

The Magic Carpet

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Mr. J. R. D. Tata, Chairman, presenting the trophy to Capt. D. Bose, Deputy Operations Manager (TD) after he had won both the Open and Handicap events in the First All-India Air-India Golf Tournament. The Tournament was held at the Willingdon Sports Club, Bombay, on January 19 and 20, 1970. (Also see photograph on page 2).

FIRST GOLF TOURNAMENT

Captain Bose excels

THE FIRST All-India Air-India Golf Tournament was played at the Willingdon Sports Club, Bombay, on January 19 and 20, 1970.

Mr. J. R. D. Tata, Chairman, Air Marshal M. S. Chaturvedi, General Manager and Mr. K. K. Unni, Assistant General Manager, were among the 16 players who participated in the Tournament.

The Operations Department stole the show by winning all the events. Captain D. Bose, Deputy Operations Manager (TD) played extremely well and won the open and handicap events. He was also the runner-up in the bogey competition.

Captain C. R. S. Rao, Flight Instructor, won the bogey

competition. Mr. Narpatsingh, Manager-Northern India, and Captain R. Das were the runners-up in the open and handicap events respectively.

Generally scores were rather on the high side. It was interesting to note that our top executives were among those who submitted cards with high scores. The highest score in the open championship was achieved by Mr. H.S. Uberoi, our DSM, Poona, who was awarded the "Booby" prize, a book on how to play better golf.

(Continued on page 2)

Five million miles in ten years

OVER five million miles or ten round trips to the Moon—that's the distance our Boeing 707 simulator has 'flown' in the last ten years.

From the time it went into operation in January 1960, it has completed thousands of 'flights' and 'flown' into and out of all the airports on our system, while being firmly rooted to the ground.

Few people have been aware of the intense activity that has gone inside the simulator building during the last ten years. Except the familiar whine of jet engines and an occasional 'thud' of the landing gear being raised or lowered, there has been little outward sign of excitement.

Yet inside the enclosed cockpit, each passing minute has been packed with drama as the instructors have put the pilots through their paces and shot

problems and every conceivable combination of emergencies at them.

Day after day, hour after hour, the simulator has produced the most gruelling tests for the pilots and has enabled them to practise difficult manoeuvres and procedures which would have been impossible on the actual aircraft.

The simulator is a triumph of modern computer technology. From the outside it looks like a sliced cockpit of a Boeing 707 with a bank of computers in a caravan attached to it. Inside, the cockpit is complete in every minute detail and the computers reproduce, with astonishing realism, all the responses and flight characteristics of our Boeing 707s. No wonder it has played such a dominant role in the training programme of our pilots. Not

(Continued on page 2)

JUMBO HANGAR WORK BEGINS

WORK on Air-India's Jumbo Hangar has begun at Santa Cruz. The Hangar is due to be completed in about a year's time before our first Boeing 747 arrives in Bombay in March next year.

The Hangar, designed by Messrs Stup (India) Limited, is being built by the Engineering Construction Corporation, a subsidiary of Larsen and Toubro, Bombay.

The Hangar which will cost Rs. 54 lakhs will have a span of 270 ft., depth of 330 ft. and maximum height of 92 ft.

Its 314 ft. long steel cantilever roof is believed to be the longest of its type in the world, according to the designers. The cantilever design will permit lateral extension of the Hangar without any intermediate supports to accommodate our fleet.

(See sketch on page 11)

FIRST IN AUSTRALASIA: Judy Pascoe is the first member of the staff from Australasia to pass the Advanced Fares and Ticketing Course at our Training College in Bombay. Judy is the daughter of Mr. Frank Pascoe, General Manager of Ansett Airlines of Australia who are Air-India's GSAs. The photograph shows Judy with the certificate given by the College.



MAHARASHTRA STATE AWARDS

First Prize for Magic Carpet Art issue



Two issues of the Magic Carpet produced in 1969 won prizes in the Third Maharashtra State Awards for Excellence in Printing and Design. The Special Issue on our Art Collection, which was designed by our Art Studio, won the First prize while the March 1969 issue was awarded a Certificate of Merit. Presentation of the Awards



was made by Mr. Rajarambapu Patil, Maharashtra's Minister for Industries at a special function held on January 1, 1970. The photograph on the right shows Mrs. Uttara Parekh, Publicity Officer, receiving a lamp from the Minister. Left, the two issues of the Magic Carpet which won the Awards.



FIVE MILLION MILES

(Continued from page 1)

only has it saved training costs tremendously, but has allowed pilots to sharpen their flying skills to the highest standard possible.

To the instructors and engineers the last ten years have been hectic with never a dull moment. Four of the original team of instructors—Mr. Sidney Shukla, Mr. M.C. Thosar, Mr. Y.S. Padbidri and Mr. V.B. Nirodi—are still there. And so are the four engineers who installed and have serviced it—Mr. E.K. Nair, Mr. P.K. Bala, Mr. R.R. Bajekal

and Mr. D.M. Mehta.

Now they are all looking forward to receiving the Boeing 747 simulator which will make the present simulator look as old fashioned as the Super Constellation Type Trainer ten years ago.

Mr. Shukla has already been to the CAE in Montreal who are building our 747 simulator. "I saw the BOAC one in operation", said Mr. Shukla. "The motion system will make the simulator training even more realistic than at present."

The instructors and engineers who have worked on the Simulator for the last ten years. They are (L to R) Mr. M. C. Thosar, Mr. E. K. Nair, Mr. P. K. Bala, Mr. D. M. Mehta, Mr. S. Shukla, Mr. P. Reynolds, Mr. R. R. Bajekal and Mr. V. B. Nirodi. Mr. Y. S. Padbidri is not in the photograph.



GOLF

(Continued from page 1)

The Chairman distributed the prizes. He said that he was very happy to participate in this first golf tournament organised by Air-India and looked forward to similar tournaments in the years to come.

