

# The Magic Carpet

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## HOSTESS WINS PRIZE IN AIR RACE

By Trevor Turner, London

ALL eyes were on our hostess Valerie Rosario during the week of the Daily Mail Trans-Atlantic Air Race. She was one of our two entrants (out of nearly 400) for the race and a big cheer went up when she was awarded the £2,000 prize given by Brooke Bond Tea Limited for Commonwealth Citizens on the sector London/New York. She was presented to H. R. H. The Duke of Edinburgh on May 14, 1969, and later that evening received her award.

It was in the summer of 1967 that the Daily Mail announced that this race would take place between May 4 and 11, 1969, to commemorate the 50th Anniversary of the Trans-Atlantic flight of those two gallant Englishmen, Alcock & Brown. The race was to be open to anybody and prizes to the value of £60,000 were announced which were to be awarded in 21 categories.

Competitors had to start from the top of the Post Office Tower in the centre of London and finish at the top of the Empire State Building, New York. This was an exciting project and we in London immediately thought it would be a good idea to enter the

race. As the months passed we had discussions amongst ourselves about our plans to participate and in January this year got down to the point of having a meeting with all concerned and liaising with New York.

We were encouraged by the enthusiasm shown by all departments and several meetings were held to decide whom we should enter, how they should travel, the right and wrong days of the week, to say nothing of the operational side of the plans for special flight paths and the availability of Boeing 707-337's in order to reduce the flying time between the two airports.

Eventually, we entered our

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His Royal Highness the Duke of Edinburgh talks to Valerie Rosario after she had been presented to him on the occasion of the presentation of the Awards for the Daily Mail Trans-Atlantic Air Race.

## New Flight Kitchen

A VIGILANT control over quality, the last-minute uplift of additional meals and a trained staff in airline catering are some of the advantages Air-India will reap when its own Flight Kitchen is set up at Santa Cruz Airport in Bombay in October 1969.

Air-India's Flight Kitchen will produce 3,500 meals a day initially to meet the inflight requirements of Air-India. With further expansion within nine months, however, Air-India will have the capacity to produce 6,000 meals a day and will be able to cater to most of the international airlines operating through Bombay. The potential for further expansion will meet the growing needs of ever-increasing air traffic, especially in the wake of the Boeing 747 Jumbo Jets.

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## New lease of life for Heather

A BRIEF encounter in a tailor's shop in Rome with Dr. Christian Barnard, the most celebrated of world's heart surgeons, gave a new lease of life to Heather and a ray of hope to her anxious parents—Sydney Fernandes, our Assistant Manager, Rome and his wife, Ermelinda.

Heather, a coy and a precocious girl, the only child of her parents, was born with a congenital heart defect—a hole in the heart. For Heather life was a continuous struggle. She was frail and weak and was unable even to climb a few steps or walk more than 20 minutes. She was out of breath and had to rest. She went to school when she was six but she could work only 2½ hours each day.

By one of those queer quirks of fortune Heather was brought to the notice of Dr. Barnard by

his American biographer, Bill Pepper, a close friend of her parents and of Air-India. When Dr. Barnard was recently in Rome, Bill talked to the great surgeon about Heather but found that his schedule in Rome was so crowded that it was impossible to arrange for him to meet Heather.

However, Dr. Barnard, a man of great humanity, asked Sydney to bring Heather to his tailor in Rome with whom he had an appointment for a fitting. That little interlude in the tailor's shop changed the

course of Heather's life.

Dr. Barnard held out high hopes for Heather if she could come to South Africa for an operation. He said he would perform the operation himself. Encouraged by the news the parents agreed.

On March 1969, a private Papal audience was arranged at the Vatican, where Heather received special blessings from the Pope. Three days later Heather and her parents flew to Cape Town, South Africa, with the prayers and good wishes of all their friends in Rome and elsewhere.

On March 18, Heather was admitted to the Red Cross Children's Hospital in Cape Town and on March 25 Dr.

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Dr. Christian Barnard with Heather outside the hospital in Capetown. The photograph was taken by Sydney Fernandes, Heather's father.





## DAILY MAIL AIR RACE

(Continued from page 1)

hostess Valerie Rosario with Jean Michael as a standby. At the same time Captain M. R. Sastry was entered, representing Air-India pilots and the Indian Pilots Guild.

On the Sunday that the race started, it was obvious that the whole idea had captured the imagination of a lot of people. The press coverage of the event was considerable especially when it was realised that the whole idea was the inspiration of one particular paper. The television and radio coverage was immense. This was the state of affairs for the whole week. As one elderly person remarked to me, it was a pleasant change to be able to read in the newspapers each day and watch on television something that was exciting and unusual and well-away from the trouble and strife news which seems to predominate our everyday headlines.

It was of course the Royal Navy and the Royal Air Force who stole most of the show doing fabulous things such as landing alongside the Post Office Tower in helicopters, and only a short distance away vertical take-offs in Harriers, refuelling in the air and utilising all the manpower available to them to speed their contestants along on the ground. There were other competitors who showed initiative, humour, versatility and in many cases, especially with the light aircraft and single-engined machines, great courage.

We despatched Valerie Rosario on her first attempt on the Monday getting her airborne 39 minutes after she had clocked out of the Post Office Tower. Valerie, who is 23 and born in Akola near Bombay, entered into the spirit of the whole thing in a wonderful way. Attractively attired in a bright red track suit (with Air-India on the back of course) and crash helmet she jumped on to the back of the motorbike at the bottom of the Post Office Tower and sped off towards the airport before you could say "Alcock & Brown."

She flew as super-numerary crew and so she was not released from the Tower until a pre-determined number of minutes before the aircraft was completely ready to take off. Her journey to London Airport



(Top) To the cheers of the Traffic Staff, Valerie Rosario rushes towards the aircraft on her way to New York. (Above) Valerie made the crucial run from JFK to the Empire State Building in a Mercedes 250, loaned by Mr. Alfred Gonsalves, our Deputy Permanent Representative at the United Nations, driven by the incomparable "Matthew", the Regional Manager's chauffeur.

on the back of the motorbike through the busy streets of London and down the M4 was uneventful and an experience in itself for a young girl who had little experience of riding as a pillion passenger. This we know requires a fair amount of courage. At a pre-selected point at the Airport she was transferred into the ramp car and driven to the aircraft which by this time had all four engines running and the steps partly pulled away.

To the cheers of her col-



(Top) Valerie clocking in at the 86th floor of the Empire State Building after completing the London-New York run. (Above) Ray Hutchinson and Charles Clynne of London Airport Traffic congratulate Valerie on the day the awards were announced. (Left) Capt. M. R. Sastry rushes out of the aircraft at London airport after his arrival from New York.

leagues on the ground, she leapt on board, the door closed immediately and she was away.

### Arrival

On arrival in New York, by then in her sari, she was driven by the RM's chauffeur Matthew Bonora in a Mercedes 250 a car loaned to us by a kind friend at the United Nations, Mr. Alfred Gonsalves, the Deputy Permanent Representative for India. Valerie said later that Matthew was the best back street driver in the business keeping away from the normal route and his timing to the Empire State Building was excellent. She clocked in on the 86th floor in a time of

7 hrs. 21 mins. 39½ secs. This was the timing that won her the Brooke Bond Award.

