AIR-INDIA

Magic Carpet

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हिन्दी-विभाग

एअर-इंडिया में हिन्दी दिवस का आयोजन

पिछले दिनों एअर-इंडिया ने अपने नरीमन पाइन्ट स्थित मुख्यालय के आडिटोरियम में हिन्दी-दिवस समारोह का आयोजन किया। इस अवसर पर एक हिन्दी पुस्तकालय की स्थापना की गई जिसका उद्घाटन गुजराती के सुप्रसिद्ध साहित्यकार श्री गुलाबदास ब्रोकर ने किया। उद्घाटन समारोह में बोलते हुए श्री ब्रोकर ने कहा कि राष्ट्रभाषा हिन्दी का विरोध देश में कहीं नहीं है। सभी लोग हिन्दी समझ एवं बोल लेते हैं। भारत जैसे विशाल देश में जहां विभिन्न भाषा-भाषी एवं अनेक धर्मों के लोग रहते हैं उन सब को एक सूत्र में बांधे रखने का काम हिन्दी भाषा ही कर सकती है।

समारोह के आरम्भ में एअर-इंडिया की केन्द्रीय राजभाषा समिति के अध्यक्ष एवं वाणिज्य, आयोजन एवं विक्रय निदेशक श्री शशि कुमार नन्दा ने अतिथियों का स्वागत किया और एअर-इंडिया में हिन्दी के प्रगामी प्रयोग से संबंधित किए गए अनेक प्रयासों की संक्षिप्त रूपरेखा प्रस्तुत की। उन्होंने इस बात पर बड़ा गर्व प्रस्तुत किया कि उनका कार्यालय विदेशों में हिन्दी के प्रचार एवं प्रसार के लिए अनेक कदम उठा रहा है। उन्होंने बताया कि हमारे अध्यक्ष श्री रघुराज हमारे प्रमुख प्रेरणा स्रोत हैं, जिनसे हमें हमेशा इस प्रकार के हिन्दी समारोह आयोजित करने का प्रोत्साहन, पूर्ण समर्थन एवं सहयोग मिलता रहा है। समारोह में प्रस्तुत उद्गारों से एक तथ्य प्रकट हुआ कि श्री शशि कुमार नंदा ने ही इस अन्तर्राष्ट्रीय प्रतिष्ठान में हिन्दी का सूत्रपात किया था और इस दिशा में उनके अनेक बहुमूल्य सुझावों के कारण ही यह प्रतिष्ठान अपने कामकाज में राजभाषा का कार्यान्वयन बड़ी सफलतापूर्वक कर रहा है।

इस अवसर पर निगम के अध्यक्ष श्री रघुराज जी ने भेजे गए अपने एक संदेश में हिन्दी दिवस के आयोजन पर प्रसन्नता व्यक्त की तथा हिन्दी पुस्तकालय के उद्घाटन तथा गीत संध्या के आयोजन के लिए अपनी शुभ कामनाएं भेजीं। यह संदेश श्रीमती शंकुतला सिरोठिया द्वारा पढ़ा गया।

इस समारोह का मुख्य आकर्षण रहा पंकज उधास द्वारा प्रस्तुत गीतों एवं गजलों का मनमोहक कार्यक्रम, जो लगातार काफी समय तक चलता रहा। कार्यक्रम के अन्त में आयोजकों की तरफ से कुमारी [illegible] ने आभार व्यक्त किया। कार्यक्रम का संचालन श्री राजेन्द्र प्रसाद शर्मा ने किया। विभिन्न अखबारों की राय में भी हिन्दी दिवस का यह कार्यक्रम एक सफल आयोजन था जिसका दर्शकों ने भरपूर आनन्द उठाया।

चित्र में बाएं से दाएं हैं : श्री [illegible], अतिथियों के सम्मान में बोलते हुए श्री शशि कुमार नंदा, मुख्य अतिथि गुजराती साहित्यकार श्री गुलाब दास ब्रोकर तथा सुप्रसिद्ध गजल गायक श्री पंकज उधास।

केन्द्रीय सचिवालय हिन्दी परिषद द्वारा आयोजित प्रतियोगिताएं।

सरकारी नीति के अनुसार सरकारी कामकाज में हिन्दी के प्रयोग को बढ़ाने के लिए केन्द्रीय सरकार के कर्मचारियों को प्रोत्साहित करने की दिशा में केन्द्रीय सचिवालय हिन्दी परिषद हर साल भारतीय स्तर पर हिन्दी प्रतियोगिताएं आयोजित करती है। इस वर्ष आयोजित प्रतियोगिताएं निम्नलिखित हैं :–

1. 24वीं हिन्दी टाइप प्रतियोगिता

आयोजन : दिनांक 25/26 सितम्बर 1983 रविवार/सोमवार को हिन्दी टाइप में गति के आधार पर होगी। प्रवेश-शुल्क मात्र दो रुपये प्रति स्वीकृत।

पुरस्कार : चल वैजयन्ती, पदकों सहित रु.251/– रु.201/– रु.151/– तथा रु.101/- के अखिल भारतीय प्रथम, द्वितीय, तृतीय तथा महिला पुरस्कार। हिन्दीतर भाषी प्रथम, द्वितीय तथा तृतीय पुरस्कार। राज्य प्रथम, केन्द्र प्रथम पुरस्कार, अन्य प्रोत्साहन पुरस्कार।

