

Magic Carpet

NEWS AND VIEWS

VOL. 6. No. 12

THE STAFF MAGAZINE OF AIR-INDIA

FEBRUARY 1963

From the
GM's desk

The tentative timetable for Summer operations in 1963-64, has been issued to stations for clearance with the local authorities. Our fleet of six aircraft will be fully committed and with the daily Bombay-Delhi-Bombay charter to IAC, we shall achieve a utilisation of 4,020 hours during the peak period and an average utilisation of 3,850 hours per annum. This is certainly one of the highest in the Industry and will give satisfaction to all of us.

We have been critically examining our requirements of additional aircraft for operations from April 1964 onwards and have prepared a project of purchasing two Boeing 707-320B aircraft, the deliveries being of one aircraft in the spring of 1964 and the other in the spring of 1965. These would meet our requirements till March 1966 and perhaps a year more. This matter is under consideration of Government and arrangements for finance have to be made in U.S.A.

Air-India has always tried to have standardized fleet and you may perhaps wonder why we are departing from this in giving up the present series of Boeing 707-437 with Rolls Royce engines in favour of Boeing 707-320B which has Pratt & Whitney JT3D-3 engines. The reason is that until the supersonics come in regular commercial service—and this is not likely till 1970—we would have to carry on with the subsonic fleet which we now have and which will be acquired

THE ART OF MAKE-UP TIPS FOR HOSTESSES

"BEAUTY care and make-up is international" said Miss Alice Bacchus, the beauty expert from Elizabeth Arden, who flew into Bombay in January for a week at our invitation to give advice and demonstrate to our Hostesses and Receptionists the art of make-up, beauty treatment and general appearance.

This is a comprehensive service Elizabeth Arden has offered to Air-India which carries her various preparations on

board our Boeing 707 aircraft for the use of our passengers.
(Continued on page 8)

Alice Bacchus demonstrates on airhostess Kamal Thadani the application of lipstick with a lip-brush. This prevents the "jammy" look when it is applied straight from the tube.

hereafter. There are only a few users of the Boeings with Rolls Royce engines and naturally, therefore, the cost of the aircraft which would be specially for one buyer only, would progressively increase.

What is, however, more important is to consider our route pattern. The Rolls Royce Boeing is well suited to our present routes, except that it cannot do Bombay-Europe non-stop with full payloads and we are in need of greater range here. There is also the question of the Pacific route which we cannot ignore for the next seven years. A long range aircraft is a must on that route if we are to give first class competitive service. Finally, the JT3D-3 engines have a much better specific fuel consumption and in the long run this will result in substantial economy. These considerations have led the Management to choose the long range Boeing for the future purchases.

B. R. Patel

B. R. Patel



Entre nous!

Q. With the standardisation of our jet fleet, it is imperative that our accounting techniques be modernised and our accountants trained in Management Accounting and Budgetary Control. Why is Air-India not sending some of our accountants to foreign countries for training in Management Accounting? What is Air-India's policy in this matter?

A. The question of putting our Budgeting procedure and accounting techniques on a scientific basis and developing the existing economic, financial and statistical controls into effective tools of Management, has been engaging our attention for some time. We have, for instance, already introduced the Internal Audit; conducted a training course in Higher Management for the senior personnel in April 1962 which included subjects relating to budgeting and financial control, and set up a separate Budget Section under a Budget Officer.

The maintenance and presentation of our Accounts have to be in the form prescribed by the Central Government under the Air Corporation Act 1953. We have had our Economic Control system reviewed by an international expert, Mr. Stephen Wheatcroft, whose recommendations are being implemented. We are planning to acquire data processing machines which will help considerably the processing of data required for economic control. Accounts staff are also being given the opportunity to study the system obtaining in other countries. We are endeavouring constantly to improve our methods and procedure in regard to accounting, budgeting and financial control.

We follow the policy, consistent with our requirements, of deputing our staff to seminars and short term training courses in India and abroad, to acquaint themselves with the modern methods of accountancy and budgetary control.

Q. Do you think that there is at present proper delegation of authority within the organisation?

A. There is. Consistent with the nature of our activities and the functions of the various departments, administrative and financial powers have been delegated to the heads of departments and other authorities. These delegations are also reviewed from time to time and revised wherever necessary.