For the return attempt two days later the ground arrangements in New York were different and she was driven to the Port Authority Heliport in a Jaguar driven by Mr. James Gilbert, Editor of Flying Magazine and from there she travelled to Kennedy Airport by helicopter. On arrival in London she sped up the M4 in Raj Vaide's Spitfire driven by Bob Ashman and then transferred to the motorbike ridden by the faithful Ron Rogers for the rest of the journey.

Her arrival at the Post Office Tower clashed with the depart-

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## Mr. Mital takes over as Manager, Bombay

MR. N.L. Mital, who has taken over as Manager, Bombay, has returned to the District after 11 years. "It is like coming home", he said.

Mr. Mital is 38, the youngest Manager ever to take over Bombay. He joined Air-India in 1955 after a varied career in business and travel industry. In his 14 years with Air-India, he has held several important positions, starting from his appointment as the District Sales Manager, Bombay, in 1957 to his last appointment as the Manager - 747 Project.

### Postings

In between, he was District Sales Superintendent, Los Angeles (1958), District Sales Manager, Chicago, Area Sales Manager, New York, Manager, Bangkok (1964) and Manager, Customer Service (1967).

"I enjoyed working in the States, because the market is so competitive. It was tougher selling Air-India in the USA", said Mr. Mital. He also enjoyed his 747 assignment which he says he would have liked to

complete, but he did not want to lose this opportunity of returning to Air-India's premier station.

With his background in the field, he is not put out by the huge sales target of Rs.5.95 crores which faces him. It is the highest for any station and even for some of the Regions.

"With all the competition that we are facing in Bombay we really will have to be on our toes to meet this target", he said. "Bombay's market has been growing at a steady 10 to 12 per cent a year, so we should be able to meet our target", he said.

### Extrovert

An extrovert and a man of progressive outlook, Mr. Mital feels discipline is important. "I believe it is equally important to motivate people to do their best", he said.

Married with one son, he enjoys going for long walks. "Exercise is a fad with me", he said. He is also a keen golfer and enjoys reading novels particularly of Leon Uris. "I have read all his books", he said.

### Letter to the Editor

## Why not Indian designer

Sir,

I read a lot for/against the new Summer & Winter uniforms for Air-India Air Hostesses designed by the celebrated French Couturier. I am not a party to this controversy. What I am at a loss to know is that how Mr. Esterel has qualified to be the designer for oriental dress, i.e. Churidar & Kameez. I am sure and confident that if this privilege of designing was bestowed upon some Kashmiri or Punjabi designer, the story might have been different and perhaps for better.

Thanking you,

Yours faithfully,

(J. N. Bhardwaj)

Flight Operations Officer  
Operations (C. D.)  
Santa Cruz.

(I understand, on reasonably good authority, that Emperor Shah Jehan imported French architects to design the Taj Mahal at Agra! Editor.)

## PR Office moves to Nirmal

From May 19, 1969, the Public Relations Office of Air-India started functioning from its new location. All correspondence and messages should now be addressed to the "Nirmal" Building, 14th Floor, 241/242 Backbay Reclamation, Nariman Point, Bombay-1. Tel. No. 29 46 26.

## DAILY MAIL AIR RACE

(Continued from page 2)

ture of Sir William Butlin (of Holiday Camp fame and who won the award in the Charter Section) who was surrounded by Press, spectators and organisers. This did not deter Valerie who shot through the crowd and clocked in a record time to date of 7 hrs. 15 mins. 31.4 secs. This took her into the lead in the subsonic category which we are proud to say she held for 3 days.

Captain Sastry made his first attempt from London on the Tuesday when the ground arrangements were the same except for the fact that we got him airborne in one minute less than Valerie. On arrival in New York his mode of transportation was a motorbike and he did an overall time of 7 hrs. 28 min. 37.4 secs.

He delayed his departure from New York for his return attempt until the Saturday night which was the last night of the race. His idea was to make an attempt to beat the passenger who was holding the BOAC New York/London prize with an overall time of 6 hrs. 54 mins. Unfortunately various things went wrong, to say nothing of the fact that his motorbike in New York had an accident and he had to continue to Kennedy in a taxi. However despite his misfortunes his overall time was 7 hrs. 34 mins.

It was very interesting note that the flying times for all four flights which were specially scheduled by Operations to assist our competitors were all under 6 hrs. This is a creditable achievement and in the last analysis perhaps is the most important outcome of the Race to us as an airline. We may not have been quite as good as we should have been or others were, in getting our competitors from A to B on the ground

but no criticisms can be levelled against us in the flying time part of the whole operation.

It will be realised that into all this went a great deal of thought, planning, telephone calls, telex messages, early mornings and late nights. To everyone who helped us, and there were a lot of people involved both in London and New York, Operations, Traffic, and outsiders, as well as staff we are most grateful for the help and assistance. It showed that all departments, and between two stations, were capable of working together as a team. Of course not everything went right and there were breakdowns in some of the systems, but this was only to be expected unless all concerned were able to devote their entire time to rehearsals etc. To our two contestants we say "Well done and Thank you" and we hope you enjoyed it as much as we did.

It was flattering that a number of passengers flew with us in both directions who were participating in the race and we are happy to know that our good flying times should have helped them on their way.

The race created a lot of interest, so much so, that the Daily Mail allowed official competitors to join at the last moment in a hastily created "Just for the hell of it" category but they were not eligible for any award. One of these competitors was Devendra Gadgil, son of Mr. V.G. Gadgil, former Controller of Stores and Purchases, who at the 11th hour decided to utilise a Free II. I predict that if it was possible to run this race again next week, the number of entries would be double and that a lot of our staff would have a go using their Free II's . . . . I know I would !!!

## NEW LEASE OF LIFE

(Continued from page 1)

Barnard's skilled hands operated upon her. The team of Surgeons included Dr. Marius Barnard, the brother of Dr. Christian Barnard. The entire operation took four and a half hours. The "Open-heart" technique was used and large dacton patches were inserted into the heart.

From the very outset, Heather made a remarkable recovery. Within a few days of the operation she was sitting up in bed drawing pictures. Ten days later, she was already up and about.

By April 26, Heather was ready to return home. A large gathering of Air-India staff and

friends in Rome, eagerly awaited her arrival at Fiumicino Airport. The plane landed and a smiling Heather ran down the steps followed by her proud parents.

Sydney is naturally reluctant to talk about what he calls "my personal drama". He says he was moved by the extreme kindness and fine bedside manner of Dr. Barnard. Recently Heather and the parents were interviewed by NBC along with Prof. Barnard, who happened to be in Rome on a flying visit. NBC will shortly release the interview from Chicago for nation-wide viewing in the USA.

His Holiness Pope Paul VI blessing Heather Fernandes while her parents look on.





# INTERVIEW:

## Mr. Mahta and Mr. Kaul talk to Magic Carpet



Mr. Peter F. Mahta, Deputy Commercial Director.

