

# The Magic Carpet



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## CONCORDE: "It was great"

— Capt. K. M. Mathen

"HOW was the flight?", the Chairman asked Captain K.M. Mathen, Director of Operations, as he came down the step-ladder of the Concorde 002 at Bombay airport on June 6, 1972. "It was great. We hardly felt the transition from subsonic to supersonic flight", Captain Mathen replied.

The Chairman and Mr. David Nicolson, Chairman, British Airways Board, were among the guests present to greet the Anglo-French prototype supersonic airliner on its first ever visit to India.

Captain Mathen and Mr. V.N. Herekar, Engineering Manager (Technical Services), were specially invited to fly on the Concorde from Bahrain to Bombay.

Later in an interview with the Magic Carpet, Captain Mathen talked of his experiences of the flight. He said that during take-off, the acceleration was extremely rapid. "This is natural because the power/weight ratio of the Concorde is pretty high", said Captain Mathen. "Concorde weight is about the same as that of a Boeing 707-337C, but its engines are more than twice as powerful, which give the Concorde its tremendous acceleration on the ground as compared to the 707 or 747. Apart from this there is no other sensation. In fact, the transonic acceleration proved a bit of an anticlimax for me, since it was no different from the subsonic acceleration of our own subsonic 707's. Of course, the machmeter and ground speed read out on the INS soon helped me to regain perspective."

Captain Mathen said that contrary to popular beliefs about the sound barrier, no passenger on the Concorde will ever notice the difference between subsonic flight and supersonic flight.

Speaking as a pilot, Captain Mathen said that the Concorde is like any other aircraft. Its cockpit, although small, is not very much different from the current generation of aircraft and it should pose no problems in flying.

"The Concorde has proved the technical feasibility of building large supersonic transport aircraft", said Captain Mathen. He was, however, not so sure about its economics, which had still to be proved in airline operation.

Asked for his impressions of the flight, Mr. Herekar said: "It was delightful, particularly when we were descending. You are so used to seeing that vast expanse of the wing outside your window, but in the case of the Concorde, there was almost no wing to be seen, or very little of it. The sense of speed was therefore much stronger and it was exhilarating to watch the clouds flit past your window".

Mr. Herekar was told by the Concorde crew that the plane performs much better in the tropics than in temperate climates. This was proved in the flight from Bahrain to Bombay.

(Continued on page 2)

Captain K.M. Mathen, Director of Operations (L) and Mr. V. N. Herekar, Engineering Manager (Technical Services) photographed at Bombay airport with Mr. Brian Trubshaw, Director of Flight Tests, British Aircraft Corporation, below the needlelike nose of Concorde on June 6, 1972.



## Trans-Atlantic walk on a jumbo flight

**F**LYING three thousand miles across the Atlantic is all very well when you are an airline passenger. But what about the air hostess? How far does she walk as she goes up and down the aisles looking after as many as three hundred passengers aboard a jumbo jet?

Air-India decided to learn just how much walking is involved in a trans-Atlantic flight. So we sent Deputy Chief Air Hostess Jane Coelho (right) on one of our daily Boeing

747 flights from London to find out. Jane's method was to give hostess Pam Phillips of Orpington a pedometer to attach to her leg for the duration of the flight.

The result was a total 14½ miles for the round London/New York/London trip. On her return to Heathrow Airport, Jane said, "In a Boeing 707 we only clocked 9½ miles for the same distance. Now we average one mile for every hour of flight time".

## The Summer Time-Table

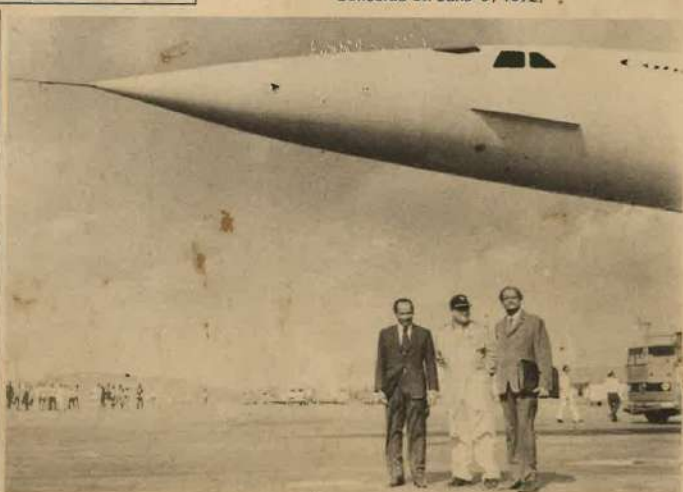
**A**IR-INDIA introduced a daily Boeing 747 service from Bombay to London and New York via Middle East and Europe from June 11, 1972, when our new summer time-table came into effect. London is also served with two 707 terminator services via Middle East and Europe.