K. K. Unni

K. K. Unni.

N. D. F. SWELLS

GENEVA

Mr. R. Venkatraman, Manager, Geneva, who is also the President of the Indian Association in that city, collected from the Indian community in Geneva a sum of SFR. 51,000 as contributions towards the Indian National Defence Fund and handed over this amount to the Indian Consul General in Geneva.

(The above amount includes a sum of SFR. 6,450 contributed by Indian officers of Air-India in Geneva: Ed)

NAIROBI

Surya Patel, DSM Nairobi, informs us that every month our staff at Nairobi contribute Rs. 1,100 to the National Defence Fund.

This is a voluntary donation made by staff at the station and will continue till the Emergency in India is over.



Mr. M.A.S. Dalal, R.M.U.K. seen presenting gifts to Mr. M. C. Chagla, High Commissioner for India in connection with India's Defence Fund. So far £70,000 (almost Rs. 10 lacs) have been collected by Indian residents in the United Kingdom.

POTENTIAL NON-REVENUE PAX



Kavita, daughter of Russi Khory, our Manager Karachi.



3-year old Kunda, daughter of Mr. B. A. Gawande (Mechanic, Power Plant Overhaul Div.)



Jayashree, daughter of M. S. Karlekar (A.I.E.C.B. Santa Cruz).

Kiran, son of Surendra Vyavaharkar (CHQ).

Pushpa, daughter of K. Vaidyanathan (Stores, Santa Cruz).



Three Harvard University Professors visited Air-India to acquaint themselves with the working of our Corporation. They held discussions with the Vice Chairman and Departmental Heads. Photograph shows: Departmental Heads, Vice Chairman and (L to R) Prof. Henry Bradford Arthur, Prof. Milton P. Brown, Prof. Robert W. Austin.



Earn While You Learn

New Handicraft Centre

The inauguration of the Handicraft Centre by Mrs. Chandrika Unni, wife of our AGM, at the Air-India Staff Colony at Santa Cruz on January 21, marks the beginning of yet another welfare activity undertaken by Air-India for the benefit of the staff.

The main object of the Handicraft Centre is to help the women residents of the Staff Colony to utilize their spare time in learning an art and earning as they learn.

A full time Lady Welfare Assistant has been specially appointed to be in charge of the Centre under the administrative control of our Welfare Officer, who will work in liaison with the Staff Colony Association.

Initially, the Centre will impart training to the women residents of the Colony in stitching and cutting. Later on, the training will include making of various handicrafts and embroidery. Already it has seventy members on its roster.

The Centre will function from one of the three-room flats in the Colony, but with the increase of activities and expansion of work, the Centre may have to shift to a larger and more suitable premises.

The trainees will receive remuneration for each job entrusted to them and the total earnings would depend on the total turnover.

The earnings would accumulate and be paid to the members in a lump sum, on the 20th of each month — about the time when many a housewife finds that she could do with some more money until her husband gets his next pay packet.

Up to now our Stores Department passed all its sewing and embroidery work to outside contractors. This will be gradually discontinued and all such work will be assigned to the Handicraft Centre.

The idea of "Earn while you Learn" may not be foreign to present day society, but the Centre will certainly contribute in a large measure towards helping to utilize their spare time usefully and profitably.

THE ART OF MAKE-UP

(Continued from page 1)

both men and women.

Miss Bacchus advised individually nearly 70 hostesses and receptionists. She gave lectures and demonstrations on the Elizabeth Arden principle of first thoroughly cleansing and toning the skin and then applying at night a cream carefully chosen to nourish and to correct dryness, oiliness or blemishes.

There is, of course, a wide range of preparations for hair and scalp, for hands and feet, all very necessary for good grooming. Moisture creams have been proved to be wonderfully helpful to the skin on board the aircraft and then the various foundation creams which achieve a smooth matt finish, and powders and lipsticks to complete the make-up.

INDIVIDUAL PROBLEMS

Our hostesses have taken the opportunity of Miss Bacchus' visit to discuss with her their individual problems such as dry skin and inability to completely remove "tikka" from the fore-

head. When she returns to London, Miss Bacchus will look into the possibility of Elizabeth Arden making a special "tikka" preparation which will come off easily with a cleansing cream and blend in colour with the lipstick and nail lacquer.

To match the orange-gold and mint-green silk uniforms worn by the airhostesses, Miss Bacchus has suggested "pink jonquil" an orangey-pink shade of lipstick.

