



'VIKRAMADITYA' ARRIVES IN BOMBAY

Our Boeing 747-237B (VT-EBO) "Emperor Vikramaditya" arrived in Bombay at 2.40 A.M. (LT) on June 4, 1972. This is the fourth jumbo jet to be added to our fleet.

The new Boeing 747, which is powered by four Pratt & Whitney JT9D-7W engines, left Seattle on June 2, 1972 and flew to Bombay via London.

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Dr. Karan Singh looks at Air-India's record

Dr. Karan Singh, Union Minister of Tourism and Civil Aviation, made a statement in the Lok Sabha on May 11, 1972, in which he reviewed Air-India's record since nationalisation in 1953. We reproduce below significant extracts from the statement - EDA

AT the outset I should like to express my deep appreciation - and I am sure the Hon. Members and the House will join me in placing this on record - of the role played by Air-India, Indian Airlines, the Civil Aviation Department and the Meteorological Department during the recent war with Pakistan. The awards and the kudos have gone to the Defence Forces and quite rightly. But I know that the staff of Air-India and Indian Airlines, especially those who were posted at the airfields, which were constantly pounded by the enemy, stuck to their guns and not a single employee left his post, despite the gravest danger. These are the unsung heroes of the war.

Air-India, as Hon. Members know, has the unique record of unbroken profitability for 18 years from 1953 to 1971. For the first time in 1971-72 Air-India incurred a loss. The reasons for this are several. One of them, of course, is that last year there was a definite decrease in the traffic to India as a result of political developments in the sub-continent and fewer people came to India. That quite adversely affected Air-India.

Air-India has taken a very major step in the acquisition of the 747 which is the latest plane. The first Boeing 747 went into operation from May 1971. Air-India has always been

able to maintain its reputation because it has put into operation the best equipment in the world. When the plans for the purchase of these planes were first mooted, the matter was very carefully considered by Air-India and by the Ministry as to whether or not it was really necessary for us to go in for Jumbo jets. But after very careful studies and surveys, we came to the conclusion that if Air-India was to maintain its international reputation as one of the best international airlines, it would have to offer competitive equipment. Therefore, we decided to go in for Jumbo jets.

Utilisation

There is already an encouraging rise in utilisation of these planes. I was delighted the other day when some friends said that when they came from Beirut they found the plane was absolutely packed and there was not a single vacant seat. However, it must be remembered that these are very expensive planes and whenever a new type of aircraft is bought there is naturally heavy capitalisation. As you know, these planes cost Rs.25 crores each. So, when Rs.100 crores have been invested, there will be payment of interest and repayment of the loan and so on.

These are the reasons why Air-

India last year made a loss. Nevertheless, I can assure the House that the reputation that Air-India has built up for efficiency will be maintained and it will continue to fly India's flag with distinction and with credit wherever it goes.

Loan

Here, I may mention for the information of the House that the previous loan that was taken for the purchase of Boeing 707s has been completely repaid with interest entirely from the earnings of Air-India. The present loan will also be repaid and we hope to make a lot of money with the new planes.

One point which I might mention here is that this year Air-India has launched two subsidiary companies. One is a Charter Company. Under the present IATA fare structure all sorts of unethical practices take place and the only safeguard is a charter company which can give lower rates on charter flights. This is an approved international practice. One of the objects of the Charter Company is to try to get traffic from outside India of people of Indian origin who live abroad. The charter company, Air-India Charters Ltd., will cater to that sort of traffic.

The second company is the Hotel



Dr. Karan Singh, Union Minister of Tourism and Civil Aviation.

Corporation of India Ltd. Air-India is going into the hotel business because all over the world today there is, what may be called, a symbiotic relationship between tourism and aviation.

Aviation and tourism go hand in hand. Most of the international airlines of the world have moved into the hotel business. To begin with it is going to construct two hotels, in Santa Cruz and Juhu, at a total cost of Rs. 8 crores. This supplements the hotel building activities of the Indian Tourism Development Corporation which, as you know, has recently taken over the Akbar Hotel, renovated and furnished it, and is building a hotel at Calcutta Airport. ITDC is also building a number of other hotels throughout the country. So, these two new companies of Air-India will also add to the richness of its activities.

