

Magic Carpet

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Capt. Khan in a two-seat version of Lockheed's Mach-2 plus F-104 Star-fighter.

CAPT. R. KHAN FLIES AT SUPERSONIC SPEED

RECENTLY, our Capt. Richard Khan flew in a Lockheed TF-104 Starfighter aircraft at Palmdale, near the Lockheed Headquarters in Burbank, California. The flight was designed to provide an introduction to supersonic flight to senior airline captains from the world's major airlines.

To fly the TF-104 on the SST flight profile and to exceed Mach 2 was quite an important event for Capt. Khan and Air-India. Not many airline captains have flown at that speed.

Capt. Khan gained an insight into the new realm of supersonic flight and did not find it difficult or mysterious as is generally assumed. On the other hand, Lockheed gained valuable information from the airline captains in the fields of handling characteristics, instrumentation, controls, cockpit design etc. The Lockheed were gratified with the result of this programme and are confident the captains feel the same.

The Lockheed F-104/SST programme entailed a 40-

minute flight, tailored to duplicating, as realistically as possible, a typical supersonic transport flight profile.

Keyed to a 10-phase check list, the flight sequence covered every operation from engine start through takeoff, up to double-sonic cruise speeds and back to landing.

Takeoff, including climb-out and initial acceleration, simulated the SST noise abatement profile.

The F-104's takeoff speed is 175 knots. That projected for the SST is 165 knots — affording a basis for judging comparative performance and handling characteristics.

PAPAL MESSAGE

In a cable to Mr. J. R. D. Tata, our Chairman, His Holiness Pope Paul VI expressed his appreciation to "the numerous kindnesses and facilitation," afforded to His Holiness by Air-India, and said:

"Having happily returned home after our unforgettable pilgrimage to Bombay, we offer our cordial thanks to you, to the Directors, Officers and personnel of Air-India, particularly in Rome and in Bombay, for their efforts on our behalf and for the numerous kindnesses and facilitation afforded to us during our flight while wishing your airline every success and invoking copious divine graces upon you and all your collaborators."

(See Supplement inside)

13,000 MILES IN A BOX

ATHLETE Reg Spiers talked about his amazing 13,000-mile journey as an item of air freight, crated up inside our Boeing 707.

Reg, a 22-year-old champion javelin thrower who weighs 13½ stones made a "parcel" of himself in London and sent himself home to Australia. For 60 hours he was in complete darkness, without food or water.

The crate was 5 ft. long, 2 ft. 6 in. wide and 3 ft. high.

At stops on the way it was bumped, shoved and hoisted on fork-lifts. Once in Bombay, Reg was nearly roasted.

But his nerve did not crack.

At Perth, Australia, he released himself, walked out of the airport and hitch-hiked 1,350 miles to join his wife and baby in Adelaide.

The journey had cost him nothing. The cost of the trip by box should have been £344, and the normal passenger fare is £240.

Since last April, when he worked his way to Britain on a ship, things have been desperate for Reg Spiers.

He wanted to represent Australia in the javelin event at the Tokyo Olympics, but missed selection because of an arm injury.

"One of my jobs was in the export cargo department of Air France at London Airport. While I was there the big idea hit me.

"I went to BOAC and told them I wanted to consign a crate of plastic emulsion to Perth, which would be picked up and paid for at the other end.

"I gave them a Perth address, and the consignment was booked out on a jet-liner leaving London on October 18.

"On October 17, I climbed inside the box and secured myself. I had a small suit-case which I strapped to the roof within reach, and another suitcase at my side.

"I had some blankets to sit on and a pillow for my head.

(Contd. on page 2)

AIR-INDIA CURTAILS SERVICES

WE have decided to curtail, with immediate effect, one service to London and one service to Tokyo to meet operational requirements.

This decision was taken in Bombay on December 14, 1964, following discussions with the Indian Pilots' Guild.

The airline industry the world over is experiencing an acute shortage of pilots and Air-India is no exception. The Indian Airlines Corporation have agreed, at our request, to release 17 pilots immediately, and additional pilots in gradual stages, to enable us to meet our operational commitments. The pilots are expected to join in the very near future and commence training on the Boeing aircraft.

