

## "A SENTIMENTAL JOURNEY"

"THE 30th Anniversary is not merely an occasion to look back into the past, except to gather renewed strength from it and the will to achieve still greater things in the future," says the Chairman in his special message to the staff.

He particularly appreciated the full page advertisement in the "Times of India" of October 16, which touched him deeply.

The Chairman's message reads:

"Your message of con-

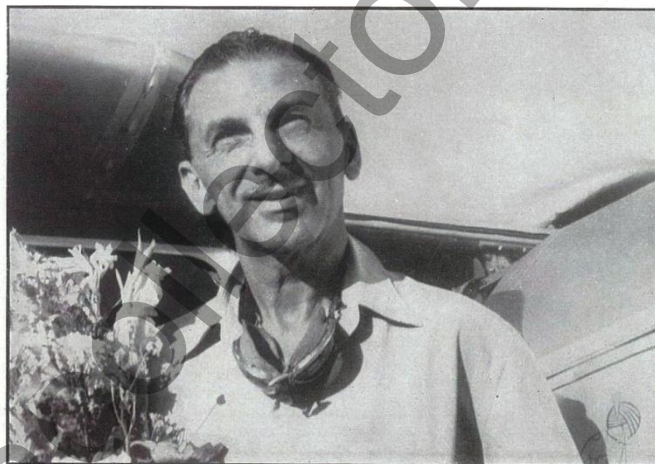
gratulations, goodwill and affection conveyed to me through that delightful full-page advertisement in the Times of India, touched me deeply. It is difficult for me to find adequate words to thank you for your kind thought and gesture, and for the lovely words, which were music to my ears, in which it was expressed. I thank you from my heart.

### Devotion

"If on the Thirtieth Anniversary of the birth of our Airline, I re-enacted our inaugural flight, it was not for sentimental reasons alone, or for the pleasure of doing it. I hoped that particularly to those of you who had never even seen a Leopard Moth, it would bring home the fact that the great airline which we all serve today, could be, and was actually built from the smallest beginnings, with little more to sustain it at first than the love, the sweat and the devotion of those who worked for it. If my flight helped to bring this message to you, its purpose has been fulfilled.

### Nostalgic

As I said at Juhu after landing, the flight was also for me a nostalgic but deeply satisfying journey into the past, which brought back bitter-sweet memories of aeroplanes, of events and people of long ago, and particularly of old friends and associates, some of whom, indestructible, are still in Air-India, others who are no longer with us. And as I flew from Karachi, my thoughts filled with memories of Nevill Vincent who started it all, of others like



## "Your Message Of Goodwill Touched Me Deeply"



Mr. Nevill Vincent

mind I dedicated the flight to their memory.

### Long Way Ahead

But this Thirtieth Anniversary is not merely an occasion to look back into the past, except to gather renewed strength from it and the will to achieve still greater things in the future. We have come a long way together these thirty years, we have accomplished much of which we can be proud, but there is even more to be done in the next thirty.

### Hard Work

I shall be with you for only a small part of that period, but under your competent and devoted care, I know that Air-India's progress will surpass its past achievements. I

ask you to bear one thing in mind. Our rapid growth and the reputation we have established for ourselves throughout the world, have been due not only to the hard work of all these years, but also to the fact that from the start we set for ourselves, and relentlessly maintained, the highest standards in every aspect of our operations. I hope that whatever the temptation, you will never let those standards fall.

### Good Luck

I thank you again for your sweet and generous message, for your loyalty and for your devotion to Air-India, which is your Airline. I wish you and yours good luck, prosperity and happiness in the years to come.

### NOW IS THE HOUR!

As you all know, a state of Emergency has been declared in India and all the Nation's energies and resources have now to be directed towards intensifying the war effort and supporting our Armed Forces in their gallant defence of our frontiers.

We in Air-India stand resolutely behind the nation. As a public utility service, we have a special duty to the country and we are ready to undertake any task or to shoulder any special responsibility that may be assigned to us.

I am glad and proud to learn that large sections of our staff in India and abroad have spontaneously come forward with contributions to the National Defence Fund. I appeal to each one of you to contribute generously to the Fund and thus extend the maximum support to the National cause.

*Mr. J. R. Tata*



### Mr. Chairman,

Thirty years ago, when you were twenty eight, you flew a little plane and a star was born.

You started something which, God please, will never end. You gave a home to India in the sky and you have proved to be a faithful watchman.

There are few places in the airline world where your brood cannot be found. You have brought lustre to this land. You have added inches to your height when lesser men have ceased to grow.

There are not many Chairmen in this world of flying, who would have cared, who would have dared, to do again a deed of thirty summers old.

We wish you godspeed today and every day. That you remain our skipper. Your crew and ground staff salute you, Sir, and pledge ourselves to help you hold your head on high at 40,000 ft. in every corner of this earth.

*This advertisement is a small token of affection, respect and regard for a Chairman, from those in Air-India, who are privileged to work for him.*



## the chairman said . . . .

*Text of the Chairman's Speech delivered a few minutes after he landed at the Juhu Airstrip on Oct. 15, 1962.*

"MR. Kooka said that I had agreed to address the gathering. I did nothing of the kind. I was offered a cup of tea and I said 'yes.' Apparently, at the same time, Mr. Kooka was saying 'Will you say a few words on the mike.' My 'yes' was to the tea. However, considering the long wait you have had and the wasted afternoon, I think it is certainly due from me to express a few words of apology for making you wait.

I may say that up to 6.25 a.m. this morning (I.S.T.) we were dead on time and, in fact, I was at the end of the runway at Karachi when, for some obscure reason, the radio packed up. This only shows that technical progress has its disadvantages, because 30 years ago this could not have happened and did not happen. For the reason you have already guessed, I did not have any radio! And today, in fact, I did not have any radio. So in some ways, I feel that I have, perhaps, reenacted the original flight a little closer to the original than I had intended.

### 30 Years Late!

Having apologised for this delay, I would like to express my very deep feeling of gratitude for your presence here today. I feel quite overwhelmed by this gathering which is, incidentally, very much larger than it was 30 years ago. Those of you who are somewhat over 30 years today, if I may say so, are 30 years late. Perhaps this will make up for my being two hours late as against you being 30 years late!

About the flight, there is very little to say. It was an uneventful one, except for the radio which we got rid of! And it was performed with the poise and decorum expected from an old lady of the age of this Leopard Moth and her elderly pilot.

Some of you, I am sure, will say "Then why do it?" In fact quite a few of my friends asked me that

question before I left, and I have been thinking on this flight if I am asked again what I should say. It is difficult for some one in whose life flying and aviation has played a considerable part, to get across one's mind on the subject, to people in whom aviation or flying has played no part. And so I can well appreciate that to many of you, to quite a few of my friends and colleagues this was perhaps a pointless and foolish performance, but I hope that now that it is done, you and they will not feel that way.

### Re-live Old Events

I think there was considerable justification for

years ago and doing the same thing.

The purpose of the flight, of course, quite apart from the personal sentimental one, was to try to dramatise, or shall I say, highlight, in a small way, an event which meant a lot to me 30 years ago — an event which I think, was of some importance as one of the elements in India's economic renaissance. The purpose of doing the flight with a Leopard Moth — well, I must first explain that I could not do it with a Puss Moth because there was no Puss Moth available. But as I expect, to most of you this is the first time you have been a Leopard Moth. It would

*"The purpose of the flight—quite apart from the personal, sentimental one—was to illustrate the truth and the fact that from absurdly small beginnings, worthwhile things can be built and built fairly quickly."*

this flight. As I say, it is not the flight itself, it is what it commemorates. After all, although the beginning of the birth of air transport in India is hardly a historical event of first class magnitude, it is still a historical event and surely throughout the world, particularly in the old world, it has been quite a common practice to re-enact and relive old events whether they be battles or durbars or what have you. And even today, every year in Europe, and no doubt in India too, you find certain days on which people come out dressed as they were 1,000 years ago. Well, I came out dressed as I was only 30

also be the first time you would have seen a Puss Moth and you would not have made out the difference. The two planes are practically identical.

The reason why I decided that this commemorative flight should be done with a Leopard Moth and not with any new plane even on the same schedule, is because I wanted to bring home to a lot of our own people in Air-India who themselves have probably never seen (most of them are young) a Leopard Moth or a Puss Moth in their life, and also to others, to illustrate the truth and the fact that from absurdly small beginnings, worthwhile things can be built



and built fairly quickly. To me, and I suppose to those of my old associates of Tata Airlines, some of whom are still in Air-India or in Indian Airlines and are in this gathering, when we look at this plane, it seems incredible that within a short span of 30 years we are now operating in quite a different field and with such different equipment.

Incidentally, I am extremely happy to have here in this gathering today, no less a person than Sir Frederick Tymms and his very delightful and charming wife, our old friends. Sir Frederick Tymms was the Director of Civil Aviation 32 years ago and he is the man we had to deal with and I am every grateful to him for having finally bought this idea at no cost to the Government!

### Bitter—Sweet Memories

To me, of course, this flight has meant a lot. It may sound a little silly as I have said before when I was asked. It was a nostalgic or sentimental journey into the past, it brought back a lot of bitter-sweet memories of events and aeroplanes and flights, joys and dreams and troubles galore, heartaches, frustrations and a lot of satisfaction but mainly memories of people and as I flew this morning from Karachi, after I had got over my annoyance at being 2

hours or 2½ hours late, I began to think of these early birds without whom this original flight which we duplicated today could never have been held.

