

Chairman greets staff on Thirtyfifth Anniversary

ON this Thirtyfifth Anniversary of the start of our Airline, I would like to greet all members of the Air-India family, and particularly the old-timers whose work and devotion have contributed so much to its great record of achievement and meteoric growth.

My only regret is that the growth of the Airline has made it more and more difficult for me to keep in touch with any but a few of you. This, I suppose, is inevitable in large organizations such as ours, but even so, I have increasingly felt that communications between members of the top management, including myself, and the bulk of our staff have become too tenuous, and in some places actually non-existent. This inevitably results in a lack of understanding of each other's problems, motives and feelings, and leads to misunderstanding and mistrust.

I am anxious, therefore, to find ways and means of improving communications between top management and all categories of our officers, staff and workers. This would not only enable us to understand each other better, but would also make it possible for me and my colleagues to keep those of you who are interested, informed of happenings, problems, developments and plans for the future and, in fact, to tap the fund of knowledge and experience you have acquired over the years. This project is under special study at the moment, and I would be happy if any of you who have some ideas on the subject would write to your General Manager, either directly or through your Unions or Associations. In the meantime, I wish you all and your families happiness and prosperity in the next thirtyfive years!

October 15, 1967.

J.R.D. Tata
J. R. D. TATA

A.I.R. Interview

THE Chairman was interviewed on All India Radio, Bombay, on October 15, 1967, the 35th Anniversary of India's first scheduled flight by the Chairman in 1932. The full text of the interview appears on page 5 of this issue.

Mr. Norman D. O'Neal, EM, (l) received the first Indian-built Jet Engine Stand from Mr. G. B. Newalkar, Chairman, MSSD Corporation. Also seen is Mr. S. P. Kanhere, (extreme right) Managing Director of Masvy, who manufactured the stand. (See story on page 2)



VOL. 11 No. 11 THE STAFF MAGAZINE OF AIR-INDIA NOVEMBER 1967



Air Marshal M. S. Chaturvedi performing the Bhoomi Puja at the site of our new Staff Colony. Watching the ceremony are (front row l to r) Mr. B. A. Swami Rao, WM, Mr. S. Sarkar, Officer on Special Duty, Mr. K. K. Unni, AGM, Mr. D. P. Nimkar, COE, Mr. C. V. R. Rao, Dy. Controller of Accounts, Mr. B. S. Rama Rao, CM-A.

G. M. performs Bhoomi Puja

Work begins on second Staff Colony

OUR GENERAL MANAGER, Air Marshal M. S. Chaturvedi, performed the Bhoomi Puja (Ground Breaking Ceremony) at the site of our new Staff Colony on October 18, 1967. Amidst chanting of Vedic Mantras, Air Marshal made floral offerings, broke the traditional coconut and poured concrete in a pit at the site.

The four-storey and three-storey blocks, which will house the 302 flats, will go up on the 52,432 sq. yd. site adjacent to our present Staff Colony at Santa Cruz, built between 1955 and 1957.

Scheme

Mr. B. S. Swami Rao, Works Manager, told Magic Carpet that the scheme, costing Rs. 95 lakhs, will be completed in about two years. The flats are designed for maximum privacy

and comfort. Water, sanitation and recreational facilities will be shared with the Indian Airlines' Staff Colony to be built alongside.

Present on the occasion were Mr. K. K. Unni, Asst. General Manager, Mr. A. S. Banavalikar, Personnel Manager, Mr. B. S. Rama Rao, Commercial Manager-Administration, Mr. C. V. R. Rao, Deputy Controller of Accounts, Mr. D. P. Nimkar, Chief Overhaul Engineer and other senior officials and staff.

Ground support equipment

Air-India encourages manufacture in the country

A NOTHER step in Air-India's continued efforts to acquire more and more indigenously manufactured ground equipment was taken on October 9, 1967, when Mr. G. B. Newalkar, Chairman, Maharashtra Small Scale Development Corporation, formally handed over a jet engine stand to Mr. N. D. O'Neal, our Engineering Manager at the Jet Shop. The stand, which is primarily for changing engines on our fleet of Boeing 707s, was manufactured by Masvy & Co., a Poona engineering firm.

Present on the occasion were Mr. S. P. Kanhere, Managing Director of Masvy and senior engineers of Air-India.

Modifications

The new engine stand incorporates modifications designed by Air-India, which will enable it to handle both the Rolls-Royce Conway and Pratt & Whitney JT3D-3B jet engines used on our Boeing 707s. The imported stand manufactured by Rolls-Royce could only handle the Rolls-Royce engines. The cost of the new stand is about half the imported one, not to mention the saving in foreign exchange.

Ceremony

Speaking at the handing over ceremony of the new stand Mr. O'Neal said that it was Air-India who originally suggested the manufacture of such a stand to Rolls-Royce and it was later adopted by several other airlines. Referring to the need for sophisticated ground support equipment which could be manufactured in this country, Mr. O'Neal said "We have only just commenced to scratch the surface in our efforts to substitute imported ground support equipment with the indigenously manufactured equipment." He said that he was happy with the quality and workmanship of the new stand.

Tribute

Mr. Newalkar paid a tribute to Air-India for encouraging manufacturers in this country to develop such complicated equipment. He thanked Mr. V. G. Gadgil, Controller of Stores and Purchases and Mr. O'Neal for their co-operation. He mentioned that Mr. R. P. Hudlikar of Engineering Department and Mr. S. S. Mulay of Stores Department had been particularly helpful in coordinating the activities during the manufacturing phase.