PIONEER

Elizabeth Arden, was the pioneer in advocating beauty methods based on intelligent care and in proving that any woman can make herself more attractive and look younger, if she would take a little trouble to take care of her health and skin. She was also one of the first to provide for men the essentials for masculine good grooming. There is now, therefore, "Arden For Men", a series of products prepared specifically for men.

MORE POWER TO OUR ELBOW: A

We reproduce below the text of our Chairman's speech at the inauguration of the Jet Overhaul Shop on January 12, 1963, at Santa Cruz.

WELL, I would like to tell you that I am happy to be present here at the formal opening ceremony of this magnificent Jet Engine Overhaul Shop. My pleasure is increased by the presence of the Members of the Board and the Press.

The visit of the Members of the Board and the Press to this Overhaul Shop shows that there is more in the running of an airline than flying aeroplanes, providing good service, good food, attendance of beautiful Air Hostesses and the little Maharajah, a symbol to encourage us and make people to laugh at. The maintenance of aeroplanes of this complexity and size requires considerable organisation and equipment behind the scene

and it is very rarely that the Directors or Press have the chance to see what is involved in keeping our aeroplanes flying. Also the Board, from time to time, have to sanction the capital expenditure involved in facilities like this and the members of the Board will be pleased to see that we are spending the money in a good and proper way. As Mr. Appusamy has told you, that, from the time we had the Boeings, obviously we had to organise

and equip ourselves to overhaul the engines. We took a very wise decision not to do it for the first two years so that we could gain more experience by the time the engines attain an advanced stage of development.

In 1960, the time between overhauls was only 700 hours. We have already achieved 2600 hours and this is going to be 2900 hours by next month. The industry has reached now, I am told, around 3000 to 3500 hours and the record is 4800. It only shows that, by having the engines overhauled by Rolls-Royce for the first two years on the terms which were extremely fair and satisfactory to us, we ensured that the initial development work and teething troubles were taken care of.

The amount of Rs. 51 lakhs sanctioned by the Board, I think you will agree with me, has been well spent. By overhauling the engines in our Jet Shop, instead of having them overhauled abroad, we shall save no less than Rs. 35 lakhs in Foreign Exchange or, say Rs. 3 lakhs a month and, as our operations grow, the saving in Foreign Exchange will be all the greater.

MONEY WELL SPENT

The capacity of the shop, I am told, on one shift alone, is about 15 engines a month. As we grow, we will still have plenty of capacity. The size of the shop is also based on possibility of overhauling engines for others. For instance, if the



THE CHAIRMAN ADDRESSING THE TECHNICAL STAFF

EXAMINER

MR. D. P. NIMKAR, SUPERINTENDENT OF THE NEW JET OVERHAUL SHOP AND MR. K. G. APPUSAMY WELCOMING THE CHAIRMAN AND THE VICE CHAIRMAN ON ARRIVAL



Government sanctions Caravelles for I.A.C. this will be the shop in which the Avon engines of the Caravelles will be overhauled. So, I have no doubt, inspite of surplus capacity today, it will do a fine and economical job. This shop, completed and equipped in 15 months, reflects great credit on those responsible for its planning construction and commissioning. The first engine to go through this shop has just completed overhaul and test. We went through the Test House to have a look. I am sure, it will give a fair account of itself. From the very beginning, the entire work was done by our Engine Shop staff with only one Rolls Royce Resident Representative on the spot. This shows Air-India can not only fly the air-

(Continued on page 10)

Big Feather in Engineering's Cap!

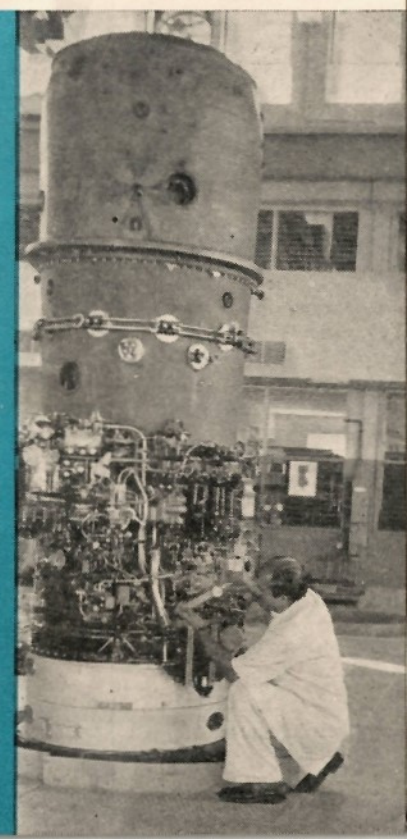
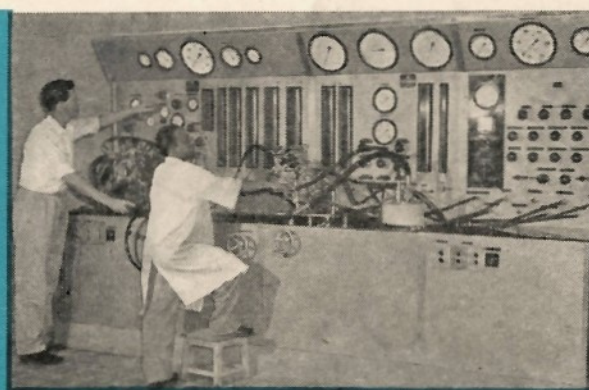


