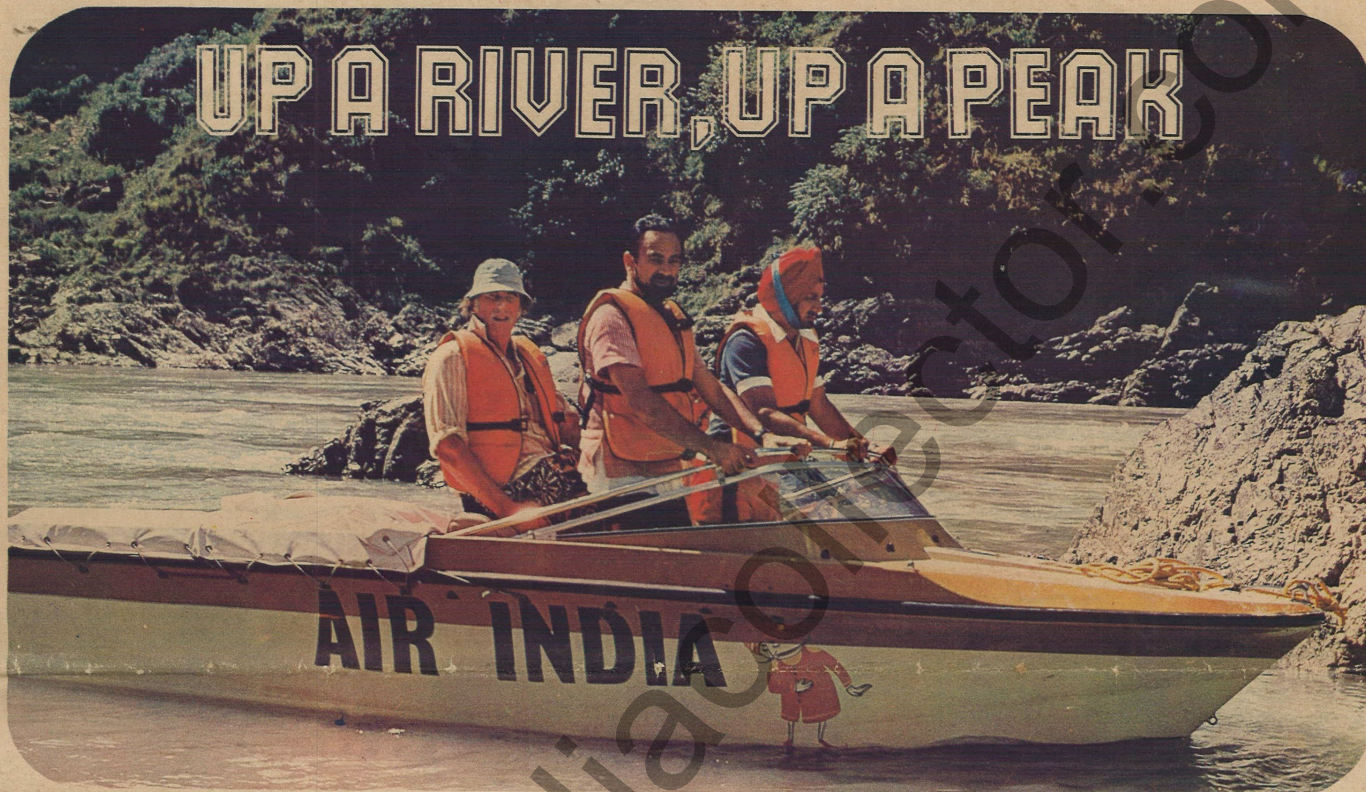


Magic Carpet

VOL. 21 NO. 11

NOVEMBER 1977



Sir Edmund Hillary in the lead-boat, AIR-INDIA, at the start of the expedition (top centre). He was joined, in the latter part of his adventure, by Air-Indians Capt M.S. Kohli and Cmdr Joginder Singh (top). On successful completion of the trip, Sir Edmund called on the Chairman and met the MD and Dy MD at Headquarters in Bombay (above).

Air-India Leads The Way

SIR EDMUND HILLARY, who made mountaineering history by being the first to scale Mount Everest with Tenzing Norgay, was back in India recently to successfully complete the Air-India sponsored Indo-New Zealand expedition up the river Ganga (see August issue).

On return to Bombay after the success of the expedition, speaking to Air-India employees and members of the city press, Sir Hillary spoke of his re-discovery of India, "as a land not just of ancient temples, religions and beautiful buildings", but of the "warm nature, kindness and goodness of the people and their life".

He recalled his effort "as a discovery in a different sort of way", up from the Ganga Sagar to Nand Prayag. The expedition covered a distance of 3,320 km.

The jet boat 'Air-India' carried Sir Edmund Hillary and the lead-members of his expedition, while the other two boats formed the rest of the group.

The adventure was a tremendous experience. He recalled the landing at Ganga Sagar beach when the sea was strong.

He remembered the excitement while fording the raging waters of the Alakananda. "There were many occasions when we were not quite sure of whether we could move up any more but we did get pretty high". The expedition pulled out of the river when it reached a tall waterfall at Nand Prayag, 59 kms short of its destination. Sir Edmund said it was possible for the boats to be carried around the waterfall, but that was considered "rather unfair" and they did not want to cheat the river.

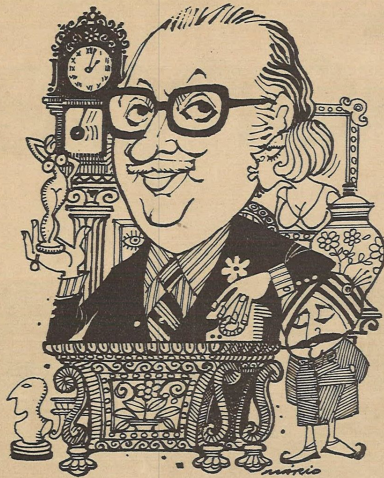
From there they walked to Joshimath, Badrinath and beyond, where three members of his team reached the summit of Nar Parbat.

Sir Hillary and his team mates were amazed at the tremendous response they got all along their journey. Thousands of bright, shining faces lined the shores as the expedition travelled up the river and through the small villages that dotted the hillsides.

He hoped the film and book that would be prepared on the expedition would be of advantage to the tourist industry in India and to Air-India in particular.

Asked by a questioner if this was the most difficult adventure he had taken, Sir Edmund said he thought it was a "unique" adventure.

RANDOM JOTTINGS



IT is always hard to say goodbye to a colleague who retires. It is even harder to say goodbye to a guy who insists on hanging around after retirement. But, to be fair to him, it is Air-India who insists on having him—and, against his wishes, he insists on staying. Rumour has it that he will quit only after he outlives everyone else in the airline. Even his best friends will tell you that he looks like a benevolent plumpudding (with spectacles and moustache superimposed), that he has a caustic tongue and the constitution of an ox, and a painful sense of humour (it gives you a pain in the you-know-where). He does not drink, he does not smoke, he doesn't ever buy you a drink or offer you a cigarette. And he has a bank balance to prove it.