Air-India employees of the Engineering, Transport and Stores Sections at London Airport collected £200 for the Prime Minister's Relief Fund for Bangladesh. Mr. Eric Bonnici of Engineering (centre) is seen here presenting the cheque to Mr. Apa Pant, High Commissioner, at India House, Mr. M.A.S. Dalal, RD-UK, is seen at left.



Daily Jumbo to NYC

AIR-INDIA's Managing Director, Air Marshal M.S. Chaturvedi, announced on Monday, May 22, 1972, that with the arrival of the fourth Boeing 747-237B, Emperor Vikramaditya, Air-India would operate a daily Jumbo service to New York from June 11, 1972. The Managing Director was addressing Air-India's Operations Managers in the Conference Room of the Air-India Building.

He appealed to the Operations Managers throughout the system to cut down costs to the minimum. "This saving", he said, "could be achieved by judicious issue of uniforms, more careful use of transport, overseas accommodation and a better

(Continued on page 2)



During a recent sales promotion visit to country areas, Mr. Bhopinder Singh, our Sales Officer, Melbourne, called on the Mayor of Sale (Victoria) and presented him with a Kashmiri hand-carved walnut box. Seen in the photograph are (L) Mr. Singh, Mr. Bruce Bowman, Mayor of Sale, and in the centre, Mr. J. Brighthope a member of the local Travel Industry.

Delhi Diary

By S. P. Dutt

OUR Himalaya House office has just got a new staff canteen which is being run by 'Chefair'. The canteen also serves the Booking Office at Scindia House. Staff are thus able to get clean and wholesome food at reasonable prices. 'Chefair' has also taken over the running of the coffee counters at the international and domestic departure lounges at Delhi Airport.

With the completion of the cargo warehouse at Delhi Airport, our Cargo operations have shifted there. However, the District Cargo Manager and the Cargo Sales Officers will still continue to operate from the city office for some time.

Delhi was the locale for the shooting of a Bengali film called 'Mem Sahab' in which Uttam Kumar and Aparna Sen are playing the leading roles. They also took some shots inside one of our Jumbos. We are informed that this is the first time any feature film has been shot inside a Jumbo in India.

We would like to congratulate Mr. Alfred Joseph who has been designated Assistant Airport Manager. Joseph who is a Merit Award winner, is an old and experienced hand, and has a reputation for being helpful to all in need. Recently his services in collection of funds for the wounded Jawans were much appreciated.

We would also like to congratulate Mrs. Rohini Palkar, wife of Mrs. P.W. Palkar, Deputy Stores Manager, who won the first prize for the best floral display at the Delhi Agri-horticultural Society flower show. Her arrangement was based on the traditional Indian Rangoli design.

We have bade farewell to Mr. P.K. Sinha of Sales who has been transferred to Patna as Resident Sales Representative. He will now be under Manager, Eastern India. At an affectionate farewell party organised at Hotel President, Mr. R.K. Thadani, Manager-Northern India and Mr. R. Tewari, Area Sales Manager joined others in wishing him well.

In town was a group of 180 travel Agents from U.K., perhaps the largest such group ever to come here. They were hosted to a cocktail party and dinner by Mr. R.K. Thadani, Manager, Northern India at the Oberoi Inter-continental.

'VIKRAMADITYA'

(Continued from page 1)

On the first leg of the Journey Capt. Terence Healy was in command of "Vikramaditya" and from London to Bombay it was commanded by Capt. R.V. Goday, Operations Manager (Central Division).

Daily Jumbo to NYC

(Continued from page 1)

utilization of crew". He emphasised that the most important area where costs could be substantially reduced is fuel.