WHO TURNED OUT IN LARGE NUMBERS TO WITNESS THE INAUGURATION OF THE SHOP.

S. NARAYAN CARRYING OUT THE BINOCULAR INSPECTION ON THE TURBINE DISC.

MR. HOLLIS OF ROLLS ROYCE AND MR. BADAK, LEADING HAND, WATCHING THE TEST OF FUEL ACCESSORIES

ENGINE ON FINAL BUILD - ENGINEER K. F. PATEL CHECKING THE TORQUE.



ASST. SUPERINTENDENT F. A. MICHAEL GIVING THE CLEARANCE
FOR THE INSTALLATION OF THRUST REVERSER AND SILENCER. →

LETTER from LONDON

by
TREVOR TURNER

IT is probably difficult for many of our readers to believe that in one of our papers there is a picture of the sea freezing across the sands on a part of the English coastline. This will be an indication that the U.K. has for the last few weeks suffered considerable discomfort and inconvenience by some of the worst weather for many years.

We have had ice, snow, blizzard and two new words produced by the Met. boys — *frizzle* and *frizzard*. We would hasten to add that London Airport Traffic Staff have introduced their new words for these two hazards but we do not think the Editor would appreciate them. (*In London anything can happen: Ed.*) However, great credit must go to the new Canadian snow-ploughs which have been used very effectively at London Airport, and, considering the amount of snow which fell over the Christmas and New Year period, the goings and comings at London Airport have not been seriously affected.

Travelling for most people has been difficult but perhaps one of the greatest inconveniences has been the effect on sport. There has been no soccer for three weeks and anyone who knows anything about this country will appreciate that to deprive any Englishman of his Saturday afternoon soccer or a gamble on the Pools is something rather serious.

In addition to the snow and cold weather, in December we had four or five days of very unpleasant smog, again the worst for several years and this did seriously upset air travel and London Airport was closed for four days. However, our aircraft was the first Boeing to depart after the fog cleared and of course by that time there was a considerable backlog of passengers so a full flight left with a few staff members hanging on by the tail.

The fog was so bad there was a report in one of our newspapers, of a man in north London who when walking in the fog heard a voice on the other side of the street calling

for help. With difficulty he crossed the street, found the voice and saw its owner looking disconsolate and clutching the top of a bicycle bell. He remarked "This fell off my bike and I had to stop and search for it and now I can't find my bike."

Christmas followed the usual custom of over-indulgence in most things but although it is only a personal opinion, I do not think the London lights were as good this year as in the past. Our flights during the week before Christmas were predominantly for children and our Children's Special was again well supported. The airport boys had a busy time with an engine change just before Christmas and a fifth pod operation on Xmas Day.

Before the weather affected sport our soccer team managed to beat PIA and Stephens Advertising.

The accounts boys from Bond Street recently completed their chess competitions which was won by Roy Malnick and our table tennis London Business



A MOST POPULAR FLIGHT

Airhostess Shanta Gopaldas with some of her "Children's Special" friends.

House Team, which is mainly comprised of accounts boys are still top of the league. The star player appears to be Adrian Jones who has only been beaten in one match so far. We must also commend our bowling team, known as the *Maharajahs*, who stood second in the Inter-line Bowling League. It is hoped that our bowling team will be appearing on television in February when they will be playing in matches to inaugurate the opening of a new bowling alley which is near London Airport.

Congratulations to Paul Farmer, the son of Mr. Ronald Farmer our Manager London Airport, who recently won the All England Junior Badminton Championship.