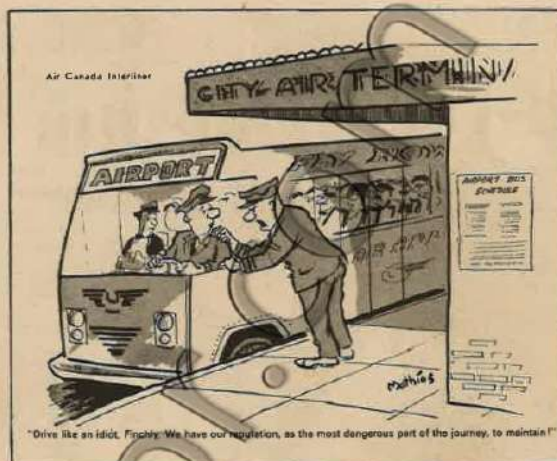
We hope that in the future, we will be able to invite participants from outstations and make these tournaments a regular feature.

Mr. I. D. Sethi, Commercial Manager - Planning, acted as the referee for the Tournament which was organised by Mr. N. L. Mital, Manager-Western India.

A group photograph taken after the First Golf Tournament at the Wellington Sports Club, Bombay.



Left, Senior executives of Engineering and Operations Departments listening to Mr. Andre Turcat (R). Capt. K. Vishvanath, DP (T) and Mr. K.G. Appusamy, DE, are seen in the foreground. Capt. K. M. Mathen, DO, in the second row.



REPORT ON CONCORDE

SENIOR executives of our Engineering and Operations Departments received a first-hand report on the progress of the Concorde flight tests from a high-powered technical team from Sud Aviation and the British Aircraft Corporation.

The team consisting of Mr. Andre Turcat, Sud's Director of Flight Tests and Chief Test Pilot, Concorde, Mr. Robert Blanchet, Sales Manager, Sud, Mr. Jack Warrall, Sales Engineer, BAC, and Col. F. Fuchs, Technical Delegate, OFEMA in Delhi, gave a special presentation at our Technical Headquarters on January 20, 1970.

Captain K. Vishvanath, Director of Planning (Technical), Mr. K. G. Appusamy, Director of Engineering and Captain K. M. Mathen, Director of Operations were among those who attended the three-hour briefing.

After a brief introduction by Captain Vishvanath, Mr. Blanchet made the opening presentation. He said that the flight tests had provided reassuring

answers to such questions as: whether the Concorde would be easy to fly? whether there would be any special problems? could an average pilot handle it?

The answers were, he was happy to say, unquestionably in the affirmative. Those airline pilots who have flown it said: "It is like any other aeroplane to fly".

According to Mr. Blanchet, the Concorde will receive its certificate of airworthiness in mid-1973, by which time the Concorde will have logged 4,000 hours. "We plan to use seven aeroplanes in the flight test programme", he said.

Mr. Warrall covered the technical aspects of the Concorde. After touching upon some of the design features, which are by now well known, he went into some details about the layout and functioning of the various systems.

Mr. Turcat then explained the flight test programme and the results achieved so far. After showing a short film

(Continued on page 11)

"DR. VERGHESE will always occupy a warm corner in our hearts", said Mr. K. K. Unni, Assistant General Manager. He was speaking at a farewell party to Dr. P. G. Verghese, Chief Medical Officer, who retired recently after nearly a quarter of a century of service with the Corporation.

The farewell party, which was organised by the staff of our Medical Clinic, was held in the first floor restaurant at the Technical Headquarters on January 19, 1970.

Mr. Unni recalled his long and happy association with Dr. Verghese and said that he had been impressed with Dr. Verghese's spirit of friendliness and willingness to help. Dr. Verghese, Mr. Unni added, had literally built up the Clinic to its present level of performance and efficiency.

Mr. Unni said that the Clinic has done an exceedingly good job under his direction and expressed the hope that the Clinic would one day blossom into a small hospital and would be able to assume full

responsibility for the Family Health Scheme.

He wished Dr. Verghese many more years of active life. "Doctors do not retire", said Mr. Unni. "Dr. Verghese is well preserved at 58. He has built up a flourishing private practice and I am sure he will continue to perform a useful social service."

At the end of his speech, Mr. Unni presented Dr. Verghese with his gratuity cheque. The staff of the Clinic presented Dr. Verghese with a silver bowl and cup.

Earlier Mr. A. S. Banavalikar, Personnel Manager and Mr. Y. P. Narula, Deputy Chief Medical Officer, paid tributes to Dr. Verghese. Mr. Banavalikar said that Dr. Verghese was known for his professional knowledge and administrative ability.

In his reply Dr. Verghese said, "I shall miss many things that have been part of my life in Air-India—the old familiar faces of my patients, the twice-daily ride to the clinic and the pleasant voice of the

hostess as she announced "fasten your seat belts".

Dr. Verghese said that he started the Clinic in a small room where the present Aeronautical Inspection Department Office is located. "There was the compounder and myself. Later Mr. Figgins, the then General Manager, gave us the present bungalow to cater for 500 employees. We are still there and the number of employees has gone up to 5,000".

Turning to Mr. Unni's reference to his youthful looks, Dr. Verghese said, "There is no secret formula. I believe in clean living and high thinking. My eating habits are also regular. The result, you can see for yourself; I do not have to wear glasses even today".

Dr. Verghese said he was proud of his staff who had given him nothing but loyalty and cooperation. He particularly mentioned Mr. Kurade who had been with him for almost 23 years.

Left, Mr. K. K. Unni, Assistant General Manager, speaking at the farewell party to Dr. Verghese. Centre, Mr. K. V. N. Kurade, one of the oldest associates of Dr. Verghese, presenting him with a silver bowl on behalf of the Medical Clinic staff. Right, apart from the staff at the Medical Clinic, the farewell party was attended by senior officers from various departments.