I refer, of course, to that institution-within-an-institution—the one-and-only Jal Cawasji who recently retired but has been retained as a consultant. When I used the expression 'ox', I should nearly have said an 'aesthetic ox' (or an 'artful fox'), for Jal has been the chief architect behind Air-India's famed art collection which today is spread out all over the world, he has designed booking offices in five continents, he has entangled himself with saris, churidar kameez's and other intricacies of hostesses' uniforms, he has changed the interior decor of our aircraft from the antiseptic white of other carriers (specifically designed to allow weary passengers to sleep) to intricate, artistic and eye-catching murals (which keep you awake all night). To continue the litany, he has for long years, headed the Publicity Department, which includes the art studio; assisted by his team, he has for over two decades churned out calendars, posters, diaries, menu-cards, playing-cards, post-cards and a host of other publicity material which have won for our flag-carrier prizes and plaudits all over the globe and have helped put the Maharajah on the world map. The gradual expansion of his department over the years is due less to an empire building desire than a mere requirement for more space to store the various plaques, prizes, cups and other memorabilia of his triumphant march through the portals of international aviation publicity—trophies that Air-India has been winning as consistently as Don Bradman piled up centuries.

And since I have unwillingly referred to the fabulous 'Don', I may as well tell my readers that Jal also has a reputation as a Don Juan. True, he has that instinctive eye for a beautiful chandelier, an ancient clock or objet d'art. To acquire many of these, he spent hours scouring Chor Bazaar. But he had an equally instinctive eye for beautiful girls; however, neither were they ancient nor did he have to do any scouring. They gravitated towards him as naturally as mice towards cheese—or should I say as young mice towards an old hunk of Gorgonzola? But the fact remains that you always found a slinky young damsel draped across him in the lift surrounded by a bevy of buxom beauties. Do I sound jealous? You're damn right. I am jealous! And now that he is a consultant, I'm going to do some consulting.

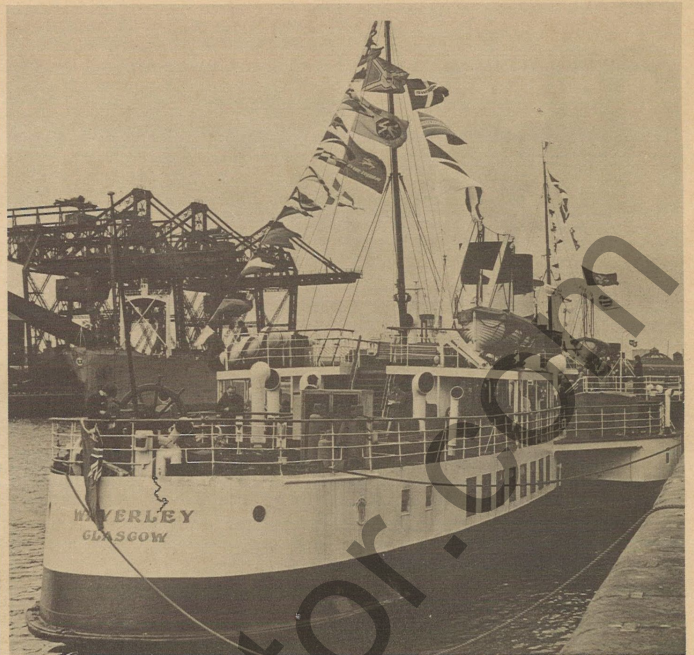
J.B.C. joined Air-India very unobtrusively in 1955, when he was running his own concern, Asia Art, and he brought along with him some of his colleagues who are today still the backbone of the studio, e.g. D.N. Rangnekar, K.K. Save and Khorshed Desai. Jal has a special feeling of nostalgia for V.V. Shetye, former Chief Artist, who died of leukemia while in harness a couple of years ago. And he has a special word of praise for the unsung, unheralded yeomen behind the scenes—Messrs. Hindustan Thompson who week in and week out have been responsible for Air-India's advertising. And reminiscing, he leans with pride on his Man Friday, Dhondur, who talks with affection of Mr Nari Dastur and his newest boss, Mr Inder Sethi; and of his various 'encounters' with Bobby Kooka and J.R.D.

I use this opportunity of welcoming his successor, S.S. Dabholkar who (like Jal) has a penchant for vintage cars. To Dab I say, I trust we will meet often. To his predecessor, possibly the seniormost man in publicity in any airline in the world (and determined to stay that way), I say: See you tomorrow, Jal.

Affection is a two-way sentiment. So I conclude these jottings with my own little ditty as I raise my glass (paid for by me) to:

That Grand Old Man of Publicity
Who for honours cared two hoots,
But Jal, oh Jal (with your beautiful girls),
I wish I were wearing your boots!

- J. R. M.



RAISING THE FLAG

ANDY SHAW our District Sales Manager in Glasgow is an active member of the Skat Club of Scotland, which recently raised over £3,000 for charity. One of the activities of the Club was for a voyage on the 'Waverley' which is a sea-going paddle steamer and believed to be

the last of its kind in the world, and the recent sailing of this vessel was organised by the Skat Club in Glasgow, to raise more money. The participants were allowed to fly their house flags and the Air-India flag is to be seen proudly flying on this interesting occasion.



Priority to Welfare Schemes

THE Labour Relations Committee, at its 7th meeting held recently at the Technical Headquarters in Bombay, appointed Mr V.M. Fernandes as Chairman and Mr J.N. Mogreli as Secretary.

Among the measures reviewed from the recommendations of the previous meeting were the improvement and expansion of the Medical Benefit Scheme and the provision of a Holiday Home at Deolali. The Committee also welcomed Mr K.G. Appusamy, who addressed the gathering for the first time after taking over as Managing Director. Mr N.H. Dastur

Deputy Managing Director, who was present at the meeting was also warmly welcomed.

Speaking on the occasion, Mr Appusamy emphasised the need for launching an intensive programme for such welfare schemes as medical benefits, housing loans, staff colonies, central hospital, dispensaries, etc. Mr Appusamy assured the members that the recommendations of the LRC have always been given prompt attention and he will continue to do so. Mr Dastur endorsed the views expressed by the Managing Director.

R. K. Sattawala

LIFE OVER AGAIN

MANECK DALAL bids good-bye

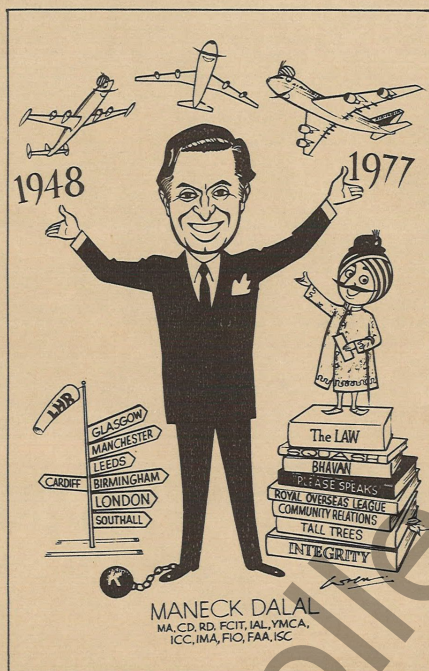
WHEN asked to write my 'swan song' for the Magic Carpet, thoughts come rushing to my mind. It is not what I should write but what I should leave out, is the problem after nearly 32 years in Air-India. I can, therefore, only concentrate on a few individuals and a few incidents.