2. 22वीं हिन्दी आशुलिपि प्रतियोगिता

आयोजन : दिनांक 25-26 सितम्बर, 1983 रविवार/सोमवार को 80, 100, 120 तथा 150 शब्द प्रति मिनट की गति वर्गों में, देश के सभी प्रतियोगिता केन्द्रों पर आयोजित होगी। प्रवेश शुल्क मात्र 2 रुपये प्रति स्वीकृत।

पुरस्कार : चल वैजयन्ती, पदकों सहित रु.501/- रु. 351/- तथा रु.210/- के अखिल भारतीय प्रथम, द्वितीय, तृतीय पुरस्कार इन गतियों पुरस्कार, अनेक प्रोत्साहन पुरस्कार।

3. 18वीं हिन्दी टिप्पण तथा प्रारूप लेखन प्रतियोगिता

आयोजन : दिनांक 25-10-1983 मंगलवार को सरकारी कामकाज से संबंधित प्रश्नपत्र के आधार पर होगी। प्रवेश निःशुल्क

पुरस्कार : हिन्दी भाषी प्रतियोगियों के लिए रु.101/- रु.51/- तथा रु.31/- के प्रथम, द्वितीय तथा तृतीय पुरस्कार। हिन्दीतर प्रतियोगियों के लिए 101/- 51/- तथा रु.31/- के प्रथम, द्वितीय तथा तृतीय तथा अनेक प्रोत्साहन पुरस्कार।

4. हिन्दी वाक् प्रतियोगिता

आयोजन : शाखा स्तर पर निम्नलिखित तीन विषयों में से किसी एक विषय पर 5 मिनट तक हिन्दी में बोलने के आधार पर नवंबर, 83 में होगी।

प्रवेश निःशुल्क

विषय : 1. वर्तमान पीढ़ी और भारतीय परम्पराएं।
2. अनुशासन : व्यक्ति और समाज के संदर्भ में
3. विश्व मंच और हिन्दी।

पुरस्कार : हर शाखा स्तर पर प्रतियोगिता में भाग लेने वाले प्रतियोगियों की संख्या के आधार पर रु.75/- तक के प्रथम, द्वितीय तथा प्रोत्साहन पुरस्कार।

इच्छुक कर्मचारियों से निवेदन है कि वे इन प्रतियोगिताओं में भाग लें। इन प्रतियोगिताओं के नियम उन्हें हिन्दी यूनिट, मंत्रालय तथा केन्द्रीय सचिवालय हिन्दी परिषद, एक्सवाई 68 सरोजिनी नगर, नई दिल्ली-110 023 से मिल सकेंगे।

जो कर्मचारी इन प्रतियोगिताओं में भाग लेना चाहें वे अपना पूरा-पूरा विवरण हिन्दी यूनिट, मंत्रालय को यथाशीघ्र भेज दें।

उक्त प्रतियोगिताओं में विजयी होने वाले कर्मचारियों को निगम की ओर से भी निम्नलिखित पुरस्कार प्रदान किए जाएंगे

प्रथम पुरस्कार रु. 350/-
द्वितीय पुरस्कार रु. 250/-
तृतीय पुरस्कार रु. 150/-

अतिरिक्त जानकारी व प्रतियोगिताओं के नियम जानने के लिए हिन्दी यूनिट, मंत्रालय से संपर्क करें।

अनुरोध है कि अधिक से अधिक कर्मचारी इन प्रतियोगिताओं में भाग लें और आयोजन को सफल बनाएं।

"राष्ट्र भाषा के बिना राष्ट्र गूँगा है"।

—महात्मा गांधी

AND so we come to the 39th Annual General Meeting of IATA which comes back to India after 25 years with our Chairman in the presidential chair. Some interesting coincidences: in 1958, it was inaugurated by India's Prime Minister Pandit Jawaharlal Nehru at Vigyan Bhavan. In his speech, he said: "We are firmly convinced about the vital necessity of peace and cooperation in the world. . . ." Inaugurating the 1983 conference also in Vigyan Bhavan is his daughter, Prime Minister Indira Gandhi. While it would be entirely presumptuous on one's part to hazard a guess as to what she would say, one can report what she said a little over three weeks earlier at the General Assembly of the United Nations in New York:

"We seek a meeting of minds at the highest political level so that humanity can have the life it is entitled to: free from indignity, dishonour, tension or fear."

And many differences. In 1958, arrivals were between two Sundays 19th and 26th October, with an Executive Committee Meeting on the

RANDOM JOTTINGS

By
Nostalgic Mind

23d. There was a three-day excursion to Jaipur, and finally the inauguration on the 27th with the closing session at the Ashoka Hotel on the 31st. In between, was a trip to Agra, and a special treat for the ladies — tea, hosted by Mrs Indira Gandhi!

Dispersal was on 1st November, so if you were lucky and you were a spouse (or may be even a spouse's spouse), you could spend 14 enjoyable days in India at a very pleasant time of the year.

Today, things are different. The actual IATA business sessions have been condensed into a-day-and-a-half and many delegates burdened with the pressures of running a modern-day airline will no doubt arrive in Delhi on Sunday 23rd October and be back at their office desks the following Wednesday.

In 1958, IATA's first Asian President, Mr J. R. D. Taia informed his bemused audience in a somewhat fanciful historical background of the Association, that IATA was not a misspelling of TATA! He also apologised for the Delhi Municipal authorities no longer permitting tiger hunt within the city limits!

In his 'State of the Industry' report, the Director General, Sir William Hildred declared that the airlines regarded the jets as a challenge and an opportunity. "We look forward with hope and confidence to meeting the one and realising the other", he said.

