

Mr. K. J. Karbani

# The Magic Carpet



VOL. 17 NO. 10 THE STAFF MAGAZINE OF AIR-INDIA OCTOBER 1973

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## Air-India helps industry

"WE have always followed a policy of self-reliance and self-sufficiency", said Mr. K.K. Unni, Managing Director, in Bombay on October 31, 1973. He was speaking as Chief Guest at the Annual General Meeting of the Aviation Suppliers and Equipment Manufacturers Association held at the Taj Mahal Hotel.

"We are located so far from the main centres of air transport activity that we have to rely on ourselves, even if it means building expensive facilities", said Mr. Unni. He gave a background to import substitution programme and said that it was the lack of foreign exchange in the last 15 years which gave 'impetus to indigenous development' of a wide range of items required by Air-India.

"You have reason to be proud of your achievements", Mr. Unni told the members of the Association. He felt that there was 'unlimited scope' for developing and manufacturing equipment needed by the aviation industry in India. Apart from the domestic market, which is large if Indian Airlines and the Indian Air Force are taken into account along with Air-India, there was scope for export. "There is no reason why you cannot sell this equipment to Asian countries, provided, of course, you

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Our hostess Mahrukh Musa who recently won first prize and the title of 'Miss Air Fashion, U.K.' at the Biggin Hill, represented Air-India at the 'Sale of Work' exhibition given by the Kalimpong Association in Edinburgh. She is seen here with HRH Princess Anne who opened the Exhibition.

## CONTRACT WITH TMA

# First engine handed over

MR. OM SAWHNY, our Director of Engineering, handed over the first Pratt and Whitney JT-3D engine overhauled by Air-India to Mr. Emile Kanaan, Sales Manager of the Trans Mediterranean Airlines, in Bombay on October 4, 1973. TMA's Boeing 707s are powered by JT-3D

engines.

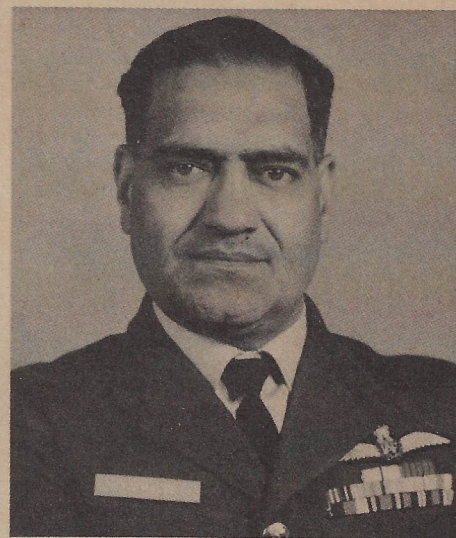
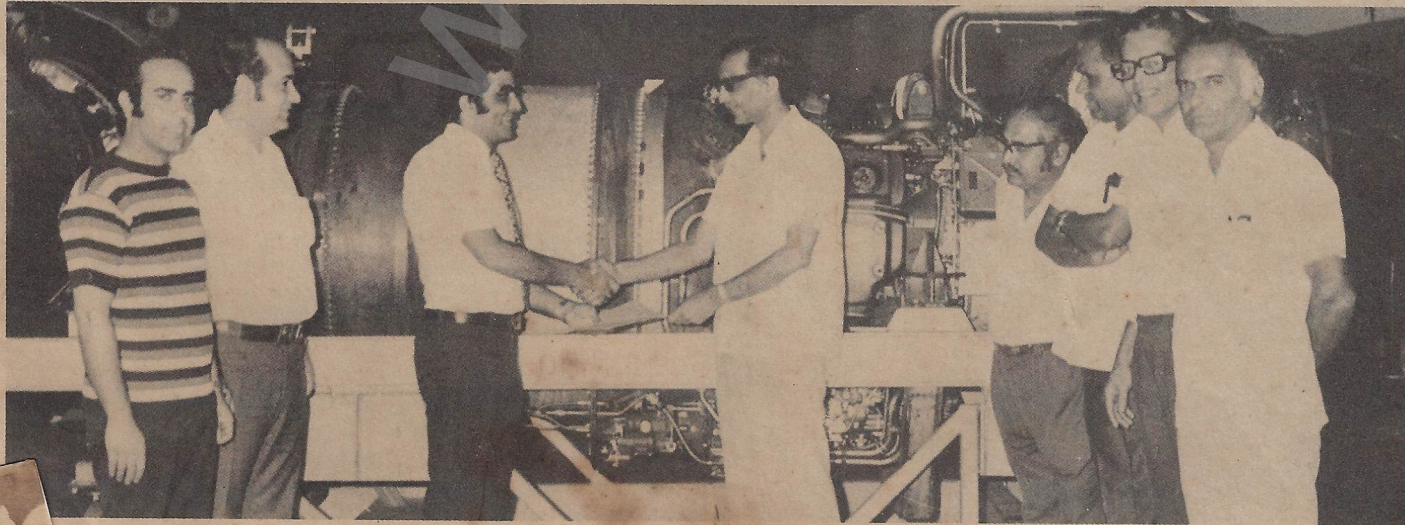
TMA, a Beirut-based Lebanese cargo carrier, which has a world-wide route network, is the first foreign airline to sign a contract with Air-India for overhauling its engines.

According to the contract, which is worth Rs. 20 lakhs a year (all in foreign

exchange), Air-India has agreed to overhaul 10 engines a year.

It was signed in Beirut on June 26, 1973, by Mr. N.A. Bovee, Technical Director of TMA and Mr. S.R. Shenai, Deputy Engineering Manager, Power Plant Overhaul Division.

Mr. Om Sawhny, Director of Engineering, handing over the papers of the first JT3D engine overhauled by Air-India to Mr. Emile Kanaan, Sales Manager TMA. Others seen in the photograph (L to R) are Mr. George Hamati, Mr. Samir Kurban, both of TMA, Mr. F. A. Michael, Mr. J. V. Leyon, Mr. S. R. Shenai and Mr. M. S. Balasubramanian.



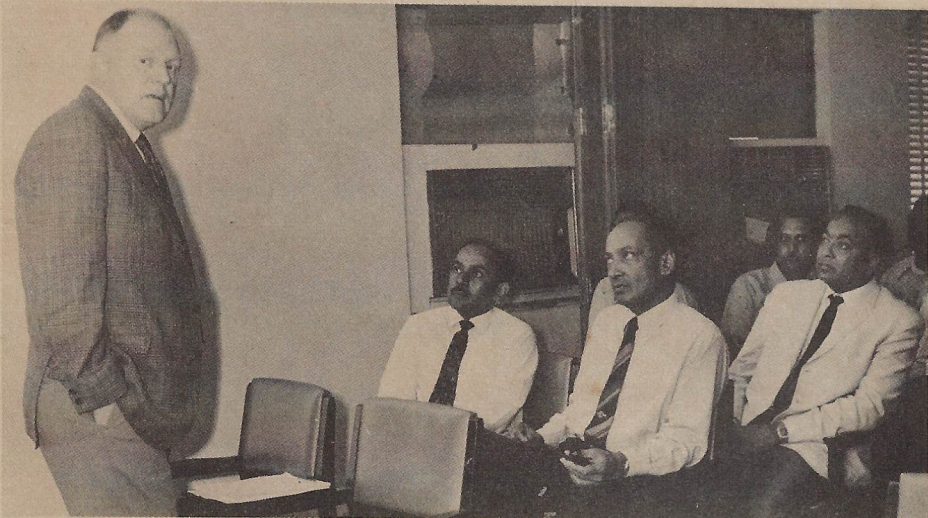
## New Chairman for IAAI

AIR Marshal Y.V. Malse, Vice Chief of the Air Staff, has taken over as Chairman of the International Airports Authority of India from September 29, 1973. He succeeds Mr. Bhag Israni, who has joined the Fertiliser Corporation of India. Mr. Israni was Chairman of the Authority since it was formed in February 1972.