Let me start with my initial appointment with Mr Bobby Kooka, who, at the time was Traffic Superintendent of Tata Airlines. I still remember him vividly sitting in his large chair in Mahindra Mansions, immaculate with a silk shirt bow tie and swede shoes. He talked enthusiastically about Tata Airlines and what it would mean to build up this Company. He thought quickly, spoke quickly and at the end of 20 minutes offered me the job of Station Supdt., which I promptly accepted after he had infused me with enthusiasm. There were no set salary grades at that time and he asked me what I would expect as a salary. I left it to him and was promptly started on the handsome salary of Rs.300/- per month!

Six months later, when I had completed my probationary period, I was sent to Delhi in October, 1946, as Manager of the Station. It was in Delhi that I came to know our Chairman, who would often fly himself in his Expediter. He had an impressive personality and everyone around respected him and were inspired by his august presence.

I remember coming to London in January, 1948, to start our offices, without any experience of international operations. Till then I had done 6 months in Bombay and 2 years as Manager of the Delhi office and it was a frightening and overwhelming experience to think of the varied jobs that needed attention to start an international airline functioning within 6 months. When the plane landed at night on June 8, 1948 I remember keeping my fingers crossed as the lithe form of the Chairman in a dark pin-stripe suit stepped down from the plane at Heathrow asking us all to set our watches as Air-India had arrived to the minute (which is frankly more than we do today!).

At the same time my friend and colleague Gianni Bertoli was to start the Geneva office and Fali Nariman the Cairo office. I would particularly like to mention Mr Bertoli, a remarkable person, who, most tragically, lost his life in the crash in the Alps in 1966. I shall never forget the mental agony I underwent when I was informed from Geneva in the early hours of the morning that our plane had been long overdue and that among the passengers were Dr. Homi Bhabha (another dear friend and the very first house guest in Delhi) and Mr Bertoli. Gianni was a warm and generous man. When we were staying with the Bertolis in Geneva, he would quietly take our daughters out shopping and buy them the most expensive presents. I feel that people like Gianni



Bertoli should be adequately recognised, not only because they gave their lives in the service of Air-India, but because people like them have been the true pioneers of Air-India. They have borne the brunt of establishing overseas offices when we, as an airline, had very little knowledge of international operations.

In London we started at Heathrow Airport and I recollect waiting outside the office of Roger Pugh the Civil Aviation Authority Manager. I looked at a large framed cartoon of BOAC's Flying Boat over the Coast of Africa. Those who know Flying Boats would remember that they were extremely comfortable but very slow. In this particular cartoon, under the aircraft were some African beaters running in the shade of the big bird. The leader on the ground was looking back and saying "a little faster boys or we shall lose the shade!" Today, when one looks back, it's difficult to imagine the large strides which commercial aircraft have made over the last 30 years.

In those days, London Airport was controlled by the Ministry of Civil Aviation and I received tremen-

dous help from them as well as from the British Overseas Airways Corporation staff.

I have always felt that despite frailties Air-India by and large has been a reasonably efficient operator. I have, from time to time been asked by people in London, both inside and outside the airline industry, why Air-India, unlike some other operators, has been commercially successful. A number of reasons come to mind:

We have had dynamic leadership from Mr J.R.D. Tata, supported by a team of dedicated men.

Moreover, I feel that we have always managed to stay abreast by purchasing the latest and most commercially viable equipment. We have concentrated on one make of aircraft at a time. This has helped both in efficiency and economy in our line maintenance.

The most important point, however, is that we are prepared to give service. We have maintained high standards in running the airline and without a doubt, we have to thank Mr Tata for this. Right from the inception of the airline, till today this aviation giant has been uncompromising in demanding the highest standards. The airline owes him a great deal.

I feel I should mention the role my wife Kay has played in Air-India. I think many of you would agree with me that Air-India is most demanding in terms of time and energy. Air-India wives have to be extremely patient. I must say that my wife Kay has not only shown this patience over a number of years, but has taken a very positive part in helping me with my job in Air-India. In thanking her, I feel, I am also thanking all the other Air-India wives.

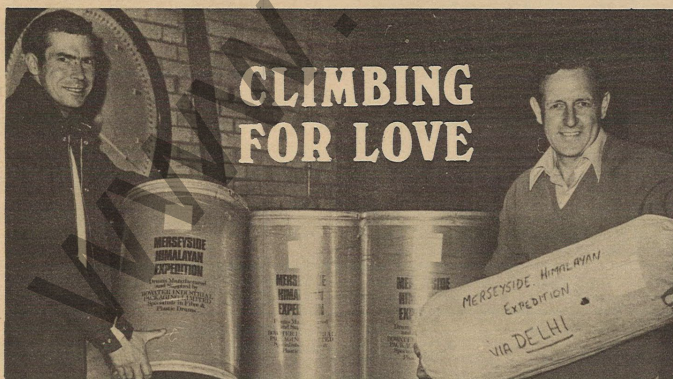
I would also like to thank most sincerely not only our Managing Director and Dy Managing Director, who have been very kind, but also many, many others, who, over the years, from being colleagues, have become good friends. I am deeply grateful for their friendship.

I would also take this opportunity of thanking all my Air-India colleagues in the U.K. for the conscientious and hard work which they have put in over many years; and particularly, for their support and loyalty. I could not have asked for a better team and sincerely appreciate all that they have done.

Before I bow out of Air-India, I would like to give a brief message to all my friends and colleagues: Do please remember that Air-India is truly a remarkable airline with tremendous achievements. Believe in your airline and take pride in working for it. It carries the flag of a great country, and, by its presence in all the major countries in the world, shows the level of excellence India can achieve in the commercial and technical field. God bless Air-India.