"I THINK the Jumbo Jets will cause a bigger expansion in traffic than the present generation of jets did when they replaced the piston engine aeroplanes", said Mr. Peter F. Mahta, 48, Deputy Commercial Director, in an interview with the Magic Carpet.

He said he had no doubt that Air-India will be able to meet this coming challenge of the Jumbos successfully.

Mr. Mahta regards his present assignment as challenging as his previous one. "New York was a challenging territory", he said, "one does not get stale in New York; it is such a stimulating city. But the present job offers broader scope for additional experience", he added.

Among other projects, he plans to give emphasis to 'Operation India' in order to improve our uplift of passengers from India. Eighteen new offline stations are being opened in India and our sales

organisation is being strengthened by the appointment of Mr. K.K. Menon as Regional Manager, India. "We also intend putting greater emphasis on market research and marketing", said Mr. Mahta.

Born in Oxford, England, Mr. Mahta joined the Indian Army in 1940 after finishing school in England. He left the Army as a Major at the end of the war and joined Air-India in London in 1948.

For the next five years he was in London, the last three as Sales Manager for the City of London. At the end of 1953, when Air-India opened its Far East service, he was transferred to Hong Kong as Manager. Four years later he went to New York as Manager, USA & Canada, to prepare for Air-India's transatlantic service to New York which started in April 1960. He became Regional Manager, USA & Canada in 1964.



Mr. R. N. Kaul, Deputy Commercial Director-Hotels.

"WITH the introduction of Boeing 747 Jumbo Jet in 1971 there will be an acute shortage of hotel rooms in India. In order to assist the promotion of tourism and augment the accommodation at present available in India Air-India has decided to enter the hotel industry with the construction of two hotels in Bombay—300 room luxury hotel at Bombay's famous Juhu Beach and a 100-room transit hotel at Bombay Airport", Mr. R. N. Kaul, Deputy Commercial Director-Hotels, told the Magic Carpet.

He said that the State Government has leased a plot of land to Air-India at Juhu beach with an area of approximately 15,000 sq. yds. Air-India is also in the process of acquiring an adjoining piece of property.

The hotel at Juhu beach, to be built at an approximate cost of Rs. three crores, will be fully air-conditioned and will have all the amenities of a five star hotel such as a swimming pool

speciality restaurants, snack bars, coffee shop, shopping arcade, convention facilities, not to speak of an exclusive beach front.

The Juhu Hotel when ready for occupancy will be within 10 minutes driving distance of Bombay's international airport.

"The 100-room transit hotel at Bombay Airport is being designed to cater primarily for those passengers who will be in transit through Bombay for periods of less than 24 hours. This will also be fully air-conditioned, soundproofed and will have a swimming pool", said Mr. Kaul.

The transit hotel at Santa Cruz Airport is to be located near the area earmarked for the development of the new international terminal complex.

Mr. Kaul said: "We are also examining the possibility of operating a hotel in New Delhi and feasibility studies are already under way".

## New Flight Kitchen

(Continued from page 1)

Air-India's Flight Kitchen has been designed to provide the latest and most modern facilities such as hi-lift loaders with radio control, refrigerated garbage storage, automatic dishwashers, trolleys, air-conditioned pre-setting and chilling rooms. For example, the Flight Kitchen will be equipped with what is known as the Channel or Blast Freezing Device. This is a freezing device whereby the freezer operates at a temperature of minus 50 degrees Fahrenheit and, in doing so, retains the natural aroma, weight and quality of the meal.

### Automation

Automation has been introduced in Air-India's Flight Kitchen not merely as a labour-saving device but with a view to maintain the highest hygienic standards in keeping with those observed by international flight kitchens and catering establishments. The entire pattern of flow of the meal, namely, off-loading, cleaning, storing and pre-setting, will involve the use of automatic machines and conveyor belts.

In the new Flight Kitchen Air-India will prepare a rich variety of meals including Continental, Japanese and Indian cuisine.

### Bonded items

The Flight Kitchen will provide facilities for the storage of bonded items such as liquors, cigarettes, toilet kits, inflight sale items, dry stores and other cabin service equipment. The space provided will be large enough to accommodate not only the equipment of Air-India but also that of other airlines.

As explained by Mr. N. N. Dewan, Commercial Manager-Customer Service, "The key to a successful operation of the Flight Kitchen is professionalism, pride and profit. We have adopted a professional approach in the design and operation of our food service units and they are programmed to earn profits."

### Blue prints

The blue prints of the plans for the Flight Kitchen have been prepared with the advice and assistance of Messrs. De Montis, renowned European caterers who operate a network of flight kitchens.

## ANNUAL REGIONAL SALES CONFERENCE

### Mr. Kooka compliments staff in Europe

THE ANNUAL European Regional Sales Conference was held in Geneva from April 22 to April 24, 1969. Mr. N. H. Dastur, Regional Manager-CE, who was the Chairman, inaugurated the Conference.

Among those who attended from Commercial Headquarters were Mr. S. K. Kooka, Commercial Director, Mr. P. F. Mahta, Deputy Commercial Director, Mr. M. C. Hansoti, Commercial Manager-Cargo and Mr. I. D. Sethi, Commercial Manager-Planning.

In his address Mr. Kooka complimented all those present for their hardwork and devotion in making Continental Europe the second highest revenue earning Region in the system, after India.

In a brief review of the Commercial Department's activities,

Mr. Kooka said that with 10 aircraft there were now 15 flights to Continental Europe. One more flight would be added from next April and there would be no further increase in the frequencies until the arrival of the Boeing 747s.

### Jumbos

"The advent of the jumbos is fraught with problems", said Mr. Kooka. He pointed out that four Jumbos offered a capacity equivalent to 12 extra 707 services in one year. Mr. Kooka congratulated Mr. Dastur on his leadership and dedication and "the manner in which he cracked the whip".

Speaking on the occasion Mr. Mahta said that it was most important for Headquarters to be aware of this Region's

problems, for Europe would in all probability, prove to be an important centre for future traffic growth. Referring to Mr. Kooka's emphasis on the Atlantic, he felt that Europe's present handicap in selling normal traffic to the USA should reduce substantially with the introduction of the 747s.

Earlier, in his opening address, Mr. Dastur said how delighted he was that Mr. Kooka was able to attend the Conference. He also thanked Mr. Mahta, Mr. Hansoti and Mr. Sethi for attending the Conference. Later Mr. Dastur presented the Annual Report of Continental Europe to the Conference and reviewed the results achieved by each station.

The last day of the Conference was devoted to the discus-

sion on 'Operation Europe'. The session was attended by Mr. R. Rawat, Regional Director of Tourism for Europe, and Tourist Directors Mrs. K. Bamji, Miss K. Thakur and Miss T. J. Batiwalla, Mr. G. Mustafa and Mr. J. M. Malik.

### Operation Europe

'Operation Europe' will be entering its second year and opportunity was taken to discuss performance, identify areas of weakness and device means of redressing them. Mr. Rawat said that emphasis must now be shifted to the actual generation of tourist traffic to India.