Air Marshal Malse, 52, joined the Indian Air Force in 1940 and took part in air operations in the North West

(Continued on page 2)





Talking shop with our pilots is Capt. W. J. Allsopp, Instructor-Pilot of the Boeing Company. Seen in the photograph are (L to R) Capt. D. Bose, Capt. K. M. Mathen and Capt. C. R. S. Rao.

## Talking shop with pilots

**T**HE Boeing 747 is a highly engineered plane", said Capt. W. J. Allsopp, Instructor-pilot of the Boeing Company in Bombay. "Our primary concern was safety".

Capt. Allsopp was speaking to more than 40 Air-India pilots at the Technical Building at Santa Cruz. Among those present were Capt. K. M. Mathen, Director of Operations, Capt. D. Bose, Operations Manager (Training) and his deputy Capt. C.R.S. Rao, Dy. Operations Manager.

Capt. Allsopp and Mr. K.E. Whitaker, Flight Engineering Instructor, were visiting Air-India to brief our pilots on the latest developments in operating techniques of the Boeing 747.

Capt. Allsopp spoke at length on the flight test programme of the Boeing 747, which ran for 1,500 hours and cost \$60 million.

He said: "We did more than 72,000 hours of simulated flights which is

equivalent to 20 years of airline service. We fatigue-tested an entire aeroplane until it broke up to find out the ultimate strength of the fuselage. We did everything that is imaginable including putting fires in the hold. We deliberately mishandled the aeroplane, made heavy landings, braked at high speeds to prove the integrity of the structure".

Speaking of the safety record, he said that so far more than 50 million passengers have travelled in the 747 without a fatality. Capt. Allsopp then showed a feature film on the test programme of the Boeing 747, with some dramatic shots of wings being flexed in a test rig and a series of extra hard landings.

Capt. Allsopp discussed the operating techniques in a question-and-answer session. He praised Air-India's operation of the 747 and said: "I was impressed with the way your pilots handled the aircraft, particularly the rotations, which were beautifully done".

## Training for safety

**A**S far as safety is concerned, "Air-India is second to none", said Capt. A.N.J. Ray, Deputy Operations Manager (Central Division) in Bombay on September 16, 1973. He was addressing the Juhu Chamber of Commerce (Jaycees) at the King's International Hotel, Juhu. His subject was Jet Operations—Training and Safety.

Capt. Ray said that in the last 20 years the whole concept of training and safety had undergone a tremendous change. "The aviation community", he said, "has become safety conscious, with the result that air travel today is probably the safest form of transport".

Manufacturers are producing aeroplanes which are built on fail-safe principle, which means that for every system on board the aircraft there are probably one or two back-up systems. He spoke about how modern aeroplanes such as the Boeing 747s are built. "A Boeing 747 wing flexes as much as 23 feet up and down during flight. It is built to withstand loads in excess of 2½ times those that it will encounter in normal service life".

Capt. Ray dwelt at length on the training of pilots in Air-India and the extraordinary emphasis laid on safety of operations. He gave a step by step description of pilot training and the sophisticated training aids used by Air-India in training the pilots.

Air-India recruits experienced pilots from three sources—Air Force, Indian Airlines and charter companies. "When they come to us we put them through a pretty tough training course which lasts for about eight months, said Capt. Ray. This covers a technical course about the aeroplane—"nuts and bolts of the plane as we call it"—over 75 hours of simulator training, a flight safety course on emergency equipment, evacuation

on a specially constructed aircraft mockup and about 15 to 16 hours of actual flying training". But that was not the end of the training as far as a new pilot is concerned. Before he is released to fly as a First Officer on his own, he does check flights on various Air-India routes for about 150 hours.

A pilot being trained to fly as a commander undergoes a similar training course except that the standards expected from him are much higher. "To give you an idea of the flying standards we expect", said Capt. Ray, "a first officer while flying may be allowed to deviate from the assigned altitude by up to 100 ft. or in terms of speed he can be 10 knots either way,

# WHO'S WHO & WHERE

## PROMOTIONS

### COMMERCIAL DEPARTMENT

Miss M. Condillac,  
Santa Cruz

Dy. Chief Air Hostess  
Aug. 1, 1973

Miss N. Ghosh,  
Santa Cruz

Dy. Chief Air Hostess  
Oct. 10, 1973

### ENGINEERING DEPARTMENT

Mr. V. N. Herekar,  
Santa Cruz

Dy. Dir. of Eng. (Offg.)  
Oct. 1, 1973

Mr. J. J. Wadia,  
Santa Cruz

Eng. Manager (Offg.)  
Oct. 1, 1973

Mr. S. R. Shenai,  
Santa Cruz

Eng. Manager (Offg.)  
Oct. 1, 1973

Mr. J. D. Bilimoria,  
Santa Cruz

Eng. Manager (Offg.)  
Oct. 1, 1973

Mr. S. M. Seethepalli,  
Santa Cruz

Sr. Technical Officer  
Aug. 1, 1973

Mr. B. S. Khanna,  
Santa Cruz

Sr. Technical Officer  
Aug. 1, 1973

Mr. S. K. Rathi,  
Santa Cruz

A.M.E. II  
Sep. 1, 1973

Mr. S. P. Lakshminarayan,  
Santa Cruz

Inspector Gr. 'A'  
Sep. 1, 1973

Mr. P. A. Varadkar,  
Santa Cruz

Inspector Gr. 'A'  
Sep. 1, 1973

Mr. H. Karat,  
Santa Cruz

Admn. Officer (Plng.)  
Nov. 1, 1973

### OPERATIONS DEPARTMENT

Mr. S. B. Arabatti,  
Santa Cruz

Technical Officer  
Oct. 1, 1973

Mr. K. Krishna Prakash,  
Santa Cruz

Technical Officer  
Oct. 1, 1973

Miss S. Mallya,  
Santa Cruz

Technical Officer  
Oct. 1, 1973

### PERSONNEL DEPARTMENT

Mr. B. K. Kelkar,  
Santa Cruz

Asst. Personnel Officer  
Sep. 1, 1973

Mr. J.C.P. D'Costa,  
Santa Cruz

Asst. Personnel Officer  
Sep. 1, 1973

Mr. K.R.V.K. Rao,  
Bombay

Asst. Personnel Officer  
Sep. 1, 1973

### HEADQUARTERS (MIAS)

Mr. T.V.K. Murthy,  
Santa Cruz

Computer Operator  
Nov. 1, 1973

### CIVIL WORKS & PROPERTIES DEPARTMENT

Mr. P. G. Bhandarkar,  
Santa Cruz

Dy. Eng. Manager  
Oct. 1, 1973

Mr. Y. D. Potnis,  
Santa Cruz

Asst. Admn. Officer  
Oct. 1, 1973

Mr. S. G. Pendse,  
Santa Cruz

Sr. Technical Officer  
Oct. 1, 1973

### STORES DEPARTMENT

Mr. V. K. Motwani,  
Santa Cruz

Asst. Supdt., Stores  
Sep. 5, 1973

## POSTINGS

### COMMERCIAL DEPARTMENT

Mr. T. A. Lavingia,  
Manager-Schedules,  
Bombay

Manager,  
Dhahran

Mr. A.M.S. Khan,  
Manager,  
Dhahran

District Sales Manager,  
Hyderabad

Mr. S. L. Oberoi,  
Asst. Manager,  
Osaka

Airport Manager,  
Delhi

Mr. S. Ramachandran,  
District Sales Manager,  
Hyderabad

Asst. Manager,  
Singapore

Mr. L. M. Khosla,  
Airport Manager,  
Delhi

Manager,  
Teheran

Mr. H. B. Vacha,  
Actg. Manager,  
Teheran

Asst. Manager,  
Osaka

Mr. H. S. Gill,  
Sales Manager,  
Stockholm

RM-India's Office,  
Delhi

Mr. Farid Ahmed,  
Stn. Supdt.,  
Delhi

District Sales Manager,  
Kathmandu

Mr. R. R. Amin,  
Asst. Stn. Manager,  
Amsterdam

Sales Manager,  
Stockholm

Mr. S. Ghosh,  
District Sales Manager,  
Kathmandu

Stn. Supdt.,  
Delhi

Mr. A. A. Dharamsey,  
Asst. Manager,  
Geneva

Sales Manager,  
Poona

Mr. P. H. Bandodkar who was Asst. Manager, Nairobi, has been promoted and has taken over as Manager, Nairobi.