Merry Christmas



A Happy New Year



CHRISTMAS in London brought the traditional decorations, illuminations and round of parties to the front once again. So far the winter weather has been fairly kind, and it is hoped that in the New Year this state of affairs will continue.

All members of the Tripartite Conference held in London in the Autumn were entertained to a cocktail party in the Bond Street office at the completion of the Conference. This function was also attended by other officials from the three pool partners.

Wedding bells have been ringing in the cargo department for both Gordon Smith, from London, and Peter Taylor, from Birmingham.

The Sales boys have been busy with incoming and outgoing inaugurals, educational trips, which included a Government of India tour, and of course the main brunt of the Christmas entertaining falls on their shoulders—



The R.M.U.K. is the Chairman of the Foreign Airlines Association in the U.K. In the photograph he is seen with (from l. to r.) Mr. G. Mariani of Alitalia; The Rt. Hon Roy Jenkins M.P., Minister of Aviation; Mr. J. N. Bamford of Air France; Mr. W. Lyons of Pan American World Airways; and Mr. H. B. Dalgard of American Airlines.

or should we say down their throats.

Our friend who could not make up his mind whether he was a piece of freight or a passenger brought our name to the headlines, and was fodder for the humorists, who made jokes about passengers in crates, and even some of the cartoonists seized on the opportunity. Nevertheless, it turned out to be fairly good publicity. We wonder how many staff members noticed that the way-bill number for this now famous consignment was 007.

Talking of publicity, a film show for the staff was organized by the Publicity Department in November, when one of our own films was shown, together

with films of interest from the Government of India Tourist Department, and the United States Travel Service, with an amusing but informative cartoon thrown in. The evening was quite well received by the staff, and we are hoping that another programme will be arranged early in the New Year.

Unusual pieces of freight seem to have been in the news this year, but London Airport staff were intrigued in December with a passenger going to Bombay who had an unusual piece of baggage. It was a Christmas cracker 73 ins. long and 33 ins. in circumference. It was red, manufactured in the traditional style, and was full of Christmas presents.

Trevor Turner

13,000 MILES...

(Contd. from page 1)

"I had a small electric torch but I found it wouldn't work. I dozed off in the darkness."

The flight — by Air-India stopped first at Paris. Reg's crate was not touched.

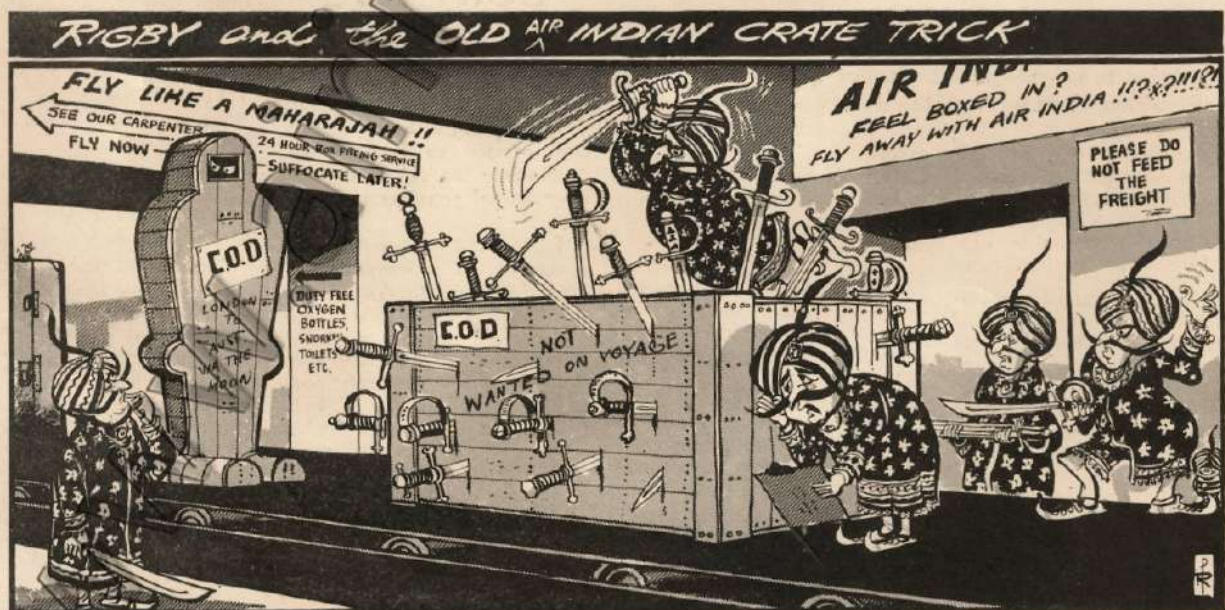
It was the same at other airports — until the plane reached Bombay.