The two-day conference discussed a wide-range of subjects covering "review of schedules, 747 line operations procedures and allowances and postings of pilots. Besides Mr. S.K. Kooka, Chairman of Air-India Charters Ltd., who answered the questions on the functions of the Charter Company, the conference was attended by Capt. K.M. Mathen, Director of Operations, Capt. J.S. Dhillon, Dy. Director of Operations, Capt. V.N. Shirodkar, Operations Manager (ED), Capt. S.C. Maulik, Operations Manager (WD), Capt. R.V. Goday, Operations Manager (CD) and Capt. D. Bose, Operations Manager (TD).

WHO'S WHO & WHERE

PROMOTIONS

OPERATIONS DEPARTMENT

Mr. N.N. Elavia, Santa Cruz.	Transport Supervisor	Mr. M.F. Rabello, Santa Cruz.	Dy. Transport Supervisor (Movements)
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COMMERCIAL DEPARTMENT

Miss P.D. Vacha, Santa Cruz.	Dy. Chief Air Hostess	Mr. K.H. Wadia, Santa Cruz.	Inflight Supervisor
Miss A. Rodrigues, Santa Cruz.	Dy. Chief Air Hostess	Mr. K.D. Dewani, Santa Cruz.	Inflight Supervisor
Mr. S.S. Thakur, Santa Cruz.	Inflight Supervisor	Mr. M.R. Shah, Santa Cruz.	Inflight Supervisor
Mr. T.R. Sonpar, Santa Cruz.	Inflight Supervisor	Mr. H.B. Mevawalla, Santa Cruz.	Inflight Supervisor
Mr. M.S. Nharas, Santa Cruz.	Inflight Supervisor		

Excellent response to first yoga course

A 21-day basic Yoga course was inaugurated at the Conference Room of Personnel Department by Capt. K.M. Mathen, Director of Operations, on May 2, 1972. Over 50 employees from all departments responded to the circular issued by the Personnel Department. The course was conducted by Mr. Hansraj Yadav of the well-known Yoga Institute of Santa Cruz.

Capt. Mathen showed keen interest in the yogic exercises and said that they could be of particular importance to our operating crew, who are required to be in top physical and mental conditions at all times.

Earlier, Mr. S.K. Nanda, Chief Personnel Manager, in his opening address said that yogic exercises, which had their origin in India, were now very popular abroad. He emphasised the importance of these exercises in promoting both physical and mental health. He expressed the hope more and more staff would take interest in these exercises.

Mr. B.A. Rao, Senior Technical Officer in the Engineering Department, who has received training as a teacher at the Yoga Institute, spoke of his own experience and how the yogic exercises had helped him in achieving better health. "You should do the exercises with complete concentration and not with a spirit of competition with the others", he said.

At the first session, Mr. Yadav, with the help of one of his colleagues, demonstrated certain basic exercises. This was followed by a film show produced by the Films Division of the Government of India.

Mr. A.S. Desa, former Superintendent of Public Relations in the Engineering Department and keen follower



A Yoga demonstration in progress.

of yogic exercises, thanked Mr. Nanda for taking interest in the subject.

Regular classes began on May 4, 1972 and were conducted for five days, Monday through Friday, with two sessions every day, the first session beginning at 4.30 p.m. and the second at 5.15 p.m. Those attending the course had to pay a fee of Rs.25. A course for ladies is also proposed to be started in case sufficient response is forthcoming to the circular issued by the Personnel Department.

AT NARIMAN POINT ♦

Air-India's hoarding "Kill 2 birds with no stone—all you need is a ticket!" seen at bottom left refers to the new Government of India rules allowing an Indian married to a foreigner to import a foreign car, while the one at bottom right refers to the commissioning of the first Indian-built frigate in Bombay by the Prime Minister Mrs. Indira Gandhi on June 3, 1972.

AT NARIMAN POINT ♦



**Kill 2 birds
with no stone -
all you need is a ticket!**



**INS
NILGIRI**

You're my cup of tea!





Lady Rama Rao with Derek Kyte, Airport Manager-London (L) and B.H. Billimoria, Passenger Sales Manager (R) at London Airport before she left on our service. Derek still has a photograph taken 16 years ago in Bombay with Lady Rama Rao.