Some of them, as I said, are still around or still here. Two or three of them, V. G. Gadgil, who is now our Controller of Stores & Purchases, who was a mechanic then and Peter Menezes. Pheroze Tata is no longer with Air-India. He has retired and was then an Accountant, and a number of those who are no longer with us. The flight brought memories of those that were really responsible for this venture, perhaps more than myself because they paid the ultimate price.

### Late Nevill Vintcent

The main one, of course, was Nevill Vintcent — probably very few of you, if any, have heard of him, but he is the man who conceived the idea. He is the man who planned the airline and he is the man with whom I was associated. In fact on the original flight 30 years ago, I flew the leg from Karachi to Bombay as I have just done today, and he took over immediately and flew on within 20 minutes in the second of the only two machines — another Puss Moth—to Bellary and Madras. Nevill Vintcent is no more and quite a few others who have done

PLEASE TURN OVER

*"it brought back bitter, sweet memories"*





Standing (left to right) R. N. Kadam, C. K. Vora, L. D. Mahambre, D. M. Desai, J. B. Treasurycala, G. V. Sivasamy, N. M. Harda, J. P. Sequeira (behind Mr. Kooka), S. K. Kooka, K. L. Kantham, J. R. D. Tata, E. K. N. Rao, P. D. Tata, Capt. K. Vishvanath, N. D. O'Neil, A. E. Pavl, P. D. Bhatnagar, V. G. Gadgil, N. P. Lazarus. Sitting (left to right) — Faizalam Qureshi, R. L. Fernandes, A. R. Moraes, S. D. Kale, H. P. Pathak, H. D'Souza, A. M. Devaswala, Sonu Lakshman.

(Continued from Page 3)

much to build this airline. are also no more.

And as I flew this morning, in my mind I dedicated the flight to them.

#### Grateful Thanks

I would like to express gratitude to you, as I have already expressed, for being here, to those who have made this flight worthwhile in the sense that they have built up this airline because obviously, if Tata Airlines had been a failure, it would never have become Air-India, it would never be

Air-India International, it would not be what it is today. And so to all those who have helped to build this airline, and to the 5,000 or 7,000 of them today in Air-India, I express grateful thanks. I wish to thank also, I think I should quite rightly, the Government of India for the support that we have had right from the early days, sometimes in reverse. But things have come out all right in the end.

#### Burmah-Shell

I would like to single out for thanks, Burmah-Shell. Burmah-Shell have

done a rather touching thing on this occasion — I do not know if they have done it in Bombay, but they have done it in Ahmedabad and in Karachi. They got hold of the very same men who fuelled the original flight 30 years ago and they got the same helpers whom they dressed in the same old uniforms at Ahmedabad and Karachi, they brought the same or at least duplicate of the old bullock carts with the tins that fuelled the machine and I may say, incidentally, that they have very kindly supplied the fuel for this

particular flight free of charge. However, we paid for the fuel 30 years ago. Burmah-Shell have been great friends in the old pioneering days, even long before my time, to all flying people. And long distance fliers, wherever they went, found that there was always a Shell man available not only with a tin of petrol and a tin of oil but also a home to rest one's weary bones after a long day's flying, and so to them also, I say thank you.

#### Thank you, too

I should like to thank, in particular, those in Air-India who spent days and nights in the last two weeks in rebuilding the old lady outside and making her look as attractive as she does. Few people know that a day before she came here she was crashed, not by myself, and so some more hours of day and night work had to be put in, in order to make her reach here a day before I took off for Karachi. I would like to thank them all for their work and the excellent job that they did. I must, of course, thank Mr. Ghosh, the owner of this plane which belongs to Associated Airworks, Calcutta. They very kindly put this plane at our disposal, being the only one available.

I should like to thank, of course, the Flying Club who have made these premises available and Mr. Adi Wadia in particular who

allowed me to use his Club's aircraft which enabled me in double quick time to renew my licence last week.

#### Puss Moth to Boeing

I would like finally to thank the public, who, aided and abetted by the little Maharajah, have made this airline what it is and have built it up from the Puss Moth to the Boeing of today.

This is an occasion when it is pleasant for me to look back. I do not have very much to look forward to now, but this is an occasion I hope, which we may all look forward to the next 30 years. I will not be there for much of those 30 years I expect, but most of the boys and maybe the girls in Air-India will be. And I can only wish that when they look 30 years back to the Air-India of today with the pride and the glory of their then fleet of, God knows what, super-sonics, possibly space ships, they will look back to this day and to the Boeings that we have today, and the operations that we perform today, with the same feeling that I am looking back. If they can look at it in the same way, it will mean that during the next 30 years the progress made by Air-India will be at least as great as it has been from the early days of 1932.

And so, thank you very much ladies and gentlemen. I am sorry again for having delayed you. I hope you were properly fed and it is not my fault if you could not be properly refreshed!

I should like, just to mention two people who were in the original photograph when I handed over the mail, one was Mr. Nusserwanji Gazdar and the other was my wife. I am very happy to see Nusserwanji again and I do hope when we do the 50th Anniversary flight, the three of us shall be around.

#### Honoured

In closing, I must thank with great gratitude and a feeling of being honoured, the Chief Minister of Maharashtra who has very kindly written me a letter of congratulations, greetings and encouragement. I must say that similarly at Ahmedabad, I got a very nice letter from Dr. Jivraj Mehta, the Chief Minister of Gujarat.

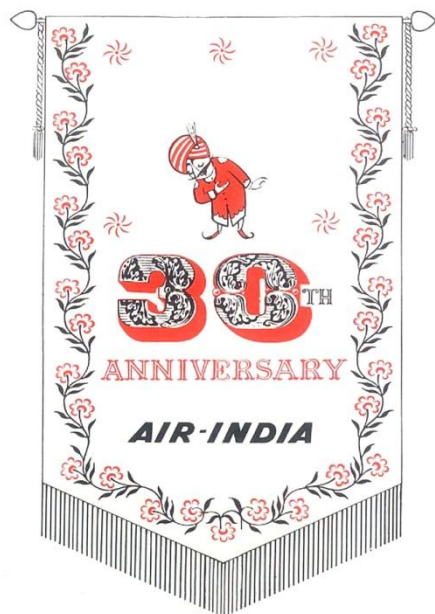
Thank you, ladies and gentlemen. I hope we can have some tea now.

## OLD SOLDIERS NEVER DIE

Photograph below, shows the Chairman with the old-timers who completed 20 years of service in 1953.







#### OUR MINISTER'S MESSAGE TO PRESIDENT OF PAKISTAN

Your Excellency,

As you are probably aware, Shri J. R. D. Tata, Chairman of the Air India Corporation, proposes to re-enact on the 15th October, 1962 that adventurous flight which he undertook 30 years ago in a small Puss Moth aircraft carrying mails between Karachi and Madras, thereby inaugurating the first airmail service of undivided India.

During the 30 years that have elapsed, civil aviation has registered tremendous progress in India and Pakistan and the part played by Shri Tata in such advancement in India initially as Chairman of the Tata Airlines and presently as Chairman of the nationalised Air-India Corporation is too well known. It is befitting, therefore, that Shri Tata should take the initiative in re-enacting that momentous flight in a re-conditioned Puss Moth on the 15th October, 1962, starting from Karachi, your erstwhile capital. I would like to take this opportunity, therefore, to send my greetings to you and your countrymen and wish further progress and achievement in the field of civil aviation. I hope you will join me in wishing Shri Tata all success in this courageous flight and long years of continued service in the cause of civil aviation.

Accept, Excellency, the assurances of my highest consideration.

Yours sincerely,  
Sd/- Jagjivan Ram.  
H. E. Field Marshal  
Mohamed Ayub Khan.

#### SIR WILLIAM HILDRED'S GREETINGS

FLN THREE NK2289  
CHANDLER ARIZ 55 20  
456P MST LT J R TATA  
CHAIRMAN AIR INDIA  
BOMBAY WARM CONGRATULATIONS ON RE-ENACTMENT OF YOUR SOLO FLIGHT KARACHI BOMBAY WHICH INAUGURATED TATA AIRLINES OPERATIONS THIRTY YEARS AGO STOP INDIAN AVIATION HAS COME A LONG WAY SINCE THEN AND IT IS HEARTWARMING TO SEE THE SAME PIONEERING LION AT THE HELM STOP KINDEST REGARDS —  
DICK HILDRED IATA —

#### DE HAVILLAND CHAIRMAN GREETES MR. J. R. D. TATA

CONGRATULATIONS ON YOUR EXCELLENT LEOPARD MOTH FLIGHT FROM KARACHI TO BOMBAY MARKING THE THIRTIETH ANNIVERSARY OF YOUR PIONEERING FLIGHT WHICH OPENED THE WAY FOR INDIA'S FINE NET WORK OF AIR SERVICES IN DEVELOPMENT OF WHICH YOU HAVE PERSONALLY DISPLAYED SUCH REMARKABLE INITIATIVE AND ENERGY. I AM SORRY THAT WE COULD NOT FIND YOU A PUSS MOTH. ALL IN DE HAVILLAND JOIN ME IN SENDING YOU BEST WISHES FOR CONTINUED HEALTH AND HAPPINESS AND OUR GREETINGS ALSO TO ALL YOUR COLLEAGUES WHOSE TEAM SPIRIT SETS AN EXAMPLE TO THE OPERATING INDUSTRY. GEOFFREY DE HAVILLAND.