Boeing to Kuwait

A IR-INDIA began operating a weekly Boeing 707 service through Kuwait from November 2, 1967, by introducing a halt at Kuwait on the westbound New York service and the eastbound Bombay service.

The westbound service will leave Bombay every Thursday at 0100 hours (local time). The eastbound service will also leave Kuwait on Thursday at 0020 hours (local time) and arrive in Bombay at 0615 hours (local time).

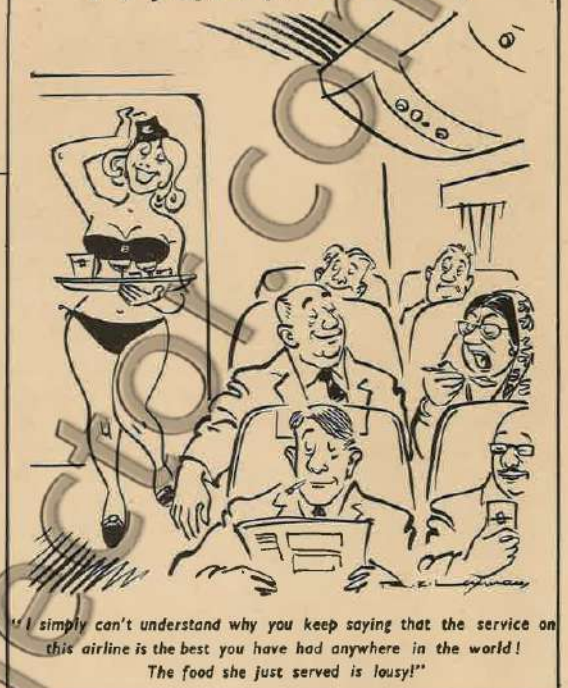
The weekly service to Kuwait via Bahrain which was being operated with a chartered aircraft has been suspended with the introduction of the Boeing 707 on the route.

New Manager

HARBANS Lal Sikka has been appointed our Manager, East Africa, from September 1, 1967.

Mr. Sikka, 42, brings to Air-India 21 years of experience with B.O.A.C. and its associated company, Aden Airways. He was Commercial Manager, Aden Airways, before joining Air-India. He is married with two children.

Thumbs up



Our skyscraper

Faster progress expected

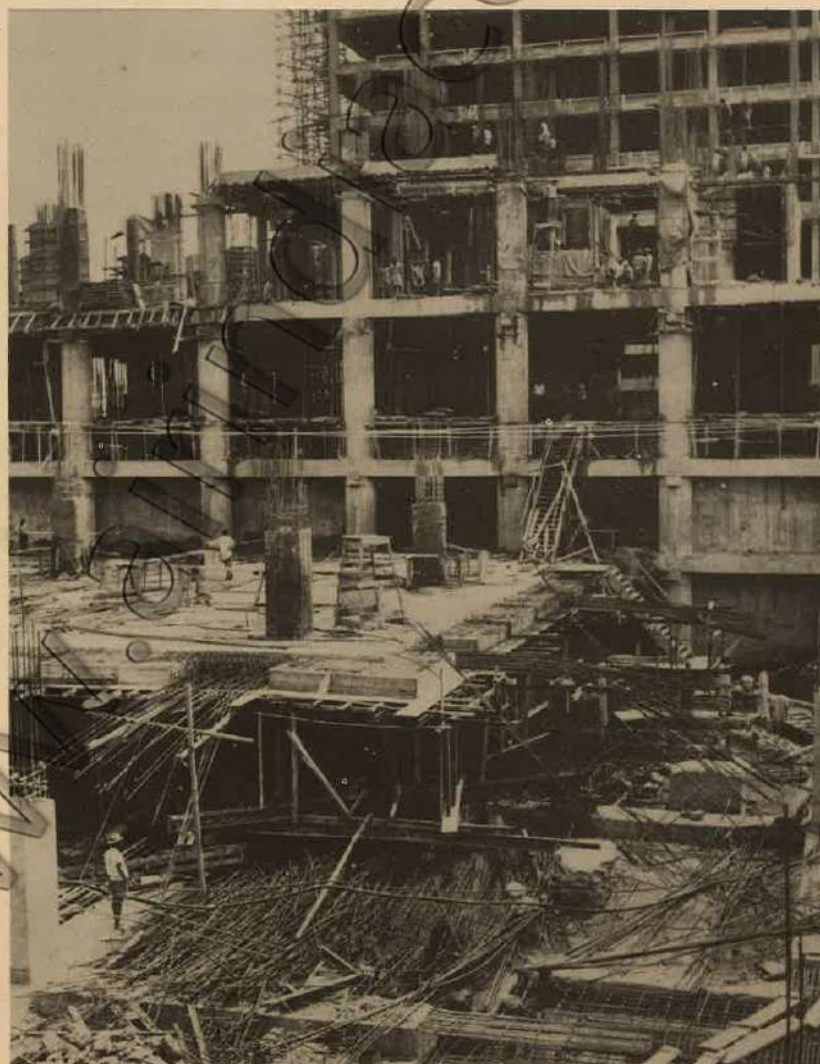
THE construction work on our new City Air Terminal and Administrative Building has now reached the second floor stage and work of the third floor is going on in the tower portion of the building. In the podium area, the raft foundation of the lower basement is nearing completion and half of the upper basement slab has been completed.

The progress has been somewhat slower than expected and the work is behind schedule by about 20 weeks. However, the contractors, M/s. Shah Construction and Company, are taking steps to catch up with the schedule. They have brought two building cranes and adequate shuttering material to step up the work.

In consultation with M/s. Shroff and Tembe, Structural Engineers, methods have been finalised to expedite construction, especially of the shear walls, which took a lot of time. It is now proposed to build two floors a month and the contractors feel confident of being able to complete the building on schedule.

