

Mr. K. J. Kandam

The Magic Carpet



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"Where do we go to get frisked?"

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Mr. J.R.D. Tata, Chairman, presenting a bouquet to Mrs. Chaturvedi. A Silver Salver was presented to the Air Marshal.

Chairman's tribute to Air Marshal

On Monday, February 19, 1973, Mr. K. K. Unni, M.D. hosted a cocktail party to Air Marshal M.S. Chaturvedi at the Oberoi Sheraton. We reproduce below the text of the Chairman's speech at the party.

-Ed.

ONLY a few weeks ago, we gathered to bid farewell to Bobby Kooka. It is sad that we have to gather again so soon, this time to bid farewell to our good friend and erstwhile leader Air Marshal Chaturvedi. For old-timers like me, whether in Air-India or in Tatas, the penalty of staying too long is like that of living too long - one has to see and bid good-bye too often to friends and relatives who leave you one by one.

The Air Marshal has not been with us very long, but in the short six years that he has held the post of General Manager or Managing Director, he has created for himself within the organisation as well as outside, in India as well as abroad, a great personal standing and status, quite distinct from the authority and prestige attached to the post he has occupied.

(Continued on page 2)

A memorable period in Air-India's history

AFTER little over six years Air Marshal M.S. Chaturvedi, Managing Director, laid down the reins of office when he retired from the Corporation on February 14, 1973. Mr. K.K. Unni, Assistant Managing Director, succeeded him as the Managing Director.

At a farewell party given by the staff of the Headquarters on February 7, 1973, Mr. Unni said that Air Marshal was associated with Air-India during a memorable period in the airline's history during which time the jumbos were introduced into service.

Mr. S.K. Kooka, former Commercial Director and now Chairman of Air-India Charters Ltd., who also spoke at the party, said that the Air Marshal was the most 'unflappable' man he had ever met. He recalled how the Chairman had once asked the Air Marshal whether he had ever hit the roof and the Air Marshal replied: "What do you want me to do, put springs in my chair?"

"My years in Air-India have been most fruitful", said the Air Marshal on the eve of his retirement. "I had to unlearn and learn many things. The first thing I had to unlearn was that as in the Air Force my word would not be accepted unquestioningly unless I was able to persuade others to see it from my point of view. And of

course I had to learn the financial and commercial aspects of the operation".

The Air Marshal recalled his first meeting with the Chairman and said that he had told the Chairman that because he did not know what a commercial enterprise looked like he would have to lean heavily on him. "For over six years I have leaned heavily on him for advice and guidance and he has always been patient with me".

Threatening letters

"I shall miss many things when I leave Bombay", said the Air Marshal. "I shall miss the threatening letters from various unions which for some unaccountable reason were always delivered at my residence on Friday evenings. Most of all, I shall miss the patience, the understanding and loyalty of all the staff during my years with Air-India".

In addition to the HQ staff party, Mr. Unni hosted a cocktail party to the Air Marshal at Oberoi-Sheraton and Departmental Heads gave a farewell luncheon at Headquarters boardroom. On both occasions the Chairman was present. The Chairman presented a Silver Salver to the Air Marshal on behalf of the Managing Committee. (See Chairman's tribute.)



Malitha Basappa (Miss India) with our hostess Geeta Archarya (L) before Malitha departed from London after the Miss World Competition.

Air Marshal's Farewell Message

ON the eve of my retirement, I wish to thank all members of Air-India family for the help and co-operation they extended to me during my tenure as Chief Executive of the Corporation. In my own way, I have tried to look after your interests which I believe are synonymous with the interests of Air-India itself.

The introduction of the 747s has been the most important single event which has taken place during my term of office. The Jumbo is an entirely new concept in aviation and its smooth introduction in Air-India required prolonged, detailed and meticulous planning. It required willing co-operation and hard work from every member of the Air-India family. I have no hesitation in saying that each one of you has performed your duty admirably during this supreme test. Whilst many other airlines experienced in-

numerable difficulties in its introduction, in Air-India the 747s slipped into position without undue notice. No airline staff can claim bigger credit than this.

You are, ladies and gentlemen, a dedicated lot and Air-India's future is safe in your hands. Last year we suffered a setback and perhaps this year also the last year's backwash may lead to a deficit. But the results for December 1972 have been encouraging and profitable. This shows that our efforts have started yielding results and it is to be hoped that with determined efforts on the part of every one of you, Air-India will soon be in the black again.

Finally, in bidding you 'au revoir', I wish you and your family health, happiness and good fortune.

Chairman's tribute to Air Marshal

(Continued from page 1)



Mr. Unni (R) bids farewell to the Air Marshal.

In retrospect, I feel rather pleased with myself at the choice I made in him as the successor of Mr. B.R. Patel who had been our General Manager for 11 years. When Mr. Patel left us, I would have liked that his successor should be appointed from within the organisation, as we are happy to see done today. But at that time no one but Bobby Kooka seemed senior and mature enough - assuming you can call Bobby 'mature' even today at the age of around 60. I told you at the farewell party to him of the scars I bore as a result of the fun that he had had for over 34 years pricking the bubble of countless VIPs and 'sacred cows', for which I was, naturally, held responsible. If I couldn't control him as Commercial Director, you can imagine what my fate would have been, not to mention his own, if he had been appointed Managing Director six years ago - one or both of us would probably have been in jail by now! So, displaying, I hope, marked judgement and foresight, I decided that discretion was the better part of valour in this case and that I should look outside once again for a new MD. I further decided that the Air Force would offer us the best choice both because, as you know, all officers of the Armed Services are always referred to as 'officers' and 'gentlemen' and because at least we would be sure to get someone who from the start, would know, more or less the front end of an aeroplane from its rear.

So I went to my friend, Mr. Krishna Menon, of blessed and revered memory, who, as you know, was then Minister of Defence, and asked him if he would kindly release to me one of his Air Marshals or Air Vice Marshals for the great national task of leading Air-India. Mr. Krishna Menon, somewhat to my

surprise, was most affable for a change. He said: "Jeh, you can have anyone of them you like." I thought that frightfully generous and accommodative of him and started thanking him profusely, until he added, "You can have anyone except Air Vice Marshal so-and-so. He is the only one who is of any use at all." As it happened, this particular officer was later sacked, but not by Mr. Krishna Menon. Anyway, armed with his generous response to my request, I promptly began to look through the list of Air Marshals and Air Vice Marshals to find one that would meet my specifications, which I discussed in detail with the then Chief of the Air Staff, Air Chief Marshal Arjan Singh, and his successor Air Chief Marshal, then Air Marshal, Pratap Lal. My specifications were difficult ones. I wanted a first class brain which, according to popular belief (quite wrongly by the way) is considered in most countries a rarity amongst armed forces personnel. I wanted a calm and unflappable person who wouldn't be put off by my volatile disposition and occasional histrionics and who would remain imperturbable in the face of any pressures put on him in dealing with not only with me but also with demanding unions, complaining passengers, critical and often ignorant politicians and temperamental colleagues. I wanted one who would get on well with his team because that is an essential element of high morale in an organisation, a factor to which I have always attached exceptional importance. I wanted a good golfer, but not so good as to be able to beat me. And finally, a most difficult requirement as you know amongst pilots and other categories of airmen, I wanted one who would be under solid marital control and who would not have a roving eye for the ladies! In case you are interested in knowing why I should include this last unusual specification, I might explain that it was not only because at my age I wanted to avoid undue competition from a younger man but also because of a previous experience - and let this

be a warning to Mr. Unni - which I had had from our previous Managing Director, or General Manager as he was called at the time. Some years ago I happened to be in Washington, D.C. and so was Mr. Patel and Mr. Noshir Pavri, the predecessor of our purse-holding friend, C.V.R. Rao. I was asked somewhat innocently what I was doing that evening and whether I would care to join a little party. Unsuspecting, I accepted and had no complaint until, at 11 o'clock, Air Marshal Chaturvedi's predecessor got up and said: "Noshir, time to go. Our plane leaves in half an hour." I asked: "What plane?" and was told, "Our plane to New York, of course, don't you know?" I didn't, but what I did know about one-and-a-half minutes later is that I found myself without these two gentlemen but with three ladies and the bill. I am not sure which of the two caused me more embarrassment. That explains that particular requirement for the successor to Mr. Patel.