AIR-INDIA IN UNIQUE RESCUE BID

AIR-INDIA came to the rescue of the Project Authorities of Tarapur Atomic Power Station by flying in urgently needed heavy electrical equipment from Chicago to Bombay. One of our Boeing 707-337Cs converted to all-cargo configuration carried nearly 60 tonnes of equipment in two flights under a special charter arrangement on May 28 and 31, 1972. This is the first time that such heavy equipment has been flown by Air-India.

The main items were three high voltage coils, each weighing approximately 24,000 lbs, three low voltage coils, each weighing about 10,000 lbs and other miscellaneous equipment weighing about 15,000 lbs.

Power shortage

There has been an acute shortage of power in Western India due to one of the generators of the Tarapur Power Station having been out of commission. The Project Authorities purchased the equipment from International General Electric Company of America, but the problem arose about transportation. Its despatch by sea would have meant a delay of about three months before the equipment could arrive in India. The alternative was to send it by air. This is where Air-India came into the picture.

Because the equipment was so heavy, ordinarily it would have been difficult to carry it on the aircraft. However, Mr. Eric Pereira, Commercial Manager-Cargo, in consultation with the Tarapur Project Authorities, the International General Electric Company and our Engineering Department arranged for the equipment to be flown from Chicago to Bombay on our aircraft. "The Engineering Department had to make special arrange-

ments in the aircraft cabin for load distribution and they advised us how to load the aircraft", said Mr. Pereira. "At Bombay the Ground Support Division did an excellent job in off-loading the equipment".

"Muzaffar Ali uses paper with the same sensitivity as a painter might use paint. He pastes large sheets of paper of varying thickness, density, shade and texture on the canvas, then gives it an oil bath which helps to bring out the inherent patterns in paper."



D.O. elected to IATA Tech. committee

CAPTAIN K. M. Mathen, Director of Operations, has been elected to the Technical Committee of the International Air Transport Association for a two-year term, which begins in September this year after the IATA AGM in London.

The Technical Committee is one of the five Standing Committees of IATA. (The others are: Financial, Medical, Legal and Traffic Advisory.) Its area of activities covers operations, including promotion of safety and efficiency of flights, standardisation of equipment, communications and radio aids for navigation, meteorology, airworthiness and maintenance,

aerodromes, air routes and ground aids.

The biennial meetings of this Committee survey a wide range of reports from various Advisory/Sub-Committees and Regional Technical Panels under its jurisdiction. The Technical Conferences convened by the Technical Committee every two years have been acclaimed by the air transport industry for the in-depth expositions which emerge from such Conferences.

Capt. Mathen has been associated with the technical activities of IATA for a number of years and has been an alternate member of the Technical Committee since 1970.



Capt. K.M. Mathen, Director of Operations

Critics impressed by Muzaffar's collages

THE Pundole Art Gallery in Bombay displayed paper collages by Muzaffar Ali, our Asst. Publicity Manager, for its prestigious anniversary show between May 3-16, 1972. For Muzaffar, who is a noted painter - one of his paintings is displayed at the National Gallery of Modern Art, New Delhi - this was the first attempt at collages and it proved to be a brilliant success, judging by the excellent press notices he received in Bombay.

In explaining how he came to paper collages, Muzaffar says: "Almost a year ago paper began to intrigue me. I began to discover its sensitivities, its weights, textures,

shades ... and this simple realisation found identity with my own personality and that which motivated me visually. So I began to work with paper, a very basic material, not for commercial or industrial or pictorial use, but as an end in itself.

"In this sense my collages become an experiment, a discovery. They help me explore the subtle ambiguities of reality camouflaged beneath the multiple membranes of existence. With a scientific process of working with the viscosity of oils, I attempt to bring alive the character of papers, the transparency of their colours. By analogy they might suggest to you the pattern of fungus on the walls, the texture of leather, the complexion of paper. They mean to me many more things that arise from the world in which I live, that explore for me the magic phenomena of existence. But finally they are in themselves paper, retaining an inherent character and resilience which I try to preserve intact".

