

The Magic Carpet

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AIR-INDIA HONOURS PIONEERS



Long Service Awards were presented at an impressive function at the Technical Headquarters Canteen on August 1, 1969. Photograph shows a partial view of the gathering with Mr. K. K. Ummi, Assistant General Manager, Mr. S. K. Kooka, Commercial Director and Mrs. J. R. D. Tata in the foreground.



As the founder of Air-India, the Chairman himself received a watch from Air Marshal M. S. Chaturvedi, General Manager who described the occasion as of great significance in the history of Air-India.

Long range Boeing 747s

AIR-INDIA's first two Boeing 747s are also to be long range B Models. This was revealed by Mr. K. G. Appusamy, Director of Engineering, who personally conducted negotiations with the Boeing Company last month to convert the order to the new version.

The initial order was for two standard 747s, with the third, which was ordered later, to be a B Model. However, after exhaustive performance studies, it was found that the B Model was more suitable for Air-India's requirements and it was therefore decided to approach the Boeing Company to check whether the order could be converted without seriously affecting the delivery schedule.

"There will only be a slight delay in the delivery date", said Mr. Appusamy. "The first aircraft will now be received in March instead of January 1971 and the second a month later".

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THE Technical Headquarters Canteen has been the venue of many meetings in the past — farewell parties, dinners and even a Christmas Ball. But rarely did it witness a more distinguished gathering of staff as on August 1, 1969.

It was a gathering of pioneers, of dedicated hard-working men who have spent a lifetime serving the Corporation. Now it was the Corporations' turn to honour these men in recognition of their long service.

A majority of the 130 staff who have already completed 25 or more years of service were present to receive their mementoes from the Chairman who himself was presented with one by Air Marshal M. S. Chaturvedi.

Occasion

As the General Manager said in his opening address, it is an occasion of great significance in the history of the Corporation. He said, "We have met today to publicly recognise and appreciate the services of those stalwarts who have contributed invaluable towards the progress of the Corporation during all these years. The organisation which started mainly as a single man's enterprise has today grown into a reputed international air transport undertaking with its vast network all over the

world.

"The one man whose future vision and far-sight was responsible for the birth of Air-India, our Chairman, Mr. J. R. D. Tata, is luckily still with us. Without his astounding interest and energy, without his unfailing judgment on vital issues, without his ability and one-track minded guidance for furtherance of Air-India's interests, it is difficult to say where we would have been. One thing however, is certain that we would never have achieved what we have so far been able to achieve."

Success

Speaking about the contribution of staff towards the success of Air-India, Air Marshal said, "It would never have been so fruitful if Mr. Tata had not received the loyalty, devo-

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BOEING 747 SIMULATOR Order placed with Canadian firm

AIR-INDIA has decided to acquire a Boeing 747 Flight Simulator for the training of its pilots. The Simulator will cost approximately US \$2,950,000 (Rs. 2.21 crores).

The new Simulator manufactured by the Canadian Aviation Electronic Industries (CAE) Limited, Montreal, employs the latest technology in the state of the art, with digital computers, a six degree motion system and provision for a visual system.

It is capable of providing the most comprehensive training of flight crews in all aspects of operation of the Boeing 747 Jumbo Jet, including instrument landing and emergency procedures.

The Flight Simulator is a highly sophisticated, computer-controlled, modern training aid, capable of simulating on the ground all normal manoeuvres and any emergency situation that might arise on the aircraft in flight. The Simula-

tor will enable Air-India to release aircraft for revenue earning commercial flights. The enormous cost of flying these super jets on training flights is also considerably reduced.

The Simulator will be installed in a new building at the Technical Training Centre at Santa Cruz, Bombay.

The selection of the Simulator was made after careful evaluation on financial and technical merits. The order is the largest placed by us for training equipment in Canada. The Government of India has financed the project through the Canadian International Development Agency.

The CAE Industries Limited which is based at Montreal is a leading firm of Simulator manufacturers.

Pioneers honoured

(Continued from page 1)

tion to duty, hardwork and unstinted support of those who worked with him. Credit, therefore, goes in equal measure to the staff also whose untiring efforts have made the present achievements of Air-India possible. I can visualise what this organisation must have been in the early years—small compact organisation with a dynamic leader like Mr. Tata and with a staff completely and utterly devoted to making the venture a success irrespective of individual or personal hardships or considerations."

Service

The General Manager pointed out that of the 125 staff who have completed 25 or more years of service with the Corporation as many as 104 are still in service while 21 have retired and five have died. Of those who are still in service, 89 have completed between 25 and 30 years and 14 between 31 and 35 years of service.

The Air Marshal paid a glowing tribute to those old-timers who had been with the airline from the early years and said: "We have today here men like Mr. Kooka who is an internationally known figure in the field of publicity. He has been the main architect of our Commercial Department and he can justifiably take pride in the growth of the Corporation's revenue to approximately Rs. 60 crores per annum from almost negligible beginnings."

Old-timers

"Some of the other old-timers" said the General Manager; "are Capt. K.R. Gauder, Mr. N.P. Lazarus, the late Mr. G.V. Sivaswamy who joined us in 1938 as a Stenographer and who rose to the position of Operations Supdt. (Technical). Mr. Sivaswamy was one of the unfortunate victims who died in the crash at Mont Blanc. Mr. S.D. Kale who joined as a Driver in 1938 and who has risen to the rank of a Sr. Asst. Transport Supervisor and is still with us. Capt. P.D. Byramji, Capt. V.N. Shirodkar, Mr. S.C. Bickers who joined us in 1934 and is presently working as Dy. Engineering Manager (Maintenance), Mr. C.K. Vora who joined in 1938 as Traffic Clerk and who is working as Manager, Cargo, today. Mr. D.M. Desai who joined Tata Sons Ltd. as Accounts and Filing Clerk in 1937, and who retired in October 1967 as Dy. Controller of Accounts. Mr. E.D. Abreo who joined as a Clerk in 1938 and

who is now an Asst. Controller of Stores. Capt. Vishvanath who joined Tata Airlines in 1937 and who is now Director of Planning (Technical)."

In his reply the Chairman said: "This function should have been held about 11 years ago, in fact in 1958, 25 years or so after we started. Then I would not have to make a speech and the only people who would have been there is Menezes, B. K. N. Rao, Bickers and myself. We could have had quite a jolly party at that time and distributed watches to one another.

"Today I am very happy and proud to be presiding over this little function, to pay tribute to a group of men who are oldtimers, a group of men who really started and played a large part in bringing this airline to the stage it has reached today.

Job

"Whatever job they have done during these 25 years, big jobs or small jobs, they are, and they have always been, united in this common bond of long service. Some of them go right back to 1932. Menezes, I think, goes back to 1933, Bickers to 1934.

"We owe them a deep debt of gratitude because it is by the example that they set and others followed, that the traditions of this airline were founded—the traditions of which we all are proud today.

"When you come to think of it, 30 years ago there was not very much to be proud of except perhaps our enthusiasm. We were a very small airline, indeed. There were two little planes. There was very little money. There was very little support from the public. Mails had a surcharge. So only those who paid the extra four annas, I think, got their mail carried by air and that too only to Karachi on the way to Europe.

Conditions

"The conditions were pretty tough at times. I am sure that those who joined this airline in those days could never have visualised that it would ever reach what it is today, except a few somewhat crazy dreamers like Mr. Kooka and Mr. Vincent.