"Operation Europe was indeed a love affair between Air-India and the Tourist Department

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## U. K. Sales Conference

# Future plans discussed

THE CAPTAINS and Kings assembled in London for the Annual U.K. Sales Conference. We were pleased that the delegation from CHQ was led by the Commercial Director. A day and a half of full discussion was held which, we know did much to sort out problems and finalise plans for our future efforts.

For 1969-70, the passenger sales boys hope to again increase their revenue earnings, but by a much greater margin than the year just ended. Jim Harper and his Cargo Department are hoping to maintain the high earnings of 1968-69. Let's hope they close the gap between them and push their combined figures up and well above the U. K. target.

## Annual Staff Party

Over 650 members of the U. K. staff and their guests gathered together in April for our Annual Staff Party. It was one of the best parties we have ever had and everybody's thanks must be conveyed to the hard-working organisers.

The festivities commenced high above London's roof tops in the Roof Garden Bar of Derry & Toms where everyone gathered for cocktails. Trouser-suits, cat-suits, blue suits, saris, kameezes, frilly shirts and mini-skirts mixed with the long dress and the black tie. An excellent three-course dinner was served in the vast ballroom. Fay Fenton "hot" from cabaret in Africa, sang to us and in one of her numbers was accompanied by Mr. "You-know-who" from Accounts.

After dinner we danced to two bands (they played separately) and the long bar was well occupied. The tombola adjacent to the bar was generously patronised. The star prizes of the evening were won by Captain Daruwalla from Stores, who went home with two tickets to Athens given by Olympic and an exotically embroidered kaftan was won by the guest of Mike Quinton from Sales.

Talking of parties, the Annual Contact Party given by Stores, Heathrow, was attended this year by 150 people, including such important people

as the Collector of Customs, senior executives from many of the big companies with whom we do business, the Purchasing Managers of BOAC and BEA and Representatives from B.A.C. Indian delicacies flown from Bombay were much in demand and the host, Shanker Joshi, our Purchase Manager, received many letters of appreciation from guests after the party.

Air-India recently presented a Cup for the London (Town) Airline Bowling League which was awarded to S.A.S. Eleven other airlines participated in the competition. Air-India team was placed in the sixth place.

It was very sad to say good-bye to Audrey Chessell who has left us to join Eastern Airlines. She was with us for nearly 19 years, and as many old service employees will recall, she originally started in Reservations. For the last seven years, she has been secretary to the Regional Director-UK. All of us will miss her smiling face and dangling earrings. I am sure that many readers throughout our system will wish to join their London colleagues in sending to her all our good wishes.



Enjoying a lunch break during the U. K. Sales Conference are (L to R) Mr. S. K. Kooka, Commercial Director, Mr. M. A. S. Dalal, Regional Director-UK, Mr. Pat Conway, Passenger Sales Manager-UK, Mr. J. B. Jungaiwalla, Manager, London, Mr. M. C. Hansoti, Commercial Manager-Caro, and Mr. I. D. Sethi, Commercial Manager-Planning.

We have also said good-bye to John Thorpe, Superintendent Tours and Charters, to whom we send a message of good luck in his new job with South African Airways.

Wedding bells rang near Stratford-on-Avon on an afternoon in April (which unfortunately was more wet than fine) for Raj Vaide, Assistant Passenger Sales Manager-UK and Gay Mills, who has worked in most departments of the Bond Street Office, as a temporary secretary. We send our congratulations to them and we are sure that even if it rained on their wedding day, the sun will shine on them for their Kashmir Honeymoon.

Returning to the subject of old friends, we recently heard from Heather Ahmed (nee Atkinson). She and her husband "Kay" are now living in Toronto. They are settling down

well there and are making lots of friends in their new surroundings, but hope that any old Air-India friends who happen to be in Toronto will contact them.

In the March results for our "Maharajah League" organised by Derek Ellis-Kinsey for the Thos. Cook offices, the Regent Palace Hotel Branch came top with a total of 385 points. This competition is held monthly by Air-India between about 30 different Thos. Cook offices in the London area and a similar competition is held in the Leeds area where during the same month, the Keighley office were in the lead. Points are awarded for the number of bookings the T.C.S. Branches make with us.

Children have long been famous for making amusing remarks. In the Publicity Department, we receive each week a

mass of what we call "little boy letters" most of which we try to action. However, this is a snowball effect. If we send something to one small boy who writes and asks for some leaflets or a lapel pin, we can be sure that within a week most of his friends and all his class mates have also written.

However, our policy is that they are the passengers of the future so let them grow up with a good impression of our kindness and desire to please. Many of the letters have amusing comments. One of the nicest letters we received recently was from a small boy who told us that his form was doing a study of India and that one of the things which they learned was that "lots of Sikhs are Singhs but not all Singhs are Sikhs."

Trevor Turner

The London Stores Annual Contact Party was attended by lots of friends of ours. Photographed on the occasion (L to R) Mr. P. G. Holland (British-American Tobacco Co. Limited), Mr. P. H. K. Snell (John Walker & Son, Limited), Mr. S. B. Joshi, the host (Purchase

Manager, London), Mr. M. R. Apte, Deputy Controller of Stores & Purchases, Mrs. Laurence, Mr. H. J. Laurence (Rolls Royce Limited, Derby), Mr. J. Taylor (Rolls Royce Limited, Derby), Mrs. Taylor and Mr. R. J. Kanai (Deputy Stores Manager, London).





# MAN AND SAFETY

By **Bosco R. Stanoj**  
Overseas Representative  
Safety Center at

**BEFORE** dealing with the main subject of my talk, man in aviation, I wish to give you some information on his environment and the risks to which he is exposed in his daily activities as a member of the air transportation industry. This is necessary because, in the mind of the majority of people, flying is still considered a dangerous occupation.

I must state categorically that the idea of flying as a dangerous occupation is quite an erroneous assumption. It represents a legacy of the distant past. This wrong conception is maintained mainly due to sensational headlines in the press about aircraft accidents. The facts are quite different. I propose, therefore, to acquaint you with the present standards of aviation safety.

## Fatality Rate

The tremendous progress in safety from the beginning of commercial aviation to our day is, best illustrated by fatality rate of the man most exposed to the hazards of flying: the commercial pilot. Here are the fatality rates:

1920 ..	1 pilot killed in every 4 pilots
1930 ..	1 pilot killed in every 50 pilots
1960 ..	1 pilot killed in every 1,600 pilots

Safety has now reached such a high standard that an airline pilot can secure life insurance at the same cost as a school teacher or a doctor.

Air travellers, even those who travel frequently, are considerably less exposed to risks. Their exposure to fatal risks has been greatly reduced by the steady improvement of the safety standards as expressed by the passenger fatalities per 100 million passenger miles flown.

Expressed in more practical terms, this means that one fatal accident happens every 385,000 hours flown or that a passenger will have to fly non-stop for 44 years, day and night, before he will meet with a fatal accident.

Perhaps a comparison of exposure to risks in flying and other means of transportation will illustrate how safe it is to travel by air. We shall have to use the US figures for transportation accidental death

rates, which are as follows:

Means of Transportation	Passenger fatalities per 100 million passenger miles	
	1966	1964-66
Scheduled air services	0.07	0.20
Railway	0.16	0.09
Inter-city buses	0.20	0.17
Cars and taxis	2.50	2.40

These figures show that in 1966, airline flying was by far the safest form of transportation: twice safer than railways, three times safer than automobiles, and thirty-five times safer than cars and taxis.