## IAAI CHAIRMAN

(Continued from page 1)

Frontier Province and Burma during World War II. He has held a number of important appointments in the Air Force since independence. He was the first Commanding Officer of the Paratroopers' Training School and later commanded No. 12 (Transport) Squadron and Air Force Station, Barrackpore. He was Senior Air Staff Officer at the then Operation Command.

### Blue print

After attending a course at the National Defence College at Delhi, he was posted as Senior Director of Staff (Air). He was a member of the high-powered Joint Planning Committee set up to draw a blue print of the country's defence requirements after the conflict with China in 1962.

In 1964, Air Marshal Malse took over as Air Officer-in-Charge, Maintenance, at AHQ. Promoted Air Marshal in August 1969, he was Deputy Chief of the Air Staff at AHQ before taking over as Vice Chief in April 1973.

He was awarded the Param Vishista Seva Medal for distinguished service of the most exceptional order.

Capt. A. N. J. Ray, Deputy Operations Manager (Central Division), addressing the Juhu Junior Chamber of Commerce.





# Mr. Herekar appointed Dy. Director of Engineering

A NUMBER of top level changes have taken place in our Engineering Department following Mr. Om Sawhny's appointment as Director of Engineering in succession to Mr. K. G. Appusamy who has become Deputy Managing Director.

The changes include the appointment of a new Deputy Director of Engineering and three new Engineering Managers. Mr. V. N. Herekar, Engineering Manager (Technical Services) has moved up to become Deputy to Mr. Sawhny and in the consequent reshuffle Mr. M. P. Kharkar, Engineering Manager (Overhaul), has taken over as Engineering Manager (Technical Services) and Mr. N. H. Mistry, Engineering Manager (Maintenance) has come in place of Mr. D. P. Nimkar as Engineering Manager (Headquarters).

The new Engineering Manager (Overhaul) is Mr. S. R. Shenai, who becomes head of the Power Plant Overhaul Division. Mr. J. D. Billimoria has succeeded Mr. Mistry as Engineering Manager (Maintenance). The third new Engineering Manager is Mr. Jal Wadia who heads the newly expanded Accessories Overhaul Division, which now also includes the Instrument and Electronics shops.

Mr. Herekar, 53, the newly appointed Deputy Director of Engineering, came to Air-India in late 1946 after taking a Mechanical and Electrical Engineering degree (with Aero Engines as a special subject) from Banaras University. He started at the bottom rung of the ladder as an electrician, because in those days there was no scheme for absorbing graduate engineers in Air-India. In less than a year, however, he acquired an 'X' licence and started working as an Aircraft Maintenance Engineer on the electrical side.

Before our first Constellation arrived in early 1948, Mr. Herekar was selected along with other Air-India engineers for training in USA on the aircraft. Later he obtained 'A' and 'C' licences on the Super Constellation, which we introduced into service in 1954.

In 1956, Mr. Herekar joined the newly created Defects Investigation and Quality Control Cell under Mr. Appusamy, who was then our Chief Inspector. He moved up the ladder and in 1965 became the Chief Engineer (Technical Services), and later was designated as Engineering Manager with responsibility for both Defects Investigation and Quality Control.

Back in 1959, Mr. Herekar spent almost a year in Seattle and accepted our first Boeing 707. He was closely associated with the 747 project too, particularly on the avionics side. He spent four months at the Boeing factory in 1970.

Among the three new Engineering Managers, two are the product of Tata Airlines' Apprentice Engineers scheme started in the early 1940s. Mr. Billimoria, 49, left Elphinstone College after Inter-Science to join the Air Force, but instead came to Tata Airlines as an Apprentice Engineer in 1945. At the end of 1947, he obtained his Aircraft Maintenance Engineer's licence on the



Mr. V.N. Herekar, the newly appointed Dy. DE

Dakota. In early 1949 he was selected to be trained as a Flight Engineer on the Constellation but for various reasons he gave up the idea and decided to remain in the Engineering Department. After being qualified on the Constellation, he went to Cairo on a permanent posting for the next three years. "I was the first Indian Engineer to be posted abroad", he said.

He spent five months in Seattle as Air-India's Resident Representative in 1967 and accepted our first convertible Boeing 707-320C VT-DVB. Since 1965 he was Dy. EM (Maintenance) until his present appointment.

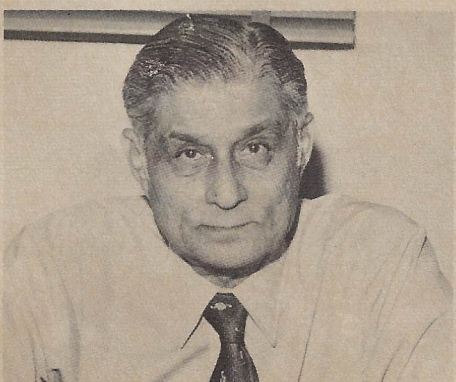
Mr. Wadia, 57, joined Tata Airlines in 1942. Like Mr. Herekar, he is also a Mechanical and Electrical engineer, having taken his degree in 1939 from the University of Bombay. He spent a couple of years with the Railways and Indian Stores Department before coming to Tata Airlines.

His first assignment was to take care of the Pneumatic, hydraulic and other aircraft systems. Later when a separate Electrical Shop was started he was put in charge of it. With the arrival of the Boeing 747, the Electrical Shop became a nucleus of the new Accessories Overhaul Division, with a building of its own.

Mr. Shenai, 49, joined Tata Airlines' Apprentice Engineers Scheme in July 1945, and acquired his Aircraft Maintenance Engineer's 'C' licence towards the end of 1947. In 1954, he spent some time with Curtiss Wright in the USA for training on the Super Constellation engines and eight years later went to Rolls Royce when Air-India decided to set up its own Jet Engine Overhaul Facility. He was closely involved in planning and setting up the Facility along with Mr. Nimkar.



Mr. J.D. Billimoria, EM Maintenance



Mr. Jal Wadia, EM, Accessories Overhaul



Mr. S.R. Shenai, EM Overhaul



Dr. S. Ramamirtham, DGCA, discusses the cockpit lay out with Capt. Loughran, while Mr. Om Prakash (left), Mr. K.B. Ganesan (second from left) and Mr. Baliwala (wearing cap) look on.

## NATIONAL GLIDING CHAMPIONSHIP

# Follow the birds

Capt. I. S. Loughran, Air-India

THE wind carried a grey wall of dust across the fields. The police inspector sat on a charpoy. He was huge, well over my six feet, and his close cropped hair and big drooping whiskers made him look every bit as sinister as the dacoits terrorising this region. His eyes, red from the dust and heat glanced once again at the glider, wing tip secured to a tree stump, tail tied down to a root.

"Sahib" he said, "this airplane does not have an engine; it does not carry passengers; only one pilot; you may have to land in an unprepared field you have never seen before; and you don't get paid for this," to which I kept nodding in the affirmative. "Then why do you do it?"

Some questions are best left unanswered. . . . In the animal kingdom, man is the only species that deliberately complicates his life. Let's face it. Man is not designed to fly. There is no such thing as fixed wing flying by birds or other animals. But man has finally put a 350 kilogramme glider into the air, that can outfly a 5 kg bird using the same air currents.

This was the first day of the First National Gliding Championships, and here I was in a field beside a level crossing, 36 kilometres from the Indian Institute of Technology, Kanpur, airfield trying to convince policemen, truck drivers, the gatekeeper's family and an assortment of villagers that I wasn't as nutty as a coon.