"But some time later I was manhandled to another Boeing 707 and soon we were flying again."

The plane landed in Perth at 3. am. on October 20.

[We were asked to help in re-enacting this entire flight. We could, of course, simulate exactly what took place, i.e. the building of the crate, his getting into it, showing how he released himself etc., and we would have him in the crate placed on board a Boeing hold at London, on the clear condition that we offload him at London before the plane taxis off. ED.]

"This one seems okay... Next!!!" (Courtesy: Paul Rigby, W. A. Newspaper)



A Pilgrim's Progress



His Holiness greeting the people of India on arrival at Santa Cruz Airport. By his side is Dr. Zakir Hussain, Vice President of India. On the extreme left is our General Manager and the Chairman.

AS the sun set behind the Seven Hills of Rome and the twilight fell over the Vatican City on December 1, 1964, the lights burned late in the Papal Palace overlooking St. Peter's Square. It was the eve of the departure of His Holiness Pope Paul VI by Nanga Parbat, Air-India's Boeing 707 Intercontinental jet, on his first longest journey ever undertaken by a Supreme Pontiff, to the East — the home of the world's great religions.

And then in the quiet of the small hours of the morning, the Holy Father drove from the Vatican City through the wet but brilliantly lit streets of Rome to Leonardo da Vinci airport. There Nanga Parbat, bathed in flood-light and looking like a prima ballerina, with the papal coat of arms emblazoned on the fuselage and flying the Italian and Papal flags, awaited the arrival of *Santo Padre*.

At Via Barberini in downtown Rome, the office of our Manager for Italy resembled a miniature Vatican Council, with the comings and goings of our commercial, operational and engineering staff. Mr. G. Bertoli, our RMCE, Mr. N. H. Dastur, Mr. F. Mascarenhas and Mr. L. Colavolpe assisted by the Booking Office and airport staff worked like eager beavers to make sure that the Holy Father's historic pilgrimage "to the gates of immense Asia" got off to a flying start.

In Bombay, some 3,954 statute miles from Rome, the Commercial Headquarters buzzed with

activity reaching a climax as the zero hour for the Papal Flight approached. Under the overall direction of the Commercial Director, Mr. R. N. Kaul, Commercial Manager-Sales, assisted by Mr. L. F. Butler and Mr. Leslie D'Souza, our Liaison Officers to the Eucharistic Congress and Mr. D. P. Mitra, handled the arrangements in Bombay.

NANGA PARBAT

At our Wing Hangar at Santa Cruz, Nanga Parbat was given a face lift in preparation for its flight to Rome on November 30. Our engineers and mechanics working round the clock and against time swarmed like Liliputians round Nanga Parbat checking and rechecking the aircraft and preparing the papal cabin.

In charge of the entire operation was Mr. N. D. O'Neal, Dy. Engineering Manager (Production). He was assisted by Mr. M. P. Kharkar, Dy. Superintendent (Maint.), Mr. P. E. Menezes, Dy. Superintendent (C.O.D.), Mr.

The Holy Father acknowledging in traditional 'Namaste' the cheers of the multitude at Santa Cruz airport. With him is India's only Prince of the Church, Valerian Cardinal Gracias.





The Holy Father posed for a photograph (L to R) with Mr. Almeida, Capt. Shirodkar, Mr. Unni, Mr. Bertoli, Mr. Dastur, Mr. D'Alba, Mr. Mascarenhas.