## Public attitude

The public attitude towards aircraft accidents and automobile accidents represents a very interesting psychological phenomenon. Remember that, during a year, in the whole free world there are, on average, only 25 fatal aircraft accidents in which only 750 people are killed. During the same period there are 100,000 killed and 7,000,000 injured in tens of thousands of automobile accidents on the roads of Europe and North America only and nobody is alarmed by this slaughter on the roads.

The explanation of this phenomenon probably lies in the fact that the public measures tragedy by the number of people killed per accident. Average man is not disturbed by car accidents because only one or two people are killed in each one of them, whilst in aircraft accidents the number is higher. Confirmation of this can be found in the fact that even today, after more than half a century, people still remember and talk of the tragedy of the liner 'Titanic' which, in 1912, struck an iceberg and sank with a loss of 1,490 lives. This is a serious warning to all those responsible for safety to do all that

is humanly possible to prevent accidents to jumbo jets, those 'Titanics' of the air, which will carry nearly 500 passengers, and will enter into service next year. Accidents to these large and costly aircraft would impair both the public confidence and the economics of air transport.

## Another reason

Another reason for this difference in reaction to aircraft and car accidents, is the attitude of the press. A fatal aircraft accident is 'news' which is reported in detail under sensational headlines whilst road accidents are considered commonplace occurrences which have no news value.

Finally, aircraft accidents happen rarely, whilst road accidents are a normal feature of daily life, and the modern man has got used to them and accepts them as the normal price that we have to pay for the progress of our civilization.

Flying has to be safe because civil aviation simply cannot exist without being safe. We have seen that flying is safe and within the ordinary risks of everyday life. That these risks are acceptable to the public is witnessed by the steady growth of traffic year after year.

Once this has been established, it is of interest for our study to examine the causes which are responsible for accidents. A sample of 346 accidents both fatal and non-fatal, for five types of modern aircraft shows this broad grouping of accident causes.

Human error	46.0%
Material failure	22.6%
Weather	5.8%
Maintenance	4.3%
Operations	3.7%
Sabotage	0.3%
Other causes	4.3%
Unknown	12.6%

As was to be expected, the biggest single cause of accidents is human error, which is responsible for almost one half of all accidents. Under this heading are included all kinds of errors: errors of judgment, errors of skill, lack of attention, lack of memory,

lack of discipline, etc.

There is a very significant feature in air crew errors accidents: the high percentage of accidents which took place during approach and landing, amounting to 80 per cent of all air crew error accidents.

A further analysis has been made of fatal jet accidents in civil aviation since their introduction into service in 1959 to the end of 1966. This analysis has disclosed that the percentage distribution of these accidents by phases of flight was as follows:

Approach and Landing	26 accidents or 55%
Climb	7 accidents or 15%
Cruise	4 accidents or 9%

This analysis also shows that approach and landing is the phase of flight where more than one half of all fatal jet accidents occurred, due to various causes and not only due to pilot error. It is here that the accident preventative effort should be applied.

In connection with this group of accidents another fact is very significant. Namely, it was found that 63 per cent of fatal jet landing accidents, involving navigational and air traffic control facilities, occurred in areas where only 17 per cent of the world's landings took place, i.e. Asia, Africa and Central and South America, where modern aids are not as available as in Europe and North America. The remedial measure is obvious. However, there is little prospect that developing countries will be able to equip their airports with modern aids because of the higher priority given to hospitals, schools, housing and roads by these moneyshort nations. The assistance and support by more affluent countries will be indispensable. It is very doubtful, however, that this assistance will be forthcoming when of approximately 526 airports served by the airlines in the USA, only 189 have ILS (Instrument Landing System).

I do not propose to go into more detailed analysis of the causes of accidents. Instead of that I shall now examine the

phenomenon known as 'the learning curve' which influences the accident rate.

## Learning curve

It is obvious that the accident rate since the war could not have been improved if the new types of aircraft had not been basically safer than the old ones which they have replaced. For instance turbo-prop transports are safer than the piston-engined aircraft, and the jets are even safer than the turbo-prop aircraft.

Yet each of these aircraft, during the first years after their introduction into service, had an accident rate considerably higher than the existing accident rate until the lessons were learnt and applied to the operation and maintenance of the new aircraft. This process is known as the learning curve, and has been recognized for decades but so far has remained inevitable even in the most technically advanced countries.

A detailed examination of the learning curve shows that it passes through three phases. The first phase, with the highest accident rate, comprises the introductory period. The airworthiness authorities admit that however hard we try, this period shows a higher rate. This part of the curve is obviously critical. The aircraft has not yet settled down and any shortcomings in its design, or failures to foresee the problems, become apparent. As the most known examples one can mention the cases of the Comets, Electras and Boeing 727's.

The second phase of the learn-curve takes place after approximately one million flights. At this period the design safety has been reached. The third phase then follows and lasts until the end of service life of the aircraft with a continuous improvement, yearly of 10-12 per cent over the previous year's accident rates. This continuous improvement is the result of accumulation of experience and is mostly out of hands of the designers and airworthiness authorities.

The first generation of jets (Comet, Caravelle, Boeing-



# Y IN AVIATION-I

vic, OBE, AFRAeS

of the Guggenheim Aviation  
Cornell University.

707, Douglas-8 and Convair-880/990) started with a fatal accident in every 150,000 hours during the first 2 years, improved to over one in 700,000 hours in the 7th year, then deteriorated to 350,000 hours when the new jets were introduced. The second generation of jets (Trident, Vickers-10, Boeing 727, Douglas-9 and BAC-111) by themselves had a fatal accident rate of about one in 120,000 hours in 1966. This graphically illustrates the significance of the learning curve. It will be interesting to see as to whether the third generation of jets (jumbo jets, airbuses and SST's) will succeed in beating the inexorable learning curve.

I shall try to expound briefly what safety standards are expected by safety experts from the third generation of jet transports. Before we do this, it is necessary to acquaint ourselves with the technical characteristics and performances of these aircraft. They are given in the table below. Now let us examine the safety characteristics of these aircraft.

## Crash worthiness

Jerome Lederer, Director of Manned Space Flight Safety of the USA and a world authority on air safety, is of the opinion that when crashes do occur with jumbo jets the chances of survival should be better than heretofore. The history of recent survivable types of accidents indicates that the ability of structure and seats to provide protection for

passengers in modern aircraft has vastly improved over the old. The proposed arrangement of baggage and cargo compartments, the increased size of structure and thicker skin should provide proportionally greater energy absorption in the crash of a jumbo aircraft than in smaller types. Therefore, a greater proportion of occupants should have better chances of impact survival in survivable crashes than in current types.