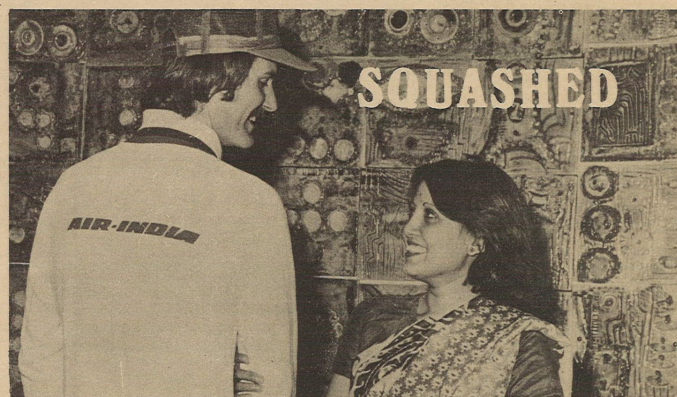
TID-BITS

With Trevor Turner



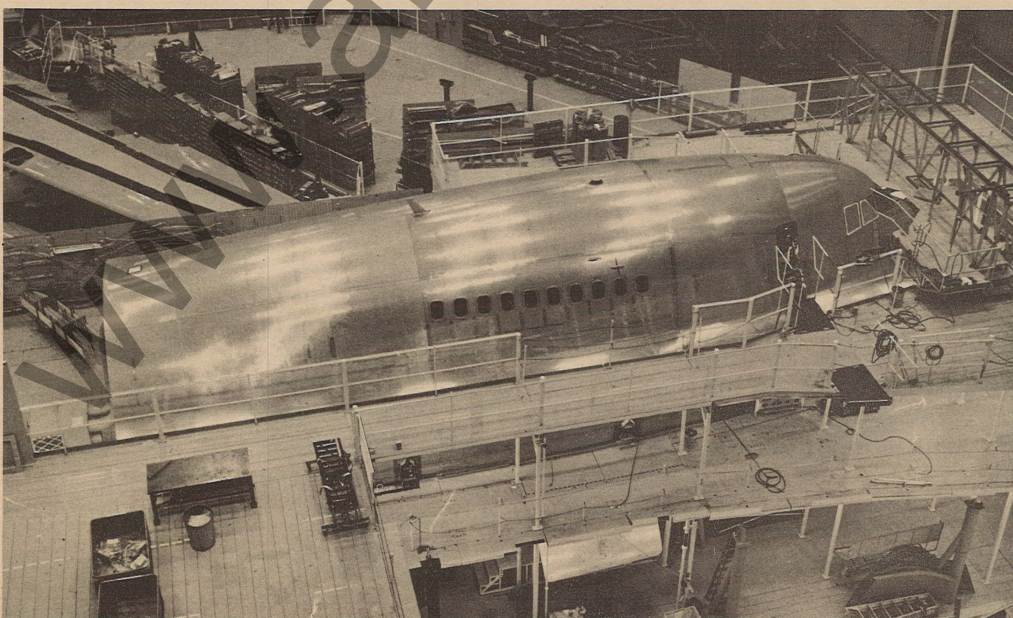
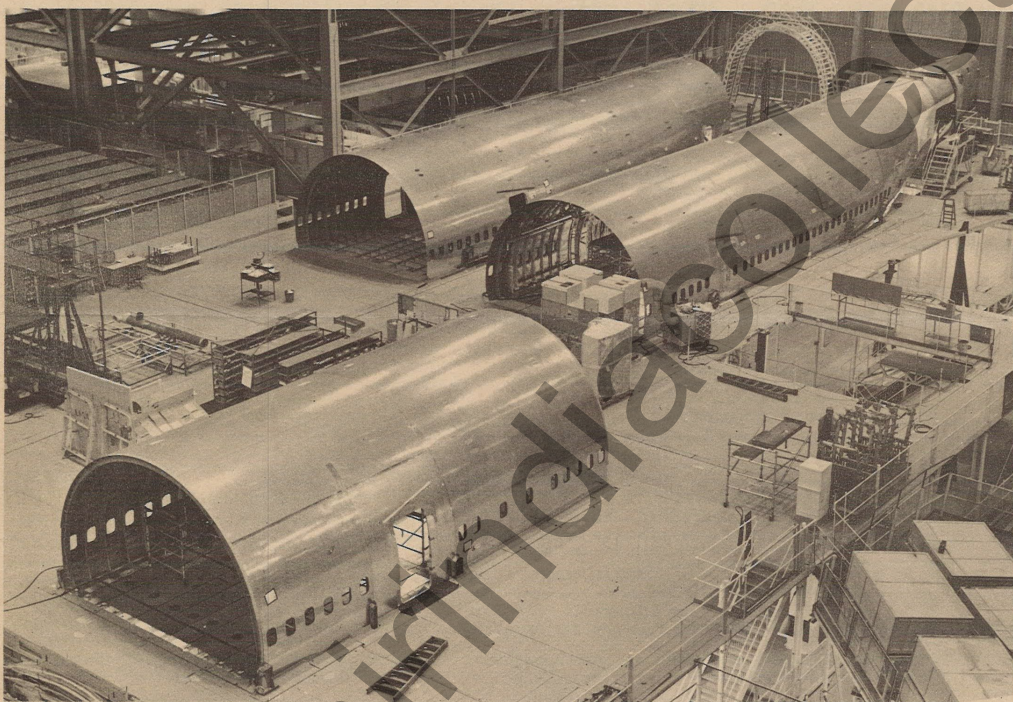
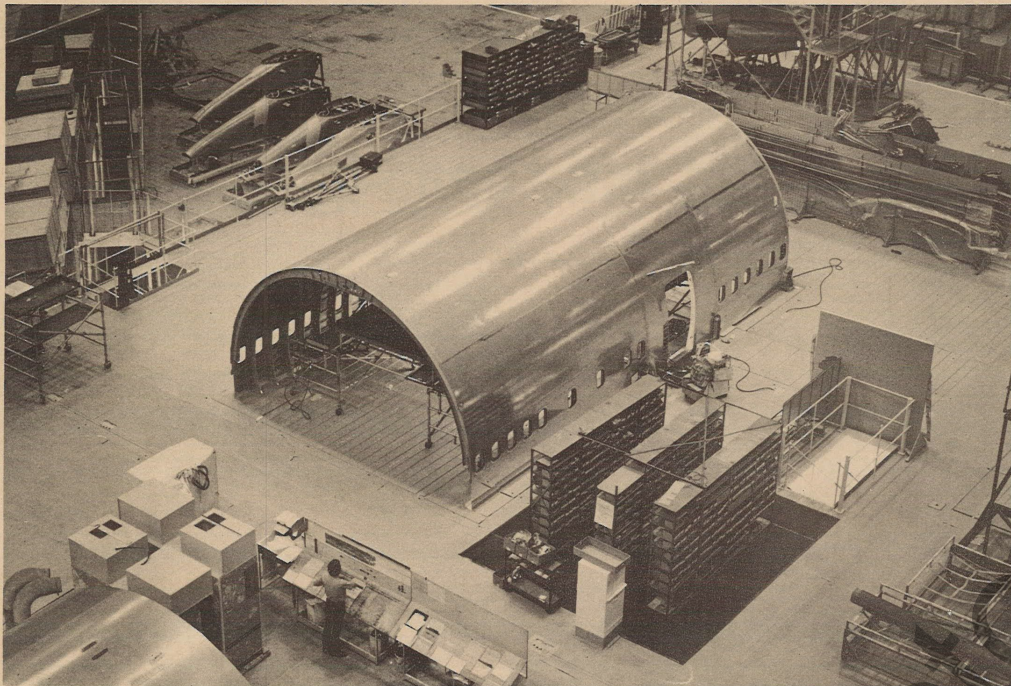
IN September the Merseyside Himalayan Expedition travelled with us to India to attempt the Sattu de Par Peak which is relatively unknown in the Himalayan region. All mountaineers, they climb for the love of it. Support to this Expedition has been given by Mount Everest Foundation, despite the

fact that they have organised and financed the expedition themselves. Several days prior to their departure Ben Stroude, the leader (left) and Fred Smith the deputy leader went to London Airport to deliver some of their equipment to our cargo warehouse for air-freighting to Delhi.