Mr. R.G. Ngala, M.P., E.G.H., E.B.S., Minister for Power and Communications, opened our Booking Office in Nairobi. Here he is seen performing the opening ceremony by lighting a lamp in the traditional Indian style. Mr. H.L. Sikka, Manager-East Africa, is in the background.



Mr. Jan Mohamed, Assistant Minister for Tourism and Wildlife, being received by Mrs. H.L. Sikka at the reception held at the Nairobi Hilton Hotel.

Air-India's 20 years in East Africa

IT was Air-India all over the city of Nairobi on January, 21, 1970. For it was an important day for Air-India in East Africa. It marked the completion of 20 years of our successful operation on the India/East Africa route.

The formal opening of our redesigned and renovated Booking Office in Nairobi coincided with this happy event. Mr. R.G. Ngala, M.P., E.G.H., E.B.S., Minister for

Power and Communications, performed the opening ceremony by lighting a lamp in the traditional Indian style. Among those present on the occasion were Mr. Avtar Singh Indian High Commissioner in Kenya, Mr. Jan Mohamed, Assistant Minister for Tourism and Wildlife, Mr. P. Shiyukah, the Permanent Secretary to the Ministry of Power and Communications and other guests.

In the evening, Mr. H.L. Sikka, our Manager-East Africa and Mrs. Sikka held a reception at the Nairobi Hilton to celebrate the 20th anniversary of Air-India in East Africa. Among the guests were Ministers and senior officials of the Kenya Government, High Commissioners, Ambassadors and top commercial contacts and travel agents.



Above, sharing a joke at the Air-India reception are (from L) Mr. H.L. Sikka, Manager-EA, Mr. R.G. Ngala, M.P., Minister for Power and Communications and Mr. Avtar Singh, Indian High Commissioner in Kenya. Left above, Some of the guests and members of the staff at the Hilton reception. Mr. A.D. Gonsalves, Assistant Manager, Nairobi, is seen second from right. Left below, a group photograph of our staff taken after the opening of the Booking Office. Below, on the occasion of our 20th Anniversary, the Nairobi Hilton Hotel presented Air-India with a beautiful cake which in turn was presented by Air-India to the Dr. Barnardo's Home (an Orphanage). Children of course were delighted with the cake and the Maharajah.



Decade ends with a bang

By M. Chudasama, New York

LIKE winter clothes on sale in early autumn, and Christmas decorations that appear in late autumn, the end of the Sixties, judging by news reports, was sometime in November. For us at Air-India, Sixties marked the first decade of Air-India's operations in the New World. And we were delighted that it ended not with a whimper, but with a bang.

Like a ten-year-old, the teething problems are behind us; we have grown out of our quarters rapidly. We are now on the 32nd floor of 345 Park Avenue, both our cargo and passenger terminals are in the process of expansion and we are filling-out rapidly—the sales curves in the off-season never looked healthier. With the addition of the Boeing 747s in the Spring of '71, we can expect our 'teen' years to be exciting but like all growing organisms, our appetite will increase—we will need more men and more money!

For the Air-India family in the New York area, the holiday season officially began on December 12, with our traditional Christmas party at Lotus Eaters Royale restaurant. In keeping with the season's spirit, the staff committee had decided that we could celebrate in total amity at a Chinese restaurant, where the food was

good, the music loud enough to drown out the sounds of stepped-on toes on the dance floor with the packed appearance of willing and whirling sardines, the absence of spouses and enough of the seasonal spirit that comes in bottles to induce euphoria.

The decibel level and the early morning hour when the party finally wound up, were strong indicators of the success of the party which was organized by Diane Viscovich and Betty Seidenwand, chairman and Secretary of the Staff Committee respectively (who in real life are secretaries to the Reservation Manager, Mr. Vasant Deshmukh and the Deputy Sales Manager, Mr. Robert Jerred) with a strong assist from Hank Keegan, Administrative Assistant to the Assistant Manager, Mr. Noel De Souza.

Among those unable to share the Christmas spirit, were the Regional Manager, Mr. M. I. Qadir, our host, the Sales Manager, Mr. Frank Martin, and the Airport Manager, Mr. Derek Kyte who had to be in Bombay for the rescheduled Annual Meeting, and the Accounts Manager, Mr. Ramachandran, who was awaiting a new arrival at home (a boy).

Though they were missed, we were delightfully surprised to be invited to an informal party on New Year's eve at the Park Avenue Head Office by the Regional Manager, to which the various section heads the New York Area Sales Manager, Mr. George McGee, and the Catering Manager, Mr. Werner Hoffman added a bit of cheer. Obviously, there is some truth to the old cliché—'more the merrier'—his party was equally merry.



HOW TO TIE A TURBAN

THE TURBAN was the subject of conversation between Mr. Pierre-Elliott Trudeau, Prime Minister of Canada, and Mr. G. S. Singh, District Sales Manager, Vancouver, at the Prime Minister's dinner, organized by the Liberals in the Seaforth Armory in Vancouver. The Prime Minister remembered the days of his visit to India when he learned to tie the turban and regretted to have lost the technique of tying it now. Mr. Singh offered to teach the technique of tying a turban again to the Prime Minister and wished to trade in the technique for traffic rights to Canada!

Above, Miss Ingrid Molls, 20, who handles reservations and PTA traffic in our Toronto office, was recently chosen "Queen of the Swirl" by the Toronto Interline Club at their Christmas dance. Below, Long Island Travel Agents were entertained by our New York District Sales Office at the Maharajah Lounge at JFK during which the travel agents were treated to dinner (which had the same menu as that served

abroad our aircraft). The Agents also had an opportunity to see our ground handling facilities. Air-India staff seen in the picture are Mr. Ron D'Silva, DSM, Mr. Peter Pelton, Passenger Sales Supervisor; Mr. Mohan Sodhi, Passenger Service Manager; Mr. Don Buckley, Sr. Sales Representative, Miss Rhoda Kavarana, Passenger Service Lead Agent.