#### FROM PRESIDENT TO PRESIDENT

Your Excellency,

May I take the liberty to send you through Mr J. R. D. Tata, Chairman of the Air India Corporation, my greetings and good wishes to you and your people on the occasion of the 30th anniversary of the first flight of mails and express the hope for the further progress and well being of your people.

PRESIDENT OF INDIA

Yours sincerely,  
Sd/- S. Radhakrishnan

#### GUJARAT C.M.'S MESSAGE TO MR. Y. B. CHAVAN

My dear Shri Yeshwant-raoji,

I have great pleasure in greeting you on this memorable day on which 30 years ago Shri J. R. D. Tata, the first Indian Pilot, flew in his one engined aircraft from Karachi to Bombay via Ahmedabad. Much water has flown under the bridge since that day. Big strides have been made in the field of aviation and Shri Tata's contribution in this field as in other fields has been remarkable. It is a nice thought on the part of Shri Tata to have decided to repeat the flight in an almost identical way. Once again I convey my greetings to you through him.

With kind regards,

Yours sincerely,  
Sd/-  
(Jivraj N. Mehta)

#### MR. CHAVAN'S REPLY

19th October, 1962.

My dear Jivrajbhai,

I have received your letter of 15th October.

Shri Tata has done much for Commercial and Civil Aviation. His feat was an adventure which recreated the birth of commercial aviation in our country. It was indeed commendable for J. R. D. to have undertaken it.

I reciprocate your greetings.

With regards,  
Yours sincerely,  
Sd/-  
(Y. B. Chavan)

#### FROM PAKISTAN PRESIDENT

Dear President,

It was most kind of you to have sent your greetings and good wishes to me and to the people of Pakistan on the occasion of the 30th anniversary of the first flight of mails. May I also take this opportunity to express my feelings of highest consideration and goodwill for you and for the people of India.

With kind regards,

Yours sincerely,  
Sd/- Mohammad Ayub Khan,  
Field Marshal,  
N. Pk. H. J.

#### MESSAGE FROM BOAC

Brought by  
SIR FREDERICK TYMMS

BOAC were personally represented at the celebration of the 30th Anniversary of the inauguration of the Tata Air Lines Karachi-Madras airmail service by Sir Frederick Tymms, who flew from England for this purpose.

The Corporation sent their congratulations and good wishes on the occasion of this important milestone in the development of Indian aviation. The large part played by Air-India and the Tata Organisation in this development is well known.

Recalling the collaboration between the two organisations in the carriage of the mail between Europe and India, which has existed since 1932, BOAC attach high value to the closer partnership which now exists between them in the BOAC, AIR-INDIA and QANTAS Pool. By the co-ordination and rationalisation of schedules and the sharing of services on the route, this partnership eliminates wasteful competition and brings commercial benefits to all the partners with corresponding benefits to the travelling public.

BOAC express the hope that the partnership will grow in strength and importance with this progress of Air-India in the future.

#### BOAC CHAIRMAN GREETES OUR CHAIRMAN

BOARD OF BOAC WISHES ME EXPRESS WARMEST CONGRATULATIONS TO AIR INDIA ON OCCASION YOUR THIRTIETH ANNIVERSARY TOGETHER WITH BEST WISHES YOUR FUTURE PROSPERITY AND SUCCESS STOP GROWTH AND PROGRESS ACHIEVED FROM DAYS OF PUSS MOTH TO ESTABLISHMENT OF WORLD AIRLINE WITH BOEING 707S UNDER YOUR INSPIRING LEADERSHIP COMMANDS RESPECT OF WHOLE INDUSTRY AND MAKES US PROUD OF OUR ASSOCIATION WITH YOU WARMEST PERSONAL REGARDS —  
MATTHEW SLATTERY.

#### SIR HUDSON FYSH (Chairman of Qantas)

FOR JEI TATA STOP TO YOU AND YOUR BOARD CONGRATULATIONS FROM QANTAS DIRECTORATE ON THIRTIETH ANNIVERSARY OF AIR INDIA AND EXTRAORDINARY PROGRESS WHICH HAS BEEN MADE REGARDS HUDSON FYSH.

#### MR. NANJAPPA

Dear Mr. Tata,

I am very glad to learn that you will re-enact your historic Karachi-Ahmedabad-Bombay flight on the 15th October, 1962, to commemorate its 30th Anniversary. For us in the Post Office, this marks an important event in mail transportation as for the first time mails were given air-lift between these stations by an Indian Airline. Later, this service was extended to Madras. It would, therefore, be no exaggeration to say that you are mainly responsible for the development of our internal airmail communications system.

On this memorable occasion, I take the opportunity of conveying my personal good wishes and those of the P. & T. Department to you.

Yours sincerely,  
Sd/- V. Nanjappa,  
D.G.P.&T.

#### AIR MARSHAL ENGINEER'S GREETINGS

My dear Jeh,  
Thirty years is a large chunk in ones lifetime. But one always looks back to the good old times and to the hectic period in aviation — a period to which we both belong.

I will remember your pioneering efforts and I am glad that you are re-enacting the whole scene. I say this for several reasons but mainly because people forget so easily in our dear land.

Well done Jeh! This is my personal congratulations & I wish you still greater laurels.

With kind regards,  
Yours sincerely,  
Aspy.

P.S. As you can imagine, I am keeping somewhat busy these days!



# Give Your Mite to Defence

## Fund : Minister's Appeal

**THE Minister of Transport & Communications, Shri Jagjivan Ram has issued the following message to all those working in his Ministry.**

AT this grim hour of national crisis created by unprovoked and ruthless Chinese aggression, there has been an unprecedented upsurge of patriotic feeling all over the country. 'Hour of test and trial has come' — this idea has gripped the mind of every citizen. An atmosphere vibrant with overwhelming excitement and firm determination to undergo any amount of suffering and sacrifice for our beloved country prevails. The floodgates of our nation's creative energy have been thrown open. The need of the hour is uppermost in every one's mind. The whole nation has been roused and everyone is enthused with one supreme sentiment of saving the honour and integrity of our country at all costs.

At this juncture and in this tense atmosphere, every one has to contribute his mite to strengthen the hands of our fighting forces on the front. Modern warfare is not limited to the actual battle-ground, but it spreads far and wide. The sustaining force and strength come from every corner of the nation's activity. In times of emergency like this, the role of Transport and Communications is very vital. The network of efficient and well-maintained communications is the very life-line of our fighting forces. The importance of transporting arms, ammunition and reinforcements can hardly be over-emphasised. A little delay, a small omission, an apparently innocuous shortcoming may bring about far-reaching consequences. Engaged in a battle of life and death as we are, there can hardly be any question of any slackness in our work. Operations in various spheres of activity connected with transport and communications have to be efficient and expeditious.

I, however, find that our staff have splendidly and spontaneously responded to the call of the hour. Uninterrupted operations at our ports and that too in full force, have continued with unabated zeal for

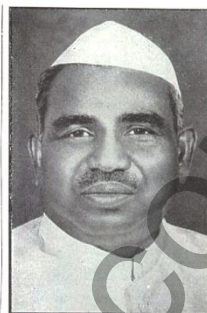
hours on end so that incoming supplies could move rapidly and our exports and imports could be handled expeditiously. Similar instances of indefatigable spirit and hard work continuously for twenty hours at one stretch have been put in by the staff responsible for installation and maintenance of telecommunication. Installation works, which in normal times, would have taken months to complete, were accomplished within weeks. Pilots and aircraft mechanics, worked day and night to complete a given task, which could normally take three to four weeks. Our staff of Overseas Communications are handling five times the usual traffic with commendable efficiency and cheerful spirit. The spirit of freedom and love of our country have enkindled the fire of inexhaustible energy and capacity in all of us. May this fire remain ablaze and urge us on to more and more productive and purposeful work.

Besides this wave of enthusiasm in work and output, donations in cash and kind, pledges aglow with devotion to the country, are literally pouring in. Many a time, I have been moved by the exuberance of emotion displayed in these donations. A humble worker, hardly able to eke out an existence with his low pay, donates with a beaming face his entire salary for the Motherland. Here is a gold ornament, the only gold in the family, offered for the service of the country; yet another small sum, the entire savings of a worker for purchasing woollen clothes is donated for the Jawans on the front and the donor decides to manage the winter with his old sweater. Here comes a voluntary offer from the workers of a workshop to work on Sundays and holidays and to contribute their earnings to the National Defence Fund. Such instances are many and numerous.

Be it construction of roads and river crossings, or loading and unloading of cargo and equipment or installation and main-

tenance of telecommunication lines in difficult and precipitous terrain or carrying mails to inaccessible, difficult and dangerous places — all these are to be geared up to meet the emergency. Work and more work to enhance the output both in fields and factories, in offices and workshops, should become our ever blazing slogan. Our workers, spread out in every nook and corner of the country, over sea, air and road, should become enviable specimens of single-minded devotion to their work.

Efficient and well-maintained means of communications eliminate rumours, hearten the soldiers at the front, and facilitate the war operations in a very large measure. I convey my appreciation to all the staff and workers, wherever they are, in boats or on barges, in steamers or ships, flying in air or floating on rivers and sea, moving in crowded trucks and other transports or working in solitude of light-houses, on the telegraph poles or decks of Port-docks, conveying mails in trains or on foot, trans-



Shri Jagjivan Ram

mitting messages by wires or wireless, constructing roads and bridges or sweating in factories or workshops. The country needs today, as never before, your unsparing arduous efforts, your ever awake vigilance and your whole-hearted devotion to your duty and motherland, to face this gigantic challenge that has confronted us.