In Bond Street there seems to be little news of interest but

our Reservations Department have promised to produce some news or scandal by the next edition. This may prove to be interesting. The Sales Department recently received a letter from two young and eager female students who, in connection with their University Rag Week, requested in their letter official permission from us for them to stow away in one of our aircraft. Needless to say, we had to reluctantly curb their enthusiasm and point out that we were not allowed to give free rides, even to young and eager students.

It is rumoured in London that one airline, which shall be nameless, is thinking of altering its advertising campaign and just announcing in the press "Wanted... Passengers... no experience necessary".

KEMP'S CORNER...



The One That Did Not Get Away!

On the profits of fishing an Assyrian tablet of 2000 B.C. says: "Gods do not subtract from the allotted span of man's life, the hours spent in fishing." Perhaps TK does not know that *Manage m e n t* have made an exception and regard the hours spent by him on fishing as duty hours.



Mr. T. K. Menon, our Delhi Manager who recently caught a 44-Pound Mahseer.

(It is a pity TK has his pants on otherwise he would have looked better. Ed.)

Kiss and Tell!

From an Air-India advertisement in the Daily American, Rome, January 22.

"How you can judge Air-India pilots. Air-India is famous for its feather light landings. Gently kissing the runway with 300,000 pounds of aircraft at 140 m.p.h. takes judgment and long experience...."

What do the runways have to say, I wonder, about being kissed by 707s weighing 40 tons more than max. permissible for landing? Something like this perhaps:

*Your kiss, maharajah, is heaven,
Oh goodness gracious me
But the weight of your 707
Is more than it ought to be.*

*I adore your heavy advances,
Your passes I cannot resist,
When you contact my concrete
expanses*

Boy, do I know I've been kissed!

ROGER BACON

in "Flight", Feb. 14, 1963

"VEDETTES TOUR EIFFEL"

IN Paris recently four new boats of the Vedettes Tour Eiffel which operate sight-seeing excursions on the River Seine were christened.

One of these luxury boats was named "*GANGE*" — after our own river Ganges. Air-India was invited to participate during the launching. His Excellency Ali Yavar Jung the Indian Ambassador also graced the occasion.

Photograph shows our attractive London Office receptionists Miss Mody and Miss Garrewal who flew specially to Paris for the function.

WORK STUDY A TOOL OF MANAGEMENT

ADDRESSING the officers of Air-India, Brigadier Krish Pennathur, Director of the Defence Institute of Work Study, Mussorie, said: "Work Study is a potent tool of scientific management and Management itself must be reorientated in order to maximise objectives and minimise the utilisation of resources."

Management, he pointed out, must have the enthusiasm to press into service all the scientific techniques available to them and Work Study is one such technique.

Commenting on the aims and objectives of the Work Study Brigadier Pennathur stated that Work Study is designed to eliminate ineffective work and effort and to ensure optimum utilisation of available resources to achieve a specific object. Work Study, he continued, could make a vital contribution to greater efficiency and effectiveness in administrative work.



CONFESSIONS

by JIM WARD

I have to confess, with shame in my heart, that two and a half years ago I had never heard of Air-India! Duly penitent, I have spent the past thirty months trying to fill this gap in my education. Yesterday I sat down and drew up a list of all the things I now know about India, Air-India and the airline world in general. Frankly, I did not impress myself.

I know that Rupee is worth as much as a New Franc; it is my ambition to own a lakh of Rupees, but all I have so far is a lack (of Rupees, or any other currency for that matter).

I know what a choli is, but I don't expect ever to wear one.

I know that we have to do better on the Atlantic sector, but I haven't any constructive suggestions to offer.

I know that the G. M. is coming to London shortly, because I have been told to tidy my desk.

I know that the ratio of economy to first-class fares varies from sector to sector, but I don't understand why, although it has been explained to me many times.

I know that film-star Shirley MacLaine has a complexion like a peach (complete with fuzz)

because I was once shut in a telephone booth with her at London Airport.

I know what the letters I.A.T.A. and P.T.A. mean, but I'm a bit dubious about P.A.T.A.

I know 56 verses of "Eskimo Nell". (Actually, I knew them before I joined A-I, but I'm proud of the achievement, and feel justified in including it here.)

I know that the living accommodation on top of an elephant is called a howdah. I think it is so named because hunters using elephants for the first time usually ask "Howdah I get up there?" I am not entirely happy about this, however.

In order to keep things in perspective, I next felt obliged to list some of the things I don't know. The list was considerably

longer, (in fact I didn't finish it) so I will just reproduce a random selection.