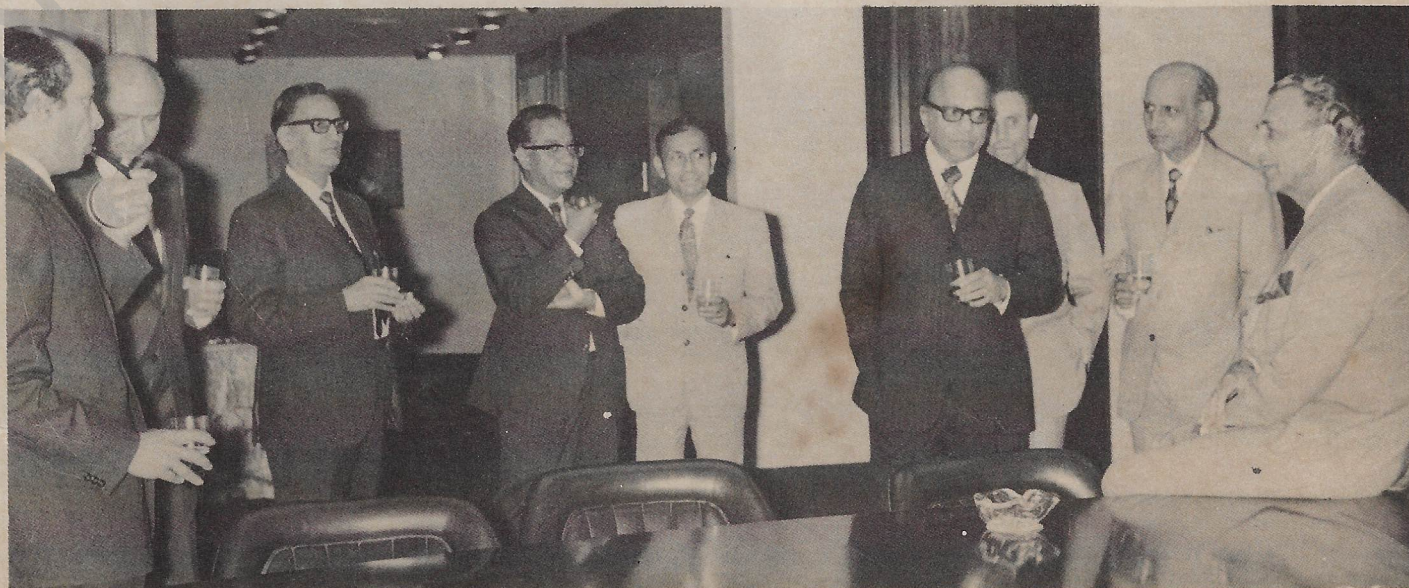
Now, having laid down these specifications for an M.D. for Air-India, who else in the whole of the Air Force could have met them more completely than Air Marshal Chaturvedi? So you will agree, I hope, that I deserve some credit for our having had as a result about the best and best-liked chief we have had up to now.

Although he quickly grasped all the essential features and factors that make up this crazy but enchanting business of air transport in which we have all been struggling for years, Air Marshal Chaturvedi had the good sense to allot himself, from the start, the role of a team leader rather than of a boss and, in the process, to delegate authority to his expert departmental heads while holding firmly the reins in his hands except, of course, when I chose occasionally to snatch them from him to decide on my own, such vital matters as how cheese should be served on our planes or the colour of the flushing additive fluids for our toilets. This philosophy of leadership which I share and advocated from the start has helped to make Air-India's management organisation the smooth-working one which

it is today, in which departmental heads and their deputies and others down the line both in India and abroad are allowed to exercise initiative and authority and decisions are taken after due consultation with them. As a result, for which Air Marshal Chaturvedi deserves much of the credit, we have today in Air-India an exceptionally strong and resourceful team with the expertise and the confidence to meet any challenge that may face us in the future. Its strength and maturity has been proved by the fact that it is now capable and, I hope, for ever after, of throwing up its leaders from within, as has happened now in the person of Mr. Unni, to whom I take this opportunity, on behalf of all of you and myself, to wish all success and to assure him of unreserved support from all of us in his heavy task.

But this is not a function to say "hello" and "welcome" to Mr. Unni. It is one to say "goodbye" to our friend Mohan Chaturvedi. Need I say to you, Mohan how sorry we all are to part with you and how grateful we are to you for all you have done for Air-India, for the patience and consideration with which you dealt throughout with all of us in the organisation. You have, as I have said earlier, proved yourself an ideal leader with the right concept of what his role should be in an organisation such as ours, dependent on the smooth and united blending of expertise in many disciplines. You are still young, both as a man and as a golfer. I have noticed no deterioration in your mind or in your somewhat peculiar golf swing since you joined us and I sincerely hope that your long experience and your undoubted abilities will be made use of, not necessarily by our Government which seems to consider that anyone at 58 is fit for the scrap-heap, unless, of course, he happens to be a politician or a minister. Whatever you may find to do to occupy your time hereafter, we wish you all success in your endeavours. We wish you and Mrs. Chaturvedi long life and good health and hope that there will be many occasions on which we will meet again and perhaps even work together in some nation-building activity.

At the Departmental Heads farewell luncheon are seen (L to R) Capt. K.M. Mathen, Mr. R.N. Kaul, Mr. C.V.R. Rao, Mr. R. Venkataraman, Brig. Joseph, Mr. Unni, Mr. Dastur, Air Marshal and the Chairman.



Daily service to Japan planned

AIR-INDIA is planning to step up its present six services a week to Japan to a daily service, although it has not yet been decided whether the additional service will serve Tokyo or Osaka.

This was revealed to the press in Osaka by Air Marshal M.S. Chaturvedi, Managing Director, when he visited the city prior to his retirement in February. During his visit, he met leading figures in travel trade, government agencies, local communities and financial institutions.

He also called on Mr. Yasushi Oshima, Mayor of Osaka, at the Osaka Municipal Office. He was accompanied by Mr. N.H. Dastur, Commercial Director, Mr. C.S. Pinto, Regional Manager-East Asia, Mr. D. Menezes, Manager-Japan and Mr. D. Gidwani, Manager-Kansai & Korea.

After an exchange of messages from Mayors of Osaka and Bombay,

Mr. Oshima said that he welcomed Air-India's service to Osaka and expressed the hope that this would lead to strengthening of friendly relations and expansion of trade between India and Japan. He presented the keys of City of Osaka to the Air Marshal and other Air-India officers with him.

Air Marshal Chaturvedi hosted a reception at the Osaka Royal Hotel to celebrate the new Bombay-Osaka service and also to commemorate the 40th anniversary of Air-India. The function was attended by about 600 guests from the travel industry, business and many other fields in Kansai.

Osaka is the second largest city in Japan and centre of the Kansai area and Western Japan, one of the fastest growing areas in Japan. Osaka, Kobe and Kyoto, the three cities in the region together represent a very large potential air travel market.



Mr. Oshima, Mayor of Osaka, shaking hands with Air Marshal after presenting him the keys of Osaka. Others seen in the photograph (R to L) are Mr. C.S. Pinto, RM-EA, Mr. N.H. Dastur, CD, Mr. D. Gidwani, Manager-Kansai and Korea and Mr. Derek Menezes, Manager-Japan.

Thanks to a 12.45 P.M. (LT) departure from Osaka, our service has become very popular, because passengers can avoid the morning rush-hour traffic jams. Passengers from even such outlying prefectures as Hiro-

shima, Kochi, Toyama, Aichi and Shizuoka can catch the service, without having to stay over-night in Osaka. They can either take the Osaka-bound Bullet trains or the morning domestic flights.

New international terminal at Bombay Airport

A NEW international terminal building, capable of handling seven million passengers every year, is to be built at Bombay airport.

The building which will be constructed by the International Airports Authority of India will cost Rs. 17 crores.