The host airlines way back in 1958 were Indian Airlines and Air-India, and continue to be in 1983. And Air-India's Chairman is once again the President. Unlike Mr Tata, Mr Raghu Raj cannot fly a plane and his airline management experience totals just five years. It is all the more creditable that not only has he done Air-India proud in standing up against the world's airlines and putting us back on the aviation map, but in his quiet, inimitable manner has brought the IATA AGM to India once again. Maybe we can consider after the AGM a book with the title: "Plane Tales from Mr Raj" □

39th IATA AGM - Delhi Oct. 24-26, 1983

What the International Air Transport Association is all about

THE AIMS OF IATA. . . .

TO PROMOTE

safe, regular and economical air transport for the benefit of the peoples of the world, to foster air commerce and to study the problems connected therewith;

TO PROVIDE

means for collaboration among the air transport enterprises engaged directly or indirectly in international air transport service;

TO CO-OPERATE

with the International Civil Aviation Organization and other international organizations.

WHAT IT DOES

The International Air Transport Association is the world organization of the scheduled airlines. Its members carry bulk of the world's scheduled international and domestic air traffic under the flags of some 85 nations.

IATA's major purpose is to ensure that all airline traffic anywhere moves with the greatest possible speed, safety, convenience and efficiency — and with the utmost economy.

FOR THE AIRLINES, IATA provides a machinery for finding joint solutions to problems beyond the resources of any single company. It has become a means by which they have knit their individual routes and traffic handling practices into a worldwide public service system, despite the differences between languages, currencies, laws and measurements.

The Association is therefore the collective personality of over 100 airlines and functions as the industry's link with governments and the public.

FOR GOVERNMENTS, IATA furnishes the medium for negotiations of international rates and fares agreements. It provides the only practicable way of drawing upon the experience and expertise of the airlines. It helps to carry out the fast and economical transport of international airmail and to make certain that the needs of commerce and the safety and convenience of the public are served at all times.

FOR THE GENERAL PUBLIC, IATA ensures high standards of efficient operation everywhere, proper business practice by airlines and their agents, the greatest possible freedom from red tape, and the lowest possible fares and rates consistent with sound economy. Thanks to airline co-operation through IATA, individual passengers can by one telephone call and payment in a single currency arrange journeys including many countries and the systems of several scheduled carriers.

HISTORY AND ORGANIZATION

The International Air Transport Association was founded in 1945 by the airlines of many countries to meet the problems created by the rapid expansion of civil air services at the close of the Second World War. It is the successor in function of the previous International Air Traffic Association, organised at The Hague at the very dawn of regular air transport in 1919.

As a non-governmental organization, it draws its legal existence from a special Act of the Canadian Parliament, given Royal Assent in December 1945.

In both its organization and its activity, IATA has been closely associated with the International Civil Aviation Organization (ICAO) — also established in 1945 — the international agency of governments which creates world standards for the technical regulation of civil aviation.

Membership is automatically open to any operating company which has been licensed to provide scheduled air service by a government eligible for membership in ICAO. Airlines engaged directly in international operations are active members, while domestic airlines are associate members.

The basic source of authority in IATA is the Annual General Meeting in which all active members have an equal vote. Year-round policy direction is provided by an elected Executive Committee and its creative work is largely carried out by its Traffic, Technical, Financial and Legal Committees. Negotiations of fares and rates agreements is entrusted to the IATA Traffic Conferences with separate conferences considering passenger and cargo matters and establishing agreements valid for periods of up to two years.

New Appointment

Mr Virendra Singh Bhagat, Dy D.E. has taken over as Director-Ground Services.

All Ground Handling contracts with foreign carriers are now co-ordinated by Ground Services Department.

L. R. C.

It is heartening to note that members of the 14th Labour Relations Committee, elected in December 1982 are taking their duties really seriously. One can see them going round various offices, talking to staff, inspecting canteens and other facilities, and so on. To Mr D.R. Vaishampayan, Secretary, and his boys, Magic Carpet says "More power to your elbow!"

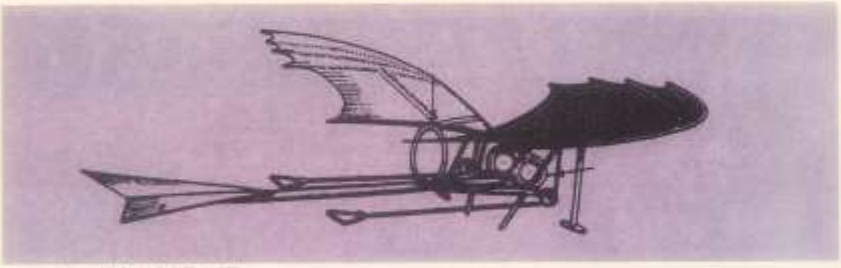
IATA Clearing House

There are some 16,000 airports around the globe which are served by scheduled flights. However, the scheduled airlines have jointly built up a worldwide system allowing a passenger virtually anywhere to purchase transportation through a single ticket involving the services of as many carriers as are necessary to fly to and from his chosen destinations, paying for the total trip in one transaction, in just one currency.

The cornerstone of this worldwide scheduled air network is a series of interline agreements, for passengers and their baggage, as well as consignments of cargo and mail. Some 250 carriers currently participate in the interline agreements administered by IATA.