I don't know How a jet engine works.

How to compute fares.

Brigitte Bardot.

Where next week's rent is coming from.

Who has my copy of "The Kamasutra".

How the C.D. still has a sense of humour.

Where to go on my next Free II.

Whether to come back.

Finally I compiled a list of things I would like to do, or feel I should do, during the next thirty months.

I want to Meet Brigitte Bardot.

Be promoted.

Write a scorching best-seller in Bengali called "Lady Chatterji's Lover"

Eat regularly.

Drink regularly.

Work less.

I ought to Be tidier

Learn something about airline procedures.

Have my hair cut.

Work more.

A modest list of ambitions.

I intend to begin with the last on the list, confident that the

next 2½ years will take me to the top. I should like to close with a little verse which crystallises my modest hopes for the future:

If someone said to me.

"You can be our new C.D. With an air-conditioned office in Bombay."

I would transfer my mode to Mahatma Gandhi Road,

And kook-a little speech up every day. Management, beware!

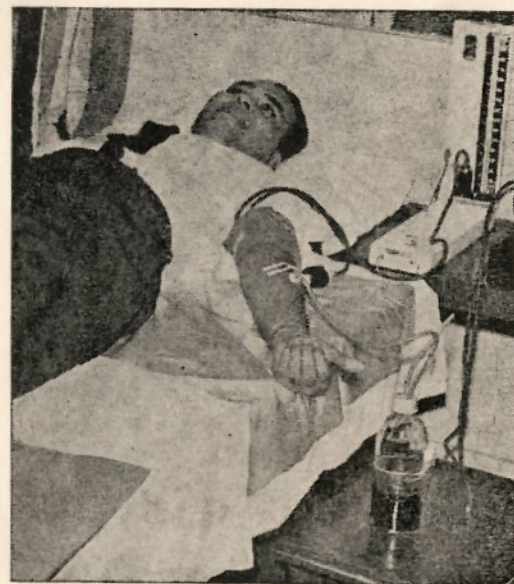
LOOK OUT!

Representations have been made to Management that employees other than those who are appointed to collect periodical subscriptions or Union dues by the Air Corporations Employees' Union under Clause 6 of the Agreement of Recognition, make collections from staff on pay days.

As such collections without the permission of Management amount to a misconduct under the Air-India International Employees' Service Regulations, all members of staff are requested to keep away from such a practice which would be construed as a misconduct.

BLOOD FOR THE JAWANS

Mrs. Gemma Lobo, (Reservations) Bombay, Mr. N. V. Khote, (Planning Controller) and Mr. R. M. Naik (Planning) were among the many who volunteered to donate blood for the Jawans.



LA DOLCE VITA

AIRLINE STYLE

by ART BUCHWALD

WASHINGTON: We have been following the Congressional hearings on alleged airline violations with interest.

The other day several stewardesses testified that they had flown passenger planes and one young lady had seen another stewardess sitting on the lap of the chief pilot while the plane was in flight. This bears out a story we heard some time ago when a friend of ours was taking a flight.

The captain's voice came over the loudspeaker. "This is your pilot, Captain . . . We will be flying at 18,000 feet at a speed of 450 miles an hour The captain thought his loudspeaker was cut off and he said to his co-pilot: "Boy, could I use a cup of coffee and a stewardess sitting on my lap right now."

Unfortunately, everyone on the plane heard him and the stewardess ran down the aisle to warn the captain his loudspeaker was still on. But as she passed our friend, he shouted at her: "Hey, you forgot the coffee."

True or not, the revelation that stewardesses have been flying planes and pilots have been having a ball in the cockpits makes flying even more interesting than it had been before.

We can just imagine a flight if it was as described in the testimony.

"Good evening ladies and gentlemen, this is your stewardess Ann McGarry. Tonight we will be flying at — oops, stop it Fred until I get the announcement over with — at 30,000 feet. Just a little ice dear, and plenty of water. Your pilot, who is sitting just below me is Capt. Fred . . . honey what did you say your last name was? Sparkle. Fred Sparkle. And your co-pilot. Jean what's your date's name? Jean come up for air. What's your fellow's name. Harry what? Harry Airelon.

"Your other stewardess is Jean Throttleall and she will be your navigator. During your flight your captain and co-pilot will be happy to serve you

coffee and sandwiches. I will be taking off in a few minutes as soon as we get more ice cubes. Hush Fred, I'm talking to the passengers. What's that? You want to say something to the passengers?"