The new terminal will handle all the international traffic while the present terminal will be used for the domestic traffic. Plans are being worked out to extend the present terminal and provide more facilities.

The facilities in the departure and arrival areas of the new international terminal have been planned on a large scale to ensure speedy clearance of international passengers and their baggage. Departure area will have as many as 128 check-in ticket counters of various international airlines, 36 immigration, 32 customs and 32 security check counters. Arrival area will have 112 customs, 44 immigration and 16 health counters. There will be 12 baggage handling areas provided with the most modern devices.

During peak hours the terminal will handle 5,000 incoming and departing passengers.

The new terminal will have 15 in-contact stands projecting out on the apron at the first floor level to facilitate nose-in parking of aircraft. This will enable the transfer of passengers from the aircraft to the terminal building through the covered aerobridges, without their being exposed to the

weather. It will have a group of five similar units in a segmented arc. Each unit will house the main activity.

The roofs of the main halls over each of the unit of the terminal are designed as prism-shaped domes to give a distinctive architectural feature to the building. The design will provide uninterrupted spaces to permit easier movement of passengers.

The roofs will be skylighted and louvered to give diffused, soft natural illumination in the main terminal hall space. The spans of the roof will be as large as 42 metres.

Provision for Rs. 12 crores is being made for the building in the Fifth Plan. Within this amount it will be possible to complete about two-thirds of the job. Since the building is being built on the concept of independent unit design, the completed area will be commissioned by the end of the plan in 1979.

The extension of the main Bombay Airport runway from 11,005 feet to 12,500 feet at a cost of Rs. 1.62 crores, extension of parallel taxi-track and construction of new taxi-tracks at a cost of Rs. 4.57 crores and an apron in front of the new terminal at a cost of Rs. 2.85 crores, are being planned to be completed in the Fifth Plan period to enable shifting of handling of international traffic to the new building.

The terminal has been designed as a two-level building. The departing passengers will drive in at the first floor level. The check-in ticket desks,

immigration, customs and security check counters will be located at this level. After the check-in, the passengers will pass to waiting lounges and embark the aircraft through the aerobridges at the same level.

The arriving passengers will disembark at the mezzanine level between the two floors on the airport side. They will claim their baggage and pass through customs at ground level to reach their vehicles for surface transport.

The design ensures the smooth flow of arriving and departing passengers at two separate levels to eliminate confusion.

The mezzanine floor has been introduced in the design on the airport side to provide a viewing gallery overlooking the baggage claim area and extra space for offices. It will also help to absorb any overflow in the arrival hall. There will be coffee shops in the viewing gallery.

The airlines offices will be located at mezzanine level. The offices for the airport authority and other governmental agencies will also be located at this level. The operations offices will be on the ground floor near the airport side.

The transit lounge for departing passengers and duty free shops will be located on the first floor.

The second-floor level on the airport side will have restaurants and bars. On this floor will also be located viewing terraces.

The new DG Tourism

D R. Ajit Mozoomdar has taken over as Director General of Tourism and ex-officio Additional Secretary in the Ministry of Tourism and Civil Aviation from February 21, 1973.

Mr. B.S. Gidwani has been appointed Additional Director General of Tourism and Joint Secretary in the Ministry of Tourism and Civil Aviation.

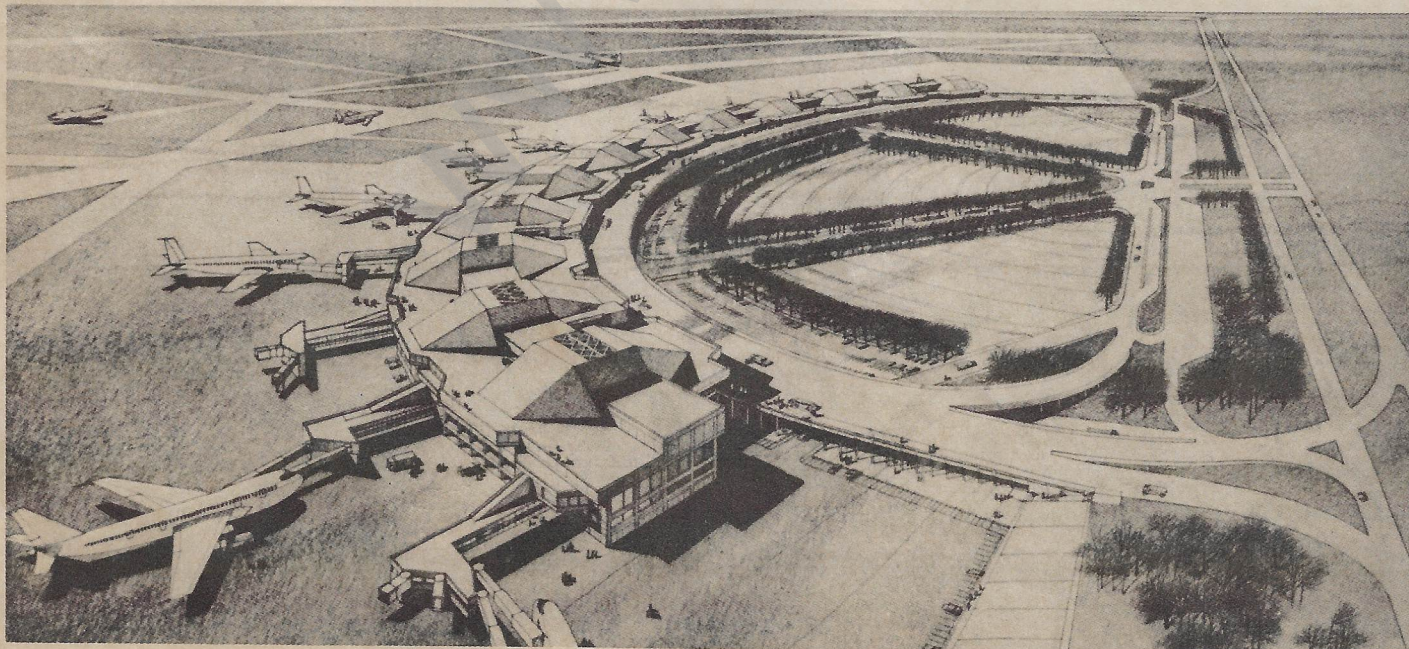
Dr. Mozoomdar is a member of the Indian Administrative Service. He has served previously as Director of Industries, Bihar; Jute Commissioner in the Ministry of Commerce; Joint Secretary in the Departments of Co-ordination and Economic Affairs in the Finance Ministry; and Minister in the Indian High Commission in London.

His main interests are in planning and economic policy, and recently (1972-73) he was invited to be Visiting Fellow at the Institute of Development Studies, University of Sussex, U.K.

On an earlier subbatical leave from the Government of India, he obtained his Doctorate from Oxford in 1971. While in the U.K., he also qualified as a Barrister. His original training, however, was in science.

Dr. Mozoomdar has been a vice president of the Operational Research Society of India.

An artist's impression of the new international terminal to be built at Bombay Airport.



Peeping into the heart of a Jumbo

AEROPLANE engine being taken to hospital? Engines being dressed? Doctors would probably find this plagiarism of medical terms by aeronautical engineers amusing. They would be even more astonished when they hear of such things as X-ray machines being used on aircraft and of Boroscope inspection of engines which is similar in technique to their Gastroscope or Cystoscope.

X-ray machines, of course, have been in use for aircraft inspection for many years along with Eddy Current and Ultra-sonic equipment.

The Boroscope, however, is comparatively new and is now in extensive use for inspection of the Pratt and Whitney JT9D-7 engines which power our Boeing 747s. It is essentially a viewing tube for peering inside the engines and other mechanical assemblies. The instrument's viewing device is composed of lenses, fibre optics and a light source. A tiny camera can be attached to the instrument so that photographs of the engine interior can be taken and later analysed to detect any deterioration of parts or possible faults in them.

The engine is undoubtedly the heart of the aeroplane and, like the heart, it is designed to do a lot of work and withstand a great deal of wear and tear. At the same time, it is also possibly the most delicate part of the aeroplane.

