Even so, one feels the wrench of parting with someone who has been part of one’s daily active life for 17 years. It is, therefore, with much regret that I stand here today as all of us members of the Air-India family say goodbye to its leading member.

Mr. Unni has been with us now for 17 years. He joined us in 1960 somewhat unobtrusively at first. He came in as our Chief Administrative Officer, brought in...
MR UNNI BIDS GOODBYE

"T"he retirement of a Managing Director and Chief Executive may not be a matter of great significance to an organisation of its size. However, in the case of Air-India, the occasion is one of special significance to me as I have spent the last 17 years associated with the airline as a strategist, thinker, organizer, and a carrier, with all my heart and to the best of my ability. It has been my constant endeavour to bring about a change in the stewardship of the airline in February 1973, to build a harmonious team, strengthen the management and the work spirit, and, in an active manner, contribute to the growth and profitability of the airline and the welfare of the employees. I am very pleased to announce that I have decided to retire as the Chairman and Chief Executive, Air-India, on 30th June 1978.

P. V. Gole said that Mr. Unni always strived to improve the image of LRC which was a statutory body. He said that the staff were grateful to him for having introduced various welfare measures for the benefit of the employees like Holiday Homes, introduction of medical benefit schemes, the Air-India Modern School and so on. "Mr. Unni will be remembered as the Father of LRC".

Mr. J.P. D. Tata, who has served as Chairman of the LRC, said that he had thoroughly enjoyed his years in the committee and despite occasional differences he always carried on very well with the Management, and as a result a number of problems could be effectively solved. The Managing Director said that Mr. Unni's role in bringing up the Committee to represent the various welfare activities Mr. Unni had encouraged during his years in the committee. He said that Mr. Unni's work was touched by the laudatory words of the LRC members and confessions of the employees. But in addition to his public work, he always held prime concern for the welfare of the employees. Mr. Appusamy, who was present on the occasion, said that Mr. Unni handled the Committee with tact and understanding and there was harmonious relationship between the elected and the nominated members.

Sterling Qualities

The Officers of the Finance and Accounts Department organized a farewell party for Mr. Unni at the Sunn- Sand Hotel, M. C. Sharma, Director (Finance and Accounts) spoke of the sterling qualities of Mr. Unni and paid a special tribute to his capacity to work unceasingly. Mr. Sharma said that the credit of everything of every public figure there was the sacrifice and understanding of a woman and that role was successfully played by Mrs. Unni. While welcoming Mr. Appu- samy's appointment as Managing Di- rector and Chief Executive, Mr. Sharma said that with the combination of Mr. Appusamy's administrative and technical acumen and Mr. N.H. Desai's marketing genius, the Corporation would achieve still greater heights.

Mr. P. Vishwanan, former President of the Airline Association, referred to Mr. Unni's generosity in promoting various welfare measures for the benefit of those staff and their families. He made special reference to the growth of the Air-India Modern School and the Housing Colonies.

In reply, Mr. Unni thanked Mr. C.L. Sharma and all the officers of the Finance and Accounts Department for their farewell tribute and lauded the excellent work done by them. He said that the Corporation owes its prosperity in a very direct way to the achievement of financial success of the Corporation. Mr. Unni concluded by bringing to the notice of the Captain of the airline and the passengers the bad news and good news for them. The bad news was that they were irrevocably lost and there was no food to eat except camel dung; the good news was that there was plenty of it!

In this airline, fortunately, we were never in that position. Even so, I have a feeling of confidence to know that even in the bad times, and however bad they were, Mr. Unni always kept cool and re- mained a sane and calm individual. You may, a sense of humour is a thing that is very badly overlooked in the airline business. Maybe the reason I am still around is because I have not lost mine.

You have got to have a sense of humour to be a golfer. That's one thing that Mr. Unni has tried to do, but I am not sure he has been as successful as I have a feeling that maybe the best thing he has ever done is never to watch himself in the mirror. I am told he always said that sometimes he misses a putt even if he never makes a shot with Captain Bowl.