FEELING AIR-INDIA'S FINANCIAL

K. S. Mhatre

INTERNATIONAL air transport is a highly integrated operation, cutting across barriers of national boundaries, currencies, legal systems and other differences. A passenger can buy a ticket from one airline and travel on another on different sectors on the same ticket or he can, for instance, buy a ticket in the U. S. A. and travel between India and Australia. If he has a credit card, he need not even pay cash. He can let the airline worry about settling accounts.

And worry they must, because of the growing accounting problems posed by different currencies they have to deal in, coupled with their widely varying exchange rates. Devaluations complicate the problems. For instance, Air-India deals in as many as 140 currencies, which just about underscores the magnitude of the problems.

Add to this the staggering load of paper work generated by international air travellers for the airlines. It starts the minute a passenger buys a ticket and, in many cases, continues long after the journey is over and probably forgotten. Even a journey of only a few hours—and most journeys these days last only a few hours—in a remote part of the world will send a sheaf of documents 'flying' half way round the world to the airline's headquarters for processing.

With hundreds of thousands of passengers and several hundred tons of cargo flying everyday on international routes criss-crossing the continents, the sheer volume of documents flying back and forth between airline offices assumes the proportions of a flood. Each flight generates a tidal wave

which dumps a fresh load on the airline's doorstep which must be sorted out, checked and processed in a minimum of time.

In Air-India it is channelled through the little known Division of the Accounts Department—Revenue Accounts. The Division hums with activity like the control room of a space centre. The unceasing flood of documents and papers—passenger sales return forms known in the Accounts jargon as the MAPs, passenger and cargo manifests, each with their relevant coupons and airway bills—pour in from all over our system, like the telemetry readings from tracking stations, which enable the experts to feel the financial pulse of Air-India.

Revenue Accounts is the key Division of the Accounts Department. For it is here that Air-India's revenue is assessed, how much it is earning week by week, month by month, how much it has to pay to other airlines and to the pool partners. It is here too that the first signs of any faltering of cash flow are detected and a warning signal is sent out to appropriate authorities.

Assessing Air-India's revenue is a long and tortuous process. Interline and Pool payments have to be worked out according to complex formulae after checking and processing several thousand documents. It has to conform to a strict and inflexible schedule, because the inflow of documents continues ceaselessly. As a result the Division's staff are under constant pressure.

The Division has four sections, each headed by a Senior Accounts Officer—Mr. K. J. Govewalla in charge of Passengers, Mr. T. M. Venkataraman of Cargo, Mr. V. R. Kulkarni of Sundry Debtors and Mr. M. N. Gopalkrishnan of Pools. Although each section deals with a particular subject, the Division's entire staff work as a closely-knit team.

The Passengers and Cargo sections concentrate on screening the passenger flight coupons and cargo airway bills, which arrive in their thousands every week. Each one of them has to be carefully checked for errors by a team of specialist staff, who simultaneously code the details recorded on them (flight coupon number, Air-India or non-Air-India, route, area of sales etc.) to enable the Electronic Data Processing Section to prepare cards for computer processing.

From the EDP section the documents then flow into the Pools section, where another team of specialist staff calculate the actual revenue earned by Air-India from each of

them.

Among the documents that reach the Division everyday are several belonging to other airlines, because it is not uncommon for passengers and cargo to be switched from one airline to another, for either part or the whole journey. These are checked and assessed separately, since the airlines concerned have to be billed. Here again the revenue details worked out are coded, cards punched in the EDP Section and processed on the computer, through its memory core, matches the new information with what it already has and prints out a detailed breakdown of revenue.

Revenue Statistics

"Revenue assessment is only part of our job", said Mr. Govewalla. "We also have to prepare a whole range of revenue statistics which show region-wise and station-wise revenue breakdown for the use of Pools Section as well as Sales and Planning Divisions in the Commercial Department."

Air-India operates in a pool with several airlines and the revenue statistics are vital for the Pools Section for determining the share of revenue of each partner. The Section now has the additional responsibility of consolidating the Tripartite Pool statistics. "This is a major job. We receive statistics from BOAC and Qantas and put them all together here in order to

determine each partner's entitlement", said Mr. Gopalkrishnan.

Having assessed the revenue, the job of ensuring that all of it is collected and accounted for falls to the Sundry Debtors' Section. Of course much of it flows into our coffers automatically because a number of passengers pay for their travel in cash, but a great deal of our business is done on credit. The number of credit accounts maintained by our offices in India and abroad run into several thousand. And these include Governments, private firms and other organisations. Then there are hundreds of our Agents all over the world. There is also the Pay Later Plan and credits to individuals.

It would be impossible to control such a large number of credit accounts from Bombay. The arrangement therefore is that individual managers at out stations control credit accounts in their area. The Debt Control Section, however regulates and guides the collection whenever it becomes necessary.

The section has to keep track of all the money due to the Corporation from these diverse sources and to ensure that it is recovered as quickly as possible. Any slackness and delay in collection directly affects the cash flow. Air-India, like any other large organisation, strives to maintain a certain level of liquid funds. The job is a tough one and as Mr. Kulkarni puts it: "It requires

Airline industry is perhaps the only industry where revenue is assessed with a sampling technique. The photograph shows a partial view of the Passage Screening Section, with Mr. S. G. Situt, Account (standing) discussing a point on evaluation with Mr. S. S. Nerurkar, Office Assistant.