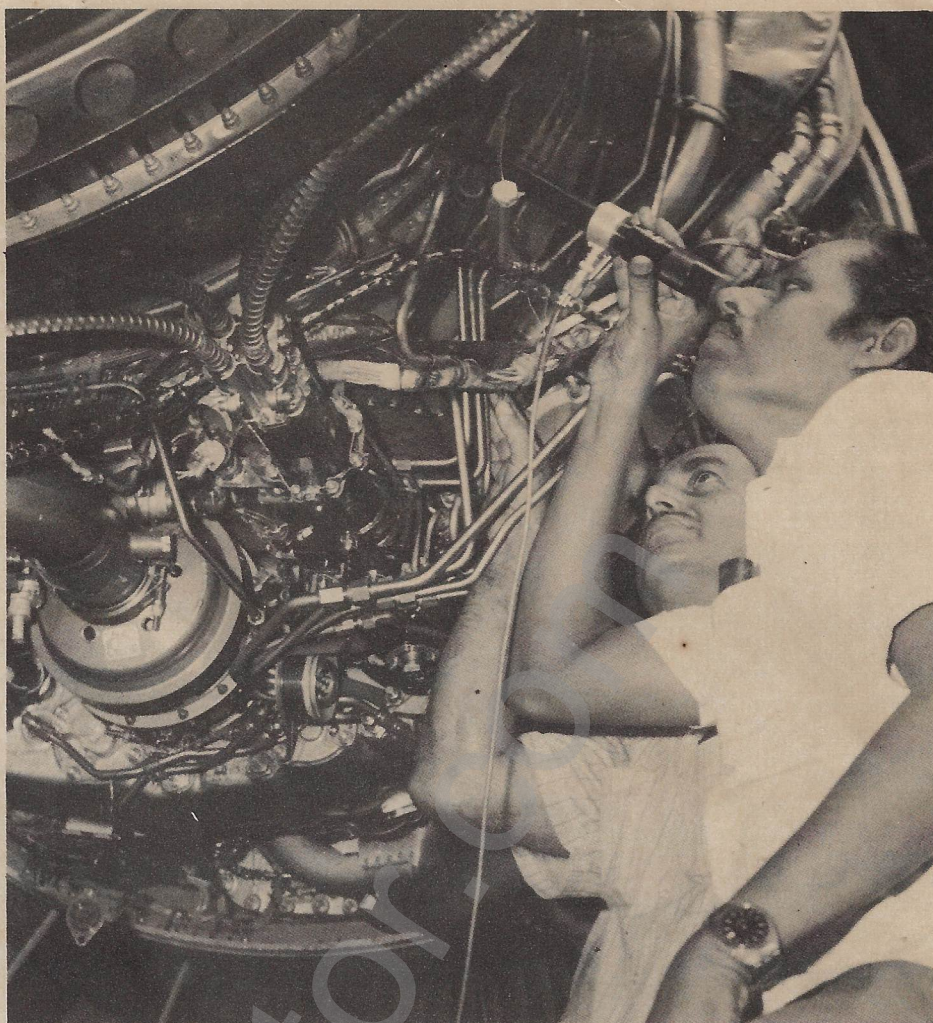
This may be hard to believe, looking at the massive size of the Pratt and Whitney JT9D-7 engine of our 747. But consider this. That

engine has within it literally thousands of blades on its compressors and turbine varying in length and weight from a few inches and a few ounces to a few feet and a few pounds.

At full power those blades are spinning at fantastic speeds (something like 10,000 revolutions per minute) and temperatures at the turbine end reaches 3,000°C. Yet, each one of those blades is so accurately shaped and finely balanced that not a tremor shakes the engine during operation. If even a single blade shows the slightest deterioration in its shape or size, it can upset the delicate balance and set off such violent vibrations as to cause excessive damage.

It is here that the Boroscope comes into its own. With it engineers can look inside the engine, take photographs and generally keep a constant watch on the condition of the engine. The 747 engines of course have been designed to allow this kind of inspection in order to avoid costly periodic removals and stripping of engines for inspection.

As a matter of fact, the whole philosophy of maintenance and overhaul has undergone a radical change with the Boeing 747. Now the in-thing is on-condition maintenance. Unlike in the old days, you do not ground the plane at periodic intervals and open it up for inspection. It is not necessary. The Boeing 747 has a built-in system for trouble shooting so that you can quickly and automatically detect where the fault lies.



Mr. J.V. Leyon, Inspector-in-charge, using a boroscope to inspect engine interior. Looking on is Mr. K.F. Patel, A.M.E. I.

Besides, with the new modular concept of construction, it is possible to remove the module in which the fault lies and replace it with a new one, rather than keep the plane grounded till the fault is repaired. This is particularly true of engines. "The Boroscope inspection saves us thousands of manhours of work as

well as money", says Mr. S.R. Shenai, Dy. Engineering Manager in charge of the Jet Engine Overhaul Plant. "We have set up at the moment what is known as the "engine hospital" for the 747 engines where we do not undertake complete overhaul of the engines but change of modules and minor repairs".

KSM

RM-India office moves to Delhi

By S. P. Dutt

MR. N.H. Dastur, Commercial Director and Mrs. Dastur met leading members of the travel trade, businessmen, diplomats and government officials in Delhi at a cocktail party given by Mr. R.K. Thadani, Manager-Northern India.

The Regional Manager-India's office started functioning from Delhi from December 12, 1972. A party was organised to welcome Maj. S.G. Srinivasan as a new Regional Manager-India and to bid farewell to Mr. K.K. Menon, who has now gone to Beirut as Regional Manager-Middle East.

Maj. Srinivasan, 52, is not new to Delhi. He joined Air-India in 1957 as Assistant Manager in Delhi after having served in the army in the

Armoured Corps and the President's Bodyguard. He went to Madras as Manager-Southern India and in 1966 became Manager-Germany before his present appointment. In Delhi Maj. Srinivasan is assisted by Mr. J.S. Joglekar, Assistant Regional Manager-India, who was Manager, Iran in Teheran before returning to India.

We have recently added three new sales outlets in Northern India with the posting of Mr. S.J. Khan to Agra, Mr. B.M. Khanna to Amritsar and Mr. S. Virk to Moga. We have, however, closed down our Jabalpur office and Mr. E.H. Singh, our Sales Representative there has come back to Delhi.

Our Cargo Office has now started functioning from the Himalaya House. The Cargo Warehouse continues to be at Delhi Airport. The old cargo terminal now houses our Charters Unit.

There have been a number of staff changes in Delhi in recent months. We bade farewell to Mr. V.V.S. Mani, Assistant Area Sales Development Manager, Delhi, who has been posted to Belgrade as Area Sales Manager; Mr. A. Joseph, Assistant Airport Manager has gone to Teheran as Airport Manager; Mr. Pavan Lumba, Sales Officer, to Ethnic Sales, London; Mr. S. Mukherjee, District Sales Superintendent, Delhi, to Athens as Sales Manager-Greece.

Mr. T.R. Arora, till recently DSM Kathmandu has taken over as Dist. Sales Superintendent, Delhi and Mr. Vishwanathan from Madras as Sales Promotion Officer.

We had a hectic time during the Third Asian International Trade Fair which was on from November 3 to December 17, 1972, in Delhi. Our exhibits continued to be displayed at the same place in what was later called the 'National Industrial Fair' which closed on January 31, 1973.

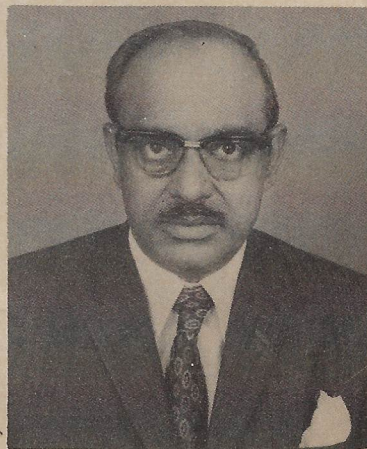
IATA AIRPORT HANDLING COMMITTEE

Mr. Verma is Vice Chairman

MR. S.K. Verma, our Deputy Commercial Manager, HQ, has been elected Vice Chairman of the IATA Airport Handling Committee for 1972-73. He will take over as Chairman of the Committee for 1973-74.