"But there was an extraordinary spirit in those days. I do not know what it was. Maybe the adventure of flying, faith in aviation, faith in themselves and maybe a little faith in me



Mr. R.N. Fernandes, Aircraft Maintenance Engineer, (L) received his watch from the Chairman on August 1, 1969. Mr. Fernandes, who is 56, joined Air-India on January 1, 1933, as a Mechanic and is at present the longest serving employee of the Corporation.

too, that I would not let them down. I feel that it is that spirit and that faith and that devotion to a cause, the feeling of doing something worthwhile that no one else had done in the country before, sacrifices and the risks that we had taken and the sweat, and at times the blood, that these pioneers gave to the airline—I think those are the things that made, or at least helped to make Air-India what it is today.

"Well I am very grateful to the Air Marshal for giving me so much of the credit. I should certainly like to give the credit to those people who helped me to build this airline in the early days. I would go so far as to say that had it not been for them and their enthusiasm for, and their dreaming along with me, I do not think I would have fought so hard to make this airline survive, quarrelled with government, fought for money, for equipment and for the establishment of Air-India International as it was called in 1948.

Worthwhile

"It was all worthwhile and I certainly do not regret any of the hardships and heartbreaks we had at times, particularly after 1946, when the Government took an important role in guiding the air transport system in the country. So from the bottom of my heart I thank all of you here today who were with me as far back as 1933-34 and beyond, for the last 25 years as well as all those who have followed you.

"I am glad that those who have retired, or some of those at least, who have retired, are here with us today. I wish all of them were here. I particularly miss those who are no more, those who have given their lives for the airline, people like

Neville Vincent, N.G. Gadgil, Engineer, Naval Dubash, Jatar who by now would have completed 25 years and many others. I am sure that wherever they are their spirit is with us today.

"Is that spirit still with us? It obviously is in a number of us and I hope in most of us. But sometimes I have wondered as we have got bigger and bigger and numbers rose from a handful to a few hundred and now to a few thousand, whether that spirit is gradually fading out, whether working for Air-India is nothing more than just another job. Maybe with some people it is. To some of the younger men who have gone through the hardships of the earlier days, a very small minority I am sure, it may merely be an opportunity to extract as much as you can out of the job and give the least possible to it, otherwise we would not have been shut down a few times as we have been.

Personal interest, personal prestige seems to be more important to some people, than the prestige of this airline, the interest of the airline, and in fact the prestige and interest of the country as a whole.

"It may be that it is inevitable in this industrialised and materialistic society of today. But I for one greatly disapprove of it and it saddens me, because we have done well and I think we could do even better. Great achievements can be possible only with a single-minded devotion to a cause, loyalty and hard work.

"Sometimes I wonder, why we have not been able to instil in those that came later, the same kind of faith and the same kind of enthusiasm that drove us along in the early days. Maybe it is our own fault. After

all, we could not expect every young boy who came more or less straight from school, probably from a hard life of his own and who has plunged into an entirely new job, to acquire the kind of spirit, or to understand the traditions we built, or to feel like we did. Maybe that was a job for us to do that we did not do as well as we should have done. It seems to me that there is a job of that kind to be done even now.

"Frankly, I have no answer to the problem. I do not know exactly how it should be done. But, I think that every one of us, and particularly all the old-timers in this airline, as I said on the occasion of the opening of the 25 years club,—every one of us has a role to play in trying to instil in the younger generation some of the spirit that we had in our younger days.

Communications

"Maybe we should do a better job of communications, of explaining why we do things in a particular way, we don't do things that they would like or they feel we should do. After all I can't imagine any enterprise in the country in which it should be easier to achieve the kind of spirit I am talking about.

"We are a fast growing enterprise. Therefore, there are great opportunities for promotion, which smaller or static enterprises that grow very slowly do not have. We are in a glamorous kind of business. There is an aura of pioneering, of enterprise even now. There has always been something new coming along.

"We are on the threshold of the Jumbo age, we will soon be in the supersonic age. It is so much better working for an air-

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How Air-India financed purchase of its jet fleet

(On August 14, 1969, Mr. J.R.D. Tata, Chairman, addressed a press conference in Bombay to announce the loan arrangements made by Air-India for the purchase of its fleet of Boeing 747 Jumbo Jets. He took the

opportunity of thanking the Deutsche Bank, particularly its Chairman Dr. Herman Abs, and the Ex-Im Bank for their support. The following is the text of the statement issued at the press conference.)

IN THE last ten years, Air-India has acquired, or placed orders for, a total of 11 Boeing 707 and three Boeing 747 Jumbo Jets. In view of the shortage of foreign exchange, it has had to borrow abroad almost the whole of the funds required to finance the acquisition of its fleet. Thus, since 1958, loans amounting to a total of \$163 million (Rs. 115 crores) were negotiated in the United States directly by Air-India with the guarantee of the Government of India. In addition, \$14 million (Rs. 10 crores) were obtained directly by the Government of India from the Export-Import Bank and passed on to Air-India against the issue of Rupee Capital.

Up to date, \$70 million (Rs. 45 crores—predevaluation) have been drawn to pay for eleven 707 aircraft, of which \$50 million (Rs. 30 crores) have already been repaid by the Corporation from its own resources, leaving an outstanding

balance which will be repaid by instalments by 1974.

For its new Boeing 747 fleet, of which three have been ordered upto now at a total cost of \$93 million (Rs. 69.75 crores), the Corporation secured last year loans totalling \$60 million (Rs. 45 crores); 27.8 million (Rs. 21 crores), were obtained from the Export-Import Bank, of which in accordance with the normal requirements of the Export-Import Bank in such cases, the Boeing Company took up 10% (\$2.8 million). The balance of \$32.2 million (Rs. 24 crores) was secured from a Consortium of American Commercial Banks led by the First National City Bank of New York.

When the time came earlier this year to negotiate loans totalling \$33 million (Rs. 24.75 crores) for the third 747, money had become so tight in the USA and interest rates consequently charged by Commercial Banks had risen so

high that even with the same participation by the Export-Import Bank as in the previous year, namely about 40%, the cost to the Corporation in interest and other charges would have been unacceptably high. It thus became imperative, if the project was not to be abandoned or postponed, to find an alternative source of cheaper funds than prevailing in the overheated American Financial Markets.

For the first time the Corporation turned to the European Market for funds. The Chairman and the Financial Controller visited Switzerland and Germany and were successful in securing the support of the Deutsche Bank, the largest Commercial Bank in West Germany, despite the fact that short term interest rates in Europe had followed American rates to very high levels. The Deutsche Bank agreed to lend the Corporation the substantial amount of DM 40 million

(equivalent to \$10 million or Rs. 7.5 crores).

On the strength of this accretion of "off-shore" money to the United States which itself suffers from a balance of payment deficit, the Corporation was able to induce the Export-Import Bank to increase its own participation to \$20 million (Rs. 15 crores, inclusive of Boeing's sub-participation of \$2 million) or over 60% of the total loan at the very reasonable rate of interest of 6%.

As a result of the loans thus secured from the Export-Import Bank and the Deutsche Bank, a small balance of only \$3 million (Rs. 2.25 crores) had to be borrowed from the Consortium of Commercial Banks, as a consequence of which the average rate of interest paid by the Corporation over the seven year period of the loan is likely to amount, on the average, to no more than 7%.

The distinctive and noteworthy features of these

arrangements are that:

- it is the first time that an Indian Public Sector Enterprise has secured long term financial support from a European Commercial Bank;
- the first time that the Ex-Im Bank has guaranteed foreign loan to a non-American borrower;
- the total package was put together at a reasonable average rate of interest at a time when current short term money rates in Europe and America had gone practically out of control.