The Holy Father distributing Bronze Medallions and holy pictures at the special audience.



V. V. Jatar, Mr. S. N. Ghosal and Mr. B. M. Dhurandhar. Mr. A. S. Karnik, Dy. Superintendent (Maint.) and Mr. K. R. Khory, our Station Engineer in Rome, worked right through the night to give the finishing touches to the Papal cabin in Rome. Mr. G. D. Bhat, Senior Flight Operations Officer, and Mr. R. S. Cooper, Flight Operations Officer, Rome, handled the operational side of the flight working out the schedule meticulously and preparing a route map of the papal flight.

PAPAL CABIN

The Papal cabin, separated by a bulkhead from the first class compartment, consisted of a sleeper, a writing desk and two comfortable chairs for His Holiness. On the wall facing the writing desk a bronze plaque was installed depicting the Resurrection of Christ. The Papal entourage sat in the first class while the Radio, TV and newspaper correspondents and other passengers travelled in the economy class cabin.

At a private audience granted by the Holy Father in his Library in the Vatican Palace, Mr. K. K. Unni and Mr. G. Bertoli presented His Holiness with an ivory Crucifix, an ivory Madonna carved by the famous artisans of Kerala, a white leather suitcase topped with white handloom silk and super-



A word of gratitude from the Holy Father to Air-India for the gifts from the East.

The Holy Father boarding the Nanga Parbat at Fiumicino Airport in Rome on a cold rainy morning on Dec. 2, 1964.



imposed with the Papal Emblem and a rich piece of red and gold Banaras brocade. Speaking on the occasion, Mr. Unni said: "It is a unique privilege and honour for Air-India to fly Your Holiness to India. The unprecedented welcome that awaits Your Holiness in Bombay is a token of esteem, love and goodwill the people of India have for the Holy Father."

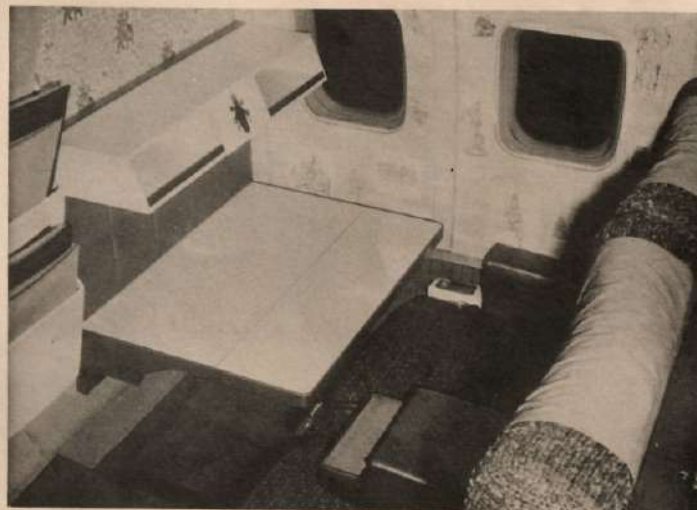
A TRIBUTE

Touched by the gesture His Holiness said in Italian and English: "I am honoured to fly with your airline. I know that you go all over the world and that you are wellknown for your courtesy and hospitality. I bless you, your families and your friends. I am grateful for these nice gifts which I accept as a souvenir of my trip to India".

Mr. Unni, Mr. Bertoli, Mr. O'Neal, Mr. Almeida, Mr. Karnik and Mr. S. Modi (Publicity) who did a broadcast for AIR on the flight flew to Bombay with his Holiness.

On board the aircraft His Holiness was presented with a statue of Gandhiji and a book on Mahatma Gandhi by Louis Fisher.

A view of the writing desk and a sleeper built by our Engineering Department at Santa Cruz for His Holiness. A radio photo of the sleeper by the Associated Press of America appeared in the world's leading newspapers.