Sensitivity

Muzaffar Ali uses paper with the same sensitivity as a painter might use paint. He pastes large sheets of paper of varying thickness, density, shade and texture on the canvas, then gives it an oil bath which helps to bring out the inherent patterns in paper. His preferred frames are the rectangle and the square which he fills up with "nothingness", as he puts it. "My collages are about nothing in particular".

He has arrived at this technique of using paper after a lot of experiments, which were not always successful. He started off with no pre-conceived notions but always tried to express something which he felt.

"For me painting is its own discipline. I work within the conformity of a canvas, and am regulated by its dimensions. The structural character of each painting is arranged almost with the discipline of a chemical equation" he says.

COME TO MY
COUNTRY,
DEAR VISITOR



india

AIR-INDIA



MUNICH OLYMPICS '72



If there was a competition for the World's most attractive Chief Air Hostess, we'd give the prize to Colleen Bhiladvala and not because she's Miss Air-India. And so we made a poster out of her.

We're not sure how many gold medals India will take out of Munich. But one thing we're sure of. If our Maharajah could lose a stone or two, the honest Bavarians would find them for him.

Although our Ministry of Culture does not have the snake charmer as No. 1 on their list, where the tourist is concerned, he's right up front with the Taj Mahal. So who are we to play him down.

The Krishna Legend in all its infinite variety weaves in and out of the decor of our 747s. Being modest, we must admit that no more beautiful interior exists in any pachyderm.



MUNICH OLYMPICS '72



The western world counts its sunshine in hours per year, with England a sole exception.

So come to my country, dear Visitor, come to the arms of my Sun.



MISCELLANY

Outlook for PATA Area

THE annual rate of growth of tourist traffic for the PATA area has, on an average, kept pace with world growth and in certain areas, it has been higher than 15 per cent", said Mr. R.N. Kaul, Director-Hotel Projects. Mr. Kaul was addressing the Annual General Meeting of PATA (India) Chapter, of which he is the Chairman, in Srinagar on April 23, 1972.

He said that with lowering of fares, increased and better hotel accommodation, bigger and faster aircraft, increasing charter operations and a general improvement in tourism infrastructure, Pacific tourism has a bright future.

He pointed out that India exceeded the 300,000 mark for tourist arrivals for the first time last year, though with a reduced annual growth of 7.2 per cent. But for the Indo-Pak war, the previous rate might have been maintained. Increasing number of Indians visited PATA areas during the year, but unfortunately there was no reciprocal traffic to India from the

PATA region. Mr. Kaul felt that India will have to launch a more vigorous programme of promotion in order to attract larger number of tourists from these areas.

Turning to problems of PATA, Mr. Kaul said that although the Pacific area has shown a sustained rate of growth of tourist arrivals, PATA must undertake expanded marketing activities to maintain past growth. He pointed out that because the PATA organisation is growing bigger and bigger there was less contact amongst the members. In order to strengthen PATA, it would be necessary to create greater interest in regional or area development. Mr. Kaul called for individual policies and actions to solve problems of infrastructure in certain countries. He emphasised the need for trained personnel. "PATA must expand its membership", he said.

He concluded by saying that the Indian sub-continent offers probably the greatest potential for expansion of tourism.



Cdr. M.S. Kohli of our Sales went on an extensive tour of Australia and New Zealand, during the course of which he addressed several meetings of mountaineering and trekking enthusiasts. He also appeared on TV and was interviewed on the radio, including the Overseas Service of Radio Australia. While in New Zealand, Cdr. Kohli called on Sir Edmund Hillary, the conqueror of Everest. Here he is seen with Lady Hillary and her daughter Belinda.

Gujarati Sanskritik Mandal

THE Gujarati speaking employees of Air-India have formed a social and cultural organisation called the Gujarati Sanskritik Mandal. About 80 staff have so far joined the new Mandal which plans to organise various cultural activities like entertainment programmes, film shows, picnics and

lectures by eminent personalities, etc.

The Mandal was inaugurated on April 23, 1972 at the Tarabai Hall, Marine Drive, by the wellknown Gujarati writer and film critic, Mr. Jitubhai P. Mehta. A Hindi film "Annapurna" was shown on the occasion.