The IATA Clearing House was established in January 1947 to simplify the transfer of money by replacing the sporadic, separate settlements of the past with a single industrywide monthly settlement. Furthermore, the currencies to be used by the Clearing House were limited to two "international" ones, the US Dollar and the Pound Sterling.

A historic example is the clearance of January 1968, when one airline cleared accounts amounting to more than $ 42 million with all its interline partners by a central cash transfer of only $ 4,202. Another example is the clearance of August 1978, when one airline cleared accounts amounting to $ 9,371,706 with a cash transfer of $ 1,346. If there had been no Clearing House, this particular airline would have been obliged to settle directly with more than 60 other airlines spread around the world. □



Ornithopter devised by Leonardo da Vinci – 1490

MANKIND has known powered flight for about three-quarters of a century but, while all of us look at the Wright brothers as pioneers, Man and his imagination go back many centuries to virtually the days of Greek mythology. (And then there was Icarus who fled on wings to escape the wrath of Minos, flew higher and higher until the sun melted the wax which cemented his wings to his body, and ignominiously descended into the Aegean Sea). Even the 4th century B.C. philosopher,

Otto Lilienthal's hang-type glider – 1896

Aristotle, clever as he was, suffered from a misunderstanding of two fundamental aspects of the physical laws associated with movement in a fluid medium, namely the principles of displacement and relative mass, and secondly the function of the flow of air over a curved surface to produce lift.

The Middle Ages saw active interest in the possibility of human flight. In the 13th century, Friar Roger Bacon wrote: "It is possible to make Engines for flying, a man sitting in the midst thereof, by turning only about an instrument, which makes artificial wings to beat the Aire, much after the fashion of a Bird's flight." Two centuries later, the great painter Leonardo da Vinci (1452-1519) applied his mind very seriously to this problem, and basing his work on the flight of birds designed many machines including flying chariots. One cannot blame him, though, for being incapable of understanding the basic principles of aerodynamics and his consequent lack of success.

Let us, then, quickly pass over a few centuries during which various aspects such as lift, drag, ..., stability and control over three axes (what we today call yaw, roll and pitch), indeed the very basics of aerodynamics, continued to be analysed, investigated and experimented with. Sir George Cayley is credited with having the very first insight into the theory flight as far back as 1799. Cayley's earlier designs were constantly improved until in 1850 he designed a fixed-wing monoplane, an aircraft which could be said to approach modern configuration. His coachman, however, promptly quit on the grounds that he was hired to drive and not to fly. Of such beings is History made!

Many others entered the stage to establish aerodynamics as a 'science'. In 1864, Count Ferdinand d'Esterno published an impressive book on bird flight. Englishmen Francis Wenham and Horatio Phillips worked at the theory of aerofoils. It was not all theory. Wenham tested multiplane gliders, Jean-Marie le Bris tried out a bird-shaped glider, while John Montgomery made a series of somewhat unsuccessful trials in America. Then came Otto Lilienthal (1848-96), that most gifted of pioneers just before the Wrights. Convinced that success could only be achieved by a close imitation of the flapping flight of birds, he constructed ornithopters, fixed-wing hang gliders, in fact 18 different types of machines. His premature death in a flying accident was indeed a tragedy. The American Octave Chanute (1832-1910) practised his aeronautical experiments late in life, one of them being what we could call the immediate ancestor of the Wright brothers' flying machines. In fact, Chanute and the Wrights worked together individually and collectively.

BREAKTHROUGH!

And then came the breakthrough — so quietly that it took the citizens of America almost four years to realise its significance! On December 17, 1903, at Kittyhawk in North Carolina, Orville Wright made the world's first flight in the history of the world where a machine carrying a man had raised itself by its own power into the air in free flight, had sailed forward on a level course without reduction of speed, and had finally landed without being wrecked. It lasted only twelve seconds, a very modest flight when compared to the birds and the bees, but no matter. The second and third flights lasted a little longer, while the fourth with Wilbur in the driver's seat covered the unprecedented distance of 852 feet in 59 seconds against a 21 mph wind. History had finally been made!

On November 16, 1909, the world's first airline was founded. This was Deutsche Luftschiffahrts AG, known as Delag, with headquarters at Frankfurt and operating passenger services with Zeppelin airships. Delag with a subsequent fleet of seven Zeppelins had great expansion plans, all of which World War II brought to nought, but during its four-odd years of operations, Delag had made 1588 flights, covering 172,535 km., and carried 33,722 passengers and crew without a single mishap.

In Florida, USA, the only pre-war scheduled air services were operated when, on January 1, 1914, a single-engine 75 horse-power Benoist biplane of the St Petersburg-Tampa Airboat Line, piloted by Tony Jannus, left St Petersburg and landed in Tampa 23 minutes later. (It is important to mention that the Tony Jannus Award presented every year for outstanding chievements in the field of Aviation was awarded to Mr J. R. D. Tata, Chairman of Air-India for 46 years and pioneer supreme of Indian civil aviation, at Tampa, Florida in 1979). After the war, came Britain with de Havillands and Handley Page twin-bombers (used during the war and now converted to civilian use, with passengers sitting where bombs had reposed) on the London-Paris service. These RAF 'civilian services' operated from January to September 1919, carrying 934 passengers and 1008 bags of mail. After the war, several British companies started operating, some with Government subsidy, but this state of affairs was considered entirely unsatisfactory until a national airline, Imperial Airlines, was set up in March 1924. (Some 50 years later, the two national carriers, BOAC and BEA were to merge; this merger was considered unsatisfactory and, at the time of writing, there is every possibility that BA will 'go public'.) A French company started a daily domestic service in 1919 and, under severe conditions, pushed through an international route to Dakar, Senegal, in June 1925. Other European companies followed suit. KLM was born in 1919, Danish Airlines (now part of SAS) in 1920 and Sabena in 1923.