"Hi passengers. Glad you could all come to the party. Hope you have as much fun back there as we're going to have up here. What's that Harry?"

"Shut up and deal".

The stewardess comes back on the mike. "Let's see where were we? I think we're ready to take off. Please fasten your safety belts. And . . . did anybody bring any cigarettes?"

"I got some, but they're filtered."

"It doesn't make any difference. Gee, this is an uncomfortable position."

"Well if you're going to fly the plane you're going to have to sit in my lap. The regulations say the pilot must remain in his seat at all times."

"Yeh, how many stewardesses have you given that line to before."

"Heck honey, I'm not kidding. Hey Jean, hey Jean, hey Jean, hand me those regulations over there on the floor next to your shoes. Here it is right in the regulations. Can't leave my seat."

"Well why don't you fly the plane then?"

"Because you're the stewardess. I already know how to fly it. You have to learn sometime."

"All right, I'll fly it just this once, but you're going to have to land it."

"Gee honey, the night's still young. No use talking about landing already."

"Now don't get fresh. I'm not one of those stewardesses who, just because the pilot lets me sit on his lap, will let him take liberties with me."

"Of course you're not. If you were I wouldn't let you fly the plane."

"Well I guess we better get started. And don't mess up my makeup until I put us on the automatic pilot."—*N. Y. Herald Tribune World Copyright.*



WHICH TWIN HAS THE TONI?

OUR airhostess Perin Spencer made quite a few friends (one is shown above) during her recent visit to East Africa with a Fashion Troupe.

Perin modelled fabrics of silk and cotton at fashion shows held in Kampala, Nairobi, Mombasa, Dar-es-Salaam and Zanzibar.

"Such visits" says Perin, "will popularise Indian fabrics in foreign markets and help our country to earn the much needed exchange".

Incidentally, Perin won the "Miss Bombay" title in October last year for the second year in succession.

ATTENTION CABIN STAFF!

ATTENTION, cabin staff on all our routes: Would you care to recount your humorous experiences in writing?

If so read on: Each month a winning story will be published (with credit to the author of course!) in the Magic Carpet. Contributions should be reasonably brief and humorous.

So get hold of your Parker, Sheaffer or quill, whichever is convenient, and let's share that howler with you.

CHAIRMAN'S SPEECH

(Continued from page 5)

craft well but can also maintain and overhaul them on the ground. It is also to be noted that only a dozen men were sent abroad for training and the others were imparted training in our Training School.

We have 67,000 sq. ft. of covered space and I hope you will keep it clean as it is today when the shop is in full swing. Of Rs. 51 lakhs spent on this project, only Rs. 22 lakhs were in Foreign Exchange, the rest being in rupees.

We have today, except probably for the size, a fine Jet Engine Overhaul shop as good as any airline has in the world. It is only right that we should have such a shop, because after all, we operate the finest airline in the world. I say the finest airline in the world not merely because we have the finest equipment, but because of the work in flight and on the ground you and other members of the staff in Air-India perform. The performance and prestige of our airline is mainly because of the loyalty, competence and enthusiasm of our staff all over the world. I am sure, you will make good use of the shop so that, in time to come, as we grow bigger, the value of this will reflect in the saving Foreign Exchange and rupees, because our overhaul cost figure should compare favourably with the

overhaul cost in England or elsewhere.

A WORD OF PRAISE

I would like to express particularly a word of praise to those who have been mainly concerned with the establishment of this shop. Mr. Appusamy, as you all know him, is one of our most valuable officers with enthusiasm, knowledge and competence. I would also like to mention that Mr. Nimkar, Superintendent of the shop, must be a happy man today to see what a wonderful institution has been placed in his hands. Also Mr. Swamirao, Works Engineer, who was largely responsible for the construction of the shop. Our Architect, Mr. Gilder, and our chief contractors, M/s. Chamundi Construction Co. and a number of other contractors.

Finally, I would like to mention, in the presence of the Board that Mr. Appusamy and his staff rose to the occasion during the recent emergency at a time when one of our Boeings was unfortunately involved in a fire accident and we managed to carry on the whole of our commitments with the remaining five aircraft. This speaks very well of our organisation, planning and condition of our equipment.

I would like to wish you all continued success and as we are still in the first month of the year, I would also wish every one of you a happy New Year and the best of luck, health and success.