Incidentally, the trouble about all people from the South is that you never call them by their names. At least we found a name for Appusamy and call him 'Appu' but I reply that his name is Unni. He made up his mind that he is going to take some months off to relax and to recover from the strain of pene- tratingly long hours, the responsibilities and the tremendous efforts that he was doing for Air-India.

I don't know what Mr. Unni is going to do in the future, but I am sure he will do something. In fact, I am sure he will call them by his name. I asked Mr. Unni one day what she called him when they were alone. I never found out! For all we know she called him 'roots'!

This is an occasion, while wishing goodbye to Mr. Unni, to welcome his successor. The fact that Mr. Appusamy has been chosen for the position is an indication that the Corporation gives me particular pleasure because he is the first Chief of the air- line to be appointed by the Board of the ranks. Appusamy has been with us—first with the Indian Government as my private secretary for 32 years. Right through his career, I have watched and admired his progress. I know him, and, I am sure he is a good leader and I am sure he is going to make a fine job of it.

Welcome

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Climbing for Fun

During the visit of Sherpa Tenzing to London for the publication of his book "After Everest" he was present at a reception given by the Govt. of India Tourist Office, Bond Street, which was attended by tour operators and travel agents. He is seen here from left to right with Asha Malhotra, Director of the Govt. of India Tourist Office, London, who hosted the party; Trevor Turner, Air-India's Publicity Manager, UK; Commander Joginder Singh—Manager, Trek and Mountain Tours, Air-India, Delhi, and Mr. and Mrs. Malcolm Barnes. Mr. Barnes is a consultant to the publishers, Allen & Unwin, who published Tenzing's book and Malcolm Barnes was the co-author with Tenzing, in as much as he wrote the book from the narrative given to him by Tenzing.

Impressive Cargo

On one of Air-India’s sub-charter flights out of the U.K. we recently shipped 300 tons of ‘Politar’ which is a low density polyethylene film produced by the Films Division of ICI in England. This unusual material was to be used to protect huge dumps of food grain in India from the monsoon. The arrangements were negotiated through ICI (India) and the State Trading Corporation acting on behalf of the Indian Food Corporation. This order is the first of its kind and when this black 6.5 metre-wide material arrived in India it was to be converted into tarpaulins and used to protect the food grain which could so easily be ruined by heavy rain. It is anticipated that there will be a further order for more material and we obviously hope to get the business. An added dimension to the arrangements for this big shipment was that ICI developed a special packaging for the ‘Politar’ material to protect it during the flight and at the same time to keep down the weight from the point of view of their freight costs. This was the first time for such a process, as this sort of material is usually packed in crates and shipped by sea, but for this particular consignment there was an urgency to get it there before the monsoon arrived.

M. Chudasama reports from New York

Turbans for USA

Turbaned travellers to Jaipur is a group of U.S. agents who flew to India on Air-India as guests of the Indian Department of Tourism, accompanied by Mr. Richard Jacoel, our Sales Representative on Long Island, New York. The familiarisation tour included visits to Bombay, Goa, Delhi and Udaipur, in addition to Jaipur. Left to right: Mr. Sheldon Rudolph, Thos. Cook & Son, Fifth Avenue New York; Mrs. Edith Weissman, Victory Travel, Lyndbrook, New York; Mr. Robert F. Powers, Thos. Cook & Son, Boston, Mass; Mr. P. Kumar, The Government of India Tourist Office, Jaipur; Mrs. Janet Sherry, Village Green Travel, Rye, New York; Mr. Alvis Gailitis, Travel Planners, Danbury, Connecticut; Ms Joseph Jablon, Mackey Travel, New York; Mr. Robert D. Erich, American Express, New York; Mr. J. Jacoel; Mrs. Marilyn Mulhend, Tops Travel, New York.