I wish you ever-increasing indomitable will and courage and inexhaustible fund of energy and capacity to rise to the occasion and make your much-needed valuable contribution towards our ultimate victory in this hour of crisis.

JAI HIND

The Chairman signing an original flight Cover which he carried 30 years ago. (see facing page).



The G.M. greeting the Chairman on arrival at Juhu. Below: Mrs. Patel and Mrs. Tata with the Chairman.

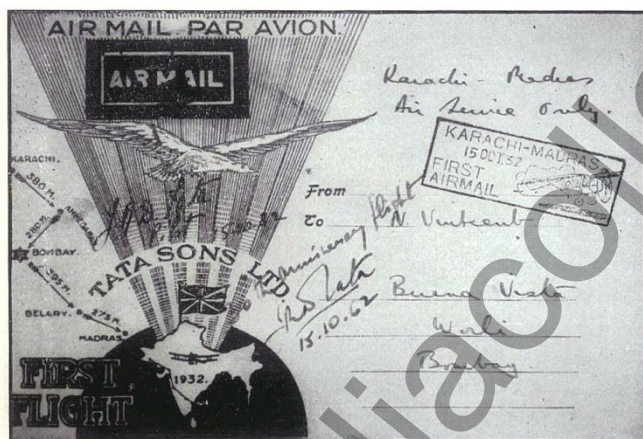




## Commemorative Flight Covers- 1932 and 1962

3,700 Commemorative Covers were issued on October 15, 1962. The covers were defaced with a special cachet at Karachi. The Postmaster General of Bombay took delivery of the covers from the Chairman. The covers were date-stamped at Bombay and sold at 25 nP. each.

On October 15, 1932 Tata Sons Ltd., issued first flight covers to commemorate the first scheduled Air Service in India.



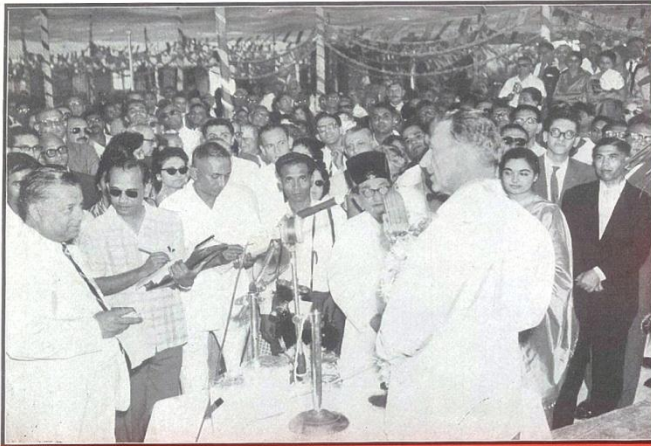
The postal peon with mail bags which the Chairman carried from Karachi to Bombay on the inaugural flight on October 15, 1932.



**Then & Now:** (left) First Flight cover issued on Oct. 15, 1932. The name and address on the cover were written by the late Nevill Vincent himself. The cover bears the Signatures of Mr. J. R. D. Tata. The proud owner of this historic cover is Mr. Benjamin of IAC. Below: The commemorative cover issued on October 15, 1962.





**AIR-INDIA****30<sup>TH</sup> Anniversary**PUSS MOTH OCT. 15 1932  
BOEING 707 OCT. 15 1962

The Chairman addressing a large and distinguished gathering at Juhu Aerodrome on arrival from Karachi.



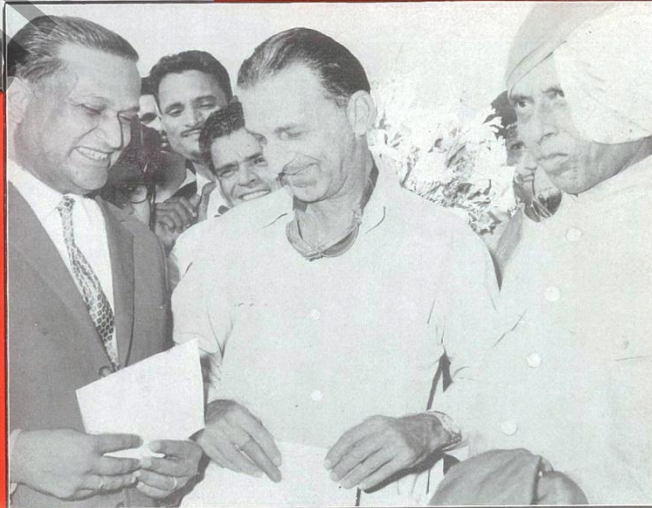
The Chairman signing autographs.



Above: Mr. and Mrs. Tata in front of the Leopard Moth and our Boeing with Sir Frederick and Lady Tymms. Below: Mr. B. Lall, PM-G, Maharashtra and L. S. Nirgude in a uniform of 1932 vintage, receiving mail.



Above: The Chairman garlanding the Leopard Moth. Below: Mr. N. Gaudar, who greeted the Chairman in 1932, was present at Juhu on the 30th Anniversary.







Guests partaking of the sumptuous buffet laid out for the occasion by Taj Mahal Hotel at Juhu.

Mr. Nagarwala, I.G.P., Gujerat, receiving the Chairman in Ahmedabad. Mr. Nagarwala drove 70 miles to be present for the occasion.



Air Commodore Nur Khan, Managing Director, PIA, handing over messages of goodwill from the President of Pakistan to the President of India, at Karachi.



Above: Leopard Moth being fuelled in Ahmedabad by Burmah-Shell Staff attired in the same type of uniforms worn 30 years ago. Below: The Chairman having a hurried lunch at Ahmedabad.





## From Apprentice To Stores Chief

NEXT to our Chairman, Mr. J. R. D. Tata, Vithal Govind Gadgil has spent the longest time in Air-India and the story of our airline is in a large measure, the story of his own professional life.

No one at first sight would imagine that Mr. Gadgil has played a key role in a romance that has set the aviation world talking. And yet, that is how he has spent 30 of his 52 years.



Mr. V. G. Gadgil

Born in 1910 at Shirol, near Kolhapur, Mr. Gadgil graduated from Nagpur University with a B.Sc. degree in Physics and Mathematics. He joined a newspaper office, but his role there did not satisfy him. He wanted to do something different, something big. How he wished he could fly an aeroplane? But alas! Flying meant money and money was nowhere to be had.

So, one day when he read a small news item that Tata's intended to start an airline — the first in our country — he threw up everything, obtained a letter of introduction from Sir Sorabji Mehta (General Manager of Empress Mills, Nagpur) to Mr. J. R. D. Tata and left for Bombay in August 1932, a couple of months before Tata Airlines operated their first scheduled flight in India.

After much persuasion on his part and on Sir Sorabji's recommendation, he was taken on as an unpaid apprentice by the new company. With a tenacity which is characteristic of him, he hung on and learnt about the mechanism of flying machines by tinkering with them on the ground.

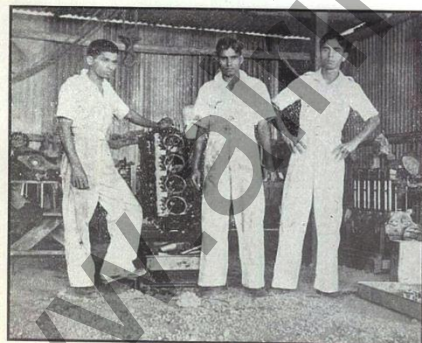
It was a long struggle, but young Gadgil's perseverance and skill finally won him acceptance from his superiors and he often flew as a flight mechanic to Mr. J. R. D. Tata and the late Nevill Vincent.

In 1934, he was given a scholarship by the Government of India for Wireless Operator's training in Calcutta. Along with it, he took flying lessons privately at the Bengal Flying Club and paid for them out of his meagre earnings. He returned from Calcutta with a first class W. O. and his Pilot's Licence. In 1935, he also qualified for his A.M.E. Licence. In 1939, he was made Engine Shop Foreman. Three years later, he became Superintendent of the Power Plant Overhaul Shop. In 1947, he was promoted to Superintendent, Maintenance (International) Division. In 1955, he became Assistant Engineering Manager, eventually becoming Engineering Manager in 1958. In 1960, he was appointed Controller of Stores and Purchases.

Besides his extensive travels abroad, Mr. Gadgil has refreshed himself with many technical courses in the U.S.A. on aircraft utilised by Air-India. He was the first Indian staff to be sent for training to America when Air-India decided to start international operations.

The Gadgils have three children. A daughter, Sandhya, (who worked at our office in Geneva for two years) and two sons, Devendra, who is at present in London studying to be an Engineer, and Jalprakash, who attends High School.

Photographed at the Engine Overhaul Shop of Tata Airlines, Poona are V. G. Gadgil, R. Fernandes and Peter Meneses.



## Coaxed and Cajoled

### THE "OLD LADY" TAKES HER PLACE IN HISTORY!

The VT-AKH arrived in Bombay from Calcutta on October 11, 1962. She was treated with all the respect and care due to an old lady of the age of the Leopard Moth by our engineers in Calcutta and Bombay.