April 30: The task given at briefing was an Out and Return—IIT to a turning point at Farruhabad and back, 230 kilometres (10 kilometres short of the Out and Return record I've held since 1968.) Air-India had been allotted the prototype MRIGASHEER II glider made by the Technical Research Centre of the Civil Aviation Department.

We managed a seven minute air test in the morning. Then attempted the first task. The gear would not retract; we couldn't go back to have this fixed, so we just set course, only to find the variometer (instrument registering rate of climb or descent) was not working at all. After struggling for an hour, hoping to find helpful birds indicating thermals we were finally shot down in field.

My team were fantastic—Phiroz Batliwala himself a gliding instructor, Om Prakash, an AME on gliders at

Pilani for eleven years, and Narayana Moorthy, the flight operations officer who's hobby is watch repairing besides other things. They picked me up, put the glider on the trailer and we were back at the airfield by sunset, nursing our wounds. Captain Ranbir Anand from IAC was first for the day with 1,000 points, we were sixth with 36 kilometres and zero points. Disaster. We modified the gear that night, changed the location of the instrument bottle and relevant plumbing and finished work at six next morning.

May 2: After the morning's Air Display and speeches, the Organisers set a 100 km triangular race. But the weather had clamped down, an inversion at 3,000 ft. kept even the birds from soaring. The day was abortive for everyone, and was finally declared as a 'no task day'.

May 3: 123 kilometre triangular task, but marks only for distance flown. We objected at briefing. You can't have prescribed measured task and not call it a race for speed points. But the organisers were adamant. Just then a phone call, and telegram, Moorthy's father had passed away in Trivandrum. We left the briefing room wondering what would happen if two or more people finished the 123 km task. Well the "Met" man said it wasn't likely. We arrange for Moorthy to get on the IAC

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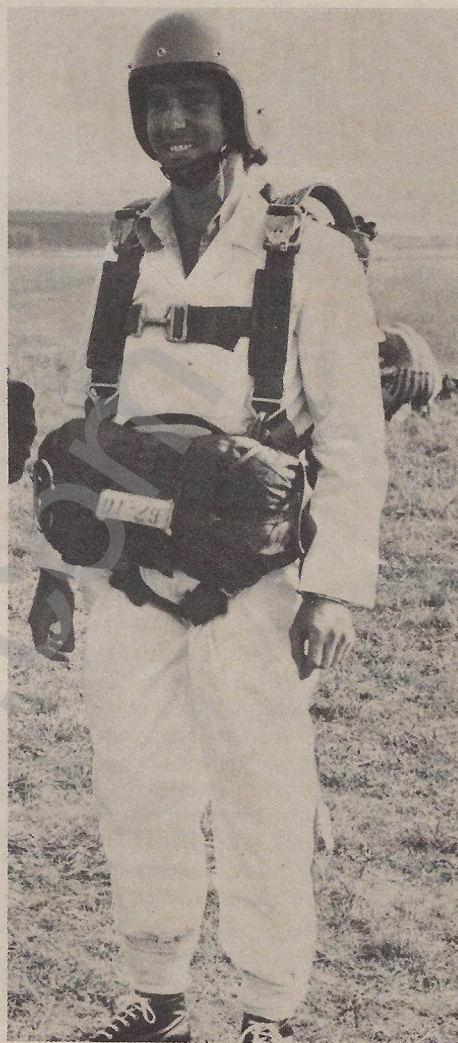
Capt. Loughran, Mr. Narayan Moorthy and Mr. Om Prakash loading the glider on a trailer







Left, the UK Hockey team photographed at London Airport before departure for their victorious visit to Denmark. Below, Vaughan Heenan from Sales, London, who has taken up parachute jumping in his spare time, is seen in his gear. He has so far made a couple of jumps.



## LONDON DIARY

By Trevor Turner

THERE was a time when the holiday season was thought to be over when the kids went back to school in September, but now thanks to the way the travel industry has organised its affairs, the holiday season, in one way or another spreads over the whole year. By the time this article appears, it will be winter in London, but we guarantee there will be many tourists.

We have mentioned before the number of visitors to London this year and one of the areas where these have caused problems has been the 15,000 a day who visit the Tower of London, but only 8,000 of these can get in to see the Crown Jewels. Even then they have to queue for 1½ hours, so it has been recently announced that the authorities of the Tower have approached management consultants to advise them as to how this problem can be solved. Tourists with other problems are able to use the Telephone Service for advice and it is surprising to know that over 31,000 used this service during the first week of August this year, to obtain information about the daily events going on in London.

\* \* \*

Talking of visitors, it is interesting to know that the Maharajah Lounge at Heathrow is almost at the end of its third Visitors Book. This is a fascinating record of the very illustrious, and not so illustrious people from all walks of life and all countries, who have visited our Lounge before or after travelling with us.

\* \* \*

The Cricket Season is over, but we have not yet received the full list of results and averages. At the invitation of the Gentofte Hockey Club, one of the strongest in Denmark, our Hockey Team participated in two exhibition games against this Club and won both games. They excelled themselves in view of the strong opposition and maintained a 100 per cent record. Jack Washington our goalkeeper played an excellent game and Terence D'Mello, Newman Vaz and Denver Dias all contributed to the team's success. Rumour has it that the Bowling Team are at it again!

\* \* \*

One of our more unusual sportsmen is Vaughan Heenan from Sales, who has taken up parachute jumping in his spare time. So far Vaughan has made a couple of jumps and despite his Australian ancestry, we understand that he has landed the right way up.

\* \* \*

When Mr. Sen, the past Chairman of Indian Airlines was in London, he made a reference to the fact that he thought that Indian Airlines operated one of the shortest and cheapest flights in the business. This was picked up by the Editor of ABC News but a travel agent reader has recently pointed out to the Editor that Logan Air have a two minute hop of 10 miles (16 km) from Westray—Papa Westray in the Orkneys, and the Editor agrees that this short journey must take preference over the Indian Airlines claim.

\* \* \*

We recently had an opportunity to chat with Dick Lewis our DSM in Cardiff, and through these columns it is his pleasure to take the opportunity of saying hello, namaste and syt mae (Welsh). The Office has just celebrated its 10th Anniversary in the area and they would like to feel that they are keeping the flag flying in the land of Celts.

Margaret Coombes is the most senior member of the Welsh Team having opened the Office way back in 1963. Gordon Smith, Cargo Sales Supdt., covered the area from London in those days and is top man in years of service, having joined Air-India in December 1956. Dick Lewis joined us in 1966 from BEA. Since 1963 their revenue has increased by over 100 per cent and they are working to ensure that this upward trend continues.

The local airport Glamorgan Rhoose Airport has had a major face-lift and modernisation programme with a runway extension, bringing the total length of runway to approx. 8,000 ft. thus enabling the operation of 707 aircraft. May be one day an Air-India aircraft will operate from there!

The Indian population in the area is very small when compared with London or Birmingham and they have to work hard to create business. One connection with India in the local area is the shipping line—Reardon Smith who employ a large force of Indian seamen for all their vessels. This is a good source of revenue and Dick has become quite expert in the field of ships' crew movements.

The scenery and the holiday facilities in Wales are tremendous and they hope that whenever staff are in the UK on either duty or vacation, that they will find time to visit Cardiff especially, as they point out, it is true what the old song says 'We keep a welcome in the hillsides' Da Bo (Good Bye).



Above, the wellknown author John Masters, who has written so much about India, photographed at London Airport before leaving on our flight for Delhi. With him is Mrs. Masters. Below, London Sales organised a party for the Sales and Reservations staff of British Airways and Air-India. Seen at the party are some of our staff with their BOAC colleagues.