In addition Air-India operates two Moscow terminator services via Teheran and four Gulf terminator services.

Air-India now offers more services through European points than any other airline operating between India and Europe. There are now five services a week through Frankfurt, six through Paris, four through Rome and three through Geneva, in both westbound and eastbound directions.

Air-India continues to operate five services a week to Tokyo, three to Nairobi, one of which is extended to Entebbe and three to Singapore, one of which is extended to Jakarta. Of the remaining two services to Singapore, one is operated to Nandi via Perth and Sydney. In addition a twice weekly service is operated to Dacca and a weekly service to Mauritius.

With the new summer time-table, Air-India operates a total of 13 flights a week between Delhi and Bombay (both 747 and 707) and 11 a week in the reverse direction. Air-India has assured Indian Airlines that on an average 100 seats a day will be made available for IA's use on the Delhi-Bombay route in each direction.







Miss Lisa Tinkelenberg, our Receptionist in Amsterdam, being presented the first prize in the Miss Interline Holland Contest held in Amsterdam last month.

## CONCORDE

(Continued from page 1)

"We crossed the sound barrier at 29,000 ft. and by 52,000 ft. we were already cruising at Mach 2.05 or twice the speed of sound. In the temperate regions the plane would have had to climb to a higher altitude to achieve this speed and the fuel consumption would have been proportionately higher."

At a News Conference at Bombay Airport, Mr. Michael Haseltine, the British Minister of Aerospace, who was on board the Concorde, dispelled fears about sonic boom, noise and pollution and said that extensive tests conducted so far have revealed that very little damage is done by the Concorde to the environment. He also said that the production aeroplanes would be a good deal quieter and would emit no smoke.

On its way back from the Far Eastern Tour, the Concorde paid a two-day visit to Bombay at the end of June. The demonstration flights were, however, cancelled because of bad weather.

## LETTER FROM EUROPE

By Pat Rodricks, Geneva

AIR-INDIA staff were closely connected with making arrangements for the Prime Minister Mrs. Indira Gandhi's European Tour. From Stockholm she was accompanied by Ajit Singh, Manager for Benelux and Scandinavia and from Prague, Basil Dhar, Manager-Eastern Europe, took over. All land arrangements and ground handling were supervised by Freddy Herzig, assisted by our two receptionists, Esther Lobo and Sheila Mathrani.

### Geneva

Apart from the PM, our other distinguished visitor from India was Sherpa Tenzing Norgay. Despite the early hour, journalists and cameramen from the Swiss TV and press were at the Airport to meet the Sherpa. Tenzing was accompanied by Commander M.S. Kohli.

Their visit coincided with the 20th Anniversary of the Swiss Expedition to Mt. Everest, when Mr. Raymond Lambert and Tenzing discovered the South Col Route, but were forced to abandon their ascent due to adverse weather conditions.

During this visit, Mr. H.C. Sarin, President of the Indian Mountaineering

Federation and Secretary, Ministry of Steel & Mines presented Tenzing and Mr. Lambert Scrolls of Honour to commemorate the event. Incidentally, Tenzing and Mr. Sarin celebrated their birthday on the same day (May 27) and a cocktail party was given on this occasion by Sydney Fernandes, Manager-Geneva. Tenzing and Commander Kohli also visited Germany and Austria to help us promote Trekking Tours to India.

Geneva now has a weekly Tuesday-Wednesday 747 service. To mark the inauguration of the first jumbo flight, a Press Conference was organised by Sydney Fernandes and Jot Singh at Cointrin Airport which was attended also by H.E. Air Marshal Arjan Singh, the Indian Ambassador to Switzerland and H.E. Dr. P.K. Banerjee, India's Ambassador to the UN in Geneva. After the Conference, the guests were shown the interior of the aircraft which was acclaimed by all as being the finest they had ever seen.