The Committee covers all matters related to airport handling. It operates through several working groups which conduct detailed studies of ground handling agreements, aircraft and ramp handling procedures and ground support equipment.

Mr. Verma, who has been 17 years with Air-India, is a member of the team which has been set up by the Government of India to study and finalise plans and designs of the proposed terminal buildings at Delhi, Bombay and Madras.



Above, Major S.G. Srinivasan, RM-India, Below, Mr. and Mrs. Dastur (R) at a party in Delhi. Mr. and Mrs. Thadani at left.



LONDON DIARY

By Trevor Turner

JUST before Christmas Julie Andrews swept into our Lost Property office at the Airport and asked if she could have the Air-India poster featuring the Owl and Geneva which was fixed to the wall. Unfortunately, this could not be removed without damaging it but we have since asked Geneva to send to her a copy to her home in Switzerland so we hope that she and her family are now enjoying it.

* * *

It has been encouraging to receive favourable comments about our Calendars and it is a pity our allocation was not greater so we could have actioned all the requests for them. These Bombay produced items were certainly very elegant and did a good PR job for India with the excellent design, printing and paper.

* * *

We recently sent a mailing to our IATA Agents suggesting that they might like to take a do-it-yourself educational visit to India for an all inclusive cost of £30 a head and this new venture proved an immediate success and all six flights which are scheduled to take place during the first three months of the year are booked up.

* * *

We welcomed to London Catering Superintendent Satyanarayan Bakshi, our vegetarian food wizard, who once again was active in many directions of the town demonstrating or talking about his knowledge of vegetarian cooking and our own vegetarian menus. He gave a demonstration at our Caterers and the Press interest in this brought good coverage to us and some of our own recipes were made available to the public.

* * *

Heathrow has recently taken over from the Port of Liverpool to become U.K.'s second port in the terms of value in foreign trade handled. During the first nine months in 1972 goods to the value of £1,756 million passed through Heathrow, nearly 300 million more than Liverpool. We can take some of the credit for this and following a recent discussion with our hard-working Cargo boys, they have made some interesting comments.

* * *

In recent months Cargo Department has been busier than usual, especially as there have been several freight charters ex-London. One of these involved moving of 80,000 kg. for the Port Trust at Vishakapatnam. At the moment London's Cargo Department is in the middle of their annual series of Freight Agents Courses, which involves inviting selected staff from U.K. Freight Agents to go to the Training College in Bombay.

From previous experience we know that a very comprehensive programme is specially devised for them whilst they are on the Course and this is well received. Although other carriers offer similar courses, favourable comment is frequently made by ours.

Our off-line stations in the U.K. are always doing what they can to increase their freight business and recently Birmingham has been getting good business from Furzebrook (Overseas) Ltd., an organisation with the Courtaulds Group.

We noticed that in the recent issue of "Newline", the House Magazine for the Courtaulds organisation, they mentioned that in less than 48 hours

of leaving their factory in England their fabrics were at the Customer's warehouse in the States. They referred to swift deliveries such as these, "which were made possible with the assistance of Air-India", and described this as having helped them to get the edge on their competitors in the fast moving world of American Fashion.

There is a regular traffic between the Furzebrook factory at Spondon and Heathrow. We are happy to say that the Furzebrook containers are frequently seen being loaded on to our Jumbos.

* * *

We asked Jock Dann our District Sales Manager, Manchester, to make a few comments about the activities of our office in Manchester. Many will know that Manchester was the first off-line office in the U.K. having been opened by the late Tommy Seale in 1955 and later that year Jock Dann joined us in Manchester, prior to his departure for Scotland, where he opened the Glasgow Office.

However, when Tommy Seale retired, Jock Dann returned to Manchester. The staff in an off-line office have to cope with everything from fare construction, passenger relations to making the tea. In Manchester Jock Dann is assisted by Madeline Mahoney and Lesley Barnett who have been performing their 'Jill of all trade' duties for nine and seven years respectively. At one time the industry and traffic pattern from Manchester was mainly concerned with cotton, but now it is light engineering, plastics and other new industries which give the main source of employment.

It is also an area where there has been a considerable influx of Indian nationals and to deal with their travel arrangements based in Manchester is Ashok Trikha from our Ethnic Sales Team. Jock Dann mentions how useful it is to have someone with Reservations experience and a dialectic ability to deal with these passengers.

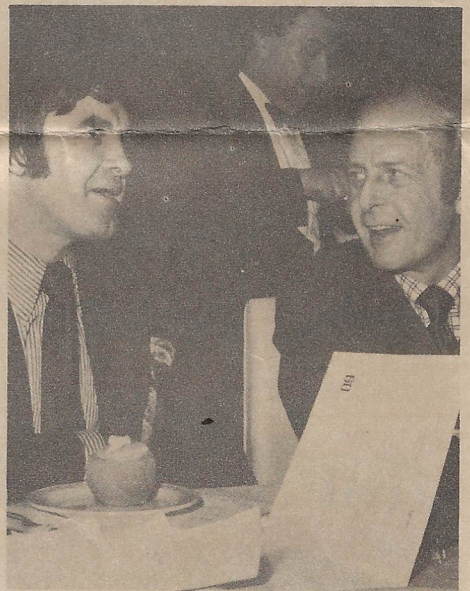
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Our deepest sympathies went to Joan Waites and Jimmy Waites following the tragic accident to Cecil Waites just before Christmas. Many will remember Col. Waites from his days in India and as Principal of our Training College.

Rosemary Brown from our London Traffic staff talked to Ed Mitchell, the American astronaut, in the Maharajah Lounge upon his arrival in London to work with the BBC during the Apollo 17 mission. Rosemary was delighted to receive a piece of moon which Mr. Mitchell had in his baggage.

Trevor Turner, Publicity Manager-UK, who is the current Chairman of Publicity Club, London, entertaining Derek Nimmo, who was the Guest of Honour at the Publicity Club's Christmas Luncheon at the Hilton, attended by over 700 guests when £691 was raised for the charity collection, the Bud Flanagan Leukemia Fund, of which Derek Nimmo was Founder Member.

Phil Bocarro from Sales, London, Chairman of the Women's Travel Club, addressing the members at the Christmas Luncheon at the Dorchester Hotel. On her right is Robert Morley, the Guest of Honour, Mrs. Dalal and Mr. Colin Bourne, Chairman of Skal, U.K. On her left is the Regional Director-UK.



BADMINTON

AI team in Bahrain

AT the invitation of the Bahrain Sports Club, the Air-India Badminton Team visited Bahrain in December 1972 to participate in exhibition matches. The visit of our Team coincided with the national festival in Bahrain.

They played on December 15 and 16. One of the most thrilling matches of the two-day tournament was the singles match between Mr. N.C. Abrol of Air-India and Mr. Saleem Butt, a former Pakistan international player. Although Mr. Abrol was beaten in the match he played extremely well. The vast crowd of spectators saw some of the most entertaining badminton they had seen in Bahrain. The Air-India team won all the doubles events.

Mr. B.G. Shinde, Senior Accounts Officer and Treasurer of the Air-India Sports Control Board, who accompanied the team as Manager, presented the BSC a beautiful brass tray. The BSC on their part presented our team with a carved shield and individual players were presented with Carlton badminton racquets, while Mr. Shinde received a silver mug. The presentation was made by Mr. Wright-



Our badminton team photographed at Bahrain with some of the members of the Bahrain Sports Club.

man, the Club's President. On December 17 members of our team as well as some of the members of the BSC were entertained to a luncheon by Mr. Raj Kumar, Indian Consul at Bahrain who witnessed the tourna-

ment on both days.

The Air-India team consisted of the following: Mr. N.C. Abrol, Mr. T. N.D. Pillai, Mrs. Tanna, Mr. R.K. Kaul, Mr. K.V. Kulkarni, Mrs. Preston and Mrs. Vaidya.