Airlines & Agents

THE Airlines-Agents relationship was reviewed by Mr. K.K. Menon, our Regional Manager-India, in a speech given at the recent Travel Agents Convention held at Srinagar. He said that the great revolution in transport demands responsible and responsive leadership from the travel industry and it is their national duty to provide such leadership. "The travel agent does not merely offer service but he acts as an advisor and consultant", Mr. Menon said.

However, Mr. Menon pointed out, the travel agent's responsibilities are not fully recognised within the community. "Your problem is not that the public thinks you are unreliable or even expensive, but the vast masses do not know what you can do and how you can serve them better".

As far as Air-India is concerned, Mr. Menon said: "We acknowledge your importance to us. You are our bread and butter. I would like to express our deep gratitude for your work and services to the community in general".

He wanted to see the travel agency business accorded greater recognition as a necessary and integral part of the marketing branch of international air transport industry. "I am of the opinion that there should be greater involvement in all aspects of the travel industry between airlines and agents for their mutual benefit".

Factors

After dealing with what an agent should do for his customer, Mr. Menon went on to list the factors which govern an airline's choice of an agent. He said that an airline may choose an agency for its location in the heart of a potential market area; its promotion policies, ability to provide certain services and its financial and management capabilities.

Mr. Menon pointed out that the business of travel and tourism has a great future, but, he felt, it was necessary to work hard to meet the challenges of the future and reap the full benefits.



The First World Congress for Air Transportation and Tourism was held in Madrid recently. The photograph taken during the Congress shows (from L to R) Mr. Rawat, Regional Director of Tourism, Europe, Mr. A. Dias, T.C.I., Frankfurt, Mr. N.H. Dastur, RMCE, Mrs. K.S. Bamji, Tourist Director, Paris, Mr. M.K. Sippy, ASM, Madrid, H.E. Mr. Bikram Shah, Indian Ambassador to Spain, and Mr. M. Barretto, Manager-France.

Inter Continental IHC Rally

AN Air-India team from Frankfurt entered the Portman Inter-Continental IHC Rally. The drivers were Frank Roeters, our Marketing Manager-Germany, and Horst Stephan, Cargo Sales Manager-Frankfurt. During their stop-over at the Portman Hotel, London, they were welcomed by Trevor Turner, Publicity Manager-UK. Driving an Open Commodore,

this was the fifth year the Air-India team from Frankfurt entered the rally. They were positioned ninth in the final total of 94 teams who completed the entire rally. In three previous rallies the Air-India drivers from Frankfurt have been placed first.

(L to R) Mr. M.D. Rajpal, Additional Chief Secretary, Govt. of Gujarat, Mr. J. J. Mehta, Chairman and Managing Director, Indian Petrochemical Corporation Limited and Dr. B.D. Tilak, Director, National Chemical Laboratory, Poona, left on our service for Frankfurt. They were seen off at Bombay Airport by Mr. C.S. Nagwekar, our Sales Representative, Baroda, who is seen on extreme left.



WEDDING

25 Years

THREE staff from the Commercial Department recently completed 25 years service in the Corporation. They are Mr. S.Srinivasan, Manager-Dubai, Mr. M.C. Vania, Asst. Manager-Postal Air Mails and Mr. N.D. Dastur, Officer-Postal Air Mails, both from the General Services Section.

In a letter congratulating them on completion of 25 years service, Mr. S. K. Kooka, Commercial Director, said, "I would like to convey my appreciation of your loyalty to the organisation and your dedication to duty. I wish you a continued successful career in Air-India".



Vimala with Ganapathy of General Services.



Mr. Om Sawhney, Deputy Director of Engineering, making a presentation to Mr. P.K. Iyer, Asst. Manager (Engineering Training Division), who retired from the Corporation after 16 years service.