Farewell and Welcome

We bid farewell to Mr. C.V.R. Rao upon his retirement from the corporation and welcome Mr. V.R. Kulkarni as Regional Accounts Manager, USA & Canada. Among other colleagues who have left the region were: Ramesh Puri, Sales Development Manager—India & Pacific; Mani Sequeira, Passenger Service Manager, JFK; V. Phatak, Accounts Supervisor; S. Parulkar, Accounts Supervisor; K. Sivaramakrishnan, cashier; S.K. “Billy” Sehgal, Passenger Sales Representative, San Francisco.

THE TOP THREE

Top three revenue-rankings for April/May 1977 are:

<table>
<thead>
<tr>
<th>Region</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Asia</td>
<td>26.6%</td>
</tr>
<tr>
<td>Africa/Aden</td>
<td>24.3%</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>19.5%</td>
</tr>
</tbody>
</table>

The above figures reflect Progressive Surplus over Target.
MR K.K.

A TRIBUTE

This Board places on record appreciation and gratitude for the services given by Mr. K. K. Unni to Air-India for a period of seventeen years. During this period, the Corporation had made tremendous progress and unceasing efforts made by Mr. Unni were instrumental in the Corporation’s growth both in terms of traffic and revenue. The Board also wishes to express their appreciation of the strong financial position and resilience attained today. The Board extends their wishes for good health and a rewarding future.

Mr. J.R.D. Tata bids farewell.

"Just before my day of retirement it was decided to pay to the Centre a dividend of 10 per cent on equity capital—the highest dividend paid so far by Air-India."
K. UNNI

DEDICATE

extend their very warm and sincere appreciation of the valuable services rendered to the airline industry over a period of his stewardship, the Corporation is pleased to announce that he had been largely responsible for achieving an unprecedented growth both in terms of scale as well as profits. Mr. Unni is retiring the Corporation to the result of the profitability which it had achieved during his tenure. I wish to express my appreciation and thanks to Mr. Unni for his warm and understanding and happy retirement.

Farewell to Mr. Unni.

From DG-IATA

Your colleagues attending the Executive Committee meeting have requested me to record their appreciation of your manifold contributions to the Committee itself and to the industry as a whole. They extend best wishes to yourself and Chandrika for a happy and challenging future and every good health in the years ahead. And my secretariat echoes the appreciation of the Executive Committee.

Knut Hammerskjold

Farewell Message

On my retirement from Air-India I wish to thank you and through you all the staff of your department, region and station most warmly and sincerely for the whole-hearted cooperation I have received during my association with Air-India and for your loyal, dedicated and efficient service, all of which have made it possible to achieve excellent operating results and place the corporation on a sound financial footing. I am happy that I am handing over charge to my worthy colleague Mr. K.G. Appusamy.

Our most important asset is our fine band of capable and dedicated employees and with their continued cooperation and dedication to the organisation I have no doubt that Air-India will attain still greater heights.

I wish you all good luck and prosperity and I wish Air-India, our national carrier, successful and profitable growth and expansion in the years to come, built on the quality of our service and satisfaction to our employees and customers. Once again I wish to convey my warmest and sincerest thanks to all of you. With all good wishes.

K.K. Unni

I am happy to announce that 8,000 Air-India employees covered by the Bonus Act will receive the maximum bonus of 20 per cent.
To Be Healthy—and flying

Dr. VIJAI KUMAR, Air-India’s Chief Medical Officer, talks to the flight crew on the benefits of a healthy life.

GOOD health is a tremendous asset to every human being. One can truly hope to enjoy a good and long life if one is healthy. Human intelligence and skill too can function to capacity only when the body is healthy and strong. And, as the late President John F. Kennedy said “hardy spirits and tough minds usually inhabit strong bodies”. Health is defined as a state of mental, physical and social well-being and not merely the absence of disease. The definition implies a positive balance in favour of the individual, which can be utilised to cope with the demands of stress. Reasonable health can be achieved and maintained by living sensibly and not by being over-indulgent. The path to a good life is one of moderation resting on a foundation of common sense.