With the expansion of our Cargo traffic, the accounting problems have also increased. Mr. P. Khanna, Assistant Accounts Officer (L), Mr. S. R. Krishnamurthy, Office Assistant, Mr. Y. P. Nadkarni, Accountant and Mr. M. D. Londhe, Office Assistant are seen working out a problem.



A partial view of Senior A



PULSE

both tact and firmness. We try to maintain the outstandings at the lowest possible level in order to prevent the Corporation's funds being tied down".

The Section also has the responsibility to settle interline payments through the International Air Transport Association's Clearing House in London which offsets what Air-India has to pay to the other airlines against what they owe to Air-India. This involves a great deal of complicated paper work which has to be done month after month and to a strict schedule.

Although the Revenue Accounts Division as a whole has nothing to do with how Air-India's revenue is spent, it must know at any given time, where every single rupee belonging to Air-India is. There is a special Banking Officer who looks after the bank accounts. He is Mr. A. S. Rao, Assistant Accounts Officer. It is his responsibility to make sure that funds are transferred wherever they are most required. "At the moment, Air-India is involved in heavy debt repayments, so we are transferring all our spare funds to New York", said Mr. Rao.

But like any other international business, the normal practice followed by the Accounts Department is not to let any funds lie idle. They are invested either in London or New York, the world's two leading financial markets, to help swell our income.



Above, the Senior Accounts Officers who head the four sections in the Revenue Accounts Division meet almost every day to sort out mutual problems. The photograph shows (from L) Mr. K. J. Govewalla, Mr. M. N. Gopalakrishnan and Mr. V. R. Kulkarni in conference. Mr. T. M. Venkataraman is not in the photograph. Below left a constant review of finance memos and bank statements is essential to ascertain the position of funds at our outstations. Mr. A. S. Rao.

Ast. Accounts Officer, is seen examining the Bank Register while Mr. S. R. Karmbelkar, Accountant, Mr. S. D. Artal and Mr. M. J. Seth look on. Below right, one of the most important aspects in Pool Accounting is the settlement of accounts and in a major pool like Tripartite, this is extremely complicated. Mr. S. R. Kelkar, Accountant (R) is seen compiling the Settlement Statement with the assistance of Mr. N. M. Dave and Mr. R. R. Toddywalls.



Mr. V. V. Pathak, Asst. Accounts Officer (L) with Mr. E. K. M. Nambiar, Senior Accountant (centre) and Mr. M. G. Kamat, Office Assistant, taking a look at the Interline Settlement documents.



Mr. M. K. Venkataraman, Sr. Accountant (R) and Mr. S. D. Kamath, Accountant (standing R), explaining the general principles of Pool and Passenger Revenue Accounting to Mr. Weche and Mr. Mucuha, Trainee Officers from East African Airways.



the Cargo Accounting Section, Mr. K. H. Upadhyas, Accountant is seen standing in the centre.

All eyes on the jumbo jet

by Trevor Turner, London

ALL eyes have been on the Jumbo Jet especially for its first flight. London was the first airport in the world at which a Jumbo Jet arrived with a full load of passengers — a test for all the facilities.

It was interesting to note that this historic day coincided with the sailing from Southampton of the last P & O Liner on its long trail to Bombay. As these scheduled services came to an end after over a century of regular sailings between India and the U. K., it didn't take a great deal of thought to realise that the end of this era had been partly brought about by air travel.

At the same time, our sympathies went to those who encountered teething problems with the giant new aircraft and the ancillary operations, all of which are also of Jumbo proportions. However, as the days have passed, the dust seems to be settling and the Jumbo arrival and departure each day is now yet another routine flight in and out of Heathrow.

The Regional Director has launched a scheme at the airport which is to be known as "The Staff for the Month". At the end of each month, one member of our airport traffic staff, will be nominated as the Staff for the Month as a result of the standard of his/her work which will have been judged to be better than anyone else's. In recognition of this, an additional weekend's leave will be given and an Interline passage to a European destination. In future we shall name the staff member each month.

We said more 'goodbyes'. To Eric Peters, who after 14 years leaves the Catering and Cabin Service section at the airport as he has decided to go to Australia to seek pastures new. We wish him every success. Also to "Mappi" Irani



This year Mr. Rupert Murdoch, Chairman and Managing Director of the News of the World was the chief guest at the Annual Christmas Luncheon of the Publicity Club of London held at the Hilton. Here Mr. and Mrs. Murdoch are seen with Mr. Turner, our Publicity Manager-UK and Chairman of the Publicity Club of London (R).

who has been with Bond Street on our Counter for over 10 years. She has left us to be married in Poona. She plans to live in Chandigarh. To her and her groom we send our congratulations and best wishes.

A number of our sari-clad lovelies from Bond Street, together with some of their friends, attended a function at

the Europa Hotel, arranged by the Tea Division of Lyons and the India Tea Board to launch a new Lyons product which was "Lyons Quick Brew — Indian Blend." This was a big party attended by Caterers, Grocers and others interested in the tea trade and the function was graced by the presence of His Excellency,

(Continued on page 11)



A farewell party was given by Mr. M. A. S. Dalal, Regional Director-UK, to bid farewell to Mr. R. A. Smyrk, Assistant General Manager, Thos. Cook and Son Limited, on his retirement. The photograph shows (L to R) Mr. M. A. S. Dalal, Mrs. Smyrk, Mr. Smyrk, Mrs. Dalal, and Mr. Rodney Bolton, Administration Manager, Thos. Cook.