CHAIRMAN'S MESSAGE

THE visit of His Holiness Pope Paul VI to India on the occasion of the 38th Eucharistic Congress to be held in Bombay this month is a unique event. Never has the Supreme Pontiff journeyed so far from Rome, and his presence on Indian soil will bring joy and happiness not only to all Catholics in India but also to millions of Indians of other faiths who respect and value the teachings of the great Catholic religion.

For us in Air-India it is a great honour as well as a matter of deep pride and satisfaction that the Holy Father has chosen India's national airline for the privilege of flying him to India. We are deeply grateful to

him for this generous and thoughtful gesture which, I am sure, will meet with widespread appreciation throughout India.

It is for me a matter of great personal regret that I am unable to fly to Rome in time to travel back to Bombay on the plane which will bring His Holiness. I shall of course however be at the Bombay Airport to greet him on his arrival. I shall also be in spirit with the millions who will wish him a comfortable and safe flight on his historic journey "to the gates of immense Asia".

J. R. D. Tata
(J. R. D. Tata)
Chairman.

Capt. Neeves and Capt. De Souza (photo on the right) receiving a copy of the Papal Encyclical, a medal and the new Vatican postage stamp given to the entire cabin crew.



The Pontiff seen at Beirut where Nanga Parbat

The aircraft was under the command of Air-India's veteran pilot Capt. V. N. Shirodkar, assisted by Commanders Capt. Douglas Neves and Capt. J. T. DeSouza, Mr. J. C. Rodrigues, Chief Navigator and Mr. J. M. Flynn, Asst. Chief Flight Engineer. The cabin was under the supervision of Mr. M. D'Souza, Chief Flight Purser. He was assisted by Hostesses Miss C. Kyte, Miss S. Kennedy, Miss C. Bhiladva'a, Miss N. Shahani and the Italian speaking hostess Miss U. Stocker; Flight Purser Mr. D. Correa, Mr. C. Shankar R. Chitre and Mr. F. Quereshi. The hostesses wore specially selected colourful striped saris made from the finest Banras silk.

SPECIAL MENU

A special menu was carefully prepared in conjunction with the Vatican. At the request of the Holy Father, Air-India was asked to ensure that simplicity was the keynote of the food and wine service. Soft music was played from the Holy Father's favourite composers: Handel, Bach, Vivaldi, Beethoven, Perosi and Vitalini.

The drawing of the menu card showed the Church of our Lady of Assumption at Pallipuram on the Malabar Coast. The church, tradition says, was



made a technical stop on its way to Bombay.



The Holy Father signing the Papal Blessings for the crew. Also in the picture are Hostess Miss Kyte, Pursers, Mr. Chitre, Mr. D'Souza and Mr. Correa.



established by St. Thomas in 52 A.D.

His Holiness was received on board by Mr. Unni, Mr. Bertoli and Capt. Shirodkar. Miss C. Kyte who attended on the Holy Father greeted with the traditional namaste. The Holy Father took his seat in the Papal cabin to the strains of "ALLELUIA" by Handel, one of the Holy Father's favourite composers.

VIVA IL PAPA

Flying at approximately 600 miles per hour, the aircraft covered the distance of 3,954 statute miles between Rome and Bombay in approximately 7 hours 15 minutes. The flight left Rome on December 2, 1964, at 4.30 am. (local time) and, after a technical stop at Beirut because of the damage to the main runway at the airport in Rome, reached Bombay the same day at 5.15 p.m. (local time).

On the last leg of the journey between Beirut and Bombay His Holiness visited the first and economy class passengers from seven nationalities — Italian, American, German, Mexican, Swiss, French and English — and was greeted with deafening cheers *Viva il Papa*. Photogra-

phers, T. V. Radio and newspaper correspondents on board fell over each other as His Holiness walked down the aisle and spoke individually to passengers and correspondents in five different languages. Flash bulbs popped. Cameras clicked. Tape recorders purred. "It was the first real question-and-answer session with the Pontiff in the history of the church", said one journalist. "Never before have I witnessed a near stampede 40,000 feet up", commented another.

Another highlight of the Papal Flight was the Holy Father's visit to the flight deck where he spent 10 minutes talking to the crew. Bewildered by the complexity of the panel of instruments, the Holy Father exclaimed in English: "It is all very complicated".