To avoid disease is of prime importance to everyone. But it is most vital for a flyer. Some of the most important diseases and disorders responsible for shortening a flyer’s career are discussed here with emphasis on the measures taken to prevent them:

(a) Coronary Heart Disease: It is estimated that about 2 million Americans are disabled and another half-a-million die every year as a result of this disease. It has, in fact, acquired epidemic proportions in the modern population of the world today. Its prevalence in our country is related directly to the socio-economic status of individuals.

Coronary heart disease is caused as a result of the thickening of small tubes, the coronary arteries, which carry the blood containing oxygen to the heart muscle (myocardium). This thickening can be likened to the sludging and corrosion of the pipes and is technically known as atherosclerosis.

Amongst the factors which are considered important in causing atherosclerosis and coronary heart disease are the following:

1. Heredity: It is common knowledge that in families where forefathers have a long life the children in subsequent generations also tend to live longer. One fact which contributes to this longevity is the relatively slower rate of progression of degenerative changes in the blood vessel walls of such individuals.

2. Sex: Coronary heart disease, due to various factors, is much more prevalent in the males than in the females. However, after menopause the females tend to “catch up” with the males in regard to the incidence of coronary heart disease, possibly because of hormonal influences.

3. Hypertension: A very important association has been repeatedly shown between high blood pressure and coronary heart disease. It is necessary, therefore, to treat raised blood pressure early and thoroughly if coronary heart disease is to be prevented.

4. On the basis of our current knowledge about the role of dietary fats in the prevention of coronary heart disease it is advisable to follow these rules:

   1) The total amount of fat in the diet should be as low as possible. In other words the total calories derived from fat should be kept to a minimum.
   2) Whatever fat is taken in diet should largely be of the unsaturated type (This also applied to fat used for cooking). In other words, the saturated fats should be substituted by unsaturated fats.
   3) Cholesterol content of the diet also determines the cholesterol level of the blood and to some extent the influence the probability of atherosclerosis. Amongst the high cholesterol foods which should be eaten in moderation are eggs and milk.
   4) It has been repeatedly proved that those individuals who take regular exercise are less prone to the coronary heart disease for e.g. postmen compared to telephone operators and bus drivers compared to bus drivers respectively have lower incidence of coronary heart disease. Part of the good effect of exercise is that new blood vessels open-up in the muscle of the heart. It is vital, therefore, that one should have regular exercise

though, after the age of 40, if one is not used to it, exercise should be started only in consultation with a doctor.

5) Being overweight increases risk of coronary heart disease. Such individuals also tend to be more lethargic and their desire to take exercise is reduced.

6) Stress very commonly causes heart diseases. It is believed that individuals who tend to have more drive and aggressiveness the “go getter types”, and those who generally have to keep to deadlines tend to have a coronary heart disease. On the other hand docile and congenial type individuals seem to be protected against coronary heart disease.

7) Smoking increases the severity of heart disease and perhaps its incidence also is higher amongst the smokers compared to the non-smokers. The effect of smoking on the heart is acute. If a smoker stops smoking his risk of coronary heart disease is lowered to that of the non-smokers. There is no cumulative or irreversible effect.

8) It is generally believed that coronary heart disease is high in those parts of the world where the population subsists on soft water.

(b) Hypertension: High blood pressure (Hypertension) is defined as persistent elevation of blood pressure above 160/95. It is a disease as much as typhoid or tuberculosis.

Normally, the blood pressure varies with activity. It is low in infants and tends to rise with age. Rise in blood pressure is bad at any age because it shortens the life expectancy.

With modern treatment it is possible to control any level of blood pressure and if the treatment is started early there is a chance of its being cured. In other words after early and effective treatment it may be possible to withdraw drugs and produce a cure.

(c) Diabetes: Diabetes is a disturbance of the metabolism (chemical processes) of the body which leads to a defective utilisation of glucose by the cells.

Diabetes leads to a number of complications. It is, therefore, important that it is detected early and properly controlled.

We shall now briefly discuss certain habits and conditions which contribute or predispose to ill-health and ways and means to get rid of them.