BEFORE he left London for Sydney on Air-India John Easter, a professional squash player, visited Bond Street wearing his squash clothes which carried the Air-India logos. John was the only U.K. professional to participate in the Australian Squash Circuit

1977 which took place in a number of cities in Australia. John Easter is seen here with Kusum Puri, one of our receptionists from the Bond Street Booking Office. His current world rating is 17 and his current world seeding, 14.



AIR-INDIA Sixth Aircraft

AIR-INDIA'S sixth Boeing 747, EMPEROR CHANDRAGUPTA, has taken a year and half to build at the Boeing Company's Everett, Washington, assembly. The aircraft comprises 4.5 million parts, put into place by a large team of workers at the Boeing Company at Everett, 30 miles from Seattle, and a worldwide network of sub-contractors and suppliers, components, supplies and assemblies that move through the production process on a computer-controlled schedule.

The entire operation of the superjet is supervised by a representative, who in the case of the sixth aircraft is Mr J.D. Billimoria.

The aircraft sub-assemblies are completed at the plant and the final assembly of the 747 is done at the mid-body stub, or wing centerline. This is a single unit of three assemblies. This comes forward another step and is joined to mid-section. At this point the assembly resembles a giant. It becomes a recognisable 747 when the lower nose and, finally the tail, gently fall into place.

Termed in manufacturers' jargon as "final assembly", this is one of the most vital stages in the production when nearly all of the aircraft's 200 km of trailing-edge flaps are added to the wing. The aircraft is then moved and from this point forward, the 747 moves forward.

Other final assembly positions lie ahead to be open and the superjet makes its debut.

While frenetic activity goes on at the plant before the aircraft is painted and prepared for flight, all initial spade work is done at the Air-India plant. The Chairmanship of Mr Qm Sawhney a series of meetings by the Planning Committee with virtually all departments participating actively. This Committee was set up to coordinate and the various aspects of the aircraft under construction. Measures were initiated to ensure smooth introduction.

A number of steps were taken by the workshop facilities, and extend the area of optimum utilisation of the area.

At most of the meetings checklists were presented, departments, action taken and a centralised presentation.

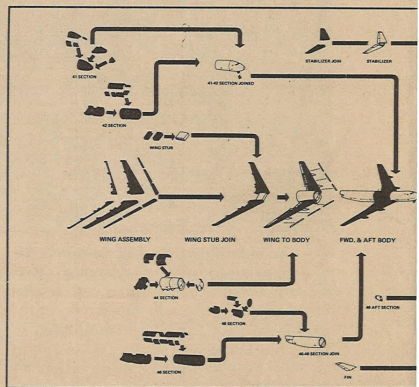
At one stage the Committee felt that the space at the terminal area at Bombay Airport was a stampede action was taken up with the increase the parking space for wide bodied aircraft. Some members that additional space be provided at outstations as well. It has been decided to increase the configuration of Air-India's sixth aircraft with 24 in the first class and 358 in the economy class seats. All first class and front rows of economy class armrest tables.

For Inflight movies, Emperor Chandragupta Transcom system, a cartridge type of movie system built for showing films on board aircraft.

It has also been decided to change the route. In addition of the sixth aircraft, the 747s will be at outstations which were formerly being served by 707s.

The Committee decided that the first flight will be from Seattle to London and from London to Bombay.

With the addition in fleet strength, an increase in service is also envisaged. While the aircraft is in flight, activity goes on both in Bombay and at the other outstations. It is likely to be serviced by the new aircraft Chandragupta.



IA'S

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Committee to augment
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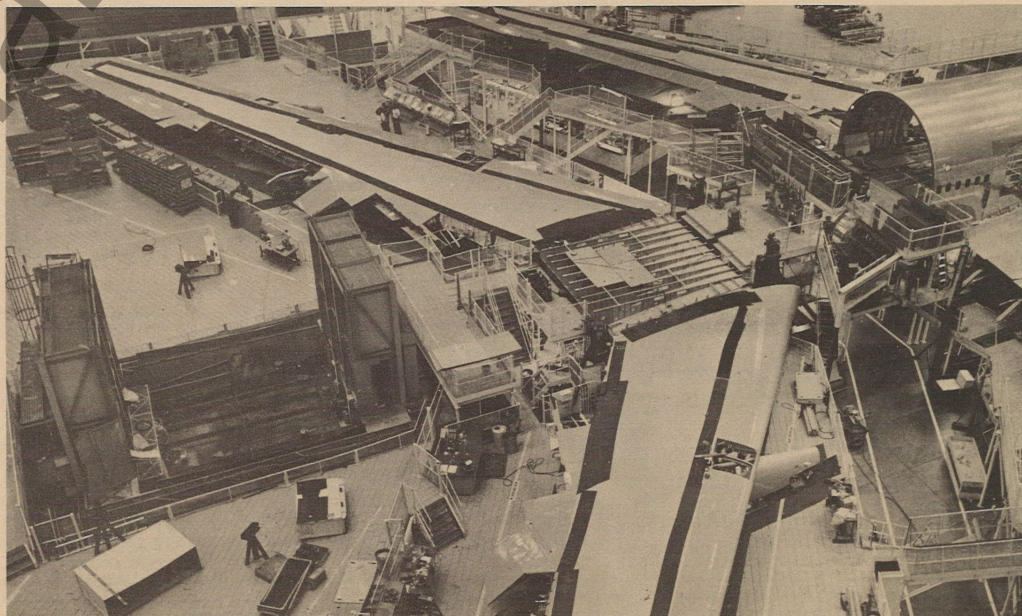
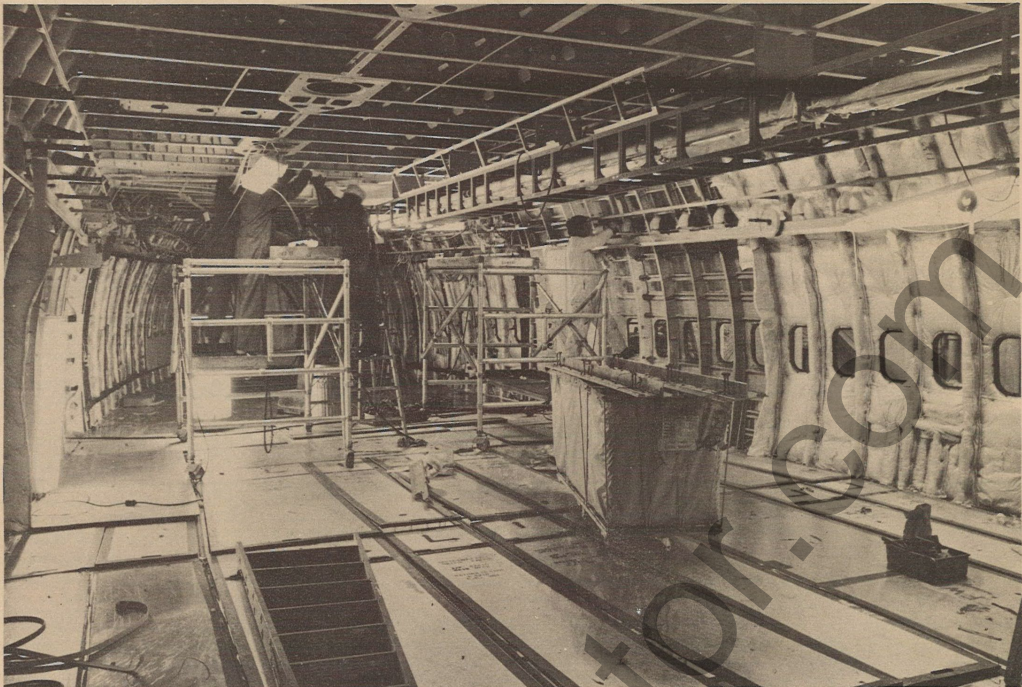
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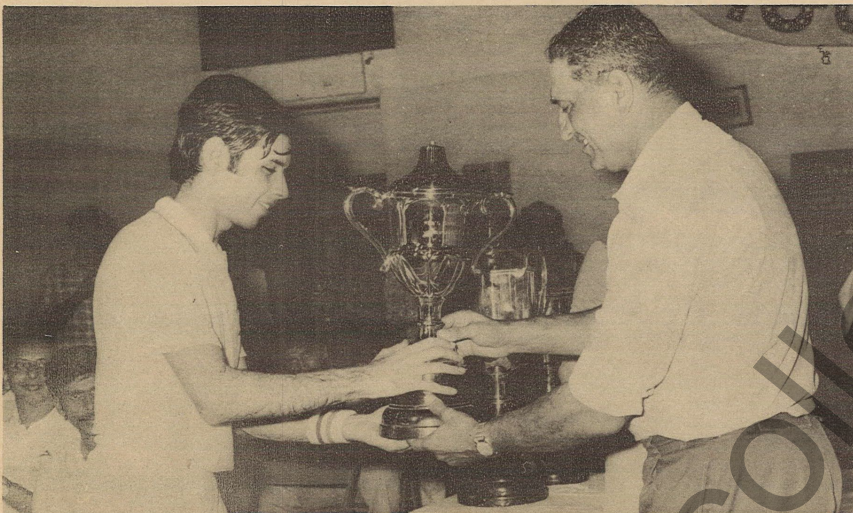
EMPEROR CHANDRAGUPTA