MESSAGES

Messages of greetings from the Holy Father were sent by radio to the Governments and the peoples of the countries along the route. Very close radio contact was maintained by Capt. Shirodkar with Leonardo da Vinci airport on the progress of the flight from Rome to Bombay.

At 5.15 p.m. on December 2, 1964, Nanga Parbat made a perfectly smooth landing at Santa Cruz Airport, watched by nearly 300,000 people who had gathered at the airport to welcome the holy Father. Never before in living memory have so many stood for so long in scorching sun to welcome a simple pilgrim. On hand to greet His Holiness were Dr. Zakir Hussain, Vice President of India, Mr. Lal Bahadur Shastri, Prime Minister of India, Mr. V. P. Naik, Chief Minister of Maharashtra, the Papal Legate, Cardinal Valerian Gracias, Mr. J. R. D. Tata, Chairman, Mr. B. R. Patel, Vice-Chairman and General Manager, Air-India, and our Departmental Heads. After a formal reception at the airport the Holy Father drove to the City through the 15-mile long lane of nearly 2 million cheering people amidst welcoming arches, billboards, bunting and rose petals. Dwarfing them all was Air-India's giant hoarding: "Richer for the bounty of your presence".



Hostess Miss Kenedy above and Mr. J. C. Rodrigues receiving the Papal Blessings.



His Holiness conferring the Order of the Golden Spur, Vatican's highest decoration on Dr. S. Radhakrishnan, President of India.

The Prime Minister of India receiving the Pontiff on arrival at Santa Cruz,

PAPAL LEGATE'S MESSAGE

The following is the text of a cable from His Eminence Gregory Cardinal Agagianian, Papal Legate to the 38th International Eucharistic Congress, to the Chairman:

GREATLY SATISFIED
TRIP SERVICE AIR-
INDIA REQUEST
YOU ACCEPT SIN-
CERE THANKS BEST
WISHES PROSPE-
RITY AIRLINE.

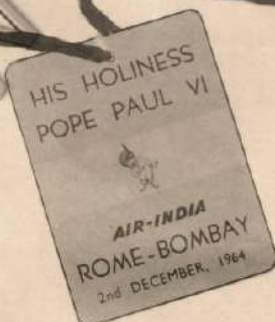


At Kemp's Corner



Richer for
the bounty of your presence





- 1 A specially prepared menu card for the Papal Flight.
- 2 A Bronze plaque of Resurrection of Christ fixed in the Papal Cabin.
- 3 Miss Ursula Stocker, our Italian-speaking Swiss hostess.

Flying Receptionist

A TALL, slim girl in drainpipe slacks stood beside a Piper Super Cub parked on the apron at Juhu aerodrome. A gentle breeze tugged at her pony tail and blew wisps of hair across her face as she listened intently to the instructor.

Then with a quick movement, she climbed into the cock-pit and started the engine. A final wave to the instructor and Fulmala Maniar, 23, was off on her first solo.

It was a perfect April day, warm and sunny. Fulmala swung into the wind and took off. Once in the air, the uneasiness which had nagged her vanished suddenly.

She experienced a curious feeling of detachment and as she looked below, the picturesque sight of glistening sands and

While studying at the University of Bombay for her Master's Degree in French, she came across a Government advertisement offering Scholarships for girls willing to learn to fly. Being the victim of an insatiable urge to learn something new, Fulmala seized the opportunity with alacrity.

"At first flying seemed so simple, much simpler than learning to drive a car", she recalled. Not so when it comes to landing and Fulmala spent many uneasy hours worrying

ed when she was not able to go to the Sorbonne University near Paris to study French. Says she, "It will be one of my continuing regrets". But Fulmala hardly appears to be the sort of girl to nurse a grievance.

Unassuming and soft-spoken, Fulmala leads a fairly active life. Besides flying, she loves swimming in which she excels. In fact, she won a championship in College. She was in the National Cadet Corps and in 1961 represented Maharashtra State in

the Republic Day Parade where she was adjudged the "Best Girl Cadet" in India. At present, she attends the "Alliance Francaise" where she is studying for her Diploma.