(a) Smoking: The U.S. Public Health Service estimates that each year 3,00,000 excess death and severe mental with additional causes of severe illness and disability are related to smoking.

How to give up smoking?

There are no magic formulas for giving up smoking. One has simply to make the effort with a will and give up. Some help can be given in difficult situations by "aversive therapy", empathy, tranquilizers and certain other drugs.

While smoking is only a habit it is easier to give up than when it becomes a prop or crutch for the individual.

The best thing is to give up smoking, if you cannot; smoke less, and discard longer stubs. In some ways perhaps pipe smoking is better than cigarette smoking.

(b) Obesity, Weight & Diet: In any community, life expectancy is inversely related to an individual’s body weight morbidity is directly related to it. It is in excess of the age and height it pre-disposes of serious illnesses like diabetes, high blood pressure and coronary heart disease. Overseas weights still greater significance in the flight crew. Due to exposure to high altitude and wearing of pressure suits in certain circumstances.

(d) Drugs: It is important to note that drugs pose a dual hazard for the cockpit crew:

1. Many drugs are incompatible with flying duties as they can impair the responses of the pilot.
2. Taken indiscriminately or without the doctor's advice, drugs can be damaging or harmful to the individual.

(e) Alcohol: Alcohol is also a type of drug. It is a social lubricant in reasonable quantities, but is a high calorie food and inimical to performance. Flyers should be aware that alcohol and altitude are not entirely compatible. The effects of alcohol can be slowed down by eating mashed potatoes and deep fried preparations.

Alcohol is rapidly absorbed by an empty stomach. When an empty stomach is present it is difficult for the liver as well as the sensitivity of the nervous system. In turn, these things depend on the amount and activity of various enzymes in the organs.

Excess ingestion of alcohol over a long period of time damages and disturbs the function of the brain and nerves. Even the heart is not spared.

It is therefore advisable that alcohol should be taken only in moderation, never on an empty stomach and of course never before or during flights. Even socially what it may add to pleasure, it takes away from the performance.

Drawings by Mario
A Year of Success

1976 was an exciting year for the Hotel Corporation of India’s cricket team. They played 20 matches, of which they won 15, lost 3 and squared up two. During the 1976-77 period, the foremost contenders for the Times Shield G division title, the team struck a hard match but unfortunately lost in the quarter-finals. The protagonists of the team were S.R. Bajgar who gave a fine performance in all the matches, while Rajesh Anchan, the cricket secretary, was the organizing spirit behind the team. Shrihir Ratnam gave a magnificent all-round performance in all the matches and aggregated 265 runs including an unbeaten century. Pitched against the United Commercial Bank, Ratnam captured 15 wickets and topped the bowling averages as well. Photograph shows Mr. D. Sethi, Manager Catering Services, third from left, flanked by members of the team.

Hand Reader

I read with considerable interest the news item in the Magic Carpet regarding Mr. J.R. Jagtap of Geneva who was given cash donation for palmistry.

Astrology has been my hobby and I have studied and practised it for the last 6 years. In fact, I have been awarded Certificates of Jyotish Pradnya and Pravas in June, 1972 by the Phalajyotish Abhay Narayan Mandal, Poona.

I regularly solve problems on astrology which appear in Jyotish Samachar, Poona and I am proud to say that I have been a recipient of awards for all-correct answers.

I would like to be of astrological staff to who seek a solution to their problems.

M.S. Sastri
Component Greenhead Div.
Santa Cruz.

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Tailpiece

Last week somebody sung up to tell us an allegedly funny story. Being rather busy at the time, we asked her to pass it in writing. She said she was too lazy to write. We said we were too lazy to print. If you have views to express, write a letter to us, if you have news to print, send us the story and if you are an amateur photographer, take pictures for us and we will even give you a credit line. We look forward to hearing from you wherever you are.

Hong Kong Farewell

The Hong Kong staff gathered to bid farewell to Michael Mascarenhas, prior to his departure for Mauritius on transfer.