Mr. P.K. Iyer lays down his aircraft manuals

MR. P.K. Iyer, Assistant Manager, in the Engineering Training Division, finally laid down his aircraft engineering manuals after 16 years, when he retired from the Corporation recently. The manuals had become part of his life, ever since he joined Air-India in December 1955 for he came to the Engineering School (as it then was) as a technical instructor and remained there throughout.

At a farewell party given by the staff of the ETD, glowing tributes were paid to Mr. Iyer. Mr. Om Sawhney, Deputy Director of Engineering, who was the Chief Guest, praised Mr. Iyer for his honesty, sincerity and hard work, sentiments which were shared by Mr. P.G. Gadgil, Manager of the Division.

Mr. Gadgil said that Mr. Iyer's capacity for hard work was unrivalled in his experience. In the initial stages he would come an hour before the normal time in order to study. "In those days he lived in a far-off suburb and was here usually by eight", he said. "He was always punctual".

Endearing

Another of his endearing characteristics was that he would never get annoyed, no matter how violent the argument. He would calmly answer all criticism in his soft, quiet voice. "He never sought popularity, yet he was probably the most popular man around here", said Mr. K.R. Asundi, Assistant Manager.

Mr. Iyer had a varied career. Starting as a surveyor, he went on to become an Estate Manager, an Air Force technician during the World War and later a lecturer at the Madras Institute of Technology, from where he came to Air-India.

Wherever he went, whatever job he did, his approach was the same - complete dedication to the job in hand. His last job in Air-India was the selection of graduate engineers, which he did with his customary thoroughness and without fear or favour.

With all his children well settled in life, Mr. Iyer has no problems, except inactivity which to a man of his nature is galling, but no one in the ETD believes he will remain so for long.

Nangaparbat at Doha

OUR Boeing 707 "Nangaparbat" landed at the Doha International Airport on April 2, 1972 for the first time. The aircraft carried 60 children of Indian employees of the oil companies and other commercial organisations in Doha. The children flew from India to spend their summer vacation with their parents.

On hand to greet Capt. K.N. Kamath and crew who brought the flight were Mr. Sami Gayed, Director General of Civil Aviation, Mr. G.K. Kapoor, our Asst. Manager Bahrain, and Mr. K. Sivaraman, our District Sales Manager at Doha who had done a lot of hard work to make all the arrangements for the children's travel.



Capt. K.M. Kamath (4th from left), Commander of our first flight to Doha seen with Mr. Sami Gayed, DGCA (on his left) and Mr. G.K. Kapoor, our Asst. Manager, Bahrain. Mr. K. Sivaraman, DSM-Doha is at extreme left.

Fine Arts Group inaugurated by AMD

THE Air-India Employees Fine Arts Group was launched with a Malayalam play "Visuddha Papam" (Sacred Sin) at the St. Antony's School Hall, Santa Cruz, on May 1, 1972. The hall was packed to capacity as the curtain went up at 06.30 p.m.

Mr. K.K. Unni, Assistant Managing Director, was the chief guest on the occasion. Among those present were Mr. S.K. Nanda, Chief Personnel Manager and Mr. Hans Bhugra, Municipal Councillor.

In his inaugural speech, Mr. Unni said that he welcomed the formation of this Group. "India has a long and rich cultural tradition in music, drama and literature", he said. "And if Air-India staff, who come from all parts of the country, help in maintaining this tradition, in however, small way, it is some thing to be proud of". He said

that he was not going to make a long speech, because, as he put it: "speech-making is not a Fine Art".

Earlier, Mr. U.P.N. Rayan, Chief Flight Purser, who is the President of the Group, welcomed Mr. Unni and Mr. Mukundan Menon from our Standards Division, who is the Secretary, gave a background to the Group's activities.

Social Comedy

"Visuddha Papam" proved to be an interesting social comedy, which despite its non-too-original a theme, managed to keep its grip on the audience through humour and clever dialogue. The interest was heightened by some first rate acting. By far the best performance was put up by Mr. M.J. Paul, Traffic Assistant, whose portrait of a miserly village



Mr. Mukundan Menon, Secretary of the FAG, presenting a bouquet to Mr. K.K. Unni. Below, the large gathering watching the play "Visuddha Papam".

lender was of near-professional standard. The others who did well were Mr. P. Ramachandran, Mr. R. Sathyavan and Mrs. Vasantha Janardhanan.