VT-AKH was manufactured by the De Havilland Aircraft Co. in the mid-thirties and brought to India in 1938 for the Nizam State Railways. The ownership was transferred to Deccan Airways in 1943 and it remained in their possession up to the time of nationalisation in 1953. It then came into the possession of Shaw Wallace & Co. Calcutta, but was maintained by Associated

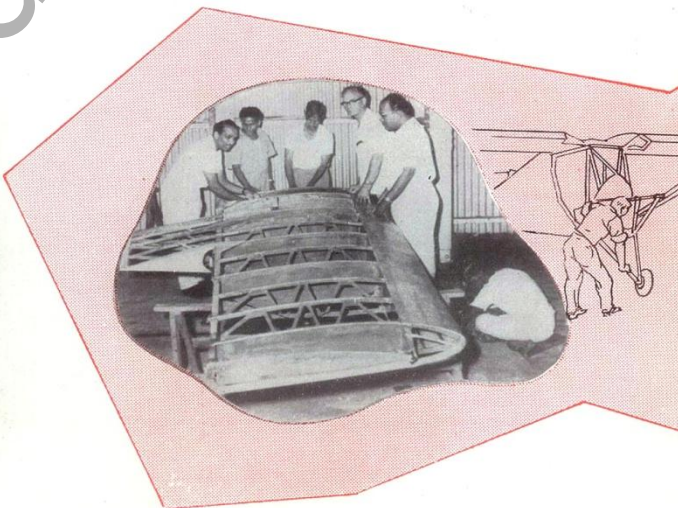
Airworks at Dum Dum Airport, who are its present owners.

#### Good Luck

There are very few Leopard Moths in the world today — maybe not even half a dozen — and it was a stroke of good fortune that we were able to locate one in our own country.

VT-AKH was hanged at Dum Dum Airport where a preliminary survey and scrutiny of its history was carried out on August 17 and 18. It was reported by its owners to be in a flyable condition. But preliminary inspection revealed that it required complete overhaul and very careful examination of the wooden structure.

Unlike our giant rugged jets, the Leopard Moth is a wooden plane with fabric covering, except for the front portion forward of the vertical cabin door pillar and the engine mount supports, which are of tubular steel. The condition of plywood on the wings and the fuselage and the stabiliser surfaces was not healthy. So were the stern post and the longerons at the rear portion of the fuselage. The deterioration of timber in these areas was the result of long periods of inactivity of the airplane and the effect of humidity and tropical conditions under which it remained idle over many years. According to the log, the aircraft had a total time in the air of 2,425





hours and had flown little over 400 hours during the past nine years, its last flight being in April 1961.

#### C of A

In order to restore the aircraft to "Certificate of Airworthiness" status, it was necessary to strip it completely and replace all plywood and affected spruce wood members and renovate all glued joints which showed signs of deterioration. These were inspected by a representative of M.S. De Havilland Aircraft Co. who came out from England.

#### Wood Work

The work of repair, overhaul and renovation was taken in hand during the first week of September. The repair of timber work was carried

engine and its accessories were completely stripped for inspection. The Instruments and Radio equipment were brought to Bombay and overhauled in our Ancillary Overhaul Division.

On the evening of October 1, the aircraft was pulled out of the hangar and its engine was given a brief ground test of 15 minutes. The next couple of days were spent in installation of V.H.F. Radio communication and A.D.F. equipment and giving final touches to the paintwork etc.

#### Test Flown

On October 4, it was taxi-tested and test flown in the evening by an Associated Airworks' pilot. It came in to land after completion of a successful

belly. The airplane settled down almost on its sides, its starboard wing tip touching the ground.

#### And Tears

This sight brought tears to the eyes of many who had given their best to meet the deadline. The sun had already set by this time and the Leopard was on its way back to its den, over a couple of miles of concrete and grass, this time not under its own power, but limping on crutches, and coaxed and carried by affectionate hands.

#### Good News

Next morning brought in its wake the good news that a complete new landing gear was available in a local firm only a few miles from Dum Dum. This discovery cheered everybody. A close inspection of the aircraft also revealed extensive damage to the fuselage belly structure and a compression shake on the rear spar of the starboard wing. From then on many a weary eye had little rest until the airplane took off from Dum Dum on its ferry flight to Bombay on the afternoon of October 10 with a brand new "Certificate of Airworthiness" in its door pocket.

The rest, as we all know, is history.

★

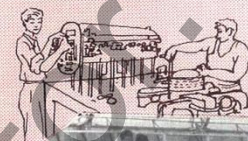
Our Engineering Manager, Mr. Appusamy and his five team of mechanics burnt midnight oil, and thanks to them the "old lady" was in flying trim two days before the historic flight.

Mr. P. D. Balwala, Chief Inspector, Santa Cruz and Mr. Neville of our London office, who specially flew to Calcutta to examine the woodwork of Leopard Moth.



out under the supervision of our London-based Engineer, Mr. Neville, who was a DeHavilland employee in the early thirties. The work of overhauling the entire airplane was carried out jointly by Associated Airworks and a batch of our own technicians who were sent to Dum Dum for the purpose. The

and clean test flight, when suddenly, on touch down on the Dum Dum runway, it swung sharply to the left, ran off the runway, did a ground loop and came to rest on soft ground, almost hidden from view in 4 to 5 feet of tall grass. Its right landing gear was smashed and folded under the fuselage







**The Times of India** Oct. 16, 1962

## TATA RE-ENACTS 30-YEAR-OLD DRAMA IN IDYLIC SETTING

TO the cheers of hundreds of aviation enthusiasts, Mr. J. R. D. Tata, the pioneer of commercial aviation in India, made a smooth landing in a Leopard Moth at Juhu aerodrome on Monday afternoon, thus repeating his historic Karachi-Bombay flight with air mail 30 years ago.

The one-engine plane touched down at 4.30 p.m. and slowly taxied towards a beautifully decorated shawlana to the strains of the "Anniversary Waltz" played by the Navy band.

### DISTINGUISHED GATHERING

It was a perfect setting. A Burmah-Shell cart drawn by two bullocks, a veteran postman and half a dozen one-engine planes parked on the aerodrome revived the atmosphere of the days when the first air mail service arrived there from Karachi on October 15, 1932.

Present at the aerodrome were Sir Frederick Tymms, a former director-general of Civil Aviation in India, who specially came from London with Lady Tymms to greet Mr. Tata on behalf of British Overseas Airways Corporation, Mr. R. N. Kaul, director-general of Civil Aviation in India, Mr. Joachim Alva, M. P. and a member of the business advisory committee of Air-India, and Dr. Jai Patel, honorary physician to the Union President.

The large crowd at the aerodrome anxiously awaited Mr. Tata's plane, as news had earlier come from Karachi that the radio telephone of the tiny plane had developed trouble. This actually delayed the take-off from Karachi by about two hours. And the reception organised for Mr. Tata at Ahmedabad aerodrome also disturbed the flight schedule.

Mr. Tata arrived at Juhu nearly three hours behind schedule. He covered the Karachi-Ahmedabad-Bombay run in seven flying hours.

An elaborate buffet lunch had been planned as part of the aerodrome reception for Mr. Tata. As his

arrival was delayed, the invitees had to go through the lunch part of the programme without him.

Wearing a light-grey bush-shirt and flint-grey trousers, Mr. Tata smiled happily as he alighted from the plane. Mr. E. R. Patel, general manager of Air-India, was the first to greet him. Representatives of Air Corporation's Employees' Unions and different airlines offered him bouquets. Mrs. Tata, dressed in a white sari, and Mr. Tata's many friends crowded round him offering him their felicitations.

### "OLD LADY" & "OLD PILOT"

Mr. Tata told a representative of this paper that the "old lady (Leopard Moth)

behaved very well with the old pilot."

The 30 years that had passed since his inaugural flight did not appear to have made any difference to the 58-year-old pioneer of Indian civil aviation in handling the plane that has long gone out of vogue.

In sheer admiration for the tiny aircraft, he garlanded it and posed for a photograph standing beside the plane. "The old lady is good for another flight after 30 years," he remarked.

Addressing the gathering in the shawlana, Mr. Tata said that, for some "obscure reason," the radio of the plane had packed up. It proved that technical pro-

gress had its disadvantages. Thirty years ago this could not happen, because there was no radio.

Speaking in a voice choked with emotion, he said he was overwhelmed by the warm reception given to him by the large gathering, which was very much larger than that present at his first flight.

The present flight which he had made solo, had been uneventful, except for the radio trouble. It had been, however, smooth because of "the poise and decorum of an old lady like the Leopard Moth."

Mr. Tata said it was difficult to explain why he had undertaken such a flight. Personally, he felt it was

ECONOMIC TIMES-Oct. 16, 1962

## A MEMORABLE FLIGHT

One does not know which to admire more—the pioneering effort of thirty years ago, when Mr. Tata flew a cloth and wood Puss Moth from Karachi to Bombay without the help of radio or run-way, or the present commemorative flight, using the same primitive contraptions, re-enacting the same exciting drama at an age when professional pilots might shudder to undertake a dual flight—let alone solo—in an up-to-date plane with all the modern scientific appliances and safety devices. The earlier exploit helped to start air transport in the country, an organisation which today has grown into one of the best and most modern in the world. The second reflects a degree of skill and daring equal to any displayed by men in the early days of air travel, men who have now taken their place in the history of world aviation. Mr. Tata should be a unique man in one respect—twice in a single life-time

he has brought his secret boyhood dreams to life.