The Corporation is most grateful to the Export-Import Bank and to the Deutsche Bank for their support, which indicates their confidence in the financial soundness and viability of its operations. Without such support, Air-India would have been faced with a critical equipment problem.

Staff honoured by State



Mr. K. Y. Nadkarni,

TWO AIR-INDIA staff have been honoured by the State of Maharashtra. They have been made the Justices of Peace in recognition of their social work. They are Mr. K. Y. Nadkarni, Personnel Officer, and Mr. M. P. Pradhan, Senior Plant Technician, Works Maintenance Division, Engineering Department.

Mr. Nadkarni is a member of the Maharashtra State Small Savings Committee and has been associated with the movement for many years. He was largely responsible for organising a benefit cricket match in aid of the Koyna Earthquake Relief Fund. The match in which several international test



Mr. M. P. Pradhan

cricketers played helped to swell the Fund considerably.

A shy retiring JP, Mr. Nadkarni, 55, joined Air-India in March 1958. He is the son of Mr. Justice Y. N. Nadkarni.

Mr. Pradhan has been an active social worker in Sion, a suburb of Bombay, for several years. His work has centered around the Lokmanya Tilak Memorial Hospital where he is a familiar figure helping the poor and the needy to get proper medical attention. He is able to do this because he knows all the staff in the hospital from senior doctors down to wardboys. Mr. Pradhan is 38 and joined Air-India in 1956.



Mr. S. C. Kale, Controller of Stores and Purchases, waters an Ashoka sapling in the newly laid garden opposite the Stores Department building. Mr. Jayant Vartak and Mr. H. N. Kamath are in the centre.

Green revolution, Air-India style

LAST June four members of the staff from Stores walked into the office of Mr. E. Abreo, Assistant Controller of Stores and asked shyly: "Could we build a garden in front of our building?" They had even brought a written application to prove that they were serious.

They said they would work during their lunch break, after office and on Saturdays. Surprised, Mr. Abreo took them to Mr. S. C. Kale, Controller of Stores and Purchases, who was of course delighted and even offered to provide them with garden implements, plants and soil.

The men—Jayant Vartak,

H. N. Kamath, A. Pacheco and K. P. Damle—went to work undeterred by the derisive smiles of their colleagues and the staff from other departments.

In little over two months, they had cleared the patch, treated the soil and laid the garden. On August 14, 1969, Mr. Kale, Mr. Apte and other senior officers of the department were invited to plant the first Gulmohor and Ashoka saplings at a simple ceremony watched by the entire staff of the Stores Department.

Now they are planning to plant a rose garden and even have a small lawn.

The whole idea is the brainchild of Vartak who is something of a horticulturist himself. He owns a coconut plantation in Bassein.

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The two aircraft will be powered by four JT9D-series engines on delivery. The engines however will be converted to JT9D-7W series engines later to bring the aircraft to the full B Model standard. The aircraft with an all-up weight of 775,000 lbs. will have a range of 4,400 nautical miles and a maximum speed of 800 nm. more than the B-747 model which has an all-up weight of 710,000 lbs.

Letter from London

Flood of tourists

By Trevor Turner

THE summer season seems to have brought more visitors than ever to London. For the last two months we have been lucky with the weather and have been enjoying some real summer sunshine. So we must eate our words, when we were rude about the Weatherman.

The extra visitors to the Capital caused more chaos than usual with the hotel situation. According to the official figures, requests for hotel accommodation were up 150 per cent as compared to last year. During the latter part of July, the situation was referred to in the Press as "chronic". People who had not been able to find accommodation for the night were interviewed on the radio.

One group of hotels, which has over 4,000 rooms, say that they are booked up three months in advance. All this goes to create a rather worrying picture for the Jumbo Era.

Farewell

We have said farewell to Jimmy Jungalwalla who has left Air-India. Over 50 members of the London staff gathered at Bond Street one evening to wish him and his family "good luck". At the same time we welcomed Harry Kaul who has joined us as Manager, London.

Peter Nicol has moved to Glasgow as our Cargo Representative for Scotland. He is working from the office of Andy Shaw, our DSM, Glasgow, who has been in charge there for over 18 months. He will no doubt be assisted by the faithful Jackie, one of our long serving employees who has been in Glasgow for 13 years.

Needless to say, there were lots of excitement in connection with the Moon shot and it was obvious from the conversations that most people had watched the Television for most of the night, which caused the remark: a "Moon-day morning feeling".

Portrait

Bob Sloan from Sales had his portrait painted by the artist William Bowyer and he was "hung" in Hammersmith Town Hall for the Summer Exhibition of Painting during July.

We were very sorry to learn of the death of Mr. Kenneth Royle in June, an ex-Serviceman who worked in Bond Street for sometime as a clerk-cum-messenger.



Above, Bob Sloan from Sales London, whose portrait by William Bowyer, was exhibited at a Painting Exhibition at Hammersmith Town Hall in London in July. Below, The General Manager and the Commercial Director join a number of staff members for a group photograph at the reception arranged to celebrate the opening of our office at Southall.



Above, Mrs. Dalal makes a presentation to Mr. Jimmy Jungalwalla and Mrs. Jungalwalla at the farewell party in London. Below, Pheroze Jungalwalla, the elder son of Mr. Jungalwalla, until recently Manager, London, was awarded a Certificate saying he has achieved the Gold Standard of the Duke of Edinburgh's Award. Pheroze went to Buckingham Palace to receive his award from the Duke.

For the first time the U. K. have produced a Postage Stamp to commemorate an overseas leader. The 1s/6d stamp showing the head of Gandhi was on sale in August. It is also the first U.K. stamp to be designed by an overseas artist—Mr. Beman Mallick, an Indian Graphic designer. It was his first ever attempt at

philatelic design. We produced our own First Day Cover which was mailed to many of our Stations throughout the world.

At Heathrow Airport, the British Airports Authority are to provide at the end of this year, interim passenger handling facilities in Terminal No.3 for the Jumbo Jets. The permanent Jumbo Jet Pier is not scheduled to be completed till the Summer of 1970. The interim facilities will consist of two 20 ft. long mobile bridge loaders which will connect the two port side doors to the air jetty.

Half-penny

Another farewell we all made recently was to the half-penny. This was one more step towards our change to decimal currency. This has caused a few problems with prices, as a decision has had to be taken on rounding up, (or down), the prices and this has mainly affected things like cigarettes and petrol.

A number of manufacturers sat on the fence and left the decision to the retailers. With the ever-increasing costs, it will be fairly obvious as to what the retailers decided.

So no longer can the famous cry in the English Pubs be heard "Who's for 'shuv-hapenny".





A DALI-IN IN NEW YORK

IN KEEPING with the spirit of the times, we staged, what was, for the lack of a more precise phrase, a 'happening'—a Dali-in.

On June 7, 1969, we ran a full page ad in the New York Times as part of our new campaign created by the agency, Van Brunt & Co., whose major theme is "Air-India has something money can't buy."

This particular ad read: "We don't have a million dollars to give away (an oblique reference to a competitive campaign). Just 300 Salvador Dalí ashtrays. You've heard plenty about that million dollars. And all the happy somebody else who are getting it. Well, Air-India has these 300 wild, wild Salvador Dalí ashtrays. And the happy people who are going to get them are you. All you do is fill out the coupon and mail it to us."