I may very confidentially inform you that we are at this moment, in the process of finalising through the Board and Government for additional aircraft and, therefore, more engines for overhaul here. I may mention here that our Board members, though hard headed are kind hearted and I hope that we would be able to get this through in the coming year.

Thank you very much for your presence and good luck to you all.

MEET DATTANIMKAR

"THE opening of our new Jet Overhaul Plant at Santa Cruz is a long cherished dream that has finally borne fruit" says D. P. Nimkar, Superintendent of our new Rolls Royce Overhaul Shop.

Born in Poona Datta Nimkar entered the Tata Civil Aviation Training School in Juhu in 1941. He joined the Indian Air Force a year later as a flight mechanic. In 1947, he was released from the Air Force with the rank of Corporal.

Datta joined Air-India in 1947 as a Mechanic I and got his Ground Engineering Licence a year later together with his promotion to A.M.E. II. After obtaining his 'D' licence, he became Asst. Supdt., Power Plant in 1954 and after a short spell as Dy. Supdt., he was finally appointed Superintendent, Power Plant Overhaul Division in 1956 at the age of 33.

Datta is a keen cricketer. He was the Captain of the Air Force Cricket team at Lahore.

He loves Marathi Drama and Music.

"The scale model of the jet Overhaul Plant — a photo of which appeared in the Magic Carpet of January 1963 wherein the Chairman and the members of the Board are seen inspecting the same — is a product of the joint labour put in by Messrs. P. C. Kapse and B. D. Adarkar, mechanics of the jet Overhaul Shop. They accomplished this assignment partly by devoting their spare time after working hours and partly by working during office hours."

Our Man of the Year

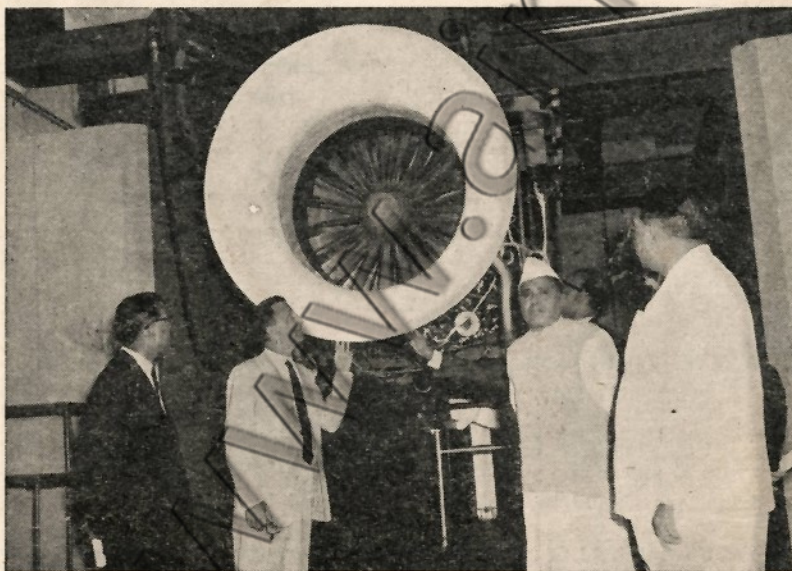
CHARGE-HAND Hilary D'Souza who inaugurated our Rolls Royce Jet Engine Overhaul Shop last month is the Magic Carpet's Man Of The Year. He won the Merit Award for 1962 for his initiative and drive, efficiency, and devotion to duty and qualities of leadership. On Jan. 5, 1963 Hilary completed 25 years of service with Air-India.

Born in Zanzibar in 1919, the son of a retired Medical Officer, Hilary came to India at the age of 8 and studied at St. Joseph's High School in Bangalore.

After a short spell with Ford Motors in Bombay as an apprentice, Hilary joined Tata Airlines in 1938 as a mechanic. He became Leading Hand in 1947 and a year later was promoted to Charge Hand.

"For over a year now" says Mr. D.P. Nimkar, Supdt. of our million-dollar Jet Overhaul Shop "Hilary has been devoting his time and energy in attending to the many and varied problems that were entrusted to him while the Shop was under construction. He has carried out his assignments to our fullest satisfaction."

His proverbial devotion to duty and his loyalty to the corporation has been a source of inspiration to the entire Engineering Department. In the 25 years that Hilary has been with the corporation he has never reported late for duty.



Mr. Tata and the members of the Board in front of the engine on test-bed.