Today Mr. Tata should be justly proud of the scale and dimension which the air company he helped to found thirty years ago has achieved. Air-India carries at the moment men and cargo to five continents, has 77 offices in 21 different countries, employs on its staff a little less than 6,000 men and women, belonging to 40 nationalities. In the year for which the latest figures are available it had a turnover of over Rs. 22 crores. What is even more noteworthy is the fact that when so many of the world famous airlines have run into trouble, Air-India made a profit of about Rs. 39 lakhs (1961-62), a remarkable tribute to the sound basic principles on which business is conducted. Statistical figures alone never tell the whole story. It is, therefore, necessary to add that Air-India has always maintained a high level of comfort and courtesy in its service, that its

safety record has been excellent, and its operational efficiency second to none.

With all this achievement to its credit, there is not the slightest disposition to rest on one's oars. At the moment Air-India is engaged in a concentrated effort to increase the life-span of its planes, to lower maintenance costs through a more efficient utilisation of its components. For this purpose it is building a jet over-haul shop and test house, the first of its kind in Asia. All this might be necessary for other reasons too. In such an uncertain field as air transport, one that is subject to sudden and revolutionary changes we can never be certain what unpleasant shocks the future could hold. Supersonic travel may be upon us while we are still struggling with the problems of the sub-sonic era. If ever the time comes to cut our losses, we should make certain that the losses we are asked to cut are at least financially bearable.

important for one in whose life flying and aviation had played a prominent part. Apart from sentimental reasons, it was to "dramatise an event which has meant much to me and has been of some importance in India's economic renaissance."

He had chosen to re-enact the flight in the Leopard Moth, he explained, to bring home to the staff of Air-India that things could be built from absurdly small beginnings. Looking at the Moth, it seemed incredible that the present airlines could be operating in such a different field and with such different equipment.

The chairman of Air-India said that the flight had "recalled bitter sweet memories of the past"—the part the late Mr. Neville Vincent had played in the enterprise. "I dedicated this flight to them."

After an hour's halt at Juhu aerodrome, Mr. Tata again took off in the Leopard Moth for Santa Cruz airport. The tiny plane was then parked beside a giant Air-India Boeing 707.

The Chief Ministers of Maharashtra and Gujarat sent congratulatory messages on his successful Karachi - Ahmedabad - Bombay flight.

### AHMEDABAD HALT

"The Times of India" News Service

AHMEDABAD, October 15: The 1938 model Leopard Moth, piloted by Mr. J. R. D. Tata, arrived at Ahmedabad aerodrome at 12.55 p.m. today en route to Bombay from Karachi.

Mr. Tata spent about 20 minutes at the aerodrome and picked up four special letters written by the Governor, the Chief Minister, the Mayor and the Postmaster-General of Gujarat to their counterparts in Bombay.

Mr. Tata, who looked cheerful, said he had a "very uneventful flight." His plane was delayed by over two hours at Karachi because the radio equipment in it had developed trouble.

The weather today was about the same as it was 30 years ago when he made the first flight from Karachi to Bombay, he said.

A large number of people, including the Air-India manager at Ahmedabad, Mr. J. Balaporia, and the Inspector-General of Police, Mr. J. D. Nagarwala, were present at the aerodrome to greet Mr. Tata.

Mr. Gurubachan Singh of Burmah-Shell flew in specially from Delhi to refuel the Leopard Moth here.

P.T.I. adds: Mr. Gurubachan Singh served Mr. Tata's flight 30 years ago at Karachi. He was specially brought today to Ahmedabad from Delhi for the purpose.

Mr. Tata carried about 3,700 commemorative letters from Karachi to Bombay.

Karachi: President Radhakrishnan and President Ayub Khan have exchanged messages of greetings on the occasion of the 30th anniversary today of the first flight of mails in the Indo-Pakistani sub-continent.—P.T.I.



## Ariel SUNDAY STANDARD

**MOUNTAINEERS** climb mountains because the mountains are there. The same challenge has set men sailing the seven seas and riding the air.

The name of Tata conjures up industry but it also spells imagination. Mr. J. R. D. Tata, who on October 15 re-flew in a Leopard Moth the route he blazed 30 years ago with a Puss Moth on the first air mail flight from Karachi to Bombay, will probably be remembered in the years to come more as an air pioneer than as an industrialist. The air was his first love, and the love lingers.



Tata has a tidy mind. His success stems largely from meticulous attention to detail. A tie set awry on an air steward's shirt front irks him as much as a picture hung crookedly on a wall irritates a housewife. He is almost feminine in his fastidiousness and likes to have things just so. But with monumental industry Tata combines imagination and, what is more rare, courage.

It needed imagination and courage for a man of 58 to hazard a flight in an antediluvian plane just to prove again that it could be done. Of such stuff is the spirit of adventure which impels men to climb mountains, rove the Arctic wastes, and challenge the barriers wrote of his friend, Captain Scott, who died in an attempt to reach the South Pole: "So Scott and his comrades emerge out of the white immensities always young."

Tata is 58. But he is obviously as young as he feels.

### INDIAN EXPRESS

#### Chapter in Aviation

**PIONEERS** throughout history have blazed a trail but it is very rarely that a pioneer after the lapse of three decades has an opportunity of doing a repeat performance in circumstances sufficiently dramatic to highlight both achievements. In this context Mr. J. R. D. Tata has achieved what might be acclaimed as a Double First. Only enough the two attempts called for the same qualities—courage and imagination, and in giving a successful repeat performance Mr. Tata has impressed the lesson and moral he set out to convey—that from seemingly small efforts really big achievements might ensue. In between the age that spans the Puss Moth and the Boeing is the era between the piston-serviced plane and the jet, and in a peculiar way Mr. Tata, by his repeat performance, has demonstrated that the plane as a means of transport has stood the test of time. The

#### POONA FACT

ing to the Poona Pact. Mr. J. R. D. Tata, who on October 15 re-flew in a Leopard Moth the route he blazed 30 years ago with a Puss Moth on the first air mail flight from Karachi to Bombay, will probably be remembered in the years to come more as an air pioneer than as an industrialist. The air was his first love, and the love lingers.

#### Tata's Air Mail

##### FLIGHT FROM KARACHI TO BOMBAY TO-DAY

(From Our Own Correspondent)

KARACHI, October 16. The first Karachi-Madras air-mail plane piloted by Mr. J. R. D. Tata arrived at Juhu Aerodrome at 1.50 p.m. Mr. Tata was given a hearty reception by a large and distinguished gathering and congratulated on the success which the enterprise has so far achieved.

#### ARRIVAL IN BOMBAY Chief Pilot Takes Over Charge

Bombay — Oct. 15.

**T**HE first Karachi-Madras air-mail plane piloted by Mr. J. R. D. Tata arrived at Juhu Aerodrome at 1.50 p.m. Mr. Tata was given a hearty reception by a large and distinguished gathering and congratulated on the success which the enterprise has so far achieved.

Mr. N. Vincent, Chief Pilot of Ms. Tata & Sons took off at 2 p.m., the machine carrying mails from Bombay to Madras. Besides packets which Mr. Tata brought from Karachi Mr. Vincent is carrying three other packets from Bombay one to Bellary another to Madras and third to places beyond Madras.

"I had a delightful flight from Karachi to Bombay despite headwinds all along the route till I reached Ahmedabad and the result was although my Puss Moth plane has a cruising speed of 100 miles an hour, I was able to have a maximum speed of only 90 to 92 miles an hour," said Mr. J. R. D. Tata interviewed by the Associated Press on landing at Juhu Aerodrome this afternoon.

Mr. Tata added that he had a bumpy and hot flight

Leopard Moth, like her prototype, the Puss Moth, may be an "old lady" but apparently she can still go places—with Mr. Tata!

At 58, Mr. Tata sets an example in adventure and enterprise which much younger Indians might worthily emulate. He is indeed our pioneer in flying, and his achievement calls for worthy acknowledgment by our Government which is more prone to confer its accolade on pretentious and garrulous politicians with artificially built-in minds than on a pioneer with a yen for the lone, open spaces. The achievement is also worthy of the great House of Tata which Mr. Tata now heads and which ranks as India's pioneer in industrial enterprise. It is one thing to put flying on the map of the world; it is another to impress it on the mind of a country. In our corner of the world which is India Mr. Tata has done both. It is a remarkable performance.

Mr. J.R.D. Tata being welcomed by well wishers at Juhu aerodrome after the arrival of the inaugural mail flight Karachi/Bombay 30 years ago. (Above) The pilot seen with his colleague the late Nevill Vincent.

#### IN POONA

##### FLIGHT FROM DELHI

##### EXTENSION OF VISIT TILL MONDAY

The Assembly, for instance, would feel itself obliged to express in a prolonged debate. Yet it would not know by what means Government proposed to carry the Agreement into effect. For that purpose an amicable chapter in the report of the Government would be required.