IA-AI CRICKET TOURNAMENT

Air-India moves to the top

THE Air-India cricket team won the third joint Indian Airlines/Air-India cricket tournament which was played in Bangalore from December 13 to 17, 1972. Our team, which was captained by Vijay Manjrekar, played four matches against the four IA teams representing Bombay, Calcutta, Delhi and Madras.

The Air-India team defeated Bombay, Calcutta and Delhi teams but lost to Madras by 18 runs.

In the match against Delhi, which Air-India won by seven wickets, N.P. Shirodkar took seven wickets for 31 runs. Y.M. Chaudhari and Vijay Manjrekar remained unbeaten with 26 and 35 respectively.

The match against Bombay too was

won by seven wickets with Y.M. Chaudhari taking seven wickets for 60 runs. Vijay Manjrekar was 35 not out and Ramesh Manjrekar 30 not out.

Against Calcutta our team won by eight wickets with V.P. Koli scoring 69 and Ramesh Manjrekar remained unbeaten with 35.

Against Madras however our team lost. In a score of 139 runs Koli made 30, V. Kaul 35 and Y.M. Chaudhari 32.

Our team consisted of the following players: Vijay Manjrekar, V.P. Koli, R.M. Koli, R.D. Manjrekar, G.K. Patel, N.P. Shirodkar, Y.M. Chaudhari, J.S. Masurekar, V.G. Mordekar, D.G. Redkar, G. Boodle, S.U. Bhatia and Vikram Kaul.

OBITUARY

Phiroze Anklesaria

WE regret to report the death of Phiroze Anklesaria, Senior Aircraft Technician in the Maintenance Division of the Engineering Department, on January 8, 1973. He was ill for a long time and died at the Parsi General Hospital. He was 52.

Before joining Air-India in December 1954, Mr. Anklesaria had served for six years in the Indian Air Force, two years in the State Consumers' Society and for a short while in Mistry Motors. A quiet dedicated worker, Mr. Anklesaria won a Merit Award in 1958-59.

We tender our sincerest condolences to his mother and other members of his family.

Flight hours

One million flight hours is the equivalent of one aeroplane flying continuously 114 years. The 747 fleet reached that figure in September 1972, and has now accumulated 1,200,000 hours in the air. Six 747s have already flown five million miles each, and 34 have flown more than 4.5 million miles.

The first commercial wide-body airfreighter is the 747F flown between Frankfurt, Germany and New York. Since entering service in April 1972, it has transported more than 50 million lbs. across the North Atlantic. A passenger 747 can carry in its lower-deck compartments cargo equal to the total freight load of an all-cargo 707. The 747s in service carried an estimated 1,000,000 short tons of cargo in 1972 alone.

Highest number of hours logged by a 747 were accumulated by a "ground-bound" fatigue-test 747 at the factory in Everett, Washington. In terms of stresses imposed on it, it has flown the equivalent of 24 years in airline service, proving that the 747 structure can endure the vicissitudes of a lifetime of airline service without suffering metal fatigue damage.

A technical "first" chalked up by the 747 was: first U.S. airliner to be certificated for landings in Category IIIA conditions, with forward visibility (Runway Visual Range) as low as 700 feet, or about three 747 lengths. To carry out such landings automatically, the 747 is fitted with a fail safe automatic pilot system made up of three autopilots, any two of which can land the aeroplane safely at airfields equipped with Instrument Landing Systems (ILS).

Beginning with a 710,000 lb. take-off gross weight aeroplane, the results of static structural tests made possible an increase to 735,000 lb. gross-weight. The 747B at 775,000 lb. followed and the first one set a world record for weightlifting during an 820,000 lb. take-off in the test programme. The special freighter version, the hinged-nose 747F, followed. Next to come is the 747C, a convertible passenger-cargo airliner to be delivered to World Airways this spring. And after it, the next special version will be the 747SR, the same in appearance as earlier 747s but specially designed to withstand the effects of repeated landings in short-range domestic operation by Japan Air Lines.

(Continued on Page 7)

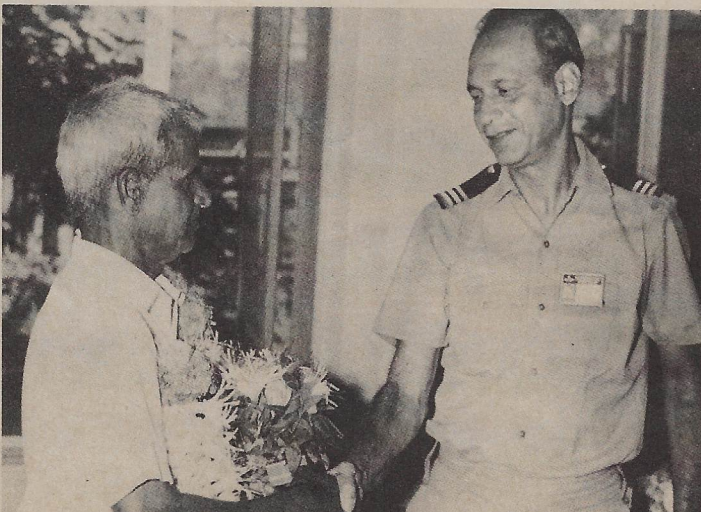
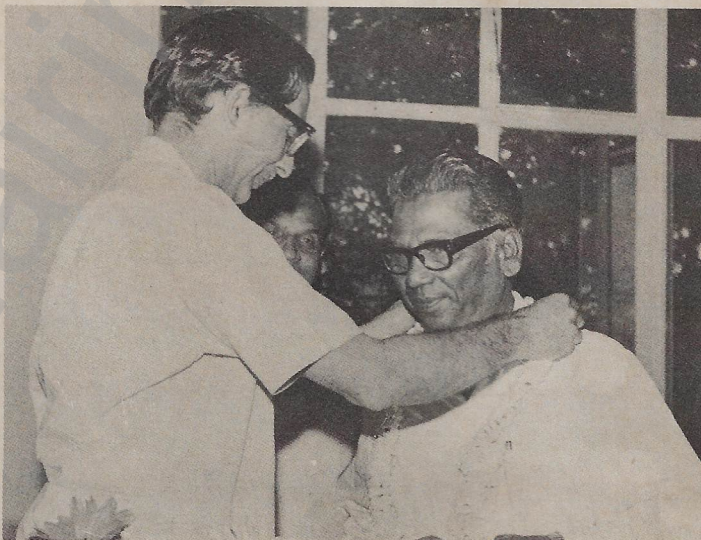
Goodbye, Air-India

THREE members of Air-India staff retired recently. They are: Mr. Karel Krbec, Airport Manager-Prague; Mr. R.R. Kadam, Head Chowkidar from our Security; and Mr. D.D. Ranbhise, A.M.E. II from the Instruments Overhaul Division of the Engineering Department.

Mr. Krbec retired from the Corporation on December 1, 1972 after 16 years of service. Mr. P.B. Dhar, our Manager-Prague, writes: "Prague Ruzyně Airport will not be the same after Charlie's departure. One of his fondest dream was to see the return of Air-India to Prague. Unfortunately, this did not happen, but he had the satisfaction of handling our jumbo at Prague Airport when it landed here last November. And of course he set up something of a record in turning around the jumbo in 37 minutes."

(Continued on page 7)

Above right, Mr. Om Sawhney, Deputy DE, garlanding Mr. Ranbhise. Below left, Mr. Dhar making a presentation to Mr. Krbec while Mrs. M. Plzenska looks on. Right, Mr. Athayde shaking hands with Mr. Kadam after making a presentation.



ITWF Conference

TWO recent meetings of the Civil Aviation Section of the International Transport Workers' Federation expressed strong disapproval of "unlawful attacks against civil aircraft".

The Indian Flight Navigators' Guild and the Indian Engineers' Association, which are affiliates of the Federation, were represented at the first meeting in Tokyo by Mr. V. V. Acharya, Treasurer of IFNG and Mr. N.N. Mithal, General Secretary of IFEA, both from Air-India.

The meeting supported measures to combat hijacking and other kinds of violence. It also took note of adverse effects arising out of technological changes in civil aviation. As for professional training, the meeting

was of the view that there was room for an increased degree of standardisation based on ICAO recommendations. It concluded that "collective bargaining" coupled with mutual trust between employer and employee is essential for the progress of the airline industry in general.