Before we turn to see what was happening at this crucial period in the United States, a country which was later to produce virtually all the passenger aircraft the world's airlines would be using, we might stay with the four pioneers of Europe — Britain, Belgium, France and the Netherlands — all of them colonial powers, and see what was happening on their international routes. Belgium's SNETA had started operating in the Congo (now Zaire) between Kinshasa and N'Gombe in July 1920. This service was gradually expanded until the entire Congo River route was open by July 1921 between Kinshasa and Stanleyville (now Kisangani).

In Britain, October 1919 saw a blueprint of a route to India, and thence to Australia. But it took ten long years to reach the jewel of the British Empire. There were governmental restraints, long desert stages and mountain barriers could not be argued with. Persia would not allow overflying rights, until March 30, 1929. On that day, the England-India service officially opened. An Armstrong Whitworth Argosy aircraft, named the *City of Glasgow*, took off from Croydon, London, and carried its passengers and mail to Basle, Switzerland; from there they travelled by train to Genoa, Italy, then flew in a Short Calcutta flying-boat to Alexandria, Egypt, and finally in a Hercules to Karachi, India. Today, the UK-India flight is non-stop and covered in 8 hours, but in those days of comparatively luxurious flying, the trip above took seven days, involved ten scheduled intermediate stops, and cost 130 pounds sterling. In stages, the Karachi service was extended to Delhi, Rangoon and Singapore. Meanwhile, the French company which was to be the precursor of Air France started a Marseilles-Beirut-Baghdad mail service in 1929, a partial passenger-service to Saigon in 1931, and the entire route to Hong Kong in 1939.

KLM inaugurated a regular Amsterdam-Jakarta passenger service in October 1931 using Fokker F.XII's. In ten days, and flying for 81 hours, this was certainly the world's longest route. In 1934, a KLM DC-2 took part in the England-Australia race and, carrying three passengers, covered the 19,757 km. route to Melbourne in 90 hours. Fifty years later, in 1984, there is a reenactment of this historic flight planned.

ACROSS THE ATLANTIC

What, in the meantime, was happening in the United States, the country which had the distinction of hosting the world's first powered flight? The first stage in opening up US nationwide air mail service was a new mail service, started in May 1918, between Washington, New York and Philadelphia with Army pilots flying Curtiss JN-4 biplanes. This was closed down three years later by which time the entire country's mail service had been taken over by the US Post Office. It was not an easy task. The coast-to-coast service was extended in sections, experiments being carried out in night flying. Planes crashed, flights had to be abandoned owing to bad weather, and the first flight from the west coast to the east took 33 hours and 20 minutes.

In 1922, it was decided to light the mail route. Aerodromes were equipped with beacons and landing floodlights. Flashing gas beacons were installed every five km. along the entire route of 3900 km. by 1925. The Post Office authorities finally decided to hand over the air mail service to private contractors in 1927.

Handley Page

The Concorde


The first aircraft to make a successful flight — Wright Brothers 1903

but not before it had flown more than 22 million km. and carried more than 300 million letters. But it had been a troublesome period — 7500 forced landings due to bad weather or mechanical trouble, 200 crashes with 32 pilots killed and 37 seriously injured. While emphasis during those days continued to be on mail service, gradually the need to carry passengers began to be recognised, and in May 1929, Transcontinental Air Transport started a coast-to-coast air-rail service, complete with stewardesses and meals. The New York-Los Angeles trip took exactly 48 hours, and the one-way fare ranged between $ 337 and $ 403 — a far cry from the $ 99 of today!

It would be a mammoth task to take the reader from those pioneering and exciting years through the next half decade. Suffice it to say that the passenger aircraft has since 1930, undergone much greater changes than those that took place in the preceding 30 years.

AIRCRAFT DEVELOPMENTS

Commercial pressure has always been the main driving force behind the development of the airliner from the earliest days with military technology giving a helping hand on occasion. We have seen how the first heavier than air passenger aircraft was derived from the Handley Page bomber of World War-I, while the Boeing 707 30 years later emerged from German and American military research. Technology, however, has sometimes gone the opposite way: for example, the all-metal stressed skin airliners of the 1930s could outfly the fastest bombers of that day and were entirely the product of civilian research, while the jet-turbo fan was built by civilian aircraft before it was adopted by the military.

The history of commercial aviation is also the story of how Europe which possessed a commanding lead in aviation in 1919 lost the lead to the USA by 1934. By 1979, three individual types of American jet aircraft — the 707, 727 and DC9 — had each outsold Europe's entire production of jet aircraft. After World War-II, only the British could compete with the Americans. Some of their aircraft were decidedly successful, examples being the Viscount, the Avro 748 and the BAC [illegible], others such as the Vanguard, the VC10 and the Trident were commercial failures.

The all-time classic is the story of the American Douglas DC3 or the Dakota. The first of this type was built in California in 1936, total production was well over 13,000 and many Dakotas are still flying in the world's skies today. It must be pointed out, however, that a large degree of this success was due to its military application.