##### ATTACK IN SLAM

##### LAHORE

##### Full details are

##### the faces in even

##### slaughter at Budhi

##### according to rep

##### far a con disappears

##### near the Muslim s

##### bullet. Three I

##### aged to have sta

##### times in the sla

##### bring them to be

##### slaughter of the n

##### a result of this 11

##### killed and eleven

##### leged assassins are

##### been sufficiently advertised

##### in Europe, many packets

##### received by the airmail at

##### Karachi had to be left be-

##### hind for being transported

##### by ordinary routes, owing

##### to additional two annas

##### stamps not having been

##### affixed by senders in Eng-

##### land and elsewhere. Ger-

##### man mails also missed con-

##### nection and were not carri-

##### ed. With these handicaps,

##### today's postbag must be

##### considered as a fair start.

##### There was a small atten-

##### dance at the Drigh Road

##### Aerodrome this morning

##### to give a cheering send-off

##### to handsome and nicely ge-

##### up moth plane and its

##### pilot. The Karachi Municip-

##### ality was represented by

##### its Chief Officer—Mr. K. N.

##### Ramasubba Iyer and others

##### present included Mr. V.

##### Narayana Iyer, Postmaster

##### of Karachi. Mr. Tata

##### warmly shook hands with

##### all those present, and

##### punctually at 6.30 plane

##### took off with mails.

##### The Delhi plane which

##### took off a couple of minutes

##### earlier, flying round gave

##### a fine salute to the new

##### plane and its pilot.

##### Associated Press

##### been sufficiently advertised

##### in Europe, many packets

##### received by the airmail at

##### Karachi had to be left be-

##### hind for being transported

##### by ordinary routes, owing

##### to additional two annas

##### stamps not having been

##### affixed by senders in Eng-

##### land and elsewhere. Ger-

##### man mails also missed con-

##### nection and were not carri-

##### ed. With these handicaps,

##### today's postbag must be

##### considered as a fair start.

##### There was a small atten-

##### dance at the Drigh Road

##### Aerodrome this morning

##### to give a cheering send-off

##### to handsome and nicely ge-

##### up moth plane and its

##### pilot. The Karachi Municip-

##### ality was represented by

##### its Chief Officer—Mr. K. N.

##### Ramasubba Iyer and others

##### present included Mr. V.

##### Narayana Iyer, Postmaster

##### of Karachi. Mr. Tata

##### warmly shook hands with

##### all those present, and

##### punctually at 6.30 plane

##### took off with mails.

##### The Delhi plane which

##### took off a couple of minutes

##### earlier, flying round gave

##### a fine salute to the new

##### plane and its pilot.

##### Associated Press

##### been sufficiently advertised

##### in Europe, many packets

##### received by the airmail at

##### Karachi had to be left be-

##### hind for being transported

##### by ordinary routes, owing

##### to additional two annas

##### stamps not having been

##### affixed by senders in Eng-

##### land and elsewhere. Ger-

##### man mails also missed con-

##### nection and were not carri-

##### ed. With these handicaps,

##### today's postbag must be

##### considered as a fair start.

##### There was a small atten-

##### dance at the Drigh Road

##### Aerodrome this morning

##### to give a cheering send-off

##### to handsome and nicely ge-

##### up moth plane and its

##### pilot. The Karachi Municip-

##### ality was represented by

##### its Chief Officer—Mr. K. N.

##### Ramasubba Iyer and others

##### present included Mr. V.

##### Narayana Iyer, Postmaster

##### of Karachi. Mr. Tata

##### warmly shook hands with

##### all those present, and

##### punctually at 6.30 plane

##### took off with mails.

##### The Delhi plane which

##### took off a couple of minutes

##### earlier, flying round gave

##### a fine salute to the new

##### plane and its pilot.

##### Associated Press

##### been sufficiently advertised

##### in Europe, many packets

##### received by the airmail at

##### Karachi had to be left be-

##### hind for being transported

##### by ordinary routes, owing

##### to additional two annas

##### stamps not having been

##### affixed by senders in Eng-

##### land and elsewhere. Ger-

##### man mails also missed con-

##### nection and were not carri-

##### ed. With these handicaps,

##### today's postbag must be

##### considered as a fair start.

##### There was a small atten-

##### dance at the Drigh Road

##### Aerodrome this morning

##### to give a cheering send-off

##### to handsome and nicely ge-

##### up moth plane and its

##### pilot. The Karachi Municip-

##### ality was represented by

##### its Chief Officer—Mr. K. N.

##### Ramasubba Iyer and others

##### present included Mr. V.

##### Narayana Iyer, Postmaster

##### of Karachi. Mr. Tata

##### warmly shook hands with

##### all those present, and

##### punctually at 6.30 plane

##### took off with mails.

##### The Delhi plane which

##### took off a couple of minutes

##### earlier, flying round gave

##### a fine salute to the new

##### plane and its pilot.

##### Associated Press

##### been sufficiently advertised

##### in Europe, many packets

##### received by the airmail at

##### Karachi had to be left be-

##### hind for being transported

##### by ordinary routes, owing

##### to additional two annas

##### stamps not having been

##### affixed by senders in Eng-

##### land and elsewhere. Ger-

##### man mails also missed con-

##### nection and were not carri-

##### ed. With these handicaps,

##### today's postbag must be

##### considered as a fair start.

##### There was a small atten-

##### dance at the Drigh Road

##### Aerodrome this morning

##### to give a cheering send-off

##### to handsome and nicely ge-

##### up moth plane and its

##### pilot. The Karachi Municip-

##### ality was represented by

##### its Chief Officer—Mr. K. N.

##### Ramasubba Iyer and others

##### present included Mr. V.

##### Narayana Iyer, Postmaster

##### of Karachi. Mr. Tata

##### warmly shook hands with

##### all those present, and

##### punctually at 6.30 plane

##### took off with mails.

##### The Delhi plane which

##### took off a couple of minutes

##### earlier, flying round gave

##### a fine salute to the new

##### plane and its pilot.

##### Associated Press

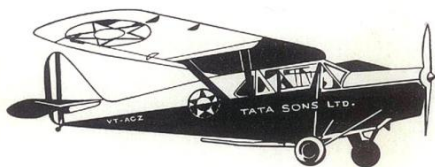
##### been sufficiently advertised

##### in Europe, many packets



# 1932 1962

## chronology of events



Puss Moth

1932

### 1932

**15th October:** Karachi/Ahmedabad Bombay Inaugural Flight — Pilot: Mr. J. R. D. Tata. Bombay/Bellary/Madras Inaugural Flight — Pilot: Mr. Nevill Vincent. Aircraft fleet—2 De Havilland and Puss Moths.

### 1935

Service to Trivandrum with stops at Goa and Cannanore. Aircraft fleet — Leopard Moths, Puss Moths, Fox Moths and Miles Merlin.

### 1936

Service extended to Colombo, Aircraft — Miles Merlin.

De Havilland Rapide introduced on the Bombay/Karachi route, the first twin-engined aircraft equipped with radio, acquired by Tata Airlines.

### 1937

New service to Delhi via the Indian States of Indore, Bhopal and Gwalior.

### 1938

Empire All-up Airmail scheme introduced. Tata Airlines given the contract to carry mails brought into India by Imperial Airways from London.

### 1939

Two second-hand 4-engined De Havilland 86s purchased from MacRobert.



Fox Moth

1934-36

son Miller Co. of Australia. Aircraft capacity — 12 seats.

Rapides and 86s requisitioned by the Air Force during war. Second-hand Tri — motor Stinsons purchased.

First Booking Office opened at Churchgate Reclamation.

### 1942

Mr. Nevill Vincent met with accidental death when his plane was shot down over the coast of France.

Douglas DC-2 and DC-3 acquired. Government loaned twinengined Beechcraft, Wacos and Stinsons withdrawn.

Participation in the evacuation of Baghdad during the Rashid Ali Revolt.



Miles Merlin

1935-38

### 1946

Name changed from Tata Airlines to Air-India Limited.

Genell Moots of TWA came from Kansas City to train India's first air hostesses.

### 1947

Flew Mrs. Pandit to Moscow with India's colours on Viking aircraft.

A new route linking Madras with Trivandrum via Bangalore, Coimbatore and Cochin.

### 1948

**8th March:** Date of incorporation of Air-India International Ltd.

**16th March:** Arrival of first Constellation — 749 "MOGUL-PRINCESS" (VT-CQS)

**26th March:** Arrival of Constellation — 749 "RAJPUT PRINCESS" (VT-CQR)

**11th April:** First proving flight to London.

**26th April:** Arrival of Constellation — 749 "MALABAR PRINCESS" (VT-CQP).

**8th June:** India/U.K. Route. Inaugural flight of a scheduled weekly service operated by Lockheed Constellation "Malabar Princess" from Bombay to London via Cairo and Geneva.

The event commemorated by the Government of India by a special stamp issue.

**24th September:** Frequency increased to three flights a fortnight to London.

**1st November:** Frequency increased to twice weekly.

### 1949

**1st January:** The year opened with an aircraft fleet of 3 Constellations with a twice weekly service to London via Cairo and Geneva.

**4th September:** India/U.K. Route: Frequency of flights increased to 5 per fortnight.

**16th October:** India/U.K. Route: Frequency of flights increased to 3 flights per week.



Waco

1936-43

**31st October:** Arrival of Constellation — 749 "MARATHA PRINCESS" (VT-BAR).

**14th November:** Survey flight to Nairobi.

### 1950

**21st January:** Inauguration of Bombay-Nairobi service on a fortnightly basis via Aden.

**12th March:** Rome included as a halt on the U.K. route.

**1st June:** Bombay | Nairobi | Bombay frequency increased to one service a week.

**26th July:** Karachi included as a halt on the service to Nairobi.

**15th October:** Frequency increased to four flights a week on U.K. route.

### 1951

**7th April:** Reinstatement of the fourth service to U.K. route. Paris introduced as a halt on U.K. route.

**15th November:** Duplication through Paris/Geneva/Rome in each direction.

### 1952

**17th August—26th August:** Suspension of all services due to lay-off.

**1st December:** Introduction of once a week Bombay/Delhi extension.

**7th December:** Introduction of a Tourist Class service on Nairobi route with a leased DC-4 on every alternate Sunday.

### 1953

**21st February:** Dusseldorf introduced as a halt on U.K. route.

**28th May:** Air Corporation Act, passed by Parliament.

**1st June:** Bombay/Delhi frequency increased to twice weekly.

**15th June:** Air India International Corporation formed.



De Havilland 86

1938-41

**1st August:** Nationalisation of Airlines in India.

**3rd October:** Introduction of the mixed class — (First Class-cum-Tourist) — service to London and Nairobi. Frequency on Nairobi route increased to twice a week.