## Emergency evacuation

The evacuation tests and emergency provisions required by new regulations of the FAA reflect the application of knowledge gained from much research development, and evacuation time has been reduced to 90 seconds. Escape in Jumbo jets is planned to be improved over current design by wider aisles, wider doors (42 in) with wider chutes doubling the egress capacity of exits in current jets. For nine abreast seating, aisle space is 1.5 times greater per seat in the Boeing 747 than in current jets. Chutes will be equipped with fire resistant shields. The drop of 16 ft. presents a psychological problem which can be solved by psychological means. An undercarriage that could be retracted, as planned for the giant Lockheed C-5, might alleviate this situation.

Finally, one must bear in mind the possibility of panic of hundreds of people packed in the fuselage, with all the dangers associated with it (large changes of the centre of gravity, interference with

air crew, etc.). The control of panic must be envisaged and cabin crew prepared for it. The known tragedies due to panic in public places such as cinemas, theatres, and auditoriums are warnings which must not be ignored, because the jumbo jets are actually flying auditoriums.

## Fire

The danger of explosion and fire is greatly increased due to enormous amounts of fuel carried in the large new aircraft: 300,000 lb in Jumbo jets and 400,000 lb in Boeing SST's. There are techniques available for protection against explosion and fire but it is not probable that they will be installed in the first generation of Jumbo jets. A real breakthrough will be the use of the emulsified or gelled fuel which will not spill in the case of a crash and which does not burn explosively.

Another hazard to successful escape of passengers and crew has been the inhalation of smoke or hot gases from fire after a crash. As an aid in this direction a plastic bag has recently been developed by the FAA that may be stowed in a package the size of a small cigarette box but which, when opened, can be placed over the head and provide sufficient air for breathing for 5—10 minutes. It will protect the head from flames and heat with temperatures up to 1,400°F. It is impervious to smoke but it is transparent so that the wearer can see and hear through it. By slipping on such a hood the wearer is given minutes longer to walk out of

a fuming aircraft. It is forecast that such an accessory will find several years of valuable usage before fires can be eliminated after crashes.

## Mid-air collision

With the increase in traffic and congestion of the airports, the dangers of mid-air collision are becoming more serious. Anti-collision devices are therefore becoming a necessity because the human eye has become inadequate due to high flying speeds. It is expected that the third generation of jets will be fully equipped against this hazard. This sophisticated equipment will provide visual evasive instructions to the pilot or operate the auto-pilot to counter the collision hazard.

Improvements in training and expanded transition training programmes, together with the simplification of flying through better design of the cockpit which will reduce tensions and workload of air crew should result in greater safety.

The experts expect that these and other measures give ground for the hope that the Jumbo jets and SST's will start well up on the learning curve instead of a descent to the neighbourhood of 120,000 hours again.

Other safety measures I shall only enumerate: automation of air traffic control; new navigation systems; all-weather automatic landing; improved communication; modernized maintenance and many other developments.

## Conclusion

These safety measures are the consequence of the realization that the industry must improve the present safety standard because the accidents of these large and costly aircraft would impair both the public confidence and the economics of air transport.

All this augurs well for the safety of the Jumbo jets. The same applies to the safety procedures of the SST's although the additional hazards should not be ignored.

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	Jumbo Jet Dec. 1969	Airbus Oct. 1971	Concorde 1971	Boeing 2707 1975
Date into Service				
Total passengers	490	242	122	288
Cruise speed (mph)	600	610	1,350	1,750
Fuel capacity (lb)	297,000	147,000	190,000	400,000
Range (n.miles)	3,400	2,000	3,000	2,770
Gross weight (lb)	710,000	342,000	376,000	750,000
Cost (U. S. \$)	21 m.	15 m.	20 m.	40 m.
(Size in ft)				
Length	232	170	193	318
Span	196	155	84	180(106)
Height	63	56	38	48
Fuselage width	21	20	9 1/2	16 1/2



## IATA CARGO CONFERENCE

## Agreement on rates

THE International Air Transport Association's biennial Composite Cargo Traffic Conference, which opened in Athens, Greece, on April 14, 1969, successfully concluded on May 13, 1969. The delegates reached unanimous agreement on worldwide cargo rates patterns and commercial practices to come into effect from October 1, 1969, for a period of two years, subject to approval by interested governments.

Our delegation to the Conference was led by Mr. I. D. Sethi, Commercial Manager-Planning, Mr. R. D. Mahabre Tariffs Manager (Cargo), Mr. P. F. Mehta, Tariffs Superintendent (Cargo) and Mr. M. P. Mascarenhas, Tariffs Superintendent.

In addition to actioning administrative, procedural and agency documents relating to the organisational aspects of international air operations, the Athens Conference also devoted considerable effort to a review of the industry's basic marketing policy in the present environment of steadily increasing costs and marginal profitability.

Following successful negotiations, unanimous agreement was recorded on a whole range of modifications to the present rating structure, based on a

rationalization of the pricing policy for both high-density and smaller volume consignments.

The resulting changes in the rates mix will allow the airlines to offer more efficient and lower cost air cargo service to their worldwide customers and to establish a sounder economic posture to meet the ten-fold growth forecast for the air freight business up to 1980. The additional revenues derived will also provide finance for continued expansion and offset the huge investments required for new equipment, facilities and cargo terminals.

In their negotiations the delegates decided against major across-the-board increases in the current air cargo rates, but agreed a new system of flat charges for maximum weight unitized shipments of all types of commodities, together with both upward and downward adjustments in the present levels of the general cargo and specific commodity rates.

The new unit load device charges will offer bulk shippers rates as much as 30 per cent below the present general cargo rates for volume shipments utilizing the largest container and pallet equipment, helping to promote the flow of cargo traffic into large unit consignments.



Senior Air-India engineers on a visit to the Boeing Company at Seattle are seen discussing features of the Boeing 747 with Mr. Edward Gumtow (extreme left). They are from (L to R) Mr. P. G. Gadgil, Principal, Engineering Training Establishment, and Senior Technical Officers Mr. J. S. Gopalakrishnan and Mr. M. S. Datar.

## OBITUARY: Jim Kitchener

IT WAS a great shock to all of us in the U. K. to learn of the sudden death on April 2, 1969, of "Jim" Kitchener, Sales Representative, London. He was 24.

Jim was most popular with all his colleagues in the Sales Department where he had worked for two years, showing enthusiasm and interest in all aspects of his job. We will all miss him.

T. T.



(Continued from page 4)

ment and, happily, one without family planning", said Mr. Kooka.

Apart from the very successful business sessions, perhaps the most outstanding memory of the Conference most delegates carried was the brilliant after-dinner speech by Mr. Kooka on April 23, 1969. Even to those who had the opportunity of listening to Mr. Kooka in the past said that this was one of the best speeches they had heard from him in many years.

## ON THE JOB:

WHEN Senior Technician Vincent Sutari in the Components Overhaul Division, bagged his second suggestion award recently, few of his colleagues were surprised. The reason is that Sutari is one of those technicians who are known for their initiative and resourcefulness.

He has designed a fixture for drilling, welding and reaming of the flight-line economy class chairbacks, which used to crack at the attachment holes. Sutari also suggested use of thicker metal for the backs. He was awarded Rs.100 for his suggestion. Sutari who joined Air-India in 1946 is married and has five school-going sons.