Zeenat Aman and Dev Anand, the two wellknown film stars, photographed at London Airport before leaving on our service.

OBITUARY

Mr. K. P. Pawar

We regret to report the death of Mr. Kashiram P. Pawar, Cleaner in the Engineering Department, on April 21, 1972. He was 37.

Mr. Pawar was with the Powerplant Overhaul Division since July 1958. He had been in indifferent health and

was hospitalised in March 1969. For a while he recovered and continued to come to work on and off.

He is survived by his wife, a son and four daughters, to whom we tender our sincere condolences.

A-I team in Good Year Regatta

THE Air-India team put up excellent performance in the Good Year Regatta 1972 in Calcutta. The team reached the semi-finals and were placed fourth in the Regatta, which was held at the Rabindra Sarobar (Lake).

With three novices and hardly ten days practice, the team did extremely well against keen competition from more experienced teams.

This is the first time over that Air-India, Calcutta has participated in any Regatta and our team deserves congratulations for their performance.

The Good Year Trophy is a new annual event introduced from 1972. Our team which consisted of Noel B. Daniel, M.J. Rodrigues, Noshir Antia and Somnath Mookerjee (with D. Banerjee, an outsider as the cox), hopes to do better next year.

The Air-India team which took part in the Good Year Regatta in Calcutta. From L to R are N. Daniel, M. Rodrigues, N.S. Antia, S. Mookerjee and Guest Cox D. Banerjee.



BENEFIT MATCH FOR MANJREKAR

He is out now!

TEST cricketer Vijay Manjrekar, who is our Sports Officer, ended his first class cricket career by leading a side in a Benefit Match arranged in his honour at Hubli recently. The opposite side was led by India's current Test Captain Ajit Wadekar. Participating in the 3-day match were many past and present Indian test cricketers. The wellknown West Indian player Rohan Kanhai flew all the way from London to Bombay to take part in the match.

Eknath Solkar, Rohan Kanhai and Syed Kirmani, who made centuries, entertained the large crowd with some brilliant stroke play. Manjrekar himself was 60 not out and the other top scores were made by Chandu Borde (82) and Durani (43 and 70).

Manjrekar's first class career spanned over the period 1949-50 to 1971-72, during which he scored a total of 13,771 runs with the highest score of 283 which he made in 1963-64 in the Gold Cup Tournament played at Hyderabad.

Test career

He played in all 55 test matches for India and toured England and West Indies twice and Ceylon and Pakistan once. His test score was 3,200 runs with seven test centuries. His highest test score was 189 against England in 1961-62 in India. In his career he played against every cricketing country except South Africa.

Cricket lovers in Air-India contributed Rs.2,124 to the Benefit Fund for Manjrekar. Mr. D.P. Nimkar, Engineering Manager (Overhaul) and Chairman of our Sports Control Committee, presented the cheque to Manjrekar at a small function in the Personnel Office on May 9, 1972. Present on the occasion were Mr. S.K. Nanda, Chief Personnel Manager and representatives from the other departments.

In a message published in the souvenir brought out to commemorate



Rohan Kanhai (L) and Vijay Manjrekar during the Benefit Match for Manjrekar who was playing at Hubli. As a school boy, Kanhai had watched Manjrekar play in George Town in 1953. Later they met while playing in the Lancashire League in 1957 and have been friends since.

the Benefit Match, Mr. J.R.D. Tata said: "I am happy to learn, and so will all lovers of cricket, that a Benefit Match has been arranged for Vijay Manjrekar, to pay tribute to a great cricketer, who has provided many hours of scintillating cricket during his distinguished career, and enhanced the good name of the game."

"Manjrekar has still to play a great part in the promotion of this game by guiding and shaping the careers of our future young cricketers."

Mr. & Mrs. Zuber, famous French film producer of Wildlife films, photographed before their departure for India from Paris.