Despite the usual twinge of sadness that invariably turns up as an uninvited guest at such functions, the party was a gay and lively one, with some excellent entertainment provided by our staff.

“The Happy Six”, (photo left) talented warblers (lr) Fontaine, Pauline, Regina, Doris, Barbara and Antonia, brought a rosy tint to the guest of honour’s cheeks when they pleaded “Save all your kisses for us, bye bye Michael, bye bye”, and delighted everyone with their special version of “Santa Claus Is Coming To Town”.

On behalf of all the staff, Annie Leung presented the farewell gift.

Soomo Soong

LETTERS

Stamp Club

There’s an idea I have been toying with for a while now and thought may be you could help me.

I would like this ad to appear in the Magic Carpet.

As Air-India is worldwide, and there are so many of us who are avid stamp collectors, I think we should pool our interests and start an Air-India Stamp Club. Anyone who would be interested in exchanging cancelled stamps from their home country with me, or with anyone else around the globe, please drop me a line letting me know what your specific interests are, and perhaps we can set up an exchange programme.

Jasmit Kody
Passenger Services Kennedy Airport New York.

Service Pins

A function was held at the Centaur Hotel, Santa Cruz Airport on July 15, 1977 to commemorate the Air-India staff, who have put in 10, 15 and 20 years of service.

Mr. V. H. Dastur, Dy. Manager Director (Commercial) was kind enough to distribute Service Pins to staff who have completed 10, 15 and 20 years of dedicated service to the Corporation.

Though the presentation of these pins is unique and a good encouragement to staff, I feel that this function, which is held year after year has become stereotyped and has lost its importance.

In my opinion it would be advisable that instead of presenting Service Pins, which rarely any staff wear, an increment be given in the salary grade of the staff, who have completed 10, 15 and 20 years of service respectively. This will be an encouragement to staff. As an alternative a gift such as a pen or a wrist watch can be presented to the staff concerned besides presenting the Service Pins.

Abdul Roh Anwbibi
Commercial-Cargo
Santa Cruz.

Air-India Quiz

Questions to Aug. Quiz

1. The lady in the picture is a pet hero. When and why did she visit India?
2. She acted in a film based on an Indian theme. Can you name the film?
3. Her visit to India coincided with another significant event. Can you name the event?

Answers to July Quiz

1. M.M. Bistare
2. How to safely handle combustible liquids

Lodge for Tourists

The Kaziranga Forest Lodge in Assam is the latest addition to the growing range of facilities offered to tourists in India. Awaiting formal inauguration the Forest Lodge will be managed by the India Tourism Development Corporation. Just 90 km from the Nowgong railway station, the Kaziranga San
cutary is connected by air with Jorhat and Gauhati. A two-storey building, the Kaziranga Forest Lodge provides 24 rooms (48 beds) with six of the rooms a/c conditioned. All the rooms have attached baths. Other facilities include the Rhino Restaurant, Bison Bar, shopping arcade and a games room.

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A TASTE OF HUNGARY

CUSTOMER RELATIONS

A Seminar on 'Customer Relations' was recently organised by the Parcaramel Department for the managerial and supervisory staff at Singapore. The Seminar, conducted by Dr. S.K. Parukh, Director, BEAM Services was attended by 56 staff of 26 foreign airlines as well as the management of the Hotel and Tourist Industry. Dr. Parukh has the rare distinction of studying 'Customer Relations' training programmes of the different airlines in Europe and the United States. His talk to Managers in Bombay was featured in our last issue.

A festival was arranged by the Hungarian Trade Commission in collaboration with Air India and Taj Mahal Intercontinental in Bombay recently. To the accompaniment of classical and gypsy music, Romany tunes and the bands playing Blue Danube and Lissz's Hungarian Rhapsodies, invitees sat at an inaugural Hungarian repast of native food, prepared with that rare finesse by Andres, Imre, P.ess, to bring the Hungarian flour in specially for the occasion. The highlight of the festival was the variety of wines ranging from Tokaji Aszu, a honey coloured sweet wine to Debri Harslevelu, an ideal aperitif.