AMONG the many problems caused by the loss of hydraulic pressure had been the damage caused to nose landing gear when the aircraft was being towed. Now a gadget designed by Aircraft Technician Bishara Haddad at Beirut Airport can hold the doors together. Haddad has won a suggestion award of Rs.50 for this gadget.

Of Haddad, who joined Air-India in September, 1961, one of his superiors says: "He has always shown considerable interest and initiative". Married with one son, Haddad enjoys tinkering with automobiles during his spare time.





# ROUND-UP

## Standing Medical Committee

FOLLOWING the recommendations of the Labour Relations Committee the Management have now formed a Standing Medical Committee to advise the Corporation on the provision of proper and adequate medical facilities for our staff in India. The Committee which came into being on May 1, 1969, replaces the Review Committee—Expanded Medical Benefits Scheme.

The Chairman of the new Committee is Squadron Leader S.B. Mathur, Manager, Works and Welfare. Its other members are Dr. P. J. Varghese, Chief Medical Officer, Mr. N.R. Kshatriya, Assistant Personnel Officer (Welfare), Mr. T. R. Srinivasan, Senior Technical Officer, who is also the Secretary, Mr. P. G. Karkhanis from Accounts Department, Mr. K. L. Krishnan from Engineering Department and Mr. V. R. Murthi, Member of the LRC.

The Standing Medical Committee, will review from time to time, the working of the Expanded Medical Benefits

Scheme and the Family Medical Benefits Scheme for staff in India and make suitable recommendations for making improvements, wherever necessary.

## Devotees

HUNDREDS of American and Australian devotees of Meher Baba, an Indian spiritualist, streamed into Bombay last month. They flew from Hong Kong in two chartered Air-India Boeing 707s.

The man who looked after them in Bombay was G.S. Chhugani, 29-year-old Sales Officer from our Bombay District Office. For days Chhugani was busy arranging for their stay in Bombay and their onward road and rail bookings to Ahmednagar, where Meher Baba lived before his death a few months ago.

"It was quite an experience", said Chhugani. "I was astonished to see the group included children as well as older people; one lady was 90", he added.

Mr. G. S. Chhugani, Sales Officer and Mr. M. L. Mansukhani of Bombay Airport, Traffic, help a 90-year-old devotee of Meher Baba.



Mr. T. V. Lalwani, Industrial Relations Adviser who completed his term of contract, was given a farewell party at the Head Office. Among those present on the occasion were Air Marshal M. S. Chaturvedi, General Manager, Mr. K. K. Unni, Assistant General Manager and other senior officers. Photograph shows Miss Grace Cutinho presenting a bouquet to Mr. Lalwani. Mr. C. P. K. Nair, Manager Establishment, is in the background.

## Study Grants

ONCE again it is time for the Staff Welfare Fund to announce the Study Grants for the current year. The Welfare Section wishes to announce that the applications for Study

Grants which are available at the Welfare Section counter and at our various offices in the country must reach the Secretary of the Advisory Committee of the Fund by June 30, 1969.

Since the introduction of this scheme Rs. 126,350 have so far been distributed as Study Grants to 1,157 scholars. The grants are made on an annual basis with a view to encouraging deserving children of Air-India employees for their school and college education.

Normally study grants are given only to the children of staff on Indian scales of pay whose total salary does not exceed Rs. 600 per month. However, in case of exceptionally brilliant students exceptions are made. Grants are also given to the children of ex-employees in difficult situations.

The conditions laid down are that the children must be studying in India. The students at the University must get a minimum of 60 per cent marks and those at school 45 per cent.

## Gold Medalist



HEMANT (above), son of Mr. P. T. Pardhi, our Station Engineer at Nairobi, passed the Indian School Certificate Examination in First Class. He also stood first in the Satara Sainiki School and has been awarded the Principal's Gold Medal for the Best Student. "Hemant is planning to study medicine", his father told the Magic Carpet.

## Welfare Fund Advisory Committee

THE Advisory Committee of the Air-India Staff Welfare fund has been reconstituted. The Chairman of the Committee will be: Mr. A. S. Banavalikar, Personnel Manager. The other members are: Mr. D. P. Nimkar, Engineering Manager, (Overhaul), Mr. K. P. Behram-Kamdin, Senior Accounts Officer, Mr. S. R. Deshpande and Mr. P. R. Dasan, representatives of the LRC and Mr. N. R. Kshatriya, Assistant Personnel Officer, Welfare, who will be ex-officio secretary.

## AT KEMP'S CORNER

**DUBAI**  
or not to buy  
a many dollar'd question!



COMMENCING

JULY 2



## Table Tennis

# Air-India wins championship

AIR-INDIA won the First Joint Indian Airlines/Air-India Table Tennis Tournament played in Bombay between April 23 and 26, 1969. Air-India collected four first prizes and three runners-up prizes in the Tournament. Mrs. Nalini Gandhi of our Accounts Department won the triple crown.

## Initial Matches

The Tournament, which was played at the Indian Airlines Sports Club, Santa Cruz, started at 8.30 a.m. on April 23, 1969. The players were introduced to Mr. I. Swamy, Joint Honorary Secretary of the Maharashtra State Table Tennis Association. The initial matches were played between teams from Indian Airlines Bombay/Calcutta and Delhi/Madras.

Air-India team defeated IA Bombay and IA Calcutta by straight wins of 5 sets and defeated Madras 5-1 and Delhi

5-3. In the individual championships Air-India bagged first prizes in Ladies' Singles, Ladies' Doubles, Mixed Doubles and Veterans' Singles. In Men's Singles, Men's Doubles and Ladies' Singles Air-India was placed second.

Apart from Mrs. Gandhi, Mr. N. J. Hegde and Mr. S. D. Kalshekar put up brilliant performances against Delhi and turned the tide in our favour at a time when the score was three all.

## Finals

The finals for the individual championships were played on the evening of April 26, 1969, in the presence of Mr. and Mrs. P. V. Hazarat, Ex-President of the MSTTA. Mrs. Hazarat presented the prizes. Later the same evening the Indian Airlines gave a dinner to all the players of the five teams and a number of invitees



Air-India Table Tennis team seen with Mr. and Mrs. P. V. Hazarat and Mr. S. K. Nanda, Chief Personnel Manager (third from left). Mr. V. B. Jog, who captained the team is on the left (standing).

## Carrom

# League Tournament

AIR-INDIA Carrom team was placed second in the Inter Offices Carrom League tournament 1969, conducted by the Maharashtra State Carrom Association, Bombay, at the end of April, 1969. The tournament was won by the team from Pfizers.

The matches were played at the Secretariat of the Bombay Sporting Association, Brabourne Stadium. K. T. Pawar from Cabin Maintenance and S. V. Shenoy from A. O. D. represented Air-India in the sin-

gles matches while the doubles team was made up of D. G. Redkar from Lines Station Section, who was the captain of the team, and S. D. Ahire from Works Engineering.

"The most exciting contest of the series was with Bombay Port Trust which our team won by 2-1", said Redkar.

The certificates to the winners of the tournament were presented on June 2, 1969.

R. G. Patankar from Cabin/Catering and P. A. Bhosekar from A. O. D. were also members of the team which represented Air-India in the tournament.