Well, they did. By the sack-

ful. The mailmen will bear painful testimony to it. To be exact, 14,645 would-be winners filled in the coupons, not only from the metropolitan area but from all over the country, from Los Angeles and San Francisco in the West to London (England) to the East.

That's a testimonial to the pull of advertising. And the power of the times. A solid conversion of McLuhanism to reality about his concept, "the medium is the message."

Tucked away at the bottom of the ad was a promise about a drawing for the 300 lucky winners to be held on July, 15, 1969. And while we were still sorting out the bagful of mail, came July 15. So we hastily organized a public drawing which turned into a 'happening' under the pressure of an unmovable deadline.

We picked the penthouse, Polynesian restaurant atop Huntington Hartford's Gallery

of Modern Art at Columbus Circle as it houses some of Dalí's paintings. We invited a select group of our friends from the press.

We had hoped to invite Dalí, as we felt he was really responsible for this happening. But we discovered he spends his summers in Spain. And he does not fly. From Leonard Lyons, the well-known columnist, we also discovered he does not smoke!

We still had the problem of finding a large enough drum to fit nearly 15,000 entries for a proper sweepstakes. We finally solved this unexpected problem by placing them in five of our 'cube' display boxes which read "A Boeing a day to the U. K.," etc.

We were then confronted with the most unusual problem of all. Finding someone with the patience to pull out the necessary 300 coupons and hope the other guest witnesses

would watch with equal patience. It was solved in Solomon-like way. The Regional Manager, Mr. Qadir, invited the guests to take turns by pulling out 10 coupons each, five guests at a time.

If you didn't know what a 'happening' is, now you do. It's an improvised play period for adults!

M. Chudasama

Above, The Sweepstakes in progress: (L to R) Mrs. Donier, WBUF Radio, Mr. M. I. Qadir, RM-USA, Canada, Gail Sheehy, New York Magazine, Hanna Alpert, television star and Mr. Al Van Brunt, the creator of the campaign. Below, The conversation centered on the excitement of a trip to India at a recent gathering of travel personnel in Milwaukee. (L to R) Miss Joan Readman, Miss Barbara Jegier and Mrs. H. Gostomski of Globe Travel, Mr. A. Zapalski, Air India, Mr. R. K. Taxali, host at the meeting and head of the Government of India Tourist Office for a eight-State area, Mrs. P. Ever Falls Travel, Menominee Falls Wisconsin and Mr. W. Bogart of Globe Travel.





THE ACTION BEGINS. Our Boeing 707 taxis in at London Airport.



External Ground power being connected to the aircraft by driver Mr. G. Patel.



Aircraft Technician Mr. E. Bonnici connects head set.

'MINI' ENGINEERING BASE

FROM the office window of our Engineering Hangar at London Airport, one has a ring-side view of one of the busiest airports in the world. The hangar stands on the edge of the airport on the far side from the passenger terminal. When the nearby runway is in use, you can watch Boeing 707s, 727s, 737s, DC-8s, DC-9s, VC-10s, BAC One-Elevens and Tridents as they queue up for take-off. At the same time on a parallel runway on the other side a steady stream of jet airliners come in to land. And so the unending drama goes on day in and day out, every hour on the hour. It is a fascinating spectacle.

Amid all the hectic comings and goings of jets and their thunderous roar, the hangar itself remains strangely quiet and peaceful. For the main activity of our engineers and technicians is concentrated on the ramp near the terminal where our aircraft are parked during stopovers. Only when our aircraft has to nightstop in London or a major snag develops, is the aircraft towed to the hangar.

The hangar itself has an interesting history. It was built in 1954, in the heyday of the piston era, when our Super Constellations made a regular nightstop in London.

"To the engineers and technicians who had to service our aircraft in the open in freezing temperatures, it brought welcome relief", said Mr. K. G. Appusamy, Director of Engineering. Despite the fact that it was not big enough to take in the whole aircraft (only

as far as the wings, hence the name Wing Hangar), it was heated and comfortable to work in, especially in winter.

From the beginning London has been the most important terminal in our system and over the years as our services to and through London have increased, the engineering establishment at London Airport has grown too. As a matter of fact, the LAP hangar has acquired the status of a maintenance base second in importance only

to our main base in Bombay.

Except for the major checks, the hangar is equipped to handle any snag, including an engine change. "In the early days of our jet operations when we were sending our Rolls-Royce engines to the manufacturers for overhaul, our engineers used to carry out engine changes here", Mr. Appusamy told the Magic Carpet.

The man who heads engineering task force in London now is 53-year-old Minoo Boomla, Resident Engineer, who was the Deputy Chief Inspector in Bombay before being posted to London in December 1968. His predecessors in London have been Ron Farmer, E. M. Langford and K. K. Gadgil.

Apart from looking after the engineering establishment at



Mr. K. G. Appusamy, Director of Engineering (fifth from left) and Mr. M. C. Boomla, Resident Engineer, photographed with the London Engineering staff.

London Airport, Mr. Boomla also has the overall responsibility for co-ordinating the engineering activity throughout our European network. If you sit in his office at the hangar, chances are that you will hear him talking to our engineers, say, in Rome or Brussels or Paris.

There may be a minor snag in an aircraft which may have

to be fixed in London or a request for some spare part or some one to be sent to sign off a charter flight from an airport where Air-India does not operate. Because of the excellent communications in Europe, Mr. Boomla has, at any given moment, the latest information on our flights and he can decide quickly how he should deal with any particular situation.

Mr. Boomla is assisted by eight engineers—five Aircraft Maintenance Engineers, two specialist Radio Engineers and one Plant Engineer who looks after the ground support equipment. In all there are 39 engineering staff, including 15 Aircraft Technicians and other unskilled staff.

With 22 flights a week (average three flights a day) to and through London, not to mention a few charter flights, these men are busy throughout the week. The kick off for the day is around 8.30 A.M. with the arrival of the first schedul-



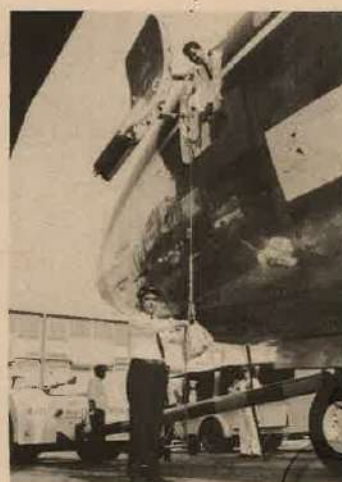
Our Hangar at London Airport.



Aircraft Technician Mr. S. Ketkar checks the oil level on the engine.



Station Engineer Mr. A. J. D' Lima (R) and Electronic Engineer Mr. B. R. K. Rao.



Landing gear safety pins being placed in the bag by Aircraft Technician Mr. D. Umrigar.



All checks complete. Mr. Bonnici gives 'all clear' to start the engines.

SE AT LONDON AIRPORT



Boomla, Resident Engineer (on his right) and ground staff.

ed flight of the day—our service from New York.

During the hour-long transit halt, the aircraft is given what is known in engineering parlance as the transit check. It involves a thorough visual check of the aircraft—its landing gear, control surfaces, hydraulic lines in wheel wells, a check on fuel and oil and several other strategic areas.

Before beginning his inspection, the engineer first takes a look at the Flight Report to see whether any snag has been reported, and if so how long will it take to fix it. He must think quickly and work fast. Most of these men with years of training, experience and practice acquire the knack for assessing situations and detecting the unusual. If all is well, he will have signed the aircraft out by the time the crew arrive.