# USA Region is vital to Air-India

Says CD

By M. Chudasama  
New York

**M**R. NARI DASTUR, accompanied by the charming Mrs. Dastur, paid his first visit to New York since his appointment as Commercial Director a year ago, during the third week of September. His brief stay in New York was all work and no play. He presided at the Regional Conference all day Thursday and Friday and spent the Saturday at the Park Avenue office in individual meetings. Even the cocktail reception at the Regency Hotel on Thursday evening was undeniable work, greeting the guests for two hours, enlivened later by the "Tennis Match of the Century"—the Bobby Riggs-Billie Jean King game—which was brought to our guests, live and in colour, through a television set installed at the rear of the Ballroom. Some heated, if good natured, discussions culminated in lively, if illegal, betting and some of our male chauvinist managers and guests joined Bobby Riggs in the loser's corner. The CD, we observed, maintained an interested neutrality, in conformity with our country's larger policies.

The Regional Conference, which brought the CD to New York, was convened promptly at 9.15 a.m. at the St. Regis Hotel Roof Top by Mr. P.F. Mahta, Regional Director. In his opening remarks, Mr. Mahta stated that the conference was a very special one for him since it gave him an opportunity to introduce for the first time on an official visit Mr. Nari Dastur. Mr. Mahta said that one thing that he and Mr. Dastur had in common was some 25 years service with the Corporation, spent largely in the field. During the course of these years, when the USA and Europe were both growing regions, there were many meetings at which he and Mr. Dastur exchanged views and opinions—often divergent. Mr. Dastur's opposition was invariably expressed with great clarity! However, Mr. Mahta continued, despite his position in top Management, Mr. Dastur can be considered one of us. Mr. Mahta said we all wished him success and good luck in his assignment and assured him the strong support of this region.

Mr. Mahta extended a welcome to our colleagues from the Tourist Department, and said that it was a good idea for tourist department officials to participate in such meetings so that mutually beneficial relationships could be cemented, since our objectives are similar.

Mr. Mahta then proceeded to congratulate Frank Martin, Sales Manager, USA & Canada, and the entire sales team for results that have been achieved so far this year in difficult circumstances. Special mention went to George Paetow, Cargo Sales Manager, for his efforts in promoting cargo traffic which was poor last year and has shown vast improvement. Al Van Brunt was commended for the creative thinking apparent in his advertising programme.



At the Regional Sales Conference in New York are seen at the head table: (L to R) Mr. S. K. Verma, Acting Commercial Manager, General Services; Mr. N. Petit, Asst. Marketing Manager, Western Routes; Mr. K. L. Ramchander, Commercial Manager, Customer Service; Mr. I. D. Sethi, Commercial Manager, Marketing and Sales; Mr. N. H. Dastur, CD; Mr. P. F. Mahta, RD-USA & Canada and Mr. F. G. Martin, Sales Manager, USA & Canada.

Mr. Mahta stated that the Region will have shown a growth in revenue of 47 per cent for the two years ending March 31, 1974. We will achieve this year a growth of 21 per cent over the year 1972-73, and he felt both Mr. Dastur and Mr. I.D. Sethi, Commercial Manager-Sales, would undoubtedly agree that this is a substantial achievement because of the lean summer months which affected the entire industry, caused by the erosion of the American dollar and the reluctance of Americans to travel abroad in their usual numbers. The RD outlined the Region's problems and plans for the immediate and forecastable future, both in relation to Air-India and Operation USA, and in spite of the pessimistic North American economic situation, predicted an optimistic long range outlook.

## Assistance

Mr. Mahta thanked Mr. Dastur and his Headquarters team for the very constructive assistance and support they had provided over the year which gave those in the field confidence to know their suggestions were sympathetically examined and appraised.

Mr. Mahta concluded his speech by reading a message received from Mr. K.K. Unni, our Managing Director, extending good wishes for a fruitful meeting, which was appreciated and applauded by the participants.

In his opening remarks, Mr. Dastur expressed pleasure at being present. He said that under the able leadership of Mr. Mahta, who had been in the USA since the inception of the Region except for a break in Headquarters, he was certain the necessary initiative would be provided to fulfil the aspirations, expectations and future expansion of the Corporation.

Mr. Dastur then proceeded to stress the importance of the USA to the future of Air-India. He stated that the Corporation, realising profits or suffering losses, is largely dependent on our operations across the Atlantic. Cost-wise or revenue-wise the USA represents the most vital and crucial Region for the Corporation.

Mr. Dastur reiterated confidence that Mr. Mahta, together with the able assistance of Mr. F. Martin and the sales team, would fulfil the faith and trust the Corporation had placed in this Region and the amount of money it was willing to invest.

Mr. Dastur emphasised that he had come to New York mainly to listen and ascertain the USA's requirements. He stated that Headquarters took it for granted that the Region will meet, and even exceed, its target. He urged everyone present to tell him frankly what they needed and desired from Headquarters. He assured all the support required to achieve the objectives, but stated that to furnish meaningful assistance, Headquarters must clearly comprehend the needs.

The potential definitely exists, Mr. Dastur stated, and if we all worked together effectively and made a concerted effort there is absolutely no reason why we cannot and should not improve to a great extent. He hoped that at the conclusion of the Conference, something tangible would have been achieved in this direction. He quipped that Mr. Mahta, by previously stating that he and Mr. Dastur had known differences of opinion in the past, had very cleverly silenced any future opposition from him.

With regard to Operation USA, Mr. Dastur expressed regret that "we haven't been able thus far to realise

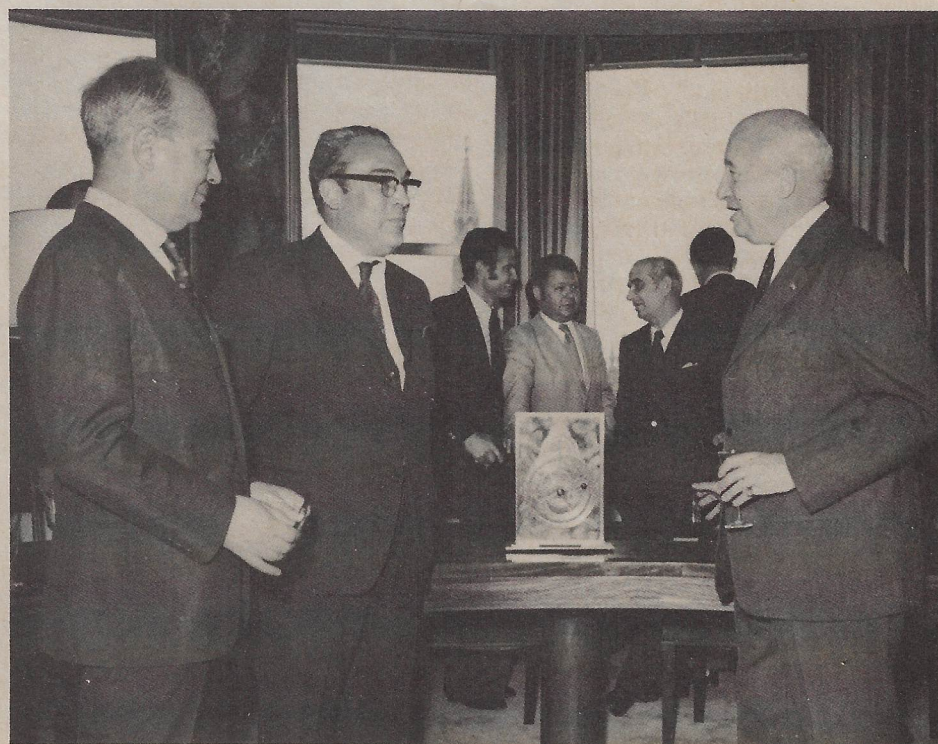
substantial achievements in this area." To be realistic, he continued, we cannot anticipate any real increase in the budget for this project during the current fiscal year due largely to present conditions within India: the drought, Government austerity programmes and cutting back of expenditure in various sectors.

Mr. Dastur concluded his address by repeating what he had said earlier that he had come for the Meeting, largely as an observer to listen, and would turn the floor over to general discussion. He urged everyone present to adopt a positive view, not to concentrate on the past but to look forward to the future, to let him know what could be accomplished.

"If only we had 'XYZ' from Headquarters, you might say. Headquarters may well grant what you want, but then fully expect from you what you have gambled for".