# Body builder

AT 18 Atmaram Waingankar was a thin, skinny weakling Now after four years of weight training, Waingankar, who works in our Piston Engine Overhaul Shop, possesses an outstanding physique. He has won several prizes in body building competitions.

He trains at the Hind Veer Seva Sangh Gym. For his daily training session, which lasts for anything up to 2½ hours, he starts off with three sets of dips on the parallel bars and then goes on to do presses,

squats and curls with barbells. He is not worried about his measurements. "I do this for fun", he said.

Although he is short—he is only 5ft. 3 in. and weighs 115 lbs.—he is very muscular. He has also mastered the technique of posing and presentation which accounts for his success in competitions.

Despite his success, he is a shy modest boy who likes nothing better than to spend his time in the Gym.

## SPORTSWOMAN OF THE MONTH

# Nalini Gandhi

MRS. NALINI Gandhi who won the triple crown in the First Indian Airlines/Air-India

Table Tennis tournament in April has a natural flair for the game. This is the first Tourna-

ment she has played in the last 10 years. As a matter of fact she did not begin practising until about six weeks before the Tournament and naturally enough she was not very hopeful of doing well.

Despite lack of practice she found herself playing with her old skill. She won all her matches comfortably. Mrs. Gandhi, who holds both Arts and Commerce degrees, works in the Refunds Section of the Accounts Department. She has been playing table tennis ever since she can remember. "We had a table in our house in Belgaum", she said. She won several prizes whilst in college and also the Inter-Collegiate Championship in 1959. She also plays badminton.

Now that she has won the Tournament her interest in the game has revived and she plans to practice regularly in the coming months. "My husband has encouraged me to resume playing and I must give credit to him for this success", said Mrs. Gandhi.





## Change in designations

ENGINEERING, Operations and Stores Departments have announced a series of changes in the designations.

In the Engineering Department the Engineering Manager has been re-designated as Deputy Director of Engineering and the Deputy Engineering Manager becomes Engineering Manager (Headquarters).

The three former Chief Engineers will now be known as Engineering Managers in charge of Overhaul, Maintenance and Technical Services. Also the Works Manager will be known as Engineering Manager (Works). The Chief Inspector has been designated as Quality Control Manager.

All Superintendents are to be known as Deputy Engineering Managers of their respective divisions and the Deputy Superintendents will be known as Assistant Engineering Managers. The Deputy Superintendent in charge of Engineering school has been designated as the Principal, Engineering Training Establishment.

In the Operations Department, the Chief Operations Manager has been designated as Deputy Director of Operations and the Superintendents will be known as Manager, Navigation; Manager, Navigation Training; Manager, Flight Engineering; Manager, Technical Training and Manager, Communications.

In the Stores Department, Purchasing Manager, USA & Canada, has been re-designated as Regional Purchasing Manager. All Superintendents will be known as either Purchasing Managers or Stores Managers according to their responsibilities. The Senior Deputy Superintendents will be known as Deputy Purchase/Stores Managers and Deputy Superintendents as Assistant Purchase/Stores Managers.

In the Accounts Department all Station Accountants are to be known as Accounts Managers.

Mr. G.S. Salvi of CHQ—Sales, who has been elected to the Labour Relations Committee.



Two Indian peacocks were recently presented by Mr. N. H. Dastur, RM-CE, on behalf of Air-India to the City of Amsterdam. They were accepted by H. R. H. Princess Beatrix of Holland. Photograph on the



left shows hostess Rita Kaul with the two peacocks. (Right) Mr. Dastur and Mr. Ajit Singh, Manager, Netherlands, photographed with Capt. S. F. Pedder and his crew, who flew the two peacocks to Amsterdam.

## WHO'S WHO & WHERE

### Promotions

#### ENGINEERING DEPARTMENT

V. R. Hattangadi, Santa Cruz.	Superintendent
M. D. Kolhatkar, Santa Cruz.	Superintendent
H. C. Kapoor, Santa Cruz.	Dy. Supdt.
F. A. Michael, Santa Cruz.	Dy. Supdt.
K. N. M. Yelahanka, Santa Cruz.	Dy. Supdt.
Y. H. Gunja, Santa Cruz.	Dy. Supdt.
P. K. Iyer, Santa Cruz.	Asst. Supdt.

#### STORES DEPARTMENT

E. D. Abreo, Santa Cruz.	Asst. Controller of Stores & Purchases (Admin.)
P. D. Marathe, Santa Cruz.	Superintendent

S. S. Krishnan, Santa Cruz.	Sr. Dy. Supdt.
D. G. Karlekar, Santa Cruz.	Dy. Supdt.
Miss N. Kalapesi, Santa Cruz.	Secretary to CSP
P. V. Chitnis, Santa Cruz.	Asst. Supdt.
L. Palha, Santa Cruz.	Asst. Supdt.

### Postings

COMMERCIAL DEPARTMENT	TO
N. L. Mital, Manager.	Bombay
E. P. D'Silva, Manager.	Rome
T. K. Rao, Asst. Manager.	Sydney
F. E. da Gama, Asst. Manager.	Beirut (Manager)
R. P. Misra, DSM.	Singapore
G. K. Kapoor, Airport Manager.	Bahrain (Asst. Manager)



1. Baby Durga (1 year 7 months), daughter of B. K. Rai, Transport. 2. Ajay Kumar (2 years 6 months), son of S. R. Mehta, Accounts Department. 3. Manojkumar (6 months), son of R. V. Pradhan, Cabin Maintenance. 4. Meena (2 years), daughter of N. Subbarayalu, Stores & Purchase Department.







A group of American students photographed at Brussels airport before leaving for India on a fortnight's tour. Mr. C. Derie, Airport Manager, Brussels is on the right (kneeling).



Mr. Adi Kapadia, our Manager, Fiji (centre) and Mr. Raman Nair, Commissioner, Western Lautoka, greet Mr. A. P. Venkateswaran, High Commissioner, Government of India, at Nadi Airport. Also seen in the photograph are Mrs. Usha Venkateswaran and her daughter Kalpana.

## Photo News



Below, Mr. H. S. Gill, DSM Addis Ababa, pinning the Inaugural Badge on Mr. E. Cotti, Manager of Ufficio Viaggi, Asmara, before he left on our Inaugural Flight to Bombay. (Centre) Dr. Mrs. E. K. Comber, better known as Han Su Yin, the well-known novelist and author of 'Love is a Many Splendoured Thing' relaxes with a friend in the Maharajah Lounge at Hong Kong airport before leaving for Paris on our flight. (Right) Mr. M. R. Bhide, Chairman of the Life Insurance Corporation of India (centre) seen at Santa Cruz airport before leaving for Geneva on our flight. He was seen off by Mr. C. G. Ramani, our Sales Officer (L) and Mr. Gopal Bhatia of LIC.



Mr. J. G. L. Ruppel of Chrysler Corporation (second from L) photographed at Santa Cruz airport before boarding our aircraft. Mr. S. Koppal from our Special Handling Unit is on the left.



The newly-created Cardinal, His Eminence Joseph Parecattil photographed at Rome airport before leaving for Bombay on our flight on May 12, 1969. He is India's second Cardinal.