Free competition among the airlines and manufacturers in the USA has always been matched by similar rivalry between engine manufacturers. Wright and Pratt & Whitney fought a 30-year battle which was eventually won by the latter. The engines also underwent drastic changes. The traditional piston engine was replaced by the jet engine which was invented by Sir Frank Whittle. Today the mainstay of any major airline in the world is the jet aeroplane. In the mid '50s engineers were already looking at the possibility of a supersonic transport (SST) and an Anglo-French agreement to work together on a supersonic civilian aircraft was signed in November 1962. The first Concorde started flight trials in March and April 1969, while the Russian equivalent, the TU144 had beaten them to it by flying on December 31, 1968.

CIVIL AVIATION IN INDIA

India had the unique distinction of having organised the world's first air mail flight as far back as February 1911 when a Frenchman called Henry Piquet flew mail from Allahabad across the Ganges to Naini junction some 10 km. away. However, commercial aviation in the real sense did not begin until early '30s. Straddling the main east-west trade route, India became a happy hunting ground for colonial powers like England, Netherlands and France. Mention has already been made of Imperial Airways terminating at Karachi and on October 15, 1932. Tata Airlines was the first to start a scheduled air mail service in India between Karachi and Madras.

After World War-II, when surplus aeroplanes were available, a number of airlines started operating within India and to neighbouring countries. Meanwhile, Air-India International started its first Bombay-London service in 1948. Financial instability in the airline industry as a whole, ultimately led to the Government's decision to nationalise the air transport industry resulting in the creation of Air-India and Indian Airlines on August 1, 1953.

Today Air-India has a fleet of 10 Boeing 747s, 5 Boeing 707s and 3 Airbus A300s. Indian Airlines has 10 A300s, 25 Boeing 737s plus Fokker Friendships and HS748s. The new third level carrier, Vayudoot, has been set up to provide services in the mountainous North Eastern region of India as a start. Already services are being extended to other regions of India and the Fokker Friendships and HS748s being used will be supplemented shortly by new Dornier aircraft.

WHAT OF THE FUTURE?

The subsonic wide-bodied aircraft has been developed to a high pitch of efficiency and will undoubtedly be in production well into the next century. Historically, passenger aircraft have tended to remain in production for longer and longer periods as the industry expanded. The bi-planes of the 1920s were overtaken by bigger and more powerful aircraft almost every year. The Boeing 247 had a brief run before it was overtaken by the DC2. The break in this pattern came in the post-war era, when the Douglas DC4, the Lockheed Constellation and their descendents dominated for some 13 years. It was the pressure of commercial competition and the determination of big manufacturers to break the Lockheed/Douglas hold on the market which brought the jets in 1958. The first jets created the travel boom which, ironically, led to their replacement as well as establishing the technology which made it possible.

The staggering hikes in fuel on three separate occasions in the '70s determined the need for a new generation of aircraft which would be as fuel-conscious as possible. Two-engined fuel efficient aircraft are now an accepted fact of life though, in the medium term, it is almost certain that the twin pressures of traffic growth and airport congestions will be partly relieved by the introduction of stretched versions of existing jumbo aircraft.

New, more reliable and more capable electronic systems are now being introduced on some existing aircraft while the new generation will have even more advanced systems in which cathode-ray type displays will replace many of the conventional dials and counters. The study of the art in wing design continues to advance. Active controls can be combined with drag-reducing wing tips thus producing significantly more efficient wings than the mid-sixties designs of wide-body aircraft.

The Concorde has been a commercial failure and the supersonic aircraft have to inevitably overcome the question of avoiding supersonic flight over land masses. It is also not certain whether the economics of operating supersonic aircraft would stand comparison with the wide-body aircraft of today, let alone the stretched aircraft of the late 1980s. Future stretched versions may carry up to 800 people per aircraft as opposed to the two and three passenger aircraft of the early '20s. Small wonder, then, that almost a billion people are flying the world's skies every year.

ADVENTURE INTO SPACE

Man has not been content to merely fly. He now wants to examine outer space and on October 4, 1957, Sputnik-1 was launched by the Soviet Union as the world's artificial satellite. A month later a dog was shot into space in Sputnik-2 and was fed automatically. The Soviets were the first to put a man in space when Yuri Gagarin circled the earth for 108 minutes in Vostok-1. The first American in space followed less than a month later with a flight time of 15 minutes. Neil Armstrong and Edwin Aldrin in Apollo-11 became the first men to land on the moon in July 1969. Altogether six landings were made on the moon the next 3½ years.

India in its own small way has also gone ahead in satellite research for peaceful purposes. Safely ensconced in the space shuttle Challenger, INSAT-1B took off from Cape Kennedy Space Centre, Florida, on September 2, 1983, and shortly thereafter control was taken over by the Master Control Facility at Hassan in Karnataka.

Today man is looking at Mars, at Venus and at Mercury. Agents in the United States are already booking passengers for the first commercial flight to the moon. The Soviet Soyuz-17 circled the earth for 709 hours and 20 minutes and [illegible] 18 circled the earth for 1511 hours and 20 minutes. I wonder what Orville Wright would have said to that [illegible] of his first powered flight [illegible]

Boeing 707

PHOTO NEWS

Forty-two High School children accompanied by five teachers from Kuwasaki Gakuin High School in Japan leaving on a tour of India. During their tour they visited Delhi, Calcutta, Nagpur, Agra and Jaipur. The photograph shows the group with Mr K. Sivaraman, Manager-Osaka, Mr T. Nitta, District Sales Manager and Mr T. Fukui, Sales Representative in Kobe.