In the meanwhile, contracts for the airconditioning, electrical installations and elevators are being finalised and work on these is expected to commence shortly.

P. G. Bhandarkar





Salvador Dali (fourth from left) talking to Mrs N.H. Dastur, wife of RM-CE, before the symbolic crossing of the Pyrenees. With them are (l to r) Miss G. D. Vimadalal, receptionist from our Madrid office, the Mayor of Figueras, Madame Dali, Mr. M. Barretto, our Manager, France, and Miss N. R. Mehta, receptionist from our Paris Office.

DREAM COMES TRUE

A LONG-CHERISHED dream of Salvador Dali, wellknown Spanish surrealist painter, sculptor and illustrator, came true on September 22, 1967, when he made the symbolic crossing of the Pyrenees with an elephant presented to him by Air-India. Dali recently designed a special ash-tray for Air-India.

In his youth, Dali was keenly interested in the story of Hannibal and how the Carthaginian army of about 80,000 moved through Tarragona and Barcelona, along the Costa Brava, and finally into what was then Gaul. As a boy he had heard the legend that Hannibal had crossed the mountains at Montagnette. The crossing was decided. But Dali still had a problem. Where to find an elephant?

Next Move

So he made the next appropriate move. He contacted Air-India with his unusual request. Air-India was glad to help. "Operation Delhi to Dali" was mounted. A suitable baby elephant was found in Mysore and flown to Europe. The elephant was presented to Mr. Dali by Air-India at the Town

Hall of Figueras, Spain, where he was born.

After the presentation Dali left for nearby Montagnette for the symbolic crossing of the Pyrenees. Here Dali walked with the elephant as our hostesses scattered rose petals in their path.

Dali Museum

The party then left for the Old Municipal Theatre of Figueras which had recently been destroyed by fire and would soon be the Dali

Museum. Here, a special glass platform was put up for the elephant to climb on, as Dali wanted to photograph the elephant from underneath the glass. The elephant refused to mount the platform.

Platform

Dali saved the situation by mounting the platform himself and saluting the cheering crowds with the wave of his cane. Afterwards, Tea Dali, specially prepared for the occasion, was served to the guests which was very well received.

Dali has presented the elephant to the children of Figueras where it will be kept in a Zoo.

Mr. Mistry lectures on Production Management

PRODUCTION Management was the theme of a series of seven lectures delivered by Mr. Nari Mistry, Superintendent, Production

Planning Division of our Engineering Department, at a Seminar arranged by the National Productivity Council in Delhi recently.

It was part of a Management Development Programme for the Indian Airlines and was attended by 20 executives and officers of the airline.

Unit for IA

Air-India has been helping the Indian Airlines in setting up a Production Planning Unit for some time now. Five senior engineers of the Indian Airlines were trained by our Production Planning Division during the last year.

From the Mailman

THE September mail revenue exceeded the target by approximately 12.88%.

However, the total sales in September were lower than in August when a large number of foreign commercial houses were closed for staff vacation.

This is rather discouraging, and every effort is being made to stop the downward trend.

Seema Lateef for Surfers' Paradise

MISS SEEMA LATEEF, one of Air-India's senior Hostesses, will represent Air-India at the Sixth Annual International Air Hostess Quest to be held between November 14 and 24, 1967, at the Surfers' Paradise, Queensland, Australia.

Born in Bombay Seema, said. She likes Hong Kong pretty, petite and 23, studied at the St. Joseph's Convent in Panchgani, a hill station near Bombay and had her University education in Lucknow and Bombay, where she majored in Psychology. She joined Air-India in April 1964.

Seema is an extrovert who loves conversation. Her large, expressive, liquid brown eyes are full of laughter and gaiety. Her charm and engaging manner have won her many friends not only in India but abroad with whom she corresponds regularly.

Like all air hostesses, she loves the song of the clouds. "I like travelling better than arriving — not so much the place itself but getting there is what fascinates me", she

In many ways Seema is a product of Western education and the traditional Indian family background. Her mother is a noted Urdu novelist. Her father was a film producer. This explains her intense interest in contemporary literature (favourite authors Irving Wallace, E. Kazan and Graham Greene), photography and Indian classical music. She finds advertising, particularly copy writing, a fascinating subject. "If ever I leave Air-India. I would like to go into the field of advertising", she said.

Miss Seema Lateef, one of our senior hostesses, who will represent Air-India at the International Air Hostess Quest at Surfers' Paradise.



Cheque for Bihar Relief Fund

By Trevor Turner

THE CHAIRMAN flew into London from New York in September to receive the staff contribution to the Bihar Relief Fund. This was a special occasion for the U.K. staff who were not only proud of their contribution but also pleased to have the opportunity of meeting Chairman and listening to his speech. A cheque for £1,317.94d. was handed over to Mr. Tata by Mr. Eric Bonnici from Engineering.

Mr. Tata thanked the staff for their contribution and hard work. In his speech he said that it was comforting that despite upheavals in many parts of the world, the members of the staff were always anxious to help those in distress when the occasion arose.

Appeal

When the Chairman's appeal was received earlier in the year various methods of raising money were put into operation by a Committee formed by the Regional Director, U.K. A Fete was organised by the London staff in the airport hangar on a rather wet and dreary Saturday in August. However the heavy skies and the pouring rain did not deter many of our staff with their families and friends from making the journey through the puddles.