747 ASSEMBLY SEQUENCE



The Air-India team with the trophies



AIR-INDIA Sweeps All Prizes

THE 6th Joint AI/IA Badminton Tournament, hosted by Air-India was played at the Corporation's Indoor Stadium, Madras, from September 11 to 14, 1977.

Air-India won both Ladies and Gents Team Championships convincingly and comfortably.

The following are the results :-

Air-India beat IA-Delhi by 3 matches to nil: 1st Singles - A.R. Suvarna beat M.C. Midha 15-3, 15-1, 2nd Singles - V. Mody beat O.P.S. Sharma 15-1, 15-1, Doubles - Mody and Suvarna beat V.K. Sudan & C.P. Dhan 15-5, 15-0.

Air-India beat IA-Madras by 3 matches to nil: 1st Singles - V. Mody beat Sankaran 15-2, 15-2, 2nd Singles - A.R. Suvarna beat Swamy 15-3, 15-2, Doubles - V. Mody and Suvarna beat Sankaran and Swami 15-0, 15-7.

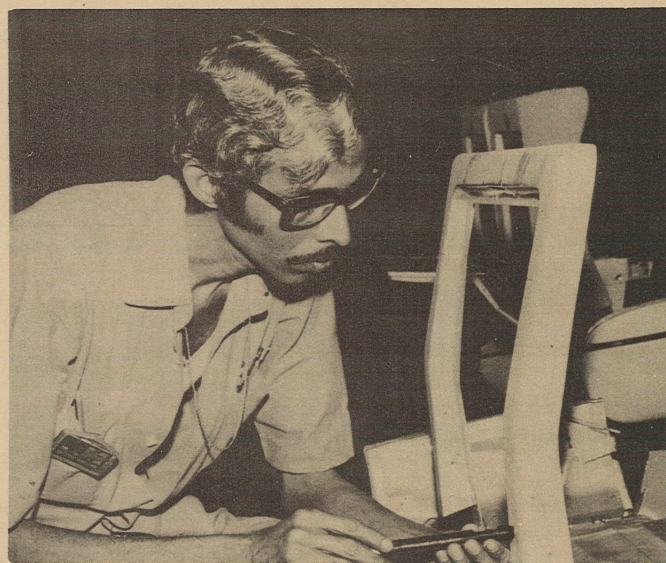
Air-India beat IA-Calcutta by 3 matches to one: 1st Singles - V. Mody beat S.K. Biswas 15-1, 15-2, 2nd Singles - A.R. Suvarna lost to B.C. Poddar 15-2, 13-15, 6-15, Doubles - Mody and Suvarna beat S.K. Biswas & G.K. Dey 15-6, 15-2, 3rd Singles - A.Y. Jawdekar beat G.K. Dey 15-8, 15-6.

In the Ladies team championship Air-India beat IA-Calcutta and IA-Madras by 2 matches to nil: 1st Singles - Sujata Jain beat S. Ahmed 11-3, 11-3, Doubles - T. Malkani & S. Jain beat Gupta & S. Ahmed 15-4, 15-2, Air-India beat IA-Madras by 2 matches to nil: 1st Singles - S. Jain beat Alpha 11-1, 11-1, Doubles - T. Malkani & S. Jain beat Alpha & Sanfransisco 15-1, 15-4.

In the individual Championships we won all the six events: Men's Singles - V. Mody (AI) beat A.R. Suvarna (AI) 15-1, 15-4, Men's Doubles - V. Mody and A.R. Suvarna (AI) beat T.N.D. Pillai and A.Y. Jawdekar (AI) 15-3, 15-3, Ladies Singles - S. Jain (AI) beat T. Malkani (AI) 11-1, 11-1, Ladies Doubles - S. Jain & T. Malkani (AI) beat Alpha and Sanfransisco (Madras) 15-1, 15-3, Mixed Doubles - S. Jain & V. Mody (AI) beat T. Malkani & A.R. Suvarna (AI) 15-4, 15-3, Veteran's Singles - T.N.D. Pillai (AI) beat S.K. Biswas (Calcutta) 15-1, 15-0, Sujata Jain & V. Mody won the triple crown.