Mr. Dastur congratulated the Region, and particularly Mr. Paetow for the exceptionally good showing in cargo which has made so much difference to our revenue and target.

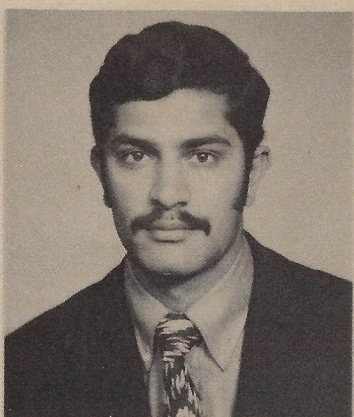
On the occasion of the 50th anniversary of Sabena, the FARIB (Foreign Airlines Representatives in Belgium) presented a special clock to the Belgian airline. The presentation was made by Mr. C. Angerhausen, our Asst. Manager-Belgium & Luxembourg, who is the Chairman of the FARIB (centre) to Baron J. Van Houtte, Chairman of Sabena (R). Mr. G. Dieu, General Manager of Sabena is on the left.







Mrs. Ndung'u



Naran Dars Rajput

## Inside East Africa

**M**RS. NDUNG'U has been appointed our Public Relations Officer in Nairobi. Her appointment was announced recently by Mr. N.L. Mital, Regional Manager-East Africa.

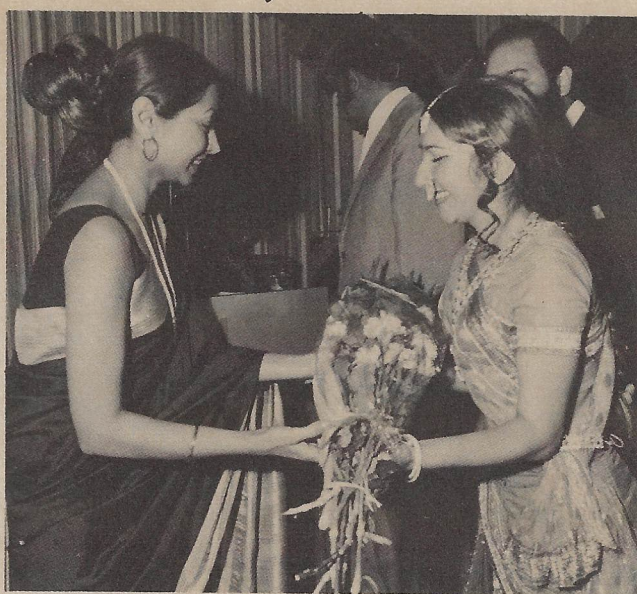
Born in Kenya, Mrs. Ndung'u worked with E.A.P. and T. in Nairobi, before joining the Kenya Tourist Office in New York, where her husband was with the Kenya Mission to the United Nations. She is one of the few ladies in Kenya to have come up in the PR field.

\* \* \*

Among the players who represented Kenya in the recent World Hockey Cup in Amsterdam was Naran Dars Rajput, who works as Office Assistant in the Accounts Section in our office at Nairobi.

An outstanding hockey player, Mr. Rajput first played for his school in 1965 in the junior team and later was a member of the senior team. He first played for Kenya in the first All Africa Championship in 1971. Since then he has represented Kenya 14 times against Holland, Nigeria and Wales.

(Continued on column 4)



At the Interline party Mrs. S. Mital presenting a bouquet to Miss Sheila Morjaria after her dance performance.



Dr. F.V. Rodrigues, Asst. to RM-EA (L. sitting) seen with Mr. R. Rivalland, Sales Manager, Aviation Department, Rogers & Co. Ltd., our GSAs in Mauritius, and the Travel Agency staff who underwent a special training course in Mauritius. Mr. S. Seegobin, our DSM, is on the left.



Mr. S. Nirankari

## FE wins rare coin as prize

**M**R. S. NIRANKARI, one of our Flight Engineers based in Hong Kong, was among the three winners of the 'Golden Giveaway' competition sponsored recently by Deak and Company (Far East) in Hong Kong. The competitors were required to guess accurately, 50 days in advance, the closing price of transit gold (in US dollars per fine ounce) on the London Exchange.

Deak and Company, one of the top financial companies in Hong Kong, had originally intended to award only one Krugar Rand coin (value US \$160) to the first correct entry received, but from hundreds of entries, three people guessed the correct price—US \$117.75—and Deak and Company decided to present all three with a prize.

Mr. Nirankari, who joined Air-India in 1956 and who was an Aircraft Maintenance Engineer before becoming a Flight Engineer in 1965, had sent in two entries. He confesses that his guesses were 'purely luck of the draw'.

The other two winners were Miss Susan Li of Triple Securities Limited, who sent in the first correct entry, and Mr. Jan Harris of Markling Advertising.

The prizes were presented by Mr. Ronald Pulger-Frame of Deak and Company.

## ACEC Bank reports profit

**T**HE Air Corporations Employees Co-operative Bank made a net profit of Rs. 2.41 lakhs in 1972-73 according to the Annual Report published recently. The profit was 20.74 per cent of the total income of Rs. 11.64 lakhs.

"It was possible to maintain this rate of profit", says the Report, "because the rate of interest on loans was increased from 6½ per cent to 7 per cent per year from October 1972".

Major portion of the Bank's income comes from interest on loans and investments. The Bank has 7,880 members and their cumulative deposits with the Bank amount to little over Rs. 1 crore, on which they were paid an interest of over Rs. 7 lakhs. The Bank also paid its members Rs. 1.85 lakhs by way of dividend on their share capital at the rate of 8½ per cent.

The Report says that the Loans Sub-committee sanctioned 4,756 loans during the year or on an average 91 loans a week. "We have put some restrictions on the granting of loans", said Mr. R.B.S. Kunde, Secretary of the Bank.

The Members' Benevolent Fund started by the Bank has a membership of 4,115 and during the year under review, the Bank paid a total of Rs. 39,000 to members who retired from service and Rs. 51,000 to nominees of deceased members from a total collection of Rs. 2.02 lakhs collected from the members.

The Report thanks the Air-India Management for agreeing to provide 2,700 sq. ft. accommodation in the building where the Customer Service office is at present located.

## NATIONAL GLIDING CHAMPIONSHIP

(Continued from page 3)

flight, and rush back to the flight line. At 1236 hours we're in the air, no lift above 3,000 ft. So off we go, down to 1,500 and up again, by the end of the first leg we're overtaking the others, but can't climb above 5,000 ft. Halfway on the second leg, down to 1,200 ft and only ravines below us, not a field in sight. But we contact lift and manage to get a round. High speed over the finish line at 10 ft off the ground. We're first to get home, but three others follow. 1,000 points to each of us, what a shambles the scoring is.

**May 4:** We all scream for a Distance task. But 'no', they set a speed task again. Lousy day says the 'Met' man. And no one leaves the field. So no 'task' day again.

**May 5:** Speed again around a 114 km triangle. Very poor task setting and really bad weather. Strong dust raising winds, but a few of us reach 7,000 ft. Visibility was less than 2 km and several pilots couldn't see the turning point markers. But we manage another first inspite of being down to 1,000 ft on several occasions.

**May 6:** Distance IIT, to Lucknow's Amausi airfield and return along a straight line. Winds 25 knots at ground level. Visibility poor. We're last in turn for take off and we witness everyone returning for a relight. The tow-planes are having trouble with the strong gusty crosswinds. We're launched, release at 3,000 ft, drop to 2,500 ft in less than a minute, then contact lift that takes us up to 7,000 ft. And we're off, across the Ganges, some more lift to 9,000 ft but the ground is not visible from this height. Reach Lucknow, observe the marker, and return following the birds in regular streets of invisible lift, flying between 3,000 and 5,000 ft. We're finally down on Kanpur civil airfield in two hours 27 minutes. Another first place, but the deteriorating weather put an end to the "Champs". We are now 190 points behind Captain Ranbir Anand to get second place in the First National Gliding Championships, but we carried home most of the silver.