Transformation

At the hangar they witnessed a transformation of scenery. Normally it is not the most interesting place, but thanks to the hard work put in by many of the staff



based at the hangar, the scene was one of colour and excitement. Nearly every department had a stall and everyone did their best to raise as much money as possible. Many of our staff went to a great deal of trouble, and very often personal inconvenience. The results on the day were extremely encouraging and the spirit which prevailed at the Fete could well serve as an inspiration to many of us.

In the pop world, Steve Flynn, who used to work for us in London Reservations, has just had a record issued



The Chairman received the cheque for £1,317.94d. collected by the U.K. staff for the Bihar Relief Fund, from Mr. Eric Bonnici, Engineering, London.

entitled 'Mr. Rainbow'.

Interline Club

The Interline Club in London organised a new rendezvous and a number of our staff have been participating in the various functions that have been arranged recently.

Earlier in the summer we said farewell to Dick Ratnakar, a good friend of many in London during his term of office as Director of the Government of India Tourist Office. We thank him for his co-operation and London staff send him their good

wishes for the future. We also send our best wishes to Percy Rodrigues who said goodbye to us in October.

Jetties

At Heathrow Airport the jetties are beginning to come into operation. This long awaited improvement will no doubt be welcome and will also bring London Airport in line with the other international airports.

With sometimes as many as 50,000 people passing through the airport on one day, it cannot be an easy task to please everyone. At number

three building we have recently given our ticket desk a new look. Not far from our ticket desk the airport authority have introduced a rendezvous point which is to help passengers and their friends.

Many of our readers will know John and Pat Stroud who are wellknown in the Aviation Press circles and to Air-India in particular. As a change from their normal hectic life they planted some mango stones and they are very proud of their tree which is now growing in their flat.

A cocktail party was held at the High Commission of India to bid farewell to Mr. S. R. Ratnakar who was leaving after being Director of the Government of India Tourist Office in London. He is seen here with his successor, Mr. T. Khushal Singh (centre) and Mr. M. A. S. Dalal, RD-UK.



At the London staff fete there were no old fashioned side shows such as pinning the tail to the donkey. It was a question of pinning the tail to the bunny girl.



OCTOBER 15, 1932

"My most exciting and cherished memory"

MR. J. R. D. Tata, our Chairman, was interviewed on All India Radio by Mr. N. S. Muthana, Assistant Editor of the Times of India, Bombay. The interview was broadcast at 9.30 p. m. on October 15, 1967, to commemorate the 35th Anniversary of Air-India. We reproduce below complete text of the interview.

Q. What made you start an airline in the first place — love of flying, or did you think you too could make a lot of money like Eddie Rickenbaker?

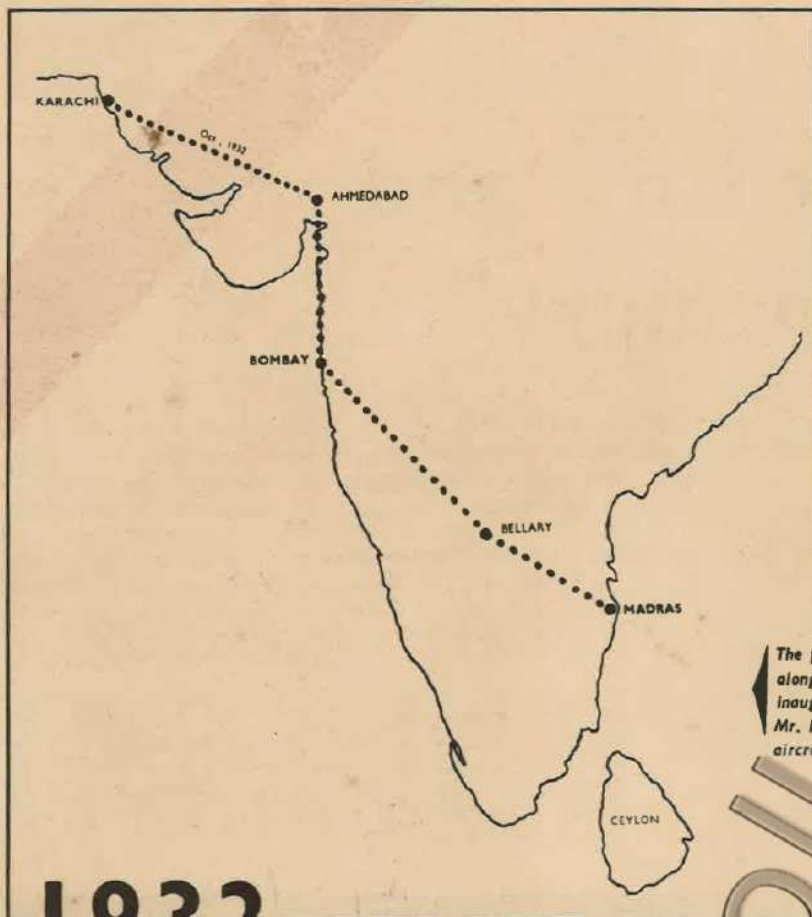
A. I guess it was love of flying more than anything else. I knew we couldn't make any money out of it for some years, nor in fact did Eddie Rickenbaker when he started. Incidentally, it was, I think, Rickenbaker who used to say: "you don't have to be crazy to be in the airline business, but it helps!"

Q. In your early days as a scheduled operator, did you have any idea of the kind of airline you would eventually build?

A. I certainly did not visualise the kind of airline and aeroplanes we see today. As you know, we did not even carry passengers at the beginning, but only mail. The most advanced planes of those days were pretty primitive by today's standards, and only one-fifth as fast. Even the Dakota, that ancient workhorse of the air, did not exist,

Boeing SST Division executive, Mr. Lloyd Goodmanson, explains the special features of the Boeing SST landing gear to Mr. J. R. D. Tata during his visit to the Boeing Company in Seattle, Washington. The use of four main gear units will reduce the individual tyre pressure on the runway despite the 675,000-lb. weight of the aircraft.