No sooner the flight departs for Bombay, the engineering staff must prepare themselves to receive the next aircraft, this time the one coming from Bombay enroute to New York. Another transit check, the same drill all over again, and away it goes on its long transatlantic flight.

By now it is early afternoon and a couple of hours breathing space before the next round starts with the arrival of the Bombay - London terminator service. In this case, the aircraft is given a terminal check which is more detailed than the tran-

sit check.

Incidentally, every one of these checks is carefully pre-planned down to the last detail, so that at each stage of the flight the aircraft receives expert attention. Nothing is ever left to chance and no risks are taken.

In two hours time the aircraft is ready for its long flight home. Already it is late evening and the long day comes to an end with the departure of the aircraft. Tomorrow is another day.

This is the usual routine at London Airport every day, subject of course to the weather and traffic delays. When these occur, and they are not infrequent given the weather and traffic conditions around London, the engineering staff are under severe pressure. In winter particularly when aircraft are diverted it is not uncommon for two aircraft to arrive at the same time. With snow, ice and bitterly cold winds to make things difficult, the staff really have to work hard to get the



Above, after the engines have been started Aircraft Technician Mr. V. Karkera, (R) and Mr. E. Ramaswamy remove the air starter connection. Below left Ready to go. The aircraft is pushed out to the taxi-track by a tractor.



aircraft out on time.

"When I leave home in the morning, I am never sure when I shall be back", said Mr. Boomla.

There are also occasions when aircraft develop snags which have to be fixed immediately. Mr. Boomla told me of a recent occasion when he and his staff worked the whole night to change a main landing gear. On such occasions help is sought from BOAC whose engineering hangar is nearby.

What about the future? Mr. Appusamy said that our London engineering base could become even more important in the Jumbo era. When the Boeing 747s take over the Atlantic

operation, a number of our Boeing 707 services will turn round in London, which means the servicing may have to be done at night near our hangar.

"We also plan to send our 747 engines to BOAC for overhaul in the initial stages until our Shop is ready to undertake the work. This would mean some scheduled engine changes at London", Mr. Appusamy said.

With the planned expansion of facilities at London, including our own Flight Kitchen, the area around our present hangar will develop into an Air-India complex.

K. S. Mhatre

LET'S-HAVE-AN-AFFAIR-INDIA



FUN AND GAMES with David Gentleman, the ceremonial stamp man, who has just done a book of awful Victorian puns for Air-India, called "Let's-Have-an-Affair-India". This one's captioned "Londonderry - Air - India." Others include "Lady-Bewair-India" (The Maharaja stealing

up on a prim miss watering her window box), "Devil-May-Cair-India" (intrepid tobogganists), and "Lighter-than-Air-India" (balloon, complete with moustache and turban). They're all based on original Victorian engravings, mainly primeval adverts, Gentleman says. He grafted on the Maharaja's head and dreamed up the captions. The airline's London staff are already queuing to offer their own alternatives. Gentleman doesn't mind. He Went-About-As-Far-As-He-Dair India.

(This item appeared in the Miscellany column in the Guardian, London.)

New Cargo Warehouse

A NEW Cargo Warehouse is now being built on a site next to our Training College at Bombay Airport. It will be ready for use later this year.

With an area of 19,600 sq. ft. it will be considerably bigger than the present cargo block at the Bombay Airport. It is designed in such a way that a much larger volume of cargo than at present can be handled smoothly and quickly.

The special features of the new Warehouse will include arrangements for a complete segregation of outgoing and incoming cargo, a hydraulically operated ramp to build cargo pallets, special rooms for live stock and for keeping vaccines and other medicines, customs area and special arrangements for keeping the Corporation's mail and other stores destined for each of our out-stations separately and for postal mail. There will also be a cargo reception counter.

The Cargo Space Control unit which now functions from our down-town Cargo Office will be shifted to the new Warehouse.

The Warehouse, which will face the main runway, is being built like a hanger with the office block at the back. "The purpose is to enable us to shift the Warehouse on the other side of the Airport where our new Passenger Terminal is to be built," said Mr. Leslie D'Souza, Assistant Manager, Cargo, at the Airport.

Bombay gears to meet high revenue target

UNDER the youthful and dynamic captaincy of Mr. N.L. Mital, the District is gearing itself to meet the high revenue target as well as to project the "Maharajah" image successfully.

Spearheading the new drive is our new District Sales Manager. Because of the alacrity and alertness which Mr. Albert Gonsalves brings to bear on every facet of his activities as the DSM, he might well be called Mr. Alert Gonsalves.

For many years the name Braz D'Souza was associated with Passport. At long last the monotony has been broken. Mr. D'Souza has been called upon to give the benefit of his rich experience to our Sales Section. Replacing him is Mr. Vasant Kulkarni, an ex-police-man, who has been with Security and Traffic at the Airport

before coming here.

Our Sales Representatives, Mr. Luis D'Souza in Goa, Mr. G. V. Yadav in Surat, Mr. C. S. Nagwekar in Baroda and Mr. S. B. Sawardekar in Nagpur converged here recently for a tete-a-tete with the new Manager. Mr. Mital must have given them quite a few tips on how to cast their nets far and wide in their respective areas.

For two weeks in July, the Space Control boys developed a sudden camaraderie with their colleagues at the Counter. The infection spread to other parts of the Office—to the Telex Section and the Telephone Section. Even the normally sedate staff of the Refund Section began to have something or the other to attend to in the lounge.

The reason: during this period interviews were being

held at the Booking Office to select Lady Receptionists.

We feel we ought to congratulate the Counter and the PTA boys for their ability in concentrating on the figures (on tickets), despite the intrusion of these other figures.

Patience hath her rewards. This was proved by veteran Miss Sharad Patel. She has finally taken over the command of the vitally important PTA Section. Our congrats and best wishes to Sharad.

Charming

A rose by another name would smell just as sweet. Though a cliché, it is true and expresses our sentiments best. For our receptionist Purnima continues to be as charming as ever, although matrimony has altered her name from Mazumdar to Dixit. The same goes

for Geeta who found her "Srinivasan" too long a name and exchanged it for a mini, "Mohan".

Soft-spoken Mr. Krishnakant Giri, Shift-in-Charge at the Ticket Counter is familiar to many. He made news on the matrimonial front. Characteristically enough, he quietly slipped into Dharwar (a town approx. 60 miles from Belgaum) one fine morning and turned a Miss Huilgol into Mrs. Giri with the same ease and assurance that he displays when preparing a 30-sector, round-the-world ticket. Giri's latest views on life—"I'm out to make marriage a success". All success to him, only we hope he's not "out" too often.

●●

BY AIR-INDIA TO THE MOON

FOLLOWING the successful Apollo 11 flight to the Moon, Air-India has received more than 40 bookings for its inaugural flight to the Moon, whenever that takes place. These are not only from people in this country, but also from abroad.

Mrs. James Preston of Pomona, California, approached our Los Angeles office to book five seats to the Moon. Mr. John Gustafson of 585 Ashmont Street, Dorchester Massachusetts, sent in his request to our New York office.

Mr. L.K. Vora whose letter is reproduced alongside did one better. He sent in a cheque for Rs.501 as initial payment. His cheque, of course, was returned with thanks. Why not have a PAY NOW, FLY LATER PLAN?