Above, Phyllis Bocarro (R) from Sales, London, with three of her friends left for India on a holiday. Her travel companions were Ruth Hole (Pan Am), Dawn Nunn (IRS Travel) and Audrey Baker (Clarkson Tours). Left, some of our girls who acted as hostesses with Mr. Barry Silverman, Marketing Manager of Lyons Tea Division at the function arranged by the Tea Division of Lyons and the India Tea Board to launch the Lyons "Quick Brew — Indian Blend Tea." (L to R) Asha Mehra (Reservations), Kay Vaswani (Reservations), Joan Wates (Secretary to RD-UK), Mr. Silverman, Yasmin Mehta (Admin.), Ranjin Patal (Agents Enquiries) and Nafini Balchandani. Right, Eric Peters holds his present given by his department. He is seen here with some of his colleagues, Mr. J. Washington, Mr. P. D. Adkar, Mr. D. P. Ireland, Mr. N. Singh, Mr. D. S. Mend and Mr. M. Destoor.



MAGIC CARPET DIARY

Dancer

ZEENAT Neemuchwala has always been fascinated by dancing as long as she remembers. As an eight-year-old, she watched two little girls in her neighbourhood learning Bharat Natyam and she was so thrilled by their rhythmic movements that she made up her mind to learn it. She was happy that her parents raised no objection.

She found that Bharat Natyam gave her a strangely exhilarating feeling, a sense of fulfilment, that has stayed with her throughout almost 14 years of learning to master this very difficult and intricate art. She has been a student of Raghavan Nair for ten years. In the beginning she went through some pretty tough training with sessions lasting three to four hours at a stretch, but now she practises three times a week. "I do not get much time these days", she said.

Zeena finished school in 1964 and completed a secretarial course before joining our Bombay Booking Office as a receptionist in 1967.

Although she has given several public performances, she is far too modest to think that she is an accomplished dancer. "Public performances give me the jitters", she said "I have so much to learn".



Because Zeena has taken to Bharat Natyam so seriously, people ask her if she plans to turn professional. Her answer is a firm no. Dancing has been her hobby and will remain so.

Man with tact

WHAT is the most essential quality for a flight purser? TACT, according to Mr. Lawrie Noronha, Superintendent, Cabin Crew. There are other qualities like politeness, job knowledge and genuine desire to help people. "But I would place tact above everything else", said Mr. Noronha.

Road to Raj Bhavan

COOKING for VIPs is not a new experience to Mr. V. S. Bakshi, our Catering Superintendent. Over the years he has prepared meals for Presidents, Prime Ministers, Governors and other VIPs. It's one of his minor pleasures in life.

So when he recently received an invitation to go to the Raj Bhavan during President Giri's visit to Bombay, he was happy to accept. He was only to prepare food for the banquet, but as it happened he had to stay for three days.

He produced such dazzling variety of dishes, including some of President's favourites, that the President was delighted and complimented him on his skills.

Mr. Bakshi is one of those few fortunate people whose hobby and profession coincide. He has always loved cooking.

Mr. Bakshi who is 39 joined Air-India in 1965. An M. A. from the University of Bombay, he also holds a law degree, but he never intended to practice law. Now he has a job of his choice.



Mr. V.S. Bakshi, Catering Superintendent, serving the meal prepared by him to President Giri at a banquet in Bombay.

velocity in French and Economics. Mr. Noronha joined Air-India in March 1948 as a Junior Traffic Assistant in Madras. Transferred to Bombay in 1951, he was selected as a Flight Purser in 1952 and posted to London immediately after training. He returned to Bombay in 1959 as Assistant Chief Flight Purser (Training). It was he and Mr. Jal Khambatta, now Chief Flight Purser (Training) and Mr. U. P. N. Rayan, Chief Flight Purser (Ops. & Admin.), who started the Cabin Crew Training School. Mr. Noronha took over as Acting Chief Flight Purser in 1965.

Mr. Noronha is one of the few flight pursers to hold a Second Class Navigator's Licence, which he acquired

whilst in London. He says he wanted to study law and at one time had aspired to a career in the Foreign Service. He does not of course, regret the fact that he became a flight purser.

He is something of a linguist, being able to speak French, Italian, Malayalam, Tamil, Hindi, apart from English.



Mr. Lawrie Noronha

Many new faces in Madras

NEVER before has Madras had so many new faces in the space of a few months. We have welcomed Mr. N. K. Somayazulu, Assistant Manager, Mr. M.S. Warriar, Cargo Manager and Mr. C.V. Gururajan, Accounts Manager.

Now we have a new Manager too—Mr. K. Cherian, who has taken over from Mr. S. Rajaratnam.

The staff in Madras gave a farewell party to Mr. Rajaratnam before he left for Singapore. Two of our District Sales Managers, Mr. Hegde from Bangalore and Mr. Premkumar from Hyderabad, were in Madras at the time and were able to attend the party, which turned out to be something of a family affair.

On Christmas day, Mr.

K. K. Unni, our Assistant General Manager, formally inaugurated the three blocks of flats built by the Air-India Madras Staff Co-operative House Construction Society Limited at Temple Road, Madras.

This is the first ever co-operative housing society to be formed by Air-India staff outside Bombay. Air-India Management had sanctioned a loan of Rs.4.16 lakhs to the Society.

Mr. K. K. Unni congratulated Mr. P. S. Rajaratnam, the then Manager-Southern India and the staff for their initiative in forming the Society. Among those present at the inaugural ceremony were Mr. K. K. Menon, Regional Manager - India, Mr. K. Cherian, Manager - Southern India and Mr. S. Srinivasan, Manager, Dubai.

Sumangali Chettur



Left, blocks of flats built by the Staff Co-operative Housing Society. Below, Mr. K. K. Unni, AGM unveiling the marble plaque. With him is Mr. R. S. Ramachandra, President of the Society.



NEWS ROUND-UP

Lawrence of India captures Trophy

LAWRENCE of India drove the one hundred and eleven miles through the Caledon Hills to capture, along with his navigator, John Williams, the Toronto Interline Club Road Rally Championship, and the first offering of the Heritage Tower Trophy. The time was roughly three hours, but those with less skilled navigators took a little longer.

Lawrence is, of course, Peter Lawrence (Sr. Sales Representative, Toronto) of Air-India.