The first scheduled service in India was flown on October 15, 1932, along the route shown in the map. Mr. J. R. D. Tata flew the inaugural service in a Puss Moth between Karachi and Bombay. Mr. Nevill Vincent took over from him at Bombay and flew the aircraft to Madras via Bellary.

1932

while the jet was twentyfive years away. All I could hope for was to see our airline grow quickly into a passenger carrier over many routes in India and, ultimately, abroad.

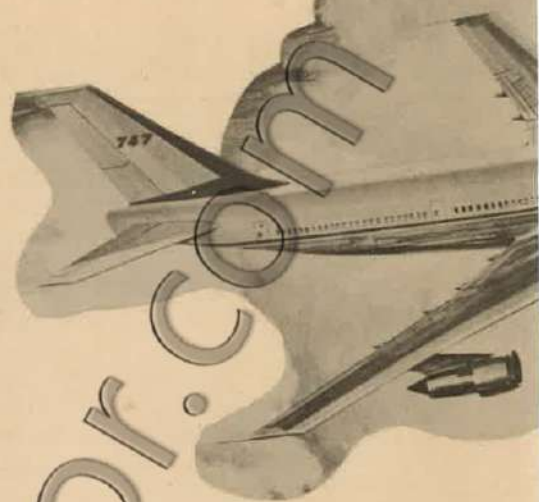
Q. *Flying those days must have been exciting. Surely there must be some incident which you remember. May be some anxious moments about keeping yourself in business or staying alive to fly another day?*

A. Yes, flying was certainly more exciting and also more fun than today. Pilots then had none of the electronic aids and other gimmicks of today and had to depend entirely on their own flying and navigating skills. Flying small single engined planes without radio could be pretty tough during the monsoon. On the other hand, planes landed slowly in those days and forced landings in emergencies in small fields were possible. We had quite a few of them. I had some myself. I remember one forced landing in 1933 or 34, between Bombay and Madras, when I spent a couple of hours on the ground, surrounded by wonderfully friendly villagers who had never seen a plane before, and then flying on into the night and landing by a quarter moon at Bellary on a little unlighted 500-yard aerodrome. As I was very much overdue and not expected at all by then, I spent a miserable night under the wing of the plane.

But my most exciting and cherished memory of those days was undoubtedly my inaugural flight from Karachi to Bombay, exactly thirtyfive years ago today, when a dream became a reality.

Q. *I understand Air-India started international operations in 1948, many years after other airlines were powerfully established on the air routes of the world. The competition must have been fierce. What saw you through that phase?*

A. The competition in international air transport was fierce all right when we started Air-India International in 1948, but not half as fierce as it is today. Owning an airline seems to be treated as a status symbol by many countries, some of which





◀ An artist's impression of a Boeing 747 in flight.
Air-India has on order two Boeing 747s.

are so small that you can fly across them in a matter of minutes! As a result, there are far too many airlines in the world competing for a limited market. The only reason Air-India, starting so much later than others, has been able to hold its own in competition with giants, is that from the start it offered the best possible service with the best available equipment, and also perhaps with the most charming and attentive air hostesses.

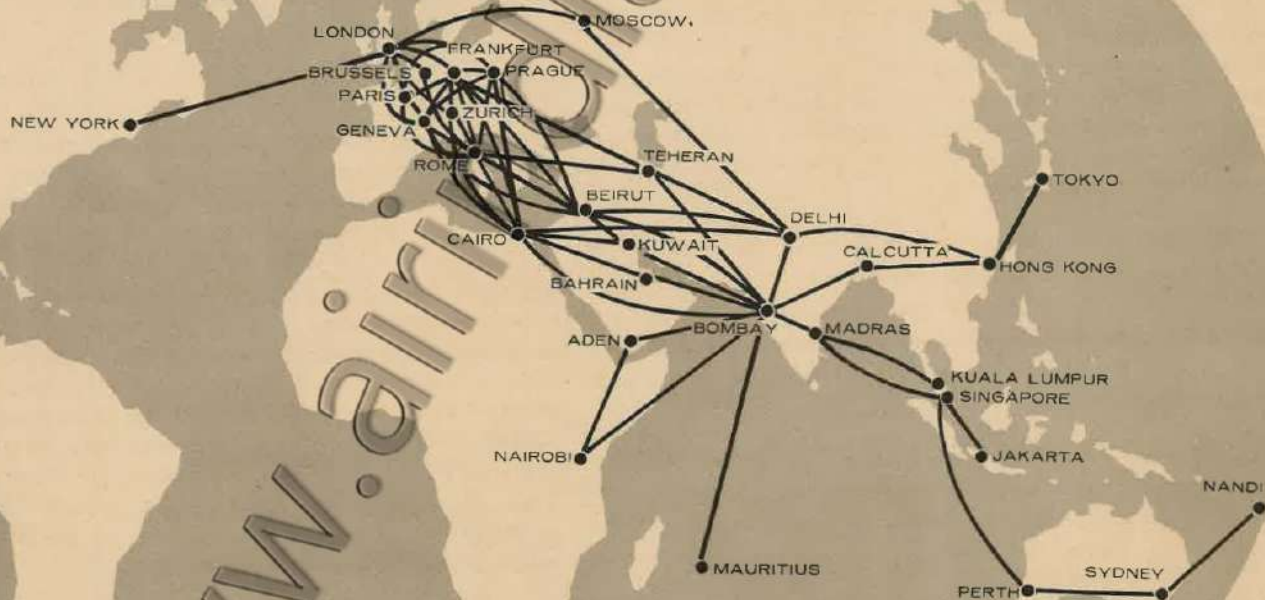
Q. I understand Air-India is going to re-equip shortly with Jumbo Jets costing nearly 20 crores a piece and later with supersonic aeroplanes costing about 37 crores each. Could you operate profitably with such expensive equipment with air traffic from India so limited?