The Minister of Tourism and Civil Aviation, Mr Khurshed Alam Khan climbing down the steps of our Boeing 707 after meeting the Haj pilgrims at Delhi Airport. For the first time Air-India has launched Haj Charters from Delhi, for the benefit of about 3,200 pilgrims from the northern states of India.

Brian Ray (foreground), District Sales Superintendent, Perth, holding flight bags and tickets for 'Footsteps of Gandhi Tour' which Air-India has promoted with the Sunday Times. He is seen here with the members of the tour group at a 'Hello' reception held in Perth prior to the group's departure.

Air-India participated for the first time in the Airfreight in Action — '85 Exhibition in U.K. Photograph shows our Mr K.K. Chawla and Mr D.J. [illegible] welcoming Mr T.J. King, the U.K. Minister of State for Transport.

Lions International recently declared Mr Paul Cunniffe, Assistant Manager, Passenger Administration, New York as Man of the Year. Mr Cunniffe with Mr Harry Thrasher, President of Kennedy Airport Airlines Council and Mr William Gavin, President of Lions Club of JFK.

Our Manager Bombay Airport Mr G.S. Bandhard, [illegible] and Manager of the Indian cricket team, welcoming the current Indian cricket captain Kapil Dev.

While on their honeymoon in Europe, James Martin from [illegible] and his wife Bernice with the Holy Father. Also in the picture is Archbishop Simon Pimenta of Bombay.

Above: Mr S.L. Parashara, Manager-Eastern & Central Saudi Arabia, hosted a reception at the Le Chemin Chinese Roof Top Restaurant of the Hotel Dammam Oberoi at Dammam to introduce Mr Ajit Singh, Regional Director-Gulf & Middle East. The photograph shows (L) Mr Parashara, Mr Yousuf Mukadam, Mr Suresh Vaswani, Mr Cathy Aitken and Mr Ajit Singh.

Below: The Turbo charged Renault 5 racing car being loaded on our aircraft at Sydney for participation in the major racing circuits around Australia with Air-India's sponsorship. The Renault with its dazzling 200 km-plus performance and the Air-India logo prominently displayed along its wings received wide media coverage throughout Australia.

होनहार प्रतिभाएं

सुश्री दीपा नारायण

श्री ओ.एम. नारायण, सहायक प्रबंध-धानी संबंध की सुपुत्री सुश्री दीपा नारायण ने बम्बई विश्वविद्यालय की वर्ष 1983 की बी.एससी–वनस्पति शास्त्र परीक्षा के अंतिम वर्ष में 80.83% अंक प्राप्त कर युनिवर्सिटी में प्रथम स्थान प्राप्त किया है।

यहां यह उल्लेखनीय है कि कु. दीपा ने एस.एस.सी. तथा बी.एससी. प्रथम वर्ष की परीक्षाओं में भी प्रथम स्थान प्राप्त किया था। एस.एस.सी. में अंग्रेज़ी में प्रथम आने पर उन्हें 3 छात्रवृत्तियां प्रदान की गईं। इसके अतिरिक्त विश्वविद्यालय तथा कालेज में प्रथम आने पर उन्हें कुछ अन्य स्कॉलरशिप भी दिए गए।

मास्टर राहुल अलवानी

मास्टर राहुल अलवानी को वर्ष 1983 के लिए महाराष्ट्र सरकार द्वारा माध्यमिक विद्यालय छात्रवृत्ति प्रदान की गई है। राहुल इंजीनियरी विभाग में विमान तकनीशियन के रूप में कार्य करने वाले श्री एस.आर. अलवानी के सुपुत्र हैं।

मास्टर रोहित ए. वाजपेयी

वाणिज्य विभाग के नरीमन प्वाइंट में सहायक स्टेशन अधीक्षक के रूप में कार्य करने वाले श्री ए. वाजपेयी के सुपुत्र मास्टर रोहित ए. वाजपेयी ने सीनियर के.जी. में 92% अंक प्राप्त कर अपनी कक्षा में प्रथम स्थान प्राप्त किया है। 7 विषयों में से 6 विषयों में उन्हें डिस्टिंक्शन मिली है तथा 3 विषयों में सबसे अधिक अंक मिले हैं।

मास्टर प्रशान्त [illegible] जोशी

श्री पी.[illegible] जोशी, इंजीनियरी विभाग के सुपुत्र मास्टर प्रशान्त [illegible] जोशी को वर्ष 1983 के लिए महाराष्ट्र सरकार द्वारा छात्रवृत्ति प्रदान की गई है। इस परीक्षा में [illegible] जिले में पांचवां स्थान प्राप्त किया है।

सुश्री गीता मेनन

हमारे लेखा विभाग की श्रीमती आर.जी. मेनन की सुपुत्री सुश्री गीता मेनन ने अखिल भारतीय अंतः प्रान्तीय निशानेबाजी प्रतियोगिता (एन.सी.सी.) में दूसरा स्थान प्राप्त किया है। सुश्री गीता बम्बई के एन.एम. कालेज में बी.कॉम. अंतिम वर्ष की छात्रा हैं। उन्हें इस वर्ष राज्य सरकार की छात्रवृत्ति दी गई है।

सुश्री गीता शास्त्रीय नृत्य भी जानती हैं तथा एक सुप्रसिद्ध गुरु की शिष्या हैं। वह गत पिछले तीन वर्षों से लगातार अन्तर्महा-विद्यालय लोकनृत्य प्रतियोगिता में विजयी घोषित किया जा रहा है।