The power puff section of the derby was taken by driver Nancy Stenhouse of Wardair, and her navigator Donna

Davies of Air Canada, both getting possession of the Gateway Mercury Trophy for the next year. And in case there are any cracks about women drivers, the two girls had the third best time of the field, leaving a few of the male counterparts well behind in the scoring.

The course was mapped by John Andrews of Hilton Hotel and later driven by president Moe Jeppesen, who wanted to be sure it could be done. Moe hosted an Irish Coffee party after the bone chilling rally, and served fortune cookies.

(Reproduced courtesy Toronto Interline Club—December 1969)

Missing Wallet

ANYONE who has lost a wallet and has been lucky enough to regain it will only know what Mr. Nagami, one of our passengers, must have felt like.

Mr. Nagami was in the transit lounge at Delhi Airport when our Assistant Security Officer, Mr. J.C. Adam, walked up to him and gave him his wallet. He was, of course, delighted and thanked Mr. Adam.

The wallet which contained US\$80, Japanese Yen 19,500 and two travellers cheques was found inside our aircraft by Mr. Krishna, who works for our Cabin and Catering Section at Delhi Airport. He did not hesitate a minute, but

handed it over to Mr. Goswamy, Senior Catering Supervisor, who in turn gave it to the Flight Purser. The Flight Purser turned it over to Mr. Adam who traced Mr. Nagami.

Mr. Krishna



SPORTS NEWS

Badminton victory

AS announced last month Air-India's Badminton team made a clean sweep of all the

Journalists beaten

AIR-INDIA, Delhi, won their cricket match against Journalists XI on January 18, 1970 at Delhi.

Our team declared their innings closed for five wickets, with a score of 215. Mr. S.V. Radhakrishnan with 79 and Mr. C. Jackson with 41 runs were the top scorers.

The Journalists were all out for 144. Mr. Om Narain scored 59. Mr. H. V. Nath and Mr. S. K. Vashist took three wickets each.

matches in the second Joint Indian Airlines/Air-India Badminton Tournament held in Madras recently.

Air-India defeated IA Calcutta, Delhi, Madras and Bombay to retain the championship won last year.

In the individual championship Air-India players won five out of six events. Mr. N. C. Abrol and Miss Tara Dandige won the triple crown.

Air-India team consisted of the following players: Mr. S. K. Sekhri, Captain (A.O.D.), Mr. N.C. Abrol (Maint. Divn.), Mr. K. Mukundan (Personnel), Mr. K. Subramaniam (Operations), Miss T. Dandige (Personnel), Mrs. V. V. Kadam, (Personnel) and Mr. A.R. Suvarna, Manager-cum-Player (Security).



Mr. K.S. Venkataswaran, our Manager, Aden, gave a farewell dinner in honour of Mr. S.H. Desai, Indian Ambassador to the Republic of South Yemen. Here he is seen welcoming Mr. Desai. Mrs. Desai is in the foreground.



Mr. A. Dumbur, Inspector in the Piston Engine Overhaul Shop retired recently after 25 years of service. At a farewell party given to him Mr. D.P. Nimkar, EM(O) is seen presenting him with a clock on behalf of the staff while Mr. M. Balasubramaniam, Dy. EM (L) looks on.

Educational tour

A GROUP of Indian Airlines staff from various parts of the country were taken on an educational tour of Kuala Lumpur and Singapore by Air-India recently. They were accompanied by Mr. J. B. Bharucha, Supervisor, IA/

Hotel Section in the Bombay Booking Office.

"We were delighted to be invited to attend the Republic Day reception given by the Indian High Commissioner," Mr. Bharucha told the Magic Carpet.

Scoutkart Derby

Every year the Bahrain Petroleum Company Limited holds a Scoutkart Derby. All airlines and commercial houses participate in the event and contribute prizes. As in the past, large crowds turned out to watch this year's finals.

Although Air-India reached the finals in the Cub and Scouts treats, we did not win a prize.

However, Air-India's Scoutkart was awarded a prize for the Best Looking Scoutkart.

The Air-India Scoutkart



Engineering win carrom title

THE 1969 Inter-departmental Tournament which concluded in Santa Cruz recently was perhaps the most successful of any organised so far. As many as 40 teams from different departments participated in the Tournament.

Top honours in the tournament went to the Engineering Department. The Commercial Department were the runners-up.

The final matches were played between Mr. S. V. Shenoy and Mr. K. T. Pawar representing the Engineering Department and Mr. R. Krishnan and Mr. R. G. Patankar from the Commercial Department.

Both Mr. Shenoy and Mr. Pawar were in excellent form and swept all resistance overboard. Mr. Krishnan did, however, put up a stiff fight

which added to the interest of the game. In the other singles matches, Mr. Pawar, playing with smooth accuracy, gave no chance to Mr. Patankar. Mr. Pawar won two successive games to clinch the title.

A notable feature of this year's tournament was the

Mr. S.V. Shenoy and Mr. R. Krishnan playing in the finals of the Carrom Tournament.

semifinals in which two teams from the Commercial Department played against each other. Mr. P. K. Gawankar and Mr. C. R. Bhavane from the Booking Office were handsomely beaten by Mr. Krishnan and Mr. Patankar.





An artist's impression of our Boeing 747 'Jumbo' hangar being built at Santa Cruz (See story on page 1)

(Continued from page 8)

the High Commissioner for India. After the supper, there was a programme of Indian music, singing and dancing.

The 'flu' epidemic took its toll in various departments but from all reports we did not seem to have as many victims as some other large organisations. It is an unpredictable form of virus and seems to affect different people in different ways. Even the RD who thought he had lumbago in his shoulder, was told by a Specialist that his pain was caused by a form of the flu virus which had attacked his shoulder. His discomfort was such that he supported his arm in a sling for over a week. Also to be seen around with his arm in a sling has been our Regional

Accounts Manager, who slipped on an icy pavement and broke his arm. We are also sorry to have to mention that Mr. G. Baptist has recently had another spell in hospital and by the time you read this, he should be out recuperating after an operation on his leg. We wish him a speedy recovery.