My dear Shri Tata,

You will permit me Sir, to join you along with millions all over the world in congratulating the American Astronauts for their greatest historical achievement in discovering the unconquered world. The world is proud of this exciting and significant epoch-making adventure of mankind—the landing of man on the moon! Thus a celestial era begins.

I am confident that Air-India's MAHARAJA will lay the world famous Red Carpet for their patrons to the Moon which will no doubt take place very soon, in keeping with their best tradition.

For your inaugural lunar space flight, I may be permitted to register as a prospective passenger for which I am sending herewith a cheque for Rs.501/- as the initial payment.

With sanguine belief to travel to the lunar space with Air-India, may I have the privilege of receiving a line in reply? With kindest personal regards,

Sincerely yours,
sd/- (L.K. Vora)

(We have received many requests for bookings to the moon, but this is the first occasion on which a member of the public has had enough faith in us to send us a cheque. Needless to say, we returned it, both with pleasure and regret! Editor.)

SPOTLIGHT ON RESERVATIONS

AS THE speed and capacity of passenger aircraft have grown at a rapid pace, the passenger traffic on both international and domestic routes has registered a phenomenal growth in the last two decades. In 1968, Air-India carried over four times as many passengers as in 1960.

Manual systems operating even at the peak of efficiency cannot any more cope with communications between the reservation agents and the customers. Airlines all over the world, therefore, are going over to the sophisticated reservations systems based on electronic data processing in order to maintain track of the number of seats and cargo space available on their flights.

An up-to-date record of the available seats for several months ahead is maintained by a central computer. A reservation agent, with a display unit and a key board, anywhere in

the world can trigger the central computer and check availability of seats, make bookings change routings or confirm hotel reservations in a matter of seconds.

The absence of such a comprehensive reservations system can cost an airline many customers who would naturally be attracted by efficient service from other airlines. The cost of such inefficiency in the Jumbo era will be enormous.

Air-India has therefore formed a study group under the Chairmanship of Mr. Peter F. Mahta. A team of Air-India specialists consisting of Mr. P. Jayant, Mr. A. Mahajan, Mr. V. Katre and Mr. R. Pavri recently visited several airlines to study their electronic reservations system. The team is expected to make its recommendations to the Management regarding the steps to be taken in order to modernise our system of reservations.

NEWS ROUND-UP

Anniversary in Mauritius

THE second Anniversary of the inauguration of our service to Mauritius was celebrated with a cocktail party in Mauritius on August 15, 1969. The party was held at the Town Hall.

Among the distinguished guests were the Prime Minister, Sir Seewoosagur Ramgoolam and Lady Ramgoolam Cabinet Ministers, and the Members of the Diplomatic Corps.

The party was a great success, writes our Manager Mr. P. B. Dhar.

The Acting High Commissioner for India, Mr. V. P. Sharma, presented a pair of Indian peacocks to the Prime Minister on behalf of Air-India.

Pastures new

THE STAFF of the Stores Department wished Mr. E. D'Souza, Assistant Stores Superintendent, every success on the eve of his departure for Canada.

Mr. D'Souza resigned from the Corporation recently after 22 years service to settle in Canada.

At a farewell party to bid him goodbye, Mr. S. C. Kale, Controller of Stores and Purchases, presented him with a purse on behalf of his colleagues.

Production Planning farewell

THE Production Planning Division of our Engineering Department bade an affectionate farewell to Cleaner Sohan Jalian who retired after 23 years with the Corporation. He was the first man to retire from the Division.

Among those who attended the farewell party were Mr. N. S. Mistry, Engineering Manager, Maintenance, and Mr. P. C. Jacob, Deputy Engineering Manager, Production Planning and Industrial Engineering. Mr. Jacob presented a gift and a purse to Mr. Jalian on half of his colleagues.

Well-earned rest

AFTER an active career extending over 31 years, Mr. S. Narayan, Senior Accountant, can now look forward to a well-earned period of rest and leisure. He should have plenty of time for two of his favourite pastimes—playing bridge and watching cricket.



Mr. P. B. Dhar, Manager, Mauritius and Mrs. Dhar (R) seen with the Mauritius Prime Minister Sir Seewoosagur Ramgoolam and Lady Ramgoolam at the cocktail party to celebrate the second anniversary of our service.

Mr. Narayan retired recently after more than 23 years service with the Corporation. He had served with the Mysore Sugar Factory, Hindustan Construction and Wimco before joining Air-India.

The man who will miss him most is Mr. K. P. Beharam Kamdin, Senior Accounts Officer who described Mr. Narayan as a simple, religious and hard working man.

Jet Your Pets

JET Your Pets by Air-India reads the slogan on one of our cargo displays. It shows our Maharajah with birds perched on his hands, shoulders and even his turban, while on the ground beside him are a cat and a dog and a monkey.

Now we ought to add a bear to the company. For recently

we flew a bear cub from Calcutta to West Germany.

Mr. Siegfried Aetzberger, a German technician working at Rourkela had brought up the cub, but found to his dismay that it was becoming slightly unmanageable. So he decided to present it to a German Zoological Garden. And of course the Maharajah was happy to carry it for him.

Congratulations Qantas!

PASSENGERS travelling on Qantas Flight QF596 across the Pacific were the first people in the world to see the flaming re-entry of Apollo 11 astronauts on July 24, 1969.

On hand to photograph the event was Qantas photographer John Squire and the

world's first story on the safe return of the astronauts was filed by Qantas journalist Barry Young from the flight deck of the airliner "City of Adelaide"

Later in a follow up story filed in Honolulu, Barry Young wrote: "Bright as a distress flare but in fact radiating man's confidence in his technological ability the two last sections of Apollo 11 flashed past 280 miles off the wing of our aircraft. Passengers on board tensed as the two lights moved from astern becoming brighter and brighter. Then, immediately abeam, there was an explosion lighting up the sky."

"The service module which had sustained the astronauts over the last sector of their journey was finished. The atmosphere clutched at its 25,000 mile per hour headlong rush and blasted it to extinction."

"The command module emerged from the explosions heading for its splashdown."

"Everyone breathed again. Champagne corks on board the aircraft began to pop as news of a successful recovery was received from the aircraft carrier Hornet."

Both the photograph and the stories were published in the August 15, 1969, issue of the Qantas News.

The rendezvous was no coincidence, but the product of a carefully planned operation. Qantas had re-scheduled their flight and the details of where the flight should be and when it should be there were calculated by Captain Frank A. Brown, Commander of the aircraft, whom Qantas News described "as a Mathematics buff who has taken on intense interest in Space travel."

It was a magnificent achievement. Congratulations, Qantas!

OBITUARY

Mr. Albert Rodrigues



MR. ALBERT Rodrigues, Chief Traffic Assistant in our Nairobi Office, had no other hobby than hunting. All his spare time was devoted to this single sport and he never felt happier than when he was in the bush on a safari.

This passion finally led him to his death in July. Mr. Rodrigues died in a gun accident at Kojiado near Nairobi while on a weekend safari.

"He was one of the nicest fellows you could ever meet", said a colleague. "He would go out of his way to help people".

A few days before his death, Mr. Rodrigues was appointed by the Kenya Game Department to assist in game cropping. He was the first Asian to be appointed to the job.

Last year he was honoured by the U. S. National Wildlife Federation by appointing him as an Associate Member in recognition of his long experience in hunting as well as his efforts in preservation of wild life.

We send our sincere condolences to his parents, Mr. and Mrs. D. V. Rodrigues.