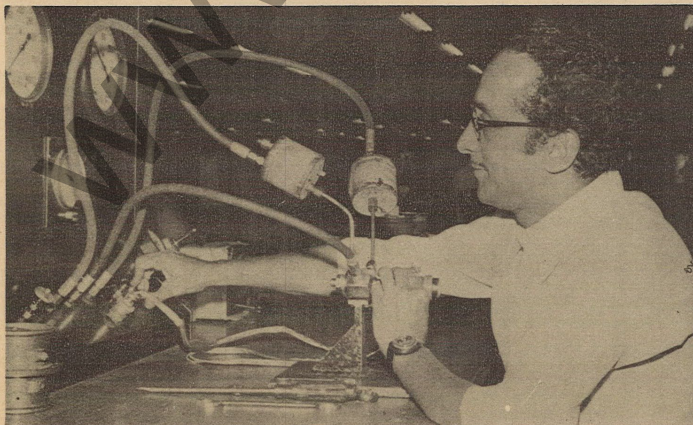
Capt J. Joseph, Regional Director, Indian Airlines, Madras, inaugurated the Tournament, while Mr Polly Umrigar, former Test Cricketer distributed prizes to the winners and runner-up players.

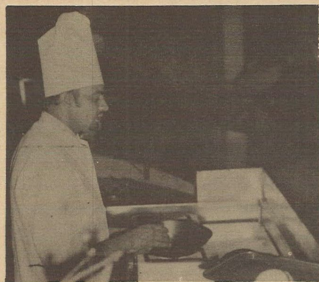
MIND OVER MATTER



SUGGESTION AWARD WINNERS

MR H.J. MODI, Sr Aircraft Technician and Mr P.K. Pimple, Sr Aircraft Technician both in the Components Overhaul Division and Mr P.V. Vasudevan, Sr Aircraft Technician in the Accessories Overhaul Division were presented with awards of Rs.100/- each and Rs.200/- respectively for making significant suggestions. Mr Modi was able to improve service life of food trays in the 747 first class section, while Mr Pimple who is a three-time award winner suggested improvement on food trays used on the 747s. He also suggested modification of the Aerothrm Standard chair backrest frame. Mr Vasudevan suggested locking of the armature on the rod to prevent it from becoming loose. This is an attachment on the turbo-compressor regulator on the 707s. While congratulating the three award winners, Mr Om Sawhny, Director of Engineering, wrote that he hoped "you will continue to display the same interest and enthusiasm with a view to achieve better efficiency."





Mr Bhatnagar of Inflight Service

Our Chef Recomend

LAMB CURRY

Ingredients:

Lamb : 1 Kg. (without fat and bones, cut into ½" cubes), spinach: 300 gms. onions : 300 gms, garlic : 15 flakes, ginger: 30 gms, red chilli powder: 1 teaspoon, coriander powder: 2 teaspoons, salt: to taste, ghee/butter clarified: 100 gms, tomato concasse: 100 gms and cardamom powder: ¼ teaspoon for flavour.

Method:

Cut and boil spinach with little salt but without water and grind it or pass it through the machine to make a fine paste. While cooking do not cover the pan and ensure it does not get discoloured.

Pass the onions, garlic and ginger through the mincer/machine to make a fine paste. Heat ghee/clarified butter, add the paste of onion, garlic and ginger along with red chilli powder and coriander powder. Keep on frying, stirring all the time, until the paste is brown on medium fire. This may take 10 to 15 minutes depending upon the fierceness of the fire.

Add lamb pieces and salt and fry for 5 minutes, add tomato concasse and fry for another 10 minutes.

At this stage add the spinach paste and cardamom powder. Add enough mutton/chicken stock just to cover the meat pieces and let it cook uncovered until soft and there is semi thick gravy.

ON THE MOVE UP

The following staff have been promoted :

Commercial Department :

Messrs S.K. Verma, H.M. Kaul, H.K. Malik and Ms C. Chellaram as Commercial Managers; Mr D.V. Gidwani as Sr Station Manager. Messrs R.B. Sharma, T.R. Arora, G.S. Singh, M. Khosla, N.S. Mathur, A. Khwaja, Muzaffar Ali, B.R. Satyanarayana Rao, S.K. Syal, S. Ghose and S. Mukherjee as Station Managers. Messrs S.S. Bambardekar, D.R. Deshpande and K.V. Joag as Asst Station Superintendents.

Engineering Department :

Messrs R.N. Chuckerbutty and K.J. Bhandari as Asst Engineering Managers; Messrs K. Venkatraman and S.S. Gokhale as Asst Supdts.

Finance & Accounts Department :

Mr J.J. Rindani as Asst Financial Controller; Mr C.K. Mirchandani as Accounts Officer; Messrs O.P. Nangia, H.C. Shah, J.A. Shah and N.S. Shenoy as Sr Accounts Officers.

Ground Handling Department :

Mr N.V. Moghe as Transport Engineer.

Inflight Service Department :

Mr N.A. Turner as Manager-Inflight Service; Mr J.J. Naigamwalla as Manager-

Cabin Crew; Messrs P.P. Joshi and G.A. Naik Chodenkar as Station Supdts. Messrs B. Fernandes, J.S. Joshi, R.R. Gonsalves and S.S. Vasisht as Asst Station Superintendents; Ms S.G. Naik Chodenkar as Secy. to Dy Director-Inflight Service.

Operations Department :

Mr K.R. Karandikar as Asst Manager-Admin; Mr S Venkatesan as Sr Flight-Despatcher; Mr T.C. Padmanabhan as Asst Admin. Officer; Messrs M. R. Borkar and R.V. Pai as Flight Despatchers.

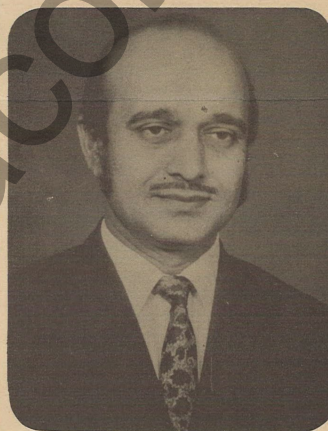
Stores Department :

Mr M.V. Bichu as Manager Printing; Messrs B.N. Jawdekar and S.R. Deshmukh as Asst Supdt. Stores; and Mr G. Nagappan as P.A. to C.S.P.

Headquarters :

Capt. J.R. Martin, Public Relations Manager in the grade of Commercial-Manager; Mr R.K. Sattawalla, Dy. Public Relations Manager as Station Manager; Mr Naosherwan Nalavala, Asst Public Relations Manager as Station Superintendent; Mr S.S. Chakraborty as P.A. to Controller of Communications, Mr S.L. Bapat as P.A. to Dy Director, Management Information Services and Mr R.S. Iyer as Office Assistant.

APPOINTMENTS



The Maharashtra Government has appointed Sales Officer D.R. Bhalerao (left) and Storekeeper A.S. Waghmare as Special Executive Magistrate.

