



# Aeronautical Publications of India

PRIVATE LIMITED

Ref. 116/620

July 10th 1961

John Stroud Esq.,  
11 Mornington Avenue  
London W 14

My dear John, (and Pat of course)

I have already acknowledged your long and helpful letter dated July 3rd 1961. Far from going off the deep end or getting into a flaming temper, I am grateful to you for pointing out what a wonderful airline is IAC. Unfortunately, I see their operations in a somewhat different light so find it difficult to agree with you. I admit that IAC air fares are low by comparison with those obtaining in Europe, but I question if the European fares are at the level they should be, or could be.

One thing you fail to take into account is the fantastic population of this country. It influences everything from Glaxo production to radio sets and watches. There is never enough of anything. Human production far outstrips mass production in the factories. Therefore, the available loads for all forms of transport burst the seams of railway coaches and wagons, overload the road transport, and if given a chance would fill standing room in the domestic airlines' aircraft.

If IAC had gone to work properly, crammed on services with fares cut to the bone and kept the Vikings flying as they could have done, they would be reaping profits instead of having to send the General Manager into print, to trample to death an old retired WC who pleads for lower air fares. All that PCL has done is to parade the age old excuses used by airlines for increasing fares. He has not even kept to his own Annual Reports, making statements in conflict with the printed figures. He mentions additional cost of training when his 1959-60 training costs show a reduction of Rs240,000.

Hérons on the floor is another scandal. How can any airline hope to show profits when it has aircraft that it refuses to employ. A Non-Schedule operator offered to buy the Herons to operate in India but nothing doing, no sale in India. Had that operator got going and made profits it would have made IAC look as inefficient as it really is.

I go to Delhi, all three Viscount services out of Bombay (Delhi Calcutta and Colombo) delayed as no lorry to load the passenger luggage. I returned on the 6th, in the seat next to me was a passenger who had flown to Delhi from Bombay on the 5th, his aircraft had been delayed by 1½ hrs he told me. I suppose they had not repaired the lorry. I did not ask.

It is all very well for privileged journalists to fly over IAC routes and be given the VIP treatment, but the poor paying passengers such as VF have to put up with every kind of inconvenience, and not even a word



John Stroud Esq.,

- 2 -

July 10th 1961

of apology over the loud shouters. I want to send a thousand cases of goods to Delhi, I ask for a contract rate, I am told that the great Mister Lisely has stopped all cargo contracts, I must send my cases by express parcel service at published rates, parcel by parcel. You call this giving the public and the country an air service. I call it insulting.

Where do these traffic managers get all the foreign exchange to tour abroad plus wife for six months leave? Tell me that. I could tell you first guess. I can't get even £100 to go abroad. I know you think IAC is only second to PIA in wonderful works. At least PIA has put on Dak Bus Services. What do we do, take three months to do a Dak overhaul, when Airworks India does one in 21 days for Rs35,000. First class job too. Dart overhauls in Delhi under Mister Kumar taking 800 man hours more than they should, and spending months in the pipeline. They have only just managed to keep the Viscounts with engines in them, and they would not have done had it not been for the extended life between overhauls. What sort of airline efficiency is this? You tell me.

If they ran things properly they would be making profits at present fares, and that would be a first class show and there is no reason why they should not, except that PCL imagines the sun shines out of his bottom, and that he is the greatest airline operator in the world. I doubt very much if he could operate a roundabout at a fair and make a profit. He has completely changed.

One of his boyhood girlfriends told me the other evening that she does not know this man, he is absolutely different since he took on IAC. He talks rubbish in public and she is very sad. I think she wanted to marry him once upon a time. Now, when you get people as close as that to PCL, talking like that, it is time to wake up and take note. At least I think so.

He and the Chairman complained to the Minister about my articles, they got no change in fact it is my opinion, from what the Minister said to me last week, that they did themselves harm by such action. He suggested that I continue my articles whenever I consider necessary.

I am expecting Stratford of HSG here Tuesday with the proposal for cheap air services. After talks here we will decide what is to be done.

In the mean time,

kind regards,

Raymond.

PS. Many thanks book arrived safely, I had forgotten it was procured through your good offices - otherwise I would have acknowledged it. Too busy these days to remember these sort of things.

---

SEE PAGE 3.

---



John Stroud Esq- 3 -July 10th 1961

Since drafting the above, I have some more quite interesting IAC figures which I suggest you think about. When the IAC was formed August 1953 the total staff taken over was 7,107. Since then an additional 2,446 have been engaged, which is an increase of 34.4%.

A serious section is engineering. Originally with 2,408 technicians, by the end of the second financial year 919 had been added. During the last three years there have been increases to the engineering staff, 63, 143, and in the last year, 103. This means that engineering has increased its staff since the Corporation was formed by no less than 46.6%.

At the same time, the Corporation started with 99 active aircraft and now has 73. According to the 1953-54 report the Corporation flew 75,943 hrs. For the same period the figure shown in the 1959-60 annual report gives 113,914 flying hours whilst for the year 1959-60 the total is 116,975. This means an increase of 3,000 hours per annum or in other words, slightly less than 3 hours per annum for each of the additional technicians employed.

I shall be interested to know if you can defend these figures.

VF. 