Mr. J. D. Chella



We also regret to report the death of Senior Aircraft Technician J. D. Chella, on August 18, 1969. He died at the Bhatia General Hospital in Bombay. He was 39.

Mr. Chella joined Air-India in April 1955 as a Bench Fitter. He became a Senior Aircraft Technician in April 1966.

We send our sincere condolences to his wife and four children.



Pioneers honoured (Continued from page 2)

line like Air-India that I should have thought that it would be easy to make everyone feel like we do, that this is the finest job we could have in this country. Incidentally, I think it is correct to say, that there is probably no enterprise in the country that on the average pays as high salary as we do. I do not say there is no room for improvement; there always is.

"And so all I can say on this subject is that I for one will be content if when we leave this hall this evening, each of us who has a chance, wherever his job may be, decides to help in creating that atmosphere, that spirit, that goodwill, that co-operation, that understanding that it is not only his duty to achieve but something worth achieving.

"After all there is another thing to be kept in mind. It is our duty to make a profit, and we must try and make the best profit we can for the country, and earn as much foreign exchange as possible.

"We are serving the country and, there we are serving all of us. I cannot imagine that either the Air Marshal or I or Mr. Kooka or Mr. Appusamy or any of us in top management want anything different from what every one of you want this airline to be. Therefore, taking all this into account we must, and I hope we will, achieve an improved morale in future, avoid strikes and find ways and means to understand better the problems of each other and help to make this into—what is not yet—one of the world's really great and finest airline.

"Today we are only just now entering the stage of being what we could call a reasonably large airline. By the time

we have our first three 747s, if we assume that they are equivalent to about three 707s each or two and a half 707s, we would have, in fact a fleet equivalent to 18 or 19 707s.

"But this would create new challenges for us. There are new problems. There are new methods that we have got to acquire. We need new skills.

"In other words we need a new way of looking at things. I hope we will soon be on the way to becoming one of the leading airlines in the world not only in quality but also in size. And now all I want to do is to thank you again for all that you have done for this airline."

Vote of thanks

Appropriately enough, the task for proposing a vote of thanks fell to Mr. Kooka, who in his inimitable humorous way said: "On behalf of all my colleagues who received these watches, including the Chairman, I am delighted and very heartened to inform all of you that since they were purchased 15 months ago the guarantee expired three months ago.

"My Chairman, with dedication to accuracy and details, asked me to come and see him this morning in his office. He did not know then that he was going to be a recipient as well. He said: 'How much these watches cost Kooka?'

"To the best of my knowledge Rs. 140", I said.

"What is the duty free price?"

"With respect, sir, is that relevant?", I said.

Making a quick calculation he told me that "each of you have earned Rs. 6 per year of your 25 years. Tell all your friends and your colleagues not to despair because I have now

decided to increase the price from Rs. 140 to round about Rs. 500 per watch". Then he added "for 100 years service".

"I do not have to tell any of you that, but for Mr. Tata, none of us would be here today. With his dedication and all that he stands for, he is Mr. Air-India. Any fool can run an airline, but it takes more than a fool to run a good airline. And I would like to feel that not only all of us in Air-India, but all those in this country realise and appreciate what Mr. Tata has done for the country, for Air-India, and for all of us. I am grateful to him.

"The Chairman being a God fearing man and deeply religious, I am grateful to him for his frequent telephone calls, which always commence with 'Christ, what the hell have you got at Nariman Point now?'

"The Air Marshal, 'was hoping', said Mr. Kooka: 'would like a little peace and quiet after his active career in the Air Force. But he telephones me on an average three times asking me questions such as: 'When are we opening Abu Dhabi?' 'When are you linking Nairobi to Agra?' 'When are you making Copenhagen online?' 'When the hell are you going to do something about anything?'

"The whip is always being cracked and if it is not cracked none of us would be where we are today. PanAm can feed a passenger any way it likes. TWA can do the same and so also BOAC and all the other giants. We just cannot afford to. We are not a big airline. What Air-India has achieved, I feel is very creditable to the Chairman, to the Air Marshal and most of all to all of you", concluded Mr. Kooka.

Weddings



Rehemat to H.C. Bhamani, Transport.



Rukmani to K.R. Mani, Industrial Eng.

Accamma to A.G. Geevarghese, Mail Section, Bombay.

Indian-built passenger coaches

FIVE passenger coaches manufactured in India have recently been added to our transport fleet. Hitherto these coaches were being imported from abroad.

Sometime ago when the time came to replace our ageing fleet of passenger coaches, it was decided to invite tenders from Indian manufacturers. The design submitted by Ruby Industries of Bombay came nearest to our specifications.

After a period of development and modification, in which our Transport Division played a considerable part, the design was finalised and the coaches built. The cost of each coach, which is built on a Tata-

Mercedes chassis, worked out to be about Rs. 90,000.

The purchase of the Indian-built coaches has resulted in a considerable saving in foreign exchange. Air-India has been constantly making efforts to

buy indigenously manufactured goods and buying more and more of them each year. It also encourages manufacturers to produce a variety of equipment it requires by offering to help in the development.



New plan suggested for claims settlement

PROPOSALS that would facilitate quick settlement of passengers' claims without recourse to litigation are a highlight of a plan the International Air Transport Association has submitted to the International Civil Aviation Organisation.

The IATA proposals have been made in response to an invitation by ICAO in connection with the current review of the Warsaw Convention, the international governmental agreement dealing with the airlines' liability to their passengers and to shippers of cargo.

The IATA proposals, prepared by the Legal Committee and approved by the Executive Committee, recognise that the Convention in its present form no longer satisfies the needs either of the public or of the airlines.

International air transport is today a major public service industry and no longer requires the kind of protection against ordinary claims that the Warsaw Convention was designed to provide in the early days. It shares with the public an interest in quick settlement of claims and recognises that fair and reasonable amounts should be paid for damage

Defect

A further defect of the present system is the multiplicity of legal regimes that has arisen through the amendment of the Warsaw Convention (1929) by the Hague Protocol (1956) and the additional complication of the so-called Montreal Agreement concluded by the airlines themselves. What is required is a single regime that can be readily understood and generally accepted.

To achieve these objectives, IATA has proposed the adoption of a system of strict liability together with a limitation of liability set at a level that would enable the great majority of claimants to recover full compensation.

The limit suggested is \$83,000, ten times the present Warsaw limit, and this should be adequate in most cases to cover the full loss. A minority of passengers, who are themselves in the best position to take further measures, would be free to obtain insurance cover up to any excess amount that they consider necessary in their particular circumstances.

WHO'S WHO & WHERE

Promotions

PLANNING DEPARTMENT

TO

S. K. Datta, Bombay.	Stn. Manager (Offg.)
T. A. Lavingia, Bombay.	Stn. Manager (Offg.)
B. K. Mangaokar, Bombay.	Stn. Manager (Offg.)