AIR-INDIA QUIZ

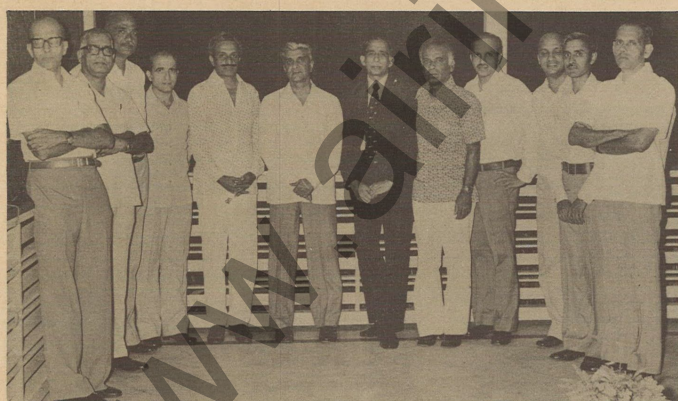
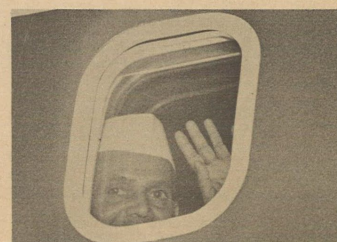


Question to Nov. Quiz

1. This man looks familiar! who is he?
2. When and where was this picture taken?
3. This man is a professional artiste. Which section of the arts does he represent?

Answers to Oct. Quiz

1. Mr Lal Bahadur Shastri.
2. In 1965.
3. He was the Prime Minister of India after Pandit Jawaharlal Nehru.



Mr Appusamy Felicitated

AIR-INDIA'S Managing Director, Mr K.G. Appusamy, was felicitated by members of the Aeronautical Society of India, Bombay Branch, at a function held recently at the Air-India Executive Club in Bombay.

Addressing the audience, Mr Appusamy emphasised the need for a combined and co-ordinated effort of all sections of the aeronautical community. He hoped that institutions like the Aeronautical Society would provide the necessary lead in this direction since its

members are drawn from various technical disciplines of aviation.

Earlier Mr Om Sawhny, President of the Society while welcoming the Chief Guest paid rich tributes to Mr Appusamy's contribution to the growth of aviation in India. On behalf of the members he wished Mr Appusamy continued success in all his efforts to promote not only the image of Indian Aviation. Mr P.S. Ganapathy, Hon. Secretary, proposed a vote of thanks.



AWARD FOR MR SHARMA

At a recent Departmental Heads Meeting, Mr C. L. Sharma was presented the "Distinguished Alumnus Award 1977" of the Railway Staff College, Baroda. The award was accompanied by a citation and a symbolic souvenir embossed with the Railway em-

blem. The Managing Director, Mr K.G. Appusamy (photo above) complimented Mr Sharma and said that he hoped he would reach even greater heights in the Corporation. The Heads of Departments joined the MD in felicitating Mr Sharma.

MD ON IATA EXEC COMMITTEE

THE Managing Director, Mr K.G. Appusamy, has been elected member of the Executive Committee of the International Air Transport Association. The Executive Committee is a policy making body of the Association. Mr Appusamy was a member of the IATA Technical Committee for over 10 years when he was the Director of Engineering before he became the Dy Managing Director of Air-India in 1973. During this period he was Chairman of the Committee for a year.



FLAMING FLAMENCO

AIR-INDIA in association with the Embassy of Spain and Taj Mahal Inter-Continental organised Spanish nights in Delhi and Bombay. The star attraction at these evenings was Queti Clavijo, the prima donna of the Flamenco. Queti has successfully danced in sixty countries and recently she toured the USSR and gave a hundred concerts in 27 cities. She was awarded the Tchaikovsky gold medal in Moscow.

In one of her evening performances in Bombay she presented in flawless technique, the La Cana, and later transformed the words of the great Spanish poet and musician Federico Gracia Lorca into a flaming Flamenco number. Juan Morales and David Lainfiesta accompanied Queti's dance numbers. When Queti dances her entire being vibrates with joy as she tap dances to the throb of Spanish music.

TASTE OF SUCCESS

AS articles and photo-features pour in to show what a tremendous success 'Destination-South India' was, kudos go to the Department of Tourism under the stewardship of Ms Vatsala Pai and Ms S. Jagannathan and Air-India's Tourism

Section under the leadership of Mr J. Meher-Homji. Now their sights are trained on the 250th celebrations of the City of Jaipur, and with the spadework already done, they hope to make the celebrations a runaway success.

INDIA EVENING



AN India Evening was held recently at Alwiyab Club at Baghdad. A variety of cultural programmes were presented and the evening was topped with a scrumptious Indian repast. Among the distinguished invitees were Mr D.S. Kamtekar, Indian Ambassador and his wife. Photograph shows Mr G.D. Subramaniam, Manager-Iraq and his DSM, Mr P.A. Joseph welcoming the distinguished guests

POT SHOT



WE welcome photographs of historic and scenic beauty. S.A. Thakur of Civil Works & Properties, has sent us an unusual photograph of the Eiffel Tower. We would appreciate more staff to send us photographs of their travels abroad or of whatever subject that interests them. We will print them in the Magic Carpet from time to time.

WELL DONE



IN the past few years, the children of Air-India staff have been doing exceedingly well in the various examinations. Recently, fourteen-year old Darsana, daughter of Mr H.V. Desai of Planning, secured 80.6 percent marks in the SSC examination, and ranked second in the Sardar Vallabhbhai Patel Vidyalaya. It makes us

happy to record the activities of young scholars and we are sure that others too would emulate them and distinguish themselves in their respective examinations.

SPORTSMEN MEET



IN Bangkok recently, Air-India Manager and former Indian Test Cricketer, G.S. Ramchand greeted 'King' Pele aboard an Air-India flight bound for Calcutta. Pele, seen with G.S. Ramchand and Capt. Dasgupta, was mobbed by the ground staff, who were privileged to see him on the aircraft. The great Brazilian soccer player, described as a "peerless performer", visited Calcutta with the Cosmos team and played an exhibition match with Mohan Bagan. The match ended in a draw.

CAPT. KALIA ONE-UP

ONE Sunday morning while flying over Baluchistan at an altitude of 33,000 ft and flying at a speed of 650 m.p.h., passengers heard the Commander of our Boeing 747, Capt. Kalia announce on the public address system, "Ladies and Gentlemen, We have with us on board the Melody Queen Lata Mangeshkar, who on the 108th birth anniversary of Mahatma Gandhi will sing a song to you in honour of the Father of the Nation."

And to the surprise of the passengers, including the Union Finance Minister Mr H.M. Patel, Lata Mangeshkar sang in a mellifluous voice. The song "Allah Tero Naam, Iswar Tero Naam, Sabko Sanmati De Bhagwan", words taken from the original prayer sung in the presence of Mahatma Gandhi. Ms Mangeshkar was applauded and so was Capt Kalia for having persuaded her to sing.

WEIGHT-WATCHERS



THIS little booklet published jointly by the Diabetic Association of India and Air-India, and printed in the Air-India Press, is a treat for those who are always wanting to reduce weight without feeling famished.