Would she like to go abroad, perhaps to Paris? Yes, she would. Being in Air-India this should not be too difficult, she thinks. And that is exactly what made her leave her job with the Tourist Office in Bombay last June and come to Air-India.

K. S. Mhatre

Training of Technical Personnel for Industries

THE Indian industries today need technicians who are trained in proper industrial environments and are able to diagnose defects and take prompt corrective measures to keep the plants running with maximum efficiency. The need for trained technicians will increase significantly as the country's industrial progress gathers momentum.

This point was made by Mr. K. R. Asundi, Senior technical officer from our Engineering School in his paper "Training of Technical Personnel for Industries" which he read at a recent Seminar organized by the Institute of Applied Manpower Research.

Mr. Asundi pointed out that the training imparted in our Technical Schools and Engineering Colleges was not exactly guided by the practical needs of the industry. He suggested that there should be a "planned co-ordination between the industries concerned and the Training Institutes".

"It is unfortunate that the Industrial concerns in our country do not give sufficient importance to training of their own technicians. No wonder there is a shortage of technical personnel," he said.

TRAINING SCHEMES

Mr. Asundi urged the Industrial concerns to pay more attention to training of Technical Personnel and cited several examples, including that of Air-India, where the companies have derived considerable benefit by running their own training schemes.

"Such a training scheme, however, might pose a social problem apart from selection, training and placement difficulties," Mr. Asundi pointed out. Today, he said, a degree holder enjoys a better status than a technician who cannot sport a degree. Unless this is remedied, it might lead, as Miron Tribus says, to serious Mother-in-Law Problems. If a man says he is a Technician half the would-be Mothers-in-Law



MR. ASUNDI

might decide against their daughters marrying him.

In U.S.A. and U.K. attempts are being made at present to raise the status of Technicians. In India, we should try to provide the incentive by giving a diploma or a degree after completing a prescribed course of practical training. "I see no reason why it should not be made possible for a Technician to sit for a degree examination without regularly attending College," Mr. Asundi added.

Commenting on the training of engineers, he said, the Industries should employ Graduate Engineers for practical training and allow them all the opportunities to obtain practical experience.

Mr. Asundi emphasised the need for a proper appreciation of the problem. It was a strange paradox that there should be a crying need for trained technical personnel in the industry, while the qualified technicians should find it difficult to find suitable employment.



FULMALA MANIAR

emerald-green sea made her forget momentarily that she had to land. Her landing was not exactly smooth. She came in too high, then bounced badly and on the second attempt landed too far down the runway, but she was thrilled nonetheless.

"I still haven't got over the thrill of going up," says Fulmala who has logged 50 hours in two years of flying with the Bombay Flying Club.

Fulmala who works as a Receptionist at the Bombay District Office of Air-India was curious about planes and flying like most of us but never thought she would ever learn to fly.

whether she would ever learn to land an aeroplane. But learn she did.

Fulmala regards flying as her hobby and has never considered commercial flying as a career. "It's a man's job. All I'm aiming at is a Private Pilot's Licence so that I can carry passengers in light planes", she says. She has already done one cross-country flight to Chiplun on the West Coast with an instructor and wants to do another all by herself. "It was so exciting!"

Although she frankly admits that she never aimed at a particular career, she was disappoint-



Our trainee hostesses, Bakhtawar Ranikhetwala (L.) and Permishwar Mader, collect donations for the Armed Forces Flag Day at Santa Cruz Airport on December 1, 1964



The photograph shows our staff with Mr. F. Ferina (L.), CSA's new General Manager for India, and Mr. M. Simanek, CSA's out-going General Manager.

Air Hostesses Nasreen Samsher Ali and Ipdira Duan, in bridal costumes of Himachal Pradesh and Assam during the production of "Brides of India" in Bombay.

Yasmin Eranee, our Air Hostess, participated in the fashion parade at Our Heritage Exhibition in Bombay.



PHOTO NEWS

Mr. S. R. Chandran, Operations, Singapore, was selected to compete for "Mr. Malaysia-1964".