COMMERCIAL DEPARTMENT

V. Ramanathan, Santa Cruz.	Stn. Supdt.
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ENGINEERING DEPARTMENT

V. R. Motilal, Santa Cruz.	Asst. Engg. Manager (Radio)
N. D. Jijina, Santa Cruz.	A. M. E. — I
O. P. Kalia, Santa Cruz.	A. M. E. — I
K. K. Rao, Santa Cruz.	A. M. E. — I
K. R. N. Swamy, Santa Cruz.	A. M. E. — I
B. S. Khanna, Santa Cruz.	Technical Officer
M. Ramesh Rao, Santa Cruz.	Jr. Officer

OPERATIONS DEPARTMENT

Capt. G. N. Singh, Santa Cruz.	Sr. Captain
Capt. M. R. Sastry, Santa Cruz.	Sr. Captain

ACCOUNTS DEPARTMENT

C. M. Amin, Geneva.	Asst. Accounts Officer
------------------------	------------------------

J. Kristachar, Kuwait.	Asst. Accounts Officer
E. H. Parbhoo, Cairo.	Asst. Accounts Officer
B. B. Plumber, Aden.	Asst. Accounts Officer
R. T. Shah, Kuala Lumpur.	Asst. Accounts Officer
S. R. Sathe, New York.	Asst. Accounts Officer
D. E. Cooper, Santa Cruz.	Asst. Accounts Officer
I. A. Patel, Santa Cruz.	Asst. Accounts Officer
N. V. Rao, Santa Cruz.	Asst. Accounts Officer
M. S. Moorthy, Santa Cruz.	Accountant, (Systems & Procedures Cell).
R. D. Subbu, Santa Cruz.	Accountant, (Systems & Procedures Cell).
S. Shenoy, Santa Cruz.	Accountant, (Systems & Procedures Cell).
M. Y. Medhekar, Santa Cruz.	Programmer
P. G. Raman, Santa Cruz.	Programmer

STORES DEPARTMENT

N. O. Vyas, Santa Cruz.	Asst. Stores Manager (Offg.)
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Postings

ACCOUNTS DEPARTMENT

R. S. Deshpande, Santa Cruz.	Accounts Manager, New York
V. G. Gogate, Santa Cruz.	Accounts Manager, Frankfurt
C. V. Gururajan, Calcutta.	Accounts Manager, Madras
S. G. Gurjar, Madras.	Accounts Manager, Amsterdam
J. R. Jagtap, Bombay.	Accounts Manager, Geneva

Pioneers

THE following members of the staff completed 25 or more years of service on August 1, 1969 :

Mr. V. G. Gadgil *	Mr. A. M. Dewaswala *	Mr. J. Fernandes *	Mr. S. J. Kapadia
Mr. R. N. Fernandes	Mr. A. Rodrigues	Mr. A. C. Luke	Mr. S. D'Souza *
Mr. R. N. Kadam *	Mr. A. M. Rebello *	Mr. J. J. Wadia	Mr. S. B. Joshi
Mr. B. K. N. Rao *	Mr. K. K. Worlikar	Mr. M. B. Ambekar	Mr. D. B. Tanawade
Mr. P. E. Menezes *	Mr. F. Fernandes	Mr. E. R. Pires	Mr. M. M. D'Souza
Mr. S. C. Bickers	Mr. P. J. Nunis *	Mr. A. Sassoon	Mr. P. K. Balaporia
Mr. H. P. Pathak *	Mr. G. D. Kadam	Mr. F. A. Michael	Mr. L. V. Maistry
Mr. N. M. Harda *	Mr. Ghulam Nabi	Mr. R. P. Menon	Mr. E. Daniels **
Capt. K. R. Gazder	Mr. D. K. Dutt *	Mr. G. F. Ambekar	Mr. N. R. Sule
Mr. D. M. Desai *	Mr. M. G. Jadhav *	Mr. B. P. Bhagudia	Mr. K. L. Dandona
Mr. A. Rapp	Mr. S. G. Pednekar	Mr. F. Fernandes	Mr. M. D. Kolhatkar
Mr. N. D. O'Neal	Mr. B. M. Apte	Mr. H. F. Godiwala	Mr. L. G. Naik
Mr. N. H. Hodgson *	Mr. R. B. Bhide *	Mr. S. V. Tipnis	Mr. T. C. Varghese
Capt. K. Vishvanath	Mr. J. E. Cooper	Mr. E. Fernandes	Mr. T. V. Velayudhan
Mr. Fiazlam Quereshi	Mr. Thomas Lopez	Mr. W. Fernandes	Mr. K. M. Kulkarni
Mr. H. D'Souza	Mr. B. M. Dhurandhar	Mr. J. N. Patel	Mr. P. G. Gadgil
Mr. R. D. Mahambre	Mr. Mohd. Ishaq	Mr. L. B. Agre	Mr. G. R. Bhat
Mr. J. F. Sequeira	Mr. M. N. Borkar	Mr. T. Thappi *	Mr. S. N. Anchan
Mr. N. P. Lazarus *	Mr. R. N. Desai	Mr. C. Alvares	Mr. E. M. H. Warshi
Mr. J. B. Treasuryvala	Mr. S. B. Sheorey	Mr. G. D. Malkar	Mr. F. I. Makwa
Mr. R. S. Cooper	Mr. G. L. Monde	Mr. V. R. Hattangady	Mr. K. K. Gadgil
Mr. E. D. Abreo	Mr. R. P. D'sa	Mr. S. B. Karkhanis	Mr. L. Gracias
Mr. S. K. Kooka	Mr. N. L. Purohit	Mr. A. Bhiva	Mr. T. F. D'Souza
Mr. C. K. Vora	Mr. V. R. Hegde	Mr. R. G. Gurav	Mr. G. D. Bhat
Mr. S. D. Kale	Mr. B. B. Patel	Capt. V. N. Shirodkar	Mr. D. Menezes
Mr. A. E. Paul	Mr. W. A. Masurkar	Mr. A. K. Majeed	Mr. M. N. Pai
Mr. M. M. Kharkar	Mr. R. Ismail	Mr. M. Sanjeeva	Mr. R. Ramnath
Mr. A. S. Kalambi	Mr. J. Roberts	Mr. G. L. Fogg **	Mr. G. R. Kotian
Mr. A. R. Moraes	Mr. G. D. Jadhav	Mr. P. D. Byramji	Mr. S. E. Cooper
Mr. A. S. Desa	Mr. H. J. Punagar *	Mr. J. Pereira	Mr. B. P. Aman
		Mr. G. Pereira	Mr. R. J. Yagnik
		Mr. S. Guruswami	
		Mr. R. L. Navsariwala	

* (Retired)

** (Resigned)

Photo News



Above, Mr. B. J. Rayner, The newly appointed Managing Director of Burmah-Shell Refineries and Mrs. Rayner (R) photographed at Santa Cruz airport with Mr. A. K. Advani, our Sales Officer. Below, Mrs. Carol C. Laise, American Ambassador to Nepal, who arrived in Delhi on our flight, is seen with our Maharajah at the airport.



Above, Tasneem Faki Mohammad, Miss India 1969, photographed at Kai Tak airport, Hong Kong, before boarding our flight for Bombay. Miss Mohammad participated in the Miss Asia contest in Manila. Below, PIX magazine (Australia) youth fare competition winners, Mr. Anthony Russell of Sydney and Miss Judith Rowley of Melbourne, are welcomed aboard our aircraft at Sydney by hostess Miss J. d'Silva. Mr. Russell and Miss Rowley stopped in Delhi on their way to London.



Dr. G. Caridad, Director of Medical Services, Philippine National Red Cross and Personal Physician to President Marcos of the Philippines (R), together with Dr. (Mrs.) Garcia at Kai Tak airport, Hong Kong, prior to their departure on our flight to New Delhi and Moscow to attend a conference on blood transfusions.

His Eminence Valerian Cardinal Gracias (Centre) and His Lordship Ignatius Lobo (L) are seen with Mr. C.A. DeMello of Bombay District Sales at Santa Cruz airport before leaving for Uganda.