The second meeting was held in Dublin and was attended by Mr. J. Gopalakrishnaiah, President of IFEA and Mr. Mithal.

Mr. Mithal told the Magic Carpet that nearly 100 delegates from Canada, France, Germany, Japan, Singapore, USA and the UK attended the second meeting, which expressed concern at the failure of the nations of the world to take effective steps against hijacking.

Goodbye, Air-India (Continued from page 6)

"In spite of traffic, operational delays, lost-baggage claims and passengers of all types, Charlie managed to keep mentally and physically fit throughout his career. He even survived a farewell party thrown by his colleagues in Eastern Europe on his retirement and birthday. We wish Charlie a happy retired life."

Mr. Kadam joined the Corporation in 1946 as Chowkidar after 16 years in the Indian Army. At a farewell

party given by the Security staff, Mr. E.V. Athayde, Security Manager, made a presentation to Mr. Kadam on behalf of his colleagues.

Mr. Ranbhise also had more than 25 years of service with Air-India, having joined in August 1947. He was given a farewell party by the staff of the Instruments Overhaul Division at which Mr. Om Sawhney, Deputy Director of Engineering, made a presentation to him.

BOEING 747 (Continued from page 6)

By December 1972, the latest version of the Pratt & Whitney JT9D engine installed on 747s had logged a half-million engine hours with the best service record of any of the engines powering wide-bodied jetliners. The JT9D-7 is standard on 747Bs, 747Fs and 747Cs and is being retrofitted on earlier 747s.

A further product development for 747s will make it possible for all

passenger 747s to be modified for efficient cargo-carrying on the main-deck. A large main-deck cargo door aft of the wing is being offered by Boeing for installation on new 747s and as a modification on aeroplanes already in service. Sabena Belgian World Airways will be the first to receive the modification, which will make possible use of the main deck for cargo during periods of slack passenger traffic.

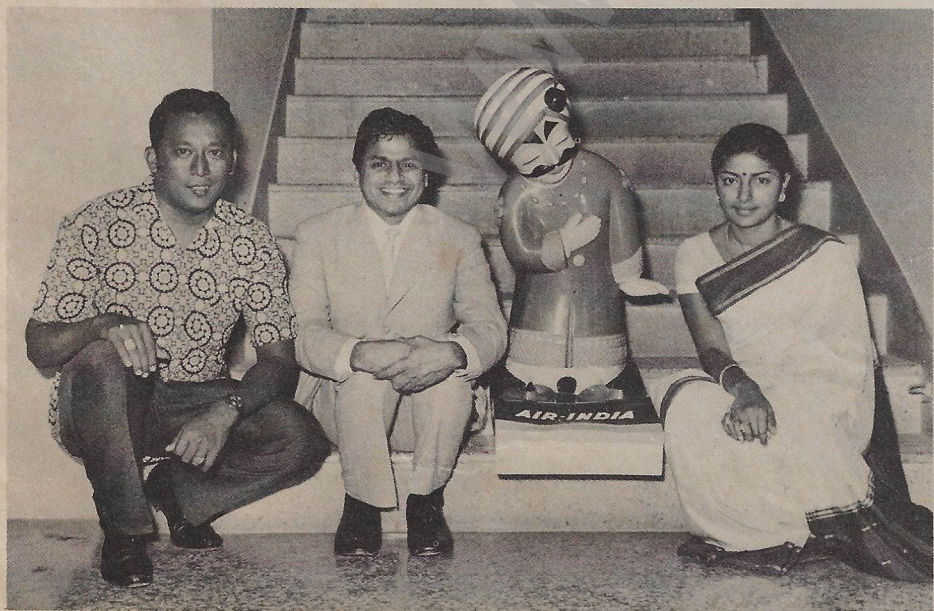
INDUSTRY NEWS

Faster traffic growth in '73

IN 1973 IATA Member airlines on their scheduled international and domestic services are likely to fly 325 million passengers, 459,000 million passenger-kilometres as well as 15,400 million tonne-kilometres of freight, according to Mr. Knut Hammaraskjold, Director General of IATA. These figures represent traffic increases of 13 per cent for passenger traffic and 20 per cent for cargo traffic.

Despite this encouraging forecast of traffic growth the coming year will not be an easy one, warned Mr. Hammaraskjold. The continuing uncertainties regarding the regulatory framework and other factors complicate the task of forecasting a point in time when the airline industry will achieve the improved financial results that are essential for the satisfactory development of the public service world air transport system.

Wellknown South Indian film stars Sharada and her husband Chelam flew on our flight AI-415 of January 6, 1973 to London to attend the London Film Festival. Here they are seen with Mr. Denzil Joseph, Sales Representative (L) before their departure from Madras.



WHO'S WHO & WHERE

PROMOTIONS

Headquarters

From	To	Date
Mr. E.V. Athayde	Sr. Security Officer Security Manager	Nov. 1, 1972

Commercial Department

Mr. A.C. Mahajan	Station Manager	Sr. Station Manager	Nov. 1, 1972
Mr. S.K. Verma	Station Manager	Sr. Station Manager	Jan. 1, 1973
Mrs. C. Chellaram	Station Manager	Sr. Station Manager	Jan. 1, 1973
Mr. H.M. Kaul	Station Manager	Sr. Station Manager	Jan. 1, 1973
Mr. H.D. Bilimoria	Station Manager	Sr. Station Manager	Jan. 1, 1973
Mr. H.K. Malik	Station Manager	Sr. Station Manager	Jan. 1, 1973
Mr. R.K. Thadani	Station Manager	Sr. Station Manager	Jan. 1, 1973
Mr. M.M. Lall	Station Supdt.	Station Manager	Jan. 1, 1973
Mr. M.K. Zutshi	Station Supdt.	Station Manager	Jan. 1, 1973
Mr. G. Pereira	Station Supdt.	Station Manager	Jan. 1, 1973
Miss J. Pope	Air Hostess	Dy. Chief Air Hostess	Nov. 1, 1972
Mrs. P. Hemmady	Receptionist	Asst. Station Supdt.	Jan. 1, 1973
Miss R. Jijibhoy	Receptionist	Asst. Station Supdt.	Jan. 1, 1973
Miss S. Mathrani	Receptionist	Asst. Station Supdt.	Jan. 1, 1973

Engineering Department

Mr. C.P. Menon	A.M.E. I	Asst. Supdt.	Nov. 1, 1972
Mr. V.B. Ajgaonkar	A.M.E. II	A.M.E. I	Oct. 1, 1972
Mr. M.N. Raja	A.M.E. II	A.M.E. I	Oct. 1, 1972
Mr. S.S. Prasad	A.M.E. III	A.M.E. II	Oct. 1, 1972
Mr. K.K. Tandon	A.M.E. III	A.M.E. II	Oct. 1, 1972
Mr. D.S. Naroola	A.M.E. III	A.M.E. II	Oct. 1, 1972
Mr. R. P. Srivastava	A.M.E. III	A.M.E. II	Oct. 1, 1972

Operations Department

Mr. C.S. Parameswaran	Sr. Technical Officer	Asst. Supdt. (Performance)	Dec. 1, 1972
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Planning Department

Mr. N. Gopala Rao	Asst. Station Supdt.	Station Supdt.	Nov. 1, 1972
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Personnel Department

Mr. F. Fernandes	Dy. Personnel Manager	Personnel Manager	Jan. 1, 1973
Mr. George Clement	Asst. Industrial Relations Manager	Dy. Industrial Relations Manager	Jan. 1, 1973
Mr. N.R. Kshatriya	Personnel Officer (Welfare)	Dy. Personnel Manager	Jan. 1, 1973
Mr. P. M. Thakur	Personnel Officer	Dy. Personnel Manager	Jan. 1, 1973
Mr. H.P. Talekar	Personnel Officer	Asst. Personnel Manager	Jan. 1, 1973
Mr. V.N. Malya	Personnel Officer (Industrial Relations)	Asst. Industrial Relations Manager	Jan. 1, 1973

Stores Department

Mr. S.S. Krishnan	Dy. Manager	Manager	Dec. 1, 1972
Mr. V.S. Shellikeri	Dy. Manager	Manager	Dec. 11, 1972

POSTINGS

Commercial Department

Mr. P.A. Narain	Manager-Traffic Admin., Bombay	Manager, Addis Ababa	Jan. 15, 1973
Mr. M.K. Zutshi	Asst. Manager, Nairobi	Manager, Mauritius	Jan. 15, 1973

KOVALAM

a paradise of sun, sea, surf

THE soft purr of the waves, the glint of silver on blue waters, golden sheen on ruffled sand clinging gleefully to bare bodies and earthy flesh, the slurp of palm wine on moist lips - a montage of beauty, of wonderment and of joy is the modern day tourist paradise at Kovalam in Kerala, Southern India.