The Annual "Miss London Airport" competition was held and the winners this year were "Miss Air France" with "Miss BOAC" and "Miss EL AL" as Runners-up. Our entry was Bernice Nicholson from Traffic.

London Heathrow Airport have recently announced their passenger figures for 1969 which showed an increase of 8 per cent on the previous year

as the passenger movements totalled 14,224,225.

At the time of writing, various members of the U. K. staff headed by John Marsh are limbering up for the Annual Sports Meet and we hope that once again the U. K. placings will be high on the results list.

The beginning of the year brought forth another step towards our decimal coinage. This was a sad move and saw the removal of the famous and ever useful half-crown. This causes a problem on a number of occasions as this coin was a very useful one for a tip to the door-man, placing in the church collection, the cigarette machine or the present to little Willie when he had his tooth out!

Who's Who & Where

Promotions

HEAD OFFICE

TO

S. Almeida,
Bombay.

Sr. Stn. Manager

Miss U. Kishinchand,
Bombay.

Stn. Manager

K. S. Mhatre,
Bombay.

Stn. Supdt.

R. K. Sattawalla,
Bombay.

Stn. Supdt.

COMMERCIAL DEPARTMENT

Miss C. Bhiladvala,
Bombay.

Chief Air Hostess

Miss Z. R. Motiwala,
Bombay.

Dy. Chief Air Hostess

B. P. Dhalla,
Bombay.

Dy. Chief Flight Purser
(Trg.)

J. J. Mehrotra,
Bombay.

Dy. Chief Flight Purser
(Operations & Admn.)

ENGINEERING DEPARTMENT

V. R. Sahnis,
Bombay.

Asst. Supdt.

D. Chakravarty,
Bombay.

A. M. E. 1

OPERATIONS DEPARTMENT

R. N. Tavadia,
Bombay.

Manager-Transport

M. L. Gogia,
Bombay.

Sr. Technical Officer

ACCOUNTS DEPARTMENT

R. Khosla,
Bombay.

Sr. Accounts Officer

S. N. Desai,
Bombay.

Accounts Officer

S. Ramamurthy,
Bombay.

Accounts Officer

A. R. Rajagopalan,
Bombay.

Accounts Officer

(Continued from page 3)

covering the maiden flight of the Concorde, he went on to deal with the more technical aspects of the flight tests with the aid of charts and graphs.

He said, on his last flight in the Concorde, a few days before coming over to Bombay, he had reached March 1.5 and had taken it to 47,000 ft. He had flown it with two engines,

on the same side, shut.

Asked about the sonic boom Mr. Turcat said the tests so far had revealed no particular problem. "We received a few complaints", he said, "but when we were not actually flying". The noise level too had been appreciably less than expected.

••

WEDDING

Sareda to P. B. Prabhakaran, Traffic Accounts.



Obituary

Dr. V. R. Kalokhe



THE sudden death of Dr. V. R. Kalokhe on February 2, 1970, came as a great shock to many of his friends and former colleagues in Air-India. He retired from the Corporation only last October. Dr. Kalokhe was 58.

The degree of affection and regard with which Dr. Kalokhe was held by the staff was seen when senior officers of the Engineering Department got together and gave him a special farewell party on retirement. We can only repeat what we said at the time of his retirement: "He was invariably cheerful and inspired confidence in his patients."

His funeral on February 2, 1970, was attended by several senior officers of the Corpora-

tion. Mr. A. S. Banavalikar, Personnel Manager, paid a moving tribute to Dr. Kalokhe.

To his wife and three children we send our sincere condolences.

Tom Seale

WE have lost our old friend and colleague, Tom Seale, who passed away on January 2, 1970.

Tom was our Area Sales Manager in the Provinces for many years and was one of those truly good people who was loved and respected not only within Air-India but also throughout the travel world.

His association with Air-India was one of mutual affection and loyalty over a long period of years. Even after his retirement Tom was constantly in touch with friends in Air-India and was con-

tinuously promoting the welfare of our airline.

We have lost a good friend and a fine human being.

M. A. S. D.

Mr. M. N. Kalyankar



WE are also sorry to announce the death of Mr. M. N. Kalyankar, Sr. Cashier, on December 17, 1969. He was 54 and had been with Air-India since 1947.

Mr. Kalyankar, with his silvery hair, was a familiar figure at the Bombay Booking Office for the last 17 years. Those of us who knew him personally will always carry the memory of his smiling and cheerful face. He was invariably helpful. He was the exact antithesis of the traditional picture of an accountant; he was good-humoured and enjoyed good conversation. One of his colleagues said: "He was a tremendously nice chap. We shall all miss him."





Photo News

The Australian cricket team, now touring South Africa, seen at Nairobi airport on arrival from Bombay. They were received by Mr. R. R. Amin, ASM (R) and Mr. Benjamin Ashihundu (L).



Above, left, Miss Marie-Josée NAT, the well-known French Film star, who represented France at the recent International Film Festival in Delhi, seen boarding our Boeing 707 at Paris. Above right, Dr. Hermann Abs, Chairman of the Deutsche Bank and leader of the high-powered delegation from West Germany which visited India recently being garlanded by an Air-India receptionist at Bombay Airport on arrival.



The famed INTER-BRATISLAVA soccer team of Czechoslovakia, arrived at New York's Kennedy International Airport from Prague aboard our Boeing 707 to begin an international tour of several weeks during which time they will compete against some of the leading soccer teams in the U.S., Hawaii, Australia, New Zealand and the Far East.