### 1954

**6th June:** Arrival of first Super Constellation 1049 — C "RANI OF JHANSI" (VT-DGL).

**19th June:** Inaugural Flight of Super Constellation to U.K.

**4th July:** Proving flight to Singapore with 749.

**16th July:** Inaugural flight to Singapore via Madras with 749s.

**25th July:** Proving flight to Tokyo with 749.

**14th August:** Inaugural flight to Hong Kong via Calcutta and Bangkok with 749.

**16th November:** Purchase of Dakota freighter (VT-CGP) from L.A.C.

### 1955

**26th March:** Arrival of Super Constellation 1049-E "RANI OF CHITTOR" (VT-DHN).



Rapide

1938-45

**11th April:** Loss of "KASHMIR PRINCESS" (VT-DSP) near Great Natuna Island.

**7th May:** Extension of Bombay/Hongkong service to Tokyo.

**11th May:** Frequency on U.K. route increased to 6 services a week.

**29th May:** Duplication through Dusseldorf.

**1st July:** Frequency on U.K. route increased to 6 services a week.

**2nd July:** Introduction of the "FLYING RANEE" — First Class express service Bombay/Cairo/London.

**4th July:** Introduction of halts at Beirut and Zurich on U.K. route.

**1st October:** Operation of all flights to U.K. with Super Constellation 1049s.

**15th November:** Introduction of slumberettes in First Class on 1049s on U.K. route.

### 1956

**5th November:** Frequency increased to twice a week on Tokyo route.

**6th January:** Introduction of 1049s once a week on Nairobi route.

**April:** Introduction of Slumberettes in First Class on 749s on Tokyo and Nairobi routes.

Damascus introduced as a halt on U.K. route. Prague introduced as a halt. Introduction of 1049s on Singapore route.

**11th June:** Arrival of Super — G "RANI OF NILGIRIS" (VT-DIL).

**2nd September:** Proving flight to Sydney.

### 1957

**16th January:** Introduction of 1049s on Tokyo route.

**5th April:** Seventh frequency to U.K. Three Eastbound flights via Paris. Second frequency through Prague.

Dakota







Stinson Tri-Motor 1942-44

## 1958

**1st January:**  
Frequency of Nairobi Service reduced to twice weekly.

**2nd January:**  
Aeroflot Pool Agreement signed.

**15th January:**  
All 749s withdrawn from service consequent to their sale to Messrs. Aeronaes de Mexico. Operation of all services with 1049s.

**5th March:**  
Opening of new Terminal Building at Santa Cruz.

**4th August:**  
Proving flight to Moscow.

**15th August:**  
Inaugural flight from Delhi to Moscow via Tashkent.

**7th October:**  
Frequency to Tokyo increased to thrice weekly.



Super Constellation

**11th October:**  
Introduction of Bombay/Jakarta/Bombay terminal service.

**15th November:**  
Introduction of a freighter service India/U.K. India in conjunction with M/s. Seaboard and Western Airlines with DC-4 aircraft.

## 1959

**9th August:**  
Prague reduced to once a week.

**13th August:**  
CSA Pool Agreement signed.



Constellation

**4th October:**  
Damascus discontinued to be an on-line station on the India/U.K. route. Frequency through Cairo increased to 4 times a week.

## 1960

**21st February:**  
Arrival of first Boeing 707-437 "ANNAPURNA" (VT-DJJ) in Bombay.

**7th March:**  
Arrival of second Boeing 707-437 "NANDA DEVI" (VT-DJI) in Bombay.

**14th March:**  
First Proving flight of Boeing 707 (VT-DJI) to London.

**1st April:**  
Tripartite Pool Agree-

ment reached between Air-India, BOAC & Qantas.

**10th April:**  
Frankfurt introduced as a halt on U.K. service.

**19th April:**  
Jet Inaugural flight to London via Cairo and Rome.

**14th May:**  
"ANNAPURNA" leaves on her first scheduled flight to New York from Bombay via Beirut, Zurich, Paris and London.

**11th June:**  
5th Frequency to U.K. with Boeing with three extensions to New York, 1049 reduced to once a week.

**29th June:**  
1049 on U.K. discontinued. Bombay/Prague Termination with 1049.

**4th October:**  
Introduction of weekly service between Bombay and Kuwait via Karachi and Bahrain.

**5th November:**  
Proving flight (Boeing) to Tokyo with VT-DJJ.

**14th November:**  
Inauguration of new Cargo Service — "THE FLYING SHERPA" — between India and U.K.

## 1961

**25th January:**  
First Jet Inaugural flight to Tokyo via Calcutta, Bangkok and Hongkong.

**22nd April:**  
Fourth Boeing "KAN-CHENJUNGA" (VT-DMN) arrives at Santa Cruz.

**26th April:**  
Proving flight to Nairobi with 707.

**3rd May:**  
Prague/New York direct Jet service.

**4th May:**  
Boeing weekly service from Bombay to Nairobi via Aden.

**30th October:**  
Delivery of Super Constellation fleet to Indian Air Force begins.

## 1962

**5th April:**  
Once weekly jet service to Singapore and one to Jakarta via Madras by Comet 4 aircraft leased from BOAC.

**6th April:**  
Introduction of Boeing 707 on Moscow route.

**8th April:**  
Introduction of Comet aircraft leased from BOAC on Kuwait route.

**14th April:**  
6th Boeing "NANGA PARBAT" (VT-BNZ) arrives at Santa Cruz.

**1st May:**  
Daily Bombay/New York Service.

**7th May:**  
Introduction of 707 on Sydney route.

**8th June:**  
Air-India world's first airline to become pure jet operator.

**1st October:**  
Perth introduced as a scheduled halt between Singapore and Sydney. Darwin discontinued.

**15th October:**  
Mr. J. R. D. Tata renounces 30-year-old Inaugural flight of India's first scheduled air transport service.

## OUR FIRST ADVT. 30 YEARS AGO



### TATA AIR MAIL

connecting with  
Imperial Airways' Service  
leaves Bombay for Karachi on  
Tuesday at 11-00 hours, and  
Ahmedabad for Karachi on  
Tuesday at 14-20 hours.

#### FOREIGN MAIL

1. Superscribe your letters INDIA —and the country of destination, thus: INDIA—ENGLAND, or INDIA—IRAQ, or INDIA—SOUTH AFRICA etc.

2. Affix stamps to the value of 2 annas per 1/2 oz. in addition to usual charges.

#### INLAND MAIL

1. Superscribe your letters "MADRAS—KARACHI AIR SERVICE ONLY".

2. Affix stamps to the value of 2 annas per tola in addition to ordinary inland postage rates.

Always affix the usual blue  
AIR MAIL LABEL

Facsimile of the advertisement which appeared in the Times of India of October 17, 1932.

Our giant Boeing 707 Intercontinental, world's largest and fastest long-range jet, seen on the tarmac at Santa Cruz. Air-India became world's first pure jet operator on June 8, 1962.



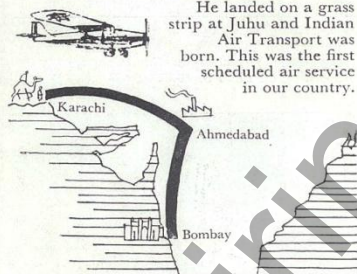




## 30 YEARS AGO ...

On the 15th day of October 1932, 30 years ago, a Puss Moth took off from Karachi on its flight to Bombay via Ahmedabad. The Pilot of that plane was a man by the name of J.R.D. Tata.

He landed on a grass strip at Juhu and Indian Air Transport was born. This was the first scheduled air service in our country.



He carried no passengers, because the mails had priority, and because his little aeroplane was not big enough for the carriage of both.

Life was simple then. There were no runways, no radio facilities in the aircraft or on the ground. There were no pretty hostesses, no aerodrome officers, no airport buildings.

The Puss Moth that made history 30 years ago, lies buried with the old stalwarts of the air, and the good earth lies warm on its noble fabric and wood.

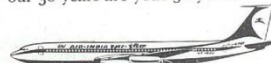
The fabric and wood are no more. Beautiful metal has taken their place. And seventy thousand pounds of thrust have replaced the gentle power of a hundred and thirty horses. Space has been annihilated, the heavens shattered by the roar of the deep throated jets that have taken possession of the earth and the skies. The Puss Moth is now a giant Boeing.

But the man with the flying goggles is still here. And he who flew that aeroplane 30 years ago, has flown his company ever since, in the cockpit, at the controls. For he is the Chairman of his Corporation.

And the Aviation Département of Tata Sons is now Air-India, with 77 offices throughout the world, with 5,800 faithful men and women of 40 nationalities, who help to fly the flag of India from Moscow to Sydney, from Tokyo to New York.

And as the 30 candles flicker on our cake, we express our gratitude to those who have dedicated their lives to the cause of Indian Aviation.

And to you dear passenger, to you our agent friends, and to you our well-wishers, we say, thank you for everything—for our 30 years are your 30 years.



# AIR-INDIA