When St. Thomas, the Apostle, founded the first Christian community in India around the sands of Kovalam, little did the pioneers know that this hinterland of sinuous waterways would be the cynosure of the tourist's eye. Did King Solomon's ships bring rich merchandise to Trivandrum? Did Marco Polo visit this land of sunshine and greenery? Yes, they left behind a trail which brought the peoples of many lands to taste deep of nature's bounties.

With the panorama dotted with elegant churches the Kovalam Palace Hotel perched prominently on a promontory, and built of formidable granite-like stone, appears unusually grand. Along the line of the hotel are groups of cottages with modern amenities for small families. A quaint bell in each cottage tinkles to call the waiters; the dinner being served in the spacious dining room where some of the world's finest delicacies are cooked up.

With the first spurt in tourist interest, the Kovalam Beach Resort is being developed in two stages. The Grove has forty cottages built in an irregular oval around the swimming pool. Each of these are air conditioned with a bedroom for two, a sun terrace, bath, channeled music and a kitchenette. The kitchenette is equipped with a refrigerator, electric kettle and storage space. The interior decor is largely based on Kerala's cottage industry, mainly coir matting and wicker work. A thatched bar and a snack corner ushers in the Hawaiian atmosphere. On plans are a Beach Centre for aquatic sports like surf-

riding, water skiing, scuba diving and a shopping arcade will give the Centre top billing.

A Government of India multi-million rupee project is taking strides with the expansion of the Palace Hotel to a hundred-room capacity. The accommodation will be divided between seventy-two double rooms in the main building and twenty-eight in cottages. Arrangements are underway to facilitate a visitor to alight from his car on to the roof of the hotel, down the elevator into a private sun-deck overlooking the sea. The hotel has planned two restaurants, one of which will be a barbecue. The roof top swimming pool will complete the picture postcard setting.

A Yoga Centre will be the piece-de-resistance of this magnificent beach. Soaked with oil baths and pummeled with strong hands, the

tourists will get a massage according to the ancient Indian Ayurvedic system. Professional teachers will attend to Yoga classes, while the music buff can visit the temple-like structure where the Indian dance, the Kathakali will be performed. Even at present the adventurous and the sun-soaker can ride the waves in a fisherman's catamaran.

An exciting side trip is a visit to the Periyar sanctuary or a drive past the magnificent stone and wood palace of Padmanabhapuram to India's Land's End, Kanya Kumari, where the waters of the three seas, the Bay of Bengal, Arabian Sea and the Indian Ocean gently kiss and lap up the seven-coloured sand grains with their blue waters.

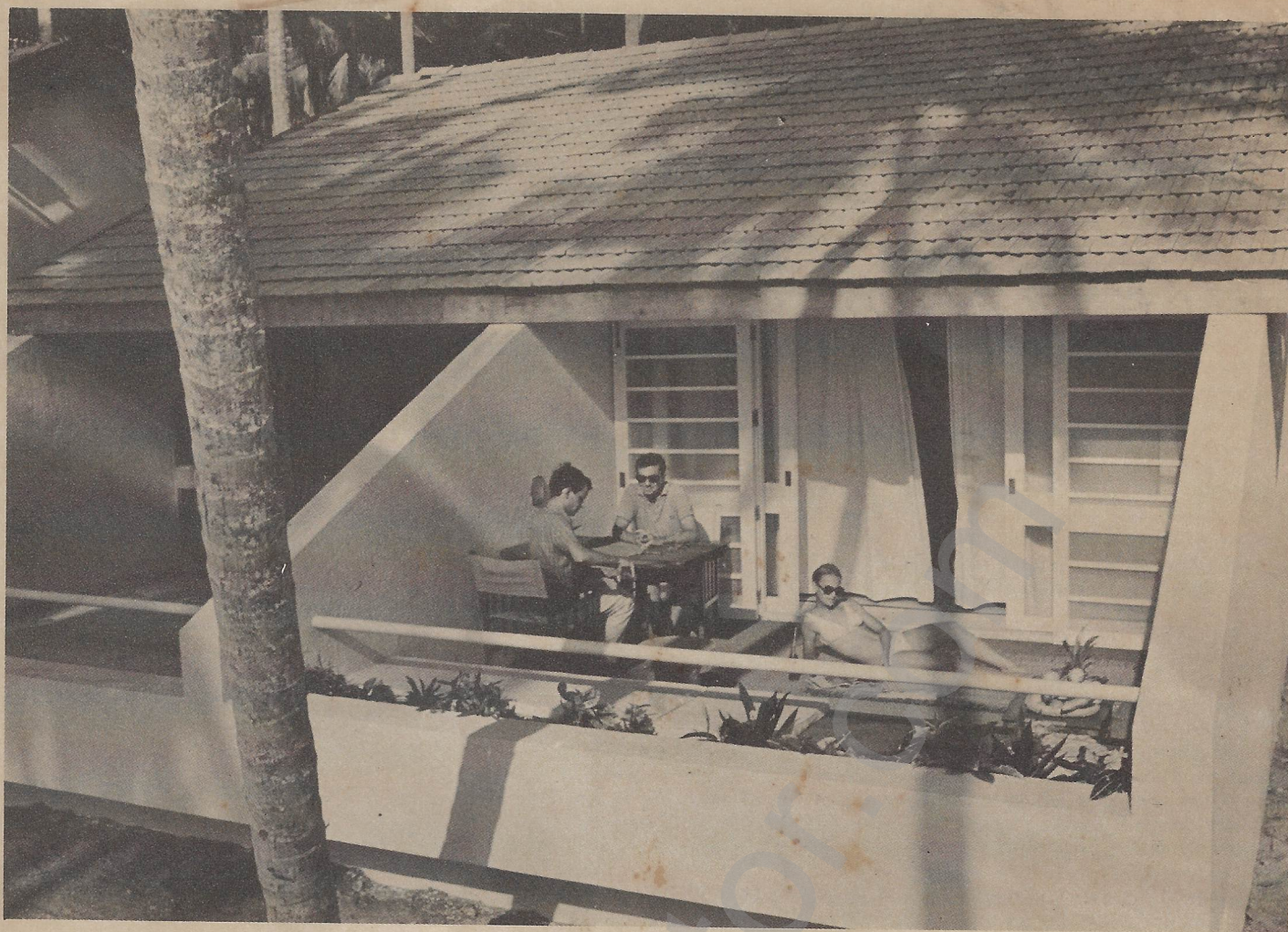
Kovalam is one of the world's most exquisite beaches and the soft opalescent sand is continually washed by

creamy breakers while the coconut palms sway each moment to the rhythm of the waves.

Fascinating, bewildering, moving, Kovalam is a tourists' paradise where kindered hearts get together for delightful moments, forgetting the mundane.

Kovalam is 16 kilometres from Trivandrum which has easy air and rail connections. For the tourist, any time of the year is fine with the exception of the monsoon season - June to October. Winter is balmy and light woollens are needed in the evenings during March. Low priced hotels and low budgeted cottages have been constructed to facilitate tourists. Food served is continental and not too spiced. Indian dishes too are served, but they are of the South Indian variety.

NN



The sundeck of a kudil.

Below left, the Kovalam Beach. Right, each kudil is equipped with refrigerator, electric kettle, and stocks of tea, coffee and soft drinks.