A. Yes, I am sure we can for the same reason we have been able to do so upto now. We certainly could not compete,

let alone profitably, or in fact survive at all for long, if we did not fly equipment comparable to that of our competitors. While the new generation of huge subsonic and supersonic jets will be terribly costly, it is not so much the capital cost of a plane that counts, as its operating cost per seat mile or ton mile. Each new generation of planes, though bigger and more costly than the previous one, has offered lower operating costs. The snag, however, is that you still have to fill them! It is true that we are handicapped by the restrictions of travel abroad on Indians and have to depend as a result mainly on non-Indian passengers. Fortunately, world air traffic has been growing at a rate which results in it doubling itself every five years or so in the case of passengers and every three years in the case of cargo. We should, therefore, be able to get reasonable load factors on the giant airplanes which we shall operate in the '70's. Let us hope also that by then the 'P' Form will have disappeared and that Indians will travel abroad in hoardes!

(Contd. on next page)

1967



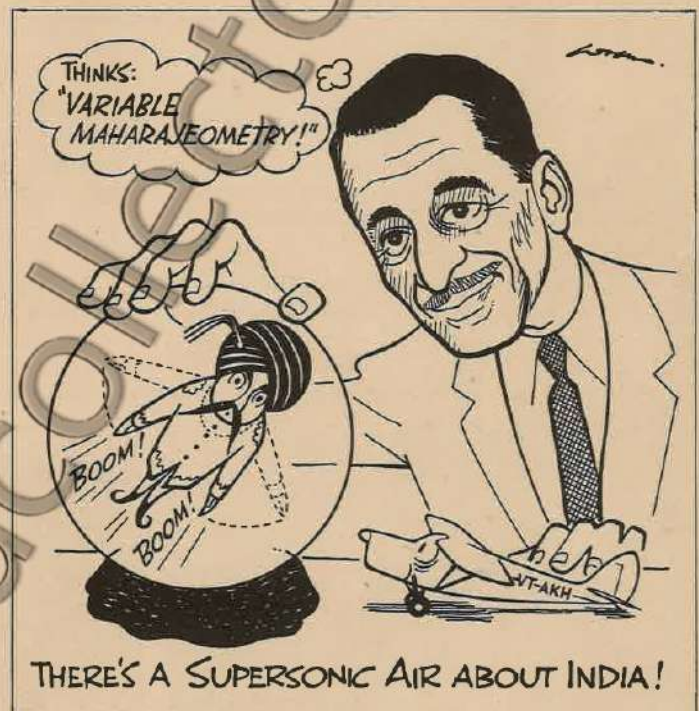
"....there is still something about aviation which one finds in no other activity I know of today. Perhaps it is the dazzling tempo of technological progress in aviation, the size, speed and beauty of its equipment, the wonders of its conquest of space and time, the feeling it the gives you of doing something worthwhile, of helping to bring peoples and nations together. Whatever it is, it seems to satisfy the urges and the inner needs of restless souls like myself."

- Q.** *How do you view the future of aviation in the Supersonic Age? Will not increasingly vociferous objections to noise and the sonic boom of the supersonics come in the way of their full use?*
- A.** The Supersonic Age has been with us for quite some time in the military field. Commercially it will start in a small way in 1972 or 1973 with the Anglo-French Concorde, and perhaps a Russian plane. It will come into its own, however, only in the second half of the decade when the much bigger and faster American SST comes into operation.

Every substantial advance in speed in air travel has brought about a high jump in traffic, and there is no reason to believe that the same thing will not happen with the supersonics, when no place in the world will be more than 12 to 15 hours away from any other, and the Atlantic, the greatest traffic generator of them all, will be crossed in a couple of hours. While the supersonics will not require longer runways and will operate within the existing traffic and landing patterns, there will be a serious problem in regard to airport terminal buildings which will have to be greatly improved and enlarged to cope with the exploding traffic. We are particularly deficient in India in this respect, but I am glad that Government have now decided to bring the facilities at our four international airports reasonably up to world standards by the time the big jets come along.

In regard to the supersonics, however, there will still remain the problem of the sonic boom over built-up areas. I am one of those who believe that supersonic planes will be compelled to fly at subsonic speeds over areas like Europe and the U.S.A. Fortunately, much of Air-India's air routes system is over water.

- Q.** *In 1953, when the airlines were nationalised, you and the little Maharajah said a sentimental farewell to commercial aviation, but you and he have both stayed on. Why?*
- A.** I stayed on because I was asked to do so as a patriotic duty, but even more so because of my love for the airline and all those who had laboured and sweated in building it up with me. Some people thought our little Maharajah was out of tune with the new age and should be sacked. My colleagues and I insisted he should stay. After all, the little fellow had served us well and had no Privy Purse to fall back on!
- Q.** *If you had another chance to go through it all over again, would you?*



THERE'S A SUPERSONIC AIR ABOUT INDIA!