Don't ask me why we do it, but we'll be heading for Australia and the World Championships in January, 1974.

## WEDDING



Veena Pai, daughter of Mr. M.N. Pai, Operations Officer, Hong Kong, was married to Jigim, son of the late Mr. Varadachari, wellknown criminal lawyer of India, at the Happy Valley Hindu temple in Hong Kong. Both Veena and her husband are final year students at the Friendship University in Moscow, and flew specially to Hong Kong for the marriage. The marriage was solemnised by Pdt. P.G. Sharma according to Vedic rites. Born in Bombay, Veena studied in London before going to Moscow where she was judged as one of the best all round students in 1972.

## INSIDE EAST AFRICA

(Continued from col. 1)

Two instructors from our Training College in Bombay—Mr. N. A. Netto and Mr. S. S. Hussain—flew to Mauritius to conduct a course for 12 staff of various Travel Agencies in the country. The two-week course was held at the Park Hotel, Curepipe.

After the successful completion of the course, certificates to participants were presented by Dr. F.V. Rodrigues, Asst. to the RM-EA, who was Acting Manager in absence of Mr. M. K. Zutshi, who was away on leave.

\* \* \*

Mr. Mital specially flew to Addis Ababa to present long service mementos to staff there. The longest serving employee in Addis Ababa is Mr. Bekele Mekuria, who received a five-year pin. Mr. P. A. Narain, our Manager, Addis Ababa, was presented with a 15-year pin.

## Air-India helps industry

(Continued from page 1)

maintain quality and offer competitive prices".

Mr. Unni traced the history of Air-India from its 'humble beginning' in 1932 and briefly reviewed its progress in the last 41 years. He contended that if Air-India can develop necessary skills to compete successfully in the field of international air transport, Indian manufacturers can do so too, with equal success. "It is a question of time", he said.

Mr. Unni expressed the hope that more and more Indian manufacturers would come forward to develop and manufacture some of the equipment which the aviation industry still has to import.

Earlier, Mr. Unni and Mr. K.G. Appusamy, our Deputy Managing Director, were welcomed by Mr. B. I. Bhambhani, Chairman of the Association. Mr. S. C. Kale, former Controller of Stores and Purchases and Vice Chairman of the Association, proposed a vote of thanks.





At the formal presentation of costumes and musical instruments by the Tamil Nadu Government to Air-India are seen (L to R) Dr. (Mrs.) Visalakshi Nedunchezian, Mr. K. Cherian, our Manager-Southern India, Mr. V. R. Nedunchezian, Minister of Education and Tourism, Tamil Nadu, Mr. A. S. Ahluwalia, IAS, Managing Director, Tamil Nadu Tourism Development Corporation and Mr. B. Damodaran, who manufactured the musical instruments.

## Letter from Madras

By H. V. Nath, DSM

THE Government of Tamil Nadu has made a significant contribution to Air-India's collection of ancient musical instruments and costumes, which are to be used in exhibitions abroad for tourist promotion.

Mr. V.R. Nadunchazhian, Minister of Tourism, presented a Thanjavur Chembu (an ornamental pot), pan-chamuga vadyam (five-faced drum) and two other musical instruments to Mr. K. Cherian, our Manager-Southern India in Madras.

The Tamil Nadu Tourism Development Corporation also presented to Air-India a typical South Indian nine-yard Conjeevaram sari, Toda Puthukuli costumes and jewellery.

Two instructors—Mr. V.P. Sharda and Mr. S.B. Desai—from our Training College in Bombay flew to Madras to conduct a five-day Cargo course for 10 Indian Airlines staff from all over India. Mr. Cherian inaugurated the course at the Ashoka Hotel.

Miss Geetha Narayan, Sales Officer, and Miss S. Bhaskar from Reservations won an interline contest conducted by TWA in Madras. They won two free tickets each. Miss Bhaskar went to Los Angeles, San Francisco and Honolulu while Miss Narayan visited Hawaii only.

A pair of six-month-old Indian lion cubs, born and bred in the Trivandrum Zoo, were flown from Trivandrum to Madras and from here on to U.S.A. on our flight. The pair was sent in

exchange for a pair of Jaguar cubs from U.S.A. This was the first time that the Trivandrum Zoo sent animals by air.

Miss Rama Raman, one of our receptionists at the airport, was invited by our Tokyo office and Government of India Tourist Office in Tokyo to give a Bharat Natyam performance during the "India Night" held recently at the Foreign Correspondents' Club of Japan.

We were happy to hear that over 200 guests present at the Press Club enjoyed her dance performance to the accompaniment of taped chants by Raja Rathnam and veena music by S. Balchander and his two associates.

Among the guests were Mr. S. Than, Indian Ambassador to Japan and Mrs. Than, who presented the prizes to the lucky winners of the draw. The first prize was a round trip for two to Bombay by Air-India which went to Mr. J.J. O'Connell, President of O'Connell Associates in Tokyo.



Miss Rama Raman during her dance performance at the Tokyo Press Club.

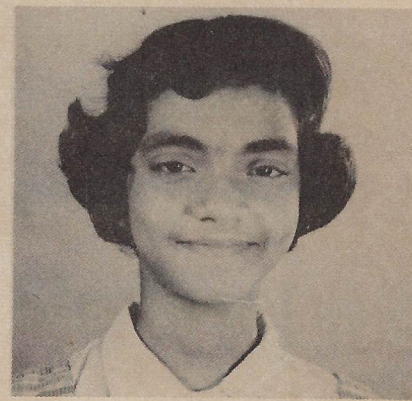
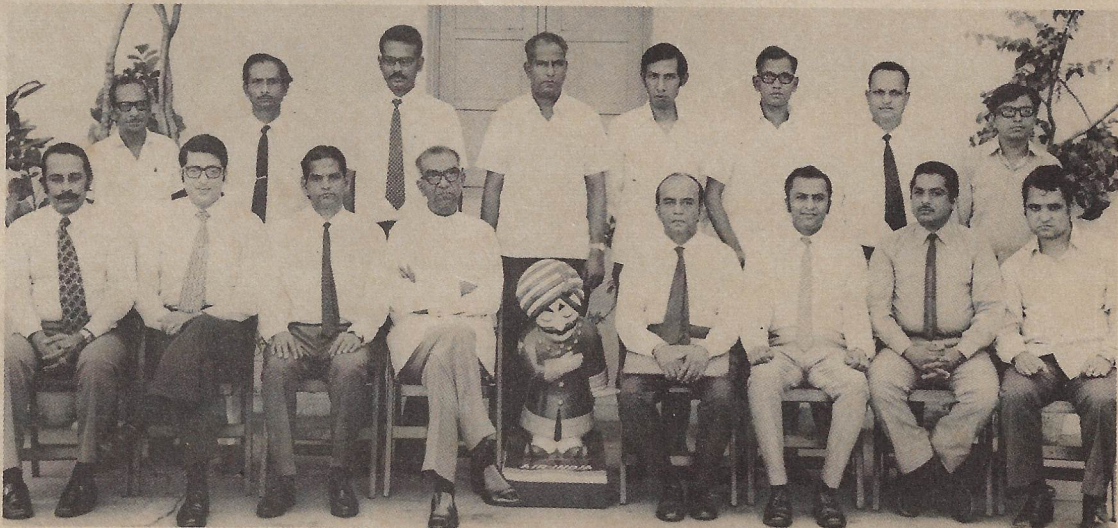
The guests were later served an Indian style dinner prepared under the supervision of the Ashoka Restaurant in Tokyo, which is now under the management of the Taj Mahal Hotel, Bombay.



Holding two lion cubs which were sent to USA from Trivandrum are Dr. C. J. Chandra, Veterinary Surgeon and Mr. P. R. Chandran, Zoo Superintendent. With them at the back are Mr. K. Parameswaran Pillai, Director of Museums and Zoo, Trivandrum, Mr. G. S. Krishnan, Redd. Rep. AI, Mr. K. J. Chacko, Manager, IA, Trivandrum.