For the first time we participated in the Interline Bowling Contest in Geneva. Our team consisted of Ali Dharmasey, Jean-Pierre Platz, Jot Singh and your correspondent and I am very happy to report that even though



Mr. P.B.Dhar, Manager-Eastern Europe, Prague, handing over a collection of records of Indian music to Dr. J. Cabalka, Director of the Musical Theatre, Prague.

we were not among the first three, we did extremely well among more than 25 teams. With some practice we hope to better next time.

and we do hope that she will continue to keep Air-India's flag flying in the Netherlands.

### Amsterdam

Hearty congratulations to Lisa Tinkelenberg, Receptionist in Amsterdam who won the first prize in the Miss Interline Holland Contest held in Amsterdam last month. Lisa has now been selected to enter the Miss Aviation International Festival in October this year which, for the first time, will be held in Holland. We wish her every success for the MAIF

### Paris

Robert Robins, PRM for France was invited to participate in an important convention organised by a Paris firm. During the Convention, he distributed Air-India publicity items and gave a lecture and a slide presentation on the important touristic aspects of India. This event was a great success and as Robert reports: "The participants have decided on the spot that India will definitely be the place for their next holiday".

Commander M.S. Kohli and Sherpa Tenzing Norgay (centre) with Mr. R. Lambert, the famous Swiss Alpinist, at Geneva Airport. Mr. S.J. Fernandes, our Manager-Geneva, is at the left.



India Week was held at the Anglais Hotel in Stockholm recently. The photograph shows (from L to R) Mr. A. Lindquist, our DSM, Stockholm; Mrs. E. Gill; Mr. H.S. Gill, SM, Scandinavia; Miss P. Roth, Manager, Indiska; Mr. Arun Guha, Director of our Tourist Office in Stockholm and Mr. Chris Folcker, Managing Director, Anglais Hotel.



# Mr. Mahta returns to U.S. as R.D.

THE staff of Headquarters and the Commercial Department gave a memorable farewell to Mr. Peter Mahta, Deputy Commercial Director, on the eve of his departure for the United States to take up his new appointment as Regional Director - USA & Canada. The farewell tea party, which was held on July 3, 1972 in the recreation room on the second floor of the Air-India Building at Nariman Point, was attended by Air Marshal M.S. Chaturvedi, Managing Director and the members of Air-India's Management Committee.

It was one of the best attended parties ever seen at Headquarters and, as Mr. Mahta was to say later, it made him feel very proud.

The honour of making the first speech went appropriately to Mr. S.K. Kooka, Commercial Director, who made a characteristically humorous, but brief speech. He said that Mr. Mahta has been with Air-India for 24 years, having joined us in London in 1948. "That is a long time, but he does not show it, in spite of the 3½ years spent in reasonable proximity to me".

## A privilege

Mr. Kooka said that it was a joy to work with Peter. "I would go further and say it was a privilege. He lightened my burden considerably and I used to sleep soundly at night knowing that he was in the office."

"Peter is going to the United States as Regional Director. The US has a target only next to India's, so he has a big job waiting for him. As you all know, we now have a daily 747 service to the USA and it will be Peter's responsibility to secure adequate loads on this service, to ensure that our North Atlantic 747 operations will be proved successful. This should not make it very difficult for him, bearing in mind the fact that he has to sell a \$450 round-trip fare to India and back, which, incidentally, is cheaper than the one-way Economy fare!"

Mr. Kooka wished Mr. and Mrs. Mahta many years of happiness. "I don't have to add prosperity, because America means that", Mr. Kooka added amidst laughter.

In his speech the MD praised Mr. Mahta for his work whilst in Bombay. "As Mr. Kooka said, he is a

most unflappable man. There is something of the soldier in him, the same disciplined approach to problems without the tendency to panic in times of a crisis. He may disagree with you, but once a decision is taken he carries it out without questioning it. I always relied on his balanced judgment", said the Air Marshal.

The MD added that Mr. Mahta's experience at Headquarters should

stand him in good stead in his new assignment and he had no doubt that he would do well for himself and Air-India.

Mr. K.K. Unni, Assistant Managing Director, also joined in paying tributes to Mr. Mahta. He said that he had known him for over a decade; even before he became our Regional Manager in the United States. "After he came here our association became

even closer", said Mr. Unni.

"Mr. Mahta has had rich experience in the field and when we recalled him, not many senior people were willing to come back, we felt this would be of particular assistance to us here at Headquarters. Now with his 3½ years in Bombay