- A.** Yes, I am sure I would, in spite of all the headaches, the sorrows and the frustrations it has caused me over these thirtyfive years, along with the joys and the excitement of adventure and achievement. Even though commercial aviation has now become pretty much of a routine industry like any other, from which most of the individual enterprise and leadership and the sense of adventure has disappeared, there is still something about aviation which one finds in no other activity I know of today. Perhaps it is the dazzling tempo of technological progress in aviation, the size, speed and beauty of its equipment, the wonders of its conquest of space and time, the feeling it gives you of doing something worthwhile, of helping to bring peoples and nations together. Whatever it is, it seems to satisfy the urges and the inner needs of restless souls like myself.
- Q.** *Since you are restless Sir, are you likely to repeat your inaugural flight some time in 1982 in the same kind of Puss Moth?*
- A.** I would love to. In fact we have been presented with the Leopard Moth and I am going to preserve it and if I am still around and my friends don't or my colleagues don't forcibly restrain me, I certainly hope to fly it again between Karachi and Bombay on the 15th of October 1982.

Maharajah on the go in America

WE HAVE been very strong on the interline front lately.

Leading the interline cavalcade was Mr. Peter Mahta, Regional Manager, who was married on August 31, 1967, in Mexico to Miss Karola Binder, who prefers the name by which she is known to family and friends, Marlene. Mrs. Mahta was formerly with El Al Israel Airlines. Members of their official family at Air-India wished them a long and happy life, and to ensure a merry life, presented them with a Norwegian decanter set, selected by the better half of our 410 Park staff.

Our Washington, D. C. office were hosts to the Interline Club at the Marriot Motor Hotel. The "Maharajah - A - Go - Go" affair, with "The Tigers" of Washington providing live music, was attended by over 300 interliners and the press. Miss Ramani, who has acquired a reputation for

been guarding our Fifth Avenue office for the last two months continues to attract attention, with sizeable crowds collecting in front of the window every day. Not satisfied with it, he decided to create a small sensation by attending the world premier of an Eli Wallach and Anne Jackson film, "The Tiger

Makes Out."

We were happy to note that the reactions of the audience to both the film and our four-legged friend were most favourable, though we did overhear one invitee (in tails) telling his attractive companion: "The only good tiger is a dead tiger."

Source

From our highly unreliable source at JFK, we have heard



a story about our peripatetic Deputy Sales Manager, Bill Shaw, which is one of those things we all sometimes wish we had done ourselves. Returning from a hectic weekend visit to London, a tired Mrs. Shaw decided to leave

the bags with Bill, and find a place to sit outside the customs area. As she walked out of the enclosure, she found Bill close on her heels. He had followed her through customs rather absentmindedly, with the bags!

"Stars and Stripes" Eli Wallach and Anne Jackson, stars of "The Tiger Makes Out," toast the world premiere of their latest film in the company of Air-India's (stuffed) tiger.



Peter Mahta, R. M.-USA & Canada and Miss Karola Marlene Binder were married on August 31, in Mexico.

imaginative table settings, (our Washington office has won the Best Table Award at the Annual Airline Award for the last four years) supplied the ladies with "skin jewels", an American adaptation of our "bindi" and the male guests with bristling moustaches.

Outpost

Our Texas outpost held an interline contest in Houston to Promote our BUA interline "Safari to East Africa." The first prize, a round trip to East Africa, was won by Miss Carol Rice of Braniff International.

News from another outpost: an agency interline cocktail party was arranged in Edmonton which attracted a record turnout from all of our friends in the travel industry. Our film "My First Flight," showing various destinations of our Maharajah Service, was very much appreciated.

The stuffed tiger which has

Mr. Tony Lerner (centre), Sales Rep. in our Washington, D. C., Office, joins guests at the "Maharajah-A-Go-Go" party for the Interline Club in Washington.

Tom Green, Resident Sales Rep in Houston presents to Miss Carol Rice of Braniff International a round trip to East Africa. Miss Rice won first prize during our promotion of the BUA interline "Safari to East Africa."



BOMBAY CALLING

By Adi Desai

WE CAN seldom recall so many happy faces in Bombay, as during the last month. The Inaugural fever was fully on and, even if the sun did not smile every day, our guests did. Bombay District had arranged all the trimmings and the impression we gathered when our happy friends left for home certainly did us proud.

Tourist guides showed the invitees the many faces of Bombay and also assisted the eager shoppers with the best in Indian textiles, handicrafts and jewellery. Then there was a lazyman's day planned at the fabulous Sun-n-Sand Hotel at Juhu Beach and again an exotic Indian dinner with Indian Dance Programmes.

Our many thanks to talented receptionists, Zeenat Neemuchwala and Purnima Mazumdar for their scintillating Bharat Natyam performances. They must have been superb judging from the goggle-eyed, funnel-eared look of our guests.

Our congratulations to Godfrey Creado on winning the Merit Award in the Commercial Department. Godfrey, who also is the Sports Secretary of the Bombay Interline Club, informs us that the Club will be staging a 'Miss Interline' Contest in early December. So, ladies in Bombay District, get your figures trimmed and fingers manicured pronto, to do battle and win honours.

Receptionist Asha Mehta of PTA Section became a temporary air hostess when she played 'nanny' to 8 infants and 4 children together with airport receptionist, Armaity Mehta. It was a special Mission of Mercy, for the children were being adopted by foster parents in Belgium.

Our congratulations (although a little belated) to receptionists Rajni Shivdasani, Fulmalla Maniar and Shobha Sahni for finding dashing partners in life. While on the subject, wedding bells will soon ring for Eric Pinto of Space Control and Ashish Contractor of Telephone Sales.

Norris Baptista, also of Space Control and Maria, are the proud parents of a bonny girl, Beverly, and Silloo Badiwalla of Telephone Sales became the mother of a bouncing boy.