Above, Alladi Krishnaswami, 17-year-old son of Dr. Alladi Ramakrishnan, Director of Institute of Mathematics, Madras, left on our service for USA recently accompanied by his parents (R). Mr. Alladi Krishnaswami presented a paper on number theory at the International Summer Institute, Michigan. They were seen off at Madras airport by Mr. K. Ranganathan, Sales Rep. (L). Below, IA trainees (back row) seen with Mr. Cherian (fourth from right) and Mr. B. R. Chakrabarti, Commercial Manager, IA Madras with them. Mr. H. V. Nath DSM is at right.



Miss Sybil D'Souza, daughter of Mr. Luis D'Souza of our Booking Office, who has won a special scholarship. She stood first in the five divisions of VIIA standard at the Canossa Convent, Mahim.

## NORTH ATLANTIC

## Passenger fares agreed

IATA Member airlines meeting in Monaco reached unanimous agreement on a package of normal and promotional scheduled passenger fares and the Conditions of Service to be offered on the North Atlantic routes for the 10-month period January 1—October 31, 1974, subject to approval by the interested governments.

Air-India's delegation to the Conference was led by Mr. B.K. Mangao-kar, Tariffs Manager-Passenger. The other member of the delegation was Mr. P. K. Roy, Tariffs Officer.

The increases, which are economically justifiable to meet the steadily rising cost elements and to provide partial offset of the currency losses, have the highest percentages applied to the lower-price special fares. They range, for example, from two per cent on the peak season New York-London economy class fare to 12 per cent on the present peak season youth fare.

In order to combat the effect of the continuing uncertainties and fluctuations in the international monetary situation, and to allow the airlines to continue their worldwide marketing of passenger fares at stable and standardised levels, the 1974 North Atlantic agreement also includes some modification of the system of currency adjustment factors agreed last April for application to the basic dollar selling prices which have been negotiated.

Surcharges currently applied to the selling prices in certain devalued currencies to overcome the severe distortionary effect of the varying exchange rates against other harder currencies will, be maintained, while currency discount factors will be applied to certain of the European revalued currencies' national selling prices.

The North Atlantic airlines also re-defined the programme for research and development of a new North Atlantic fare structure which could be introduced from November 1, 1974.

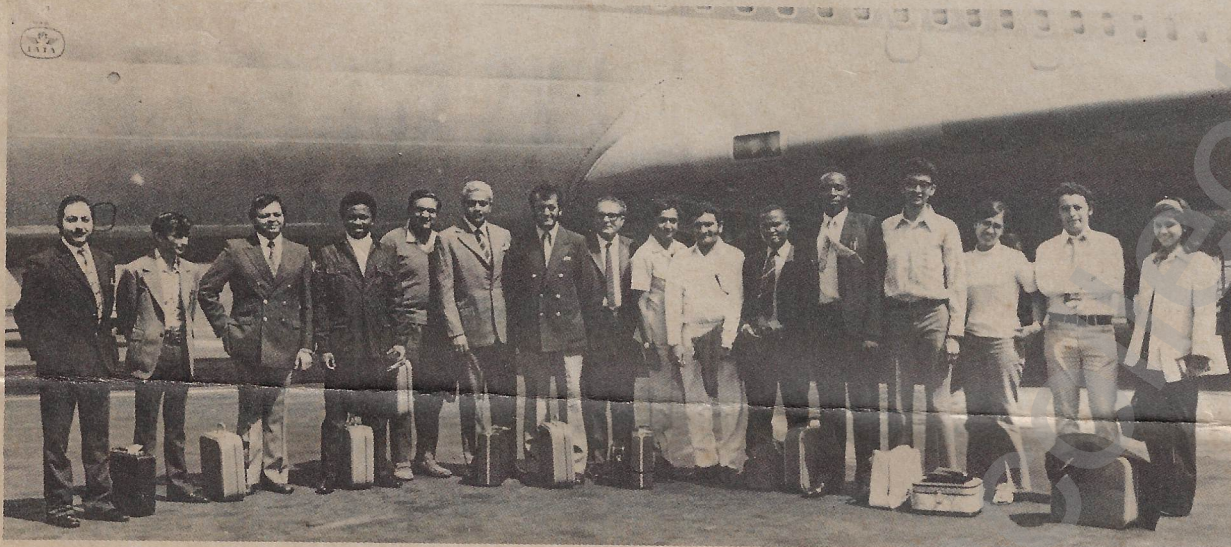


# FOCUS ON PEOPLE



**Educational Tour No. 1:** Air-India Nairobi sponsored an educational tour of travel agents from Kenya and Malawi to India. Here they are seen at Nairobi Airport before their departure.

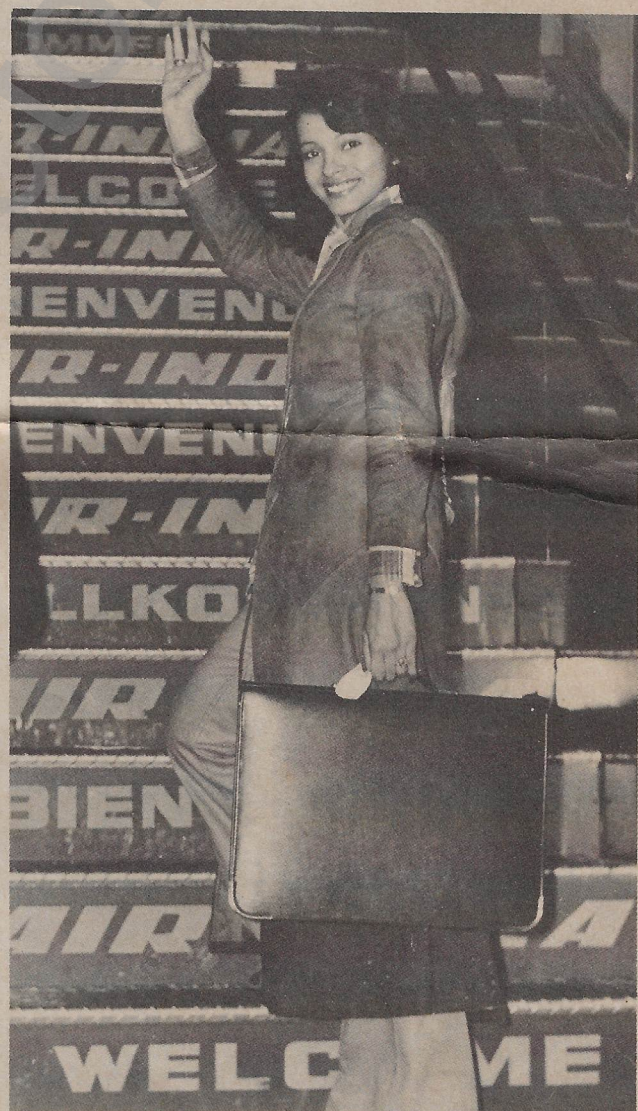
Mr. Y. B. Chavan, Union Finance Minister (2nd from R) flew on our service from Nairobi to Bombay after attending the World Bank and IMF Meeting in Nairobi. He was seen off at Nairobi Airport by (R to L) Mr. K. C. Nair, Indian High Commissioner, Mr. N. L. Mital, Regional Manager-EA and Mr. P. H. Bandodkar, Manager, Nairobi.



**Educational Tour No. 2:** Another group of agents from Kenya and Malawi seen at Nairobi Airport before their departure for Singapore.



**Educational Tour No. 3:** A group of travel agents from Iraq and Kuwait seen at Kuwait Airport before departure on a tour of India.



Above: Persis Khambatta, wellknown to UK TV watchers as the girl in our commercial, waves goodbye as she leaves London for India. Below: Mr. M. K. Karmarkar, Asst. Controller of Stores and Purchases(C) presenting a cheque of Rs. 2,501 for drought relief to Mr. V. P. Naik, Chief Minister of Maharashtra on behalf of the staff of the Stores Department. At left is Miss N. Kalapesi PA to CSP.