TEENAGE SCHOLAR

Fourteen-year-old Anjali, daughter of Mr. S.B. Birlikar of Sales, secured 87.43 per cent marks in the SSC examination. She ranked first in the Parle Tilak Vidyalaya and nineteenth in the State of Maharashtra, and has been awarded a scholarship. Anjali looks forward to a bright academic future.

Bermuda II

With the signing of a new "Bermuda" agreement between Britain and United States, one of the major disputes in air transport history was finally resolved. Last year Britain gave notice that it wanted to end the Bermuda air services agreement signed in 1946 which has been the basis for airline operations all over the world during the postwar era. Britain claimed that in view of the rapid growth of civil aviation, the original agreement favoured the US airlines and therefore, wanted it to be revised. After protracted negotiation lasting over a whole year, the final agreement was only initiated a few minutes after the expiry of the deadline on June 22, 1977.

"Everybody won" was the initial reaction. PanAm however said, "The new agreement transfers net economic benefits from the US flag system to the British flag". The British Caledonian Airways, on the other hand, said that Britain would be worse off and that "Britain had put a pistol to her own head".

The main points of the agreement are: (i) Britain dropped its demand for single designation principle i.e. one airline from each country should be allowed to fly on a route in the face of US opposition and domestic legal difficulties over Laker Airways' Skytrain Service. (ii) Capacity is to be controlled by reviewing the airlines' schedules in advance, rather than in retrospect. (iii) Cathay Pacific will be allowed to serve US West Coast. (iv) United States has given up some Fifth freedom rights.

Air France

Air France made a net loss of French Fr.418.5 million in 1976 as compared with a loss of FFR 419 million in 1975. This was in spite of the fact that revenue passengers kilometres increased by 7.4 per cent to 19,250 million and the load factor was 60 per cent, up by 1.3 percentage points. The airline requested the French Government for compensation for FFR 220 million lost on domestic operations. The Government agreed to pay for 1976 but not for 1975.

Singapore Airlines

Singapore Airlines is adding two more Boeing 747s and three Boeing 727s to its fleet and has plans to expand its operations considerably. Teheran and Copenhagen are being added to the route network. The capacity is expected to rise by 18.9 per cent in 1977-78 over the previous year and the freight capacity is expected to double.

Narita Airport

With the probable opening of Narita International Airport at Tokyo later this year, 32 more airlines are seeking permission to operate services to Japan. Currently 32 foreign airlines are serving Japan. The Japanese Ministry of Transport has said, however, that permits will only be granted to five or six more airlines.

PILOT HONOURED

Capt. R.K. Basu, an Air-India pilot and a committee member of the Indian Pilots’ Guild, has been elected regional vice-president of the International Federation of Airline Pilots' Association for South-East Asia. In September last year, our Flight Engineer, Harish Jain had the distinction of being elected an associate member of the Aeronautical Society of London.

WAIT AND WATCH

Air-India’s Public Relations has on an experimental basis initiated tourist feature films for passengers waiting in the Booking Office at Naritan Point. These films are being shown in the Air-India Auditorium where a system has been devised whereby passengers are informed by name when their turn comes for ticketing or whatever their travel requirements are. The films were obtained from the Australian High Commission, and Con- suitates of West Germany, Switzerland and Netherlands.

VIP TRAVEL

Cpt. Mark Phillips, husband of Princess Anne, travelled on our service from Paris to London. Our photographer at Heathrow was caught unaware since this was an unexpected travel schedule and he was barely able to photograph Cpt. Phillips as he raced towards Terminal 2 to see his parents off for Europe. Hector Athayde from our Passenger Relations Office met Capt. Phillips and is seen in the photograph escorting him.

LRC FAREWELL

The Labour Relations Committee gave an enthusiastic farewell to Mr. K.K. Ummi at Hotel Continent (entire report appears on page two).

Photograph shows Mr. P.P. Tari handing Mr. Ummi on behalf of the Committee.