We welcome Mr. H. S. Uberoi who has been transferred from CHQ to Bombay District Sales. "Ubi", who happens to be a keen rugby player, will certainly

assist us with the many sporting organisations. We arranged a friendly 'scrum' at the Hotel Nataraj where Air-India played host to leading rugby players from India and South Asia.

Finally, a pat on the back for Sales Officer Chandrakant Ramani, for the excellent rise in our Emigrant traffic loads. Since the Emigrant fare became applicable last month, we have set up a special unit to service this traffic and latest reports indicate a rise to Rs. 5 lakhs in revenue. Reports on Canadian Emigrants, handled exclusively by Mr. G. S. Chhugani are also encouraging.

Air-India omits Bangkok

AIR-INDIA'S services to Hong Kong and Tokyo will not halt at Bangkok with effect from November 1, 1967. Eastbound services to Tokyo and westbound services from Tokyo will now operate non-stop between Delhi/Calcutta and Hong Kong.

Air-India will omit Bangkok from its services to Hong Kong and Tokyo be-



Santa Cruz Staff await their turn at the Mobile X-Ray Unit of the Lion's Club of Bombay.

LIONS X-RAY STAFF

cause no agreement has been reached so far at the governmental level regarding reciprocal operations by Air-India and Thai International in spite of additional traffic rights which the Indian Government was prepared to concede. Talks at the airline level at which Air-India proposed a compromise formula have also not been fruitful.

Air-India will continue to operate its eastbound services to Hong Kong and Tokyo via Delhi on Mondays and via Calcutta on Wednesdays and Fridays, and its westbound services from Tokyo and Hong Kong via Delhi on Tuesdays and via Calcutta on Thursdays and Saturdays.

Dussera Puja

DUSSERA was celebrated this year by staff in our Engineering Department with the traditional Puja and prayers. Senior officials of the Department went round various offices and shops at 3.30 p.m. on October 11, 1967, to greet the staff and exchange good wishes.

A miniature X-Ray survey of the staff was carried out last month with the co-operation of the Lions Club of Bombay as an anti-tuberculosis measure. The Lions Club Mobile X-Ray Unit visited our Technical Base at Santa Cruz and various offices in the city.

The survey was aimed at detecting incidence of tuberculosis amongst the staff. It is known that TB can be present in a person who otherwise appears normal and early detection can lead to a successful cure.

The X-Ray films of the staff who were checked will be kept at our Medical Clinic at Santa Cruz as a permanent record for future reference.

Mr. H. S. Uberoi (left) from our Bombay District, who is a keen rugby player, photographed with other rugby enthusiasts who had gathered in Bombay for the All India and South Asia Rugby Tournament held in Bombay after a lapse of 21 years.



At Kemp's Corner



ODE TO A FINANCE MINISTER

Morarjibhai, Morarjibhai you are the king
dollars and deutsche marks don't mean a thing
Morarjibhai, Morarjibhai, one favour we ask
Bury the "P" form and capture our hearts!

Wedding



Chitra to A. G. Sahasrabudhe, Standards Dvn, Engg. Dept.

Radhika to Arjan Mirchandani, Telex, Bombay.



Who's Who & Where

POSTINGS

COMMERCIAL DEPARTMENT

From	To
M. Y. Mathure	Station Supdt., Santa Cruz, Superintendent, Ground Handling Procedures, CHQ. Asst. Manager, Geneva.
S. Prakash	Superintendent, Ground Handling Procedures, CHQ. Station Supdt., Santa Cruz.
L. J. D'Souza	Station Supdt., Bombay. Assistant to RD-UK, London.
Ashok Vaish	Superintendent, Establishment, CHQ. Asst. Stn. Supdt., Cargo, Bombay.
K. N. Ratnam	Asst. Stn. Supdt., Passenger Relations, CHQ.

OPERATIONS DEPARTMENT

Capt. V. N. Shirodkar	Operations Manager, Bombay. Operations Manager, (Eastern Division), Hong Kong.
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Redesignated As:

Capt. P. D. Byramji	Operations Manager, (Western Division), London.
Capt. J. S. Dhillon	Operations Manager, (Central Division), Bombay.
Capt. R. V. Goday	Dy. Operations Manager, (Central Division), Bombay.



Kumar (1 yr. 5 months), son of
Baboo Kanaiya, Stores & Purchases
Dept., Santa Cruz.

Vidya (1 yr. 6 months), daughter of V.
B. Avatade, Personnel Office.



Sunil (1 yr.), son of B. M. Punghera, Crew
Scheduling, Operations Dept.



Ivy (7 months), daughter of P. S.
Andrat, Works Engg. Dvn.

Azarmine (3 yrs.), daughter of
J. B. Bharucha, Space Control,
Bombay.



Maneesha (11 yrs), daughter of P. V.
Nagpurkar, NTB., Santa Cruz.





The Hon. Ratu K. K. T. Mara, O. B. E., Chief Minister of Fiji, and his wife, Adi Lala, were guests of the Government of India during a recent visit to Delhi. They are seen boarding an Air-India flight at London Airport for Delhi.



Miss Edith Goggins, 19, of Adelaide, who was selected South Australia's 1967 "Girl of the Year" at a Quest organised to raise money for the Adelaide Children's Hospital. Miss Goggins flew on our service to London via Bombay. Here she is seen in the Kamala Nehru Park in Bombay.

Lord Thomson of Fleet, wellknown newspaper proprietor, seen with our Maharajah at Santa Cruz Airport, Bombay, when he passed through Bombay on his way to Tokyo.



The Dalai Lama (l) at Palam Airport, Delhi, just before boarding our aircraft for Tokyo. He was seen off by Mr. R. Venkataraman, our Manager, Delhi (second from right).