कु. दीप्ति के.सामंत

कु. दीप्ति के. सामंत ने मार्च, 1983 में एस.एस.सी. की परीक्षा में 88.2% अंक प्राप्त कर अपने स्कूल में दूसरा स्थान प्राप्त किया है। वे इंडियन एजूकेशन सोसायटी स्कूल नं. 2, दादर की छात्रा थीं। कु. दीप्ति के पिता श्री के.आर. सामंत, सिविल निर्माण एवं संपत्ति विभाग में कार्य करते हैं।

मास्टर वैभव के. जोशी

एअर-इंडिया प्रेस में मुख्य नायक श्री के.आर. जोशी के 10 वर्षीय पुत्र मास्टर वैभव के. जोशी ने वर्ष 1983 की माध्यमिक विद्यालय छात्रवृत्ति परीक्षा में 71% अंक प्राप्त किए और उन्हें महाराष्ट्र सरकार की ओर से छात्रवृत्ति प्रदान की गई। मास्टर वैभव न्यू इंग्लिश स्कूल, नेहरू नगर, कुर्ला (पूर्व), में चौथी कक्षा के विद्यार्थी हैं।

कला की साधना तपस्या से कम नहीं

चित्रकला के रंग-बिरंगे रूप आपने कभी कपड़े पर, कभी कैनवास पर तो कभी मुखे पत्तों पर जरूर देखे होंगे, लेकिन पेड़ पर लगे हरे पत्तों को बिना तोड़े, उन पर बारीकी से सुन्दर रंगों की कृति के रूप में सजा हुआ आपने शायद कभी न देखा हो। आइए, आज हम आपकी भेंट श्री माधव गोखले से कराएं, जो इस कला को उजागर करने वाले प्रतिभा संपन्न युवा कलाकार हैं, जो पूरी निष्ठा से इस कला के प्रति समर्पित हैं।

सरल और सहज व्यक्तित्व वाले श्री गोखले हमारे वाणिज्य विभाग में यातायात सहायक के रूप में कार्य करते हैं। बचपन से ही चित्रकला आपका गहरा प्रेम रही है। [illegible] वर्ष की छोटी उम्र में ही आप इस कला में सिद्ध हस्त थे और कालेज में आते-आते तक यह कला अपने पूर्ण निखार पर आ गई जिसका सबूत है "कमर्शियल [illegible] पुरस्कार", जो लगातार 4 वर्ष तक आपको मिला। आपके परिवार का हर सदस्य चित्रकला की किसी अनूठे रूप में प्रस्तुत करने में पारंगत है।

श्री गोखले हरे पत्ते पर जो चित्र बनाते हैं उसके लिए उन्हें कड़ी तपस्या करनी पड़ती है। सबसे पहले वे बनाए जाने वाले चित्र का स्केच की मदद से स्टेंसिल काटते हैं, जो बड़ा कठिन कार्य है। [illegible] स्टेंसिल पर उन्होंने [illegible] रोज 3 से 4 घंटे तक कार्य किया है [illegible] न जाने कितनी बार स्टेंसिल [illegible] साथ-साथ अपनी तर्जनी को भी [illegible] स्थिति में पड़ा ब्लेड की [illegible] से अपनी तर्जनी (पहली उंगली) में [illegible] सकने से उन्हें डाक्टर की शरण [illegible] है। बारीकी से कटे हुए स्टेंसिल [illegible] और स्प्रे पेंटिंग की मदद से लगातार [illegible] कार्य करने के बाद वे प्रस्तुत [illegible] चित्र को हरे पत्ते पर चित्रित कर पाए हैं।

श्री गोखले अपने अनेक मित्रों और अधिकारियों के प्रति कृतज्ञ हैं जिनके सहयोग से वे एअर-इंडिया में अपनी कला का प्रदर्शन कर पाए। उनकी हार्दिक इच्छा है कि वे कभी ऐसा ही कोई अनुपम, अनूठा और अद्वितीय कार्य एअर-इंडिया के लिए भी कर सकें ताकि कला के क्षेत्र में अपना रचनात्मक योगदान देकर वे नया कीर्तिमान स्थापित कर सकें।

इस उपलब्धि के लिए उन्हें हार्दिक बधाई।

अपनी कृति के साथ कलाकार।

सूचना

अपने पाठकों को सूचित करना चाहेंगे कि "भाषा-परिचय" नाम से एक नया कालम हम शुरू करने जा रहे हैं, जिसमें, हम भाषा के व्याकरणिक, साहित्यिक, आंचलिक तथा प्रचलित रूपों पर चर्चा करेंगे। इस चर्चा में हमारे पाठक भी शामिल हो सकते हैं। हम उनकी रचनाओं का इस कालम में स्वागत करते हैं।

अपने बचाव की तकनीक

हाल ही में, एअर इंडिया के सांस्कृतिक विक्रय कर्मचारी तथा आरक्षण में कार्य करने वाले लड़के और लड़कियां 'कलारिपयट्टु' के नाम से जानी जाने वाली प्राचीन कला सीखने के लिए एकत्र हुए। न्यूयार्क स्थित इंडियन इन्स्टीट्यूट ऑफ मार्शल आर्ट्स के संस्थापक हैं, मास्टर श्री जे.डी. आगरवा। यह कला कराटे और कुंगफू से भिन्न है।

चित्र में बाएं से दाएं दिखाई दे रहे हैं मास्टर श्री जे.डी. आगरवा और वरिष्ठ विक्रय प्रतिनिधि श्री डॉन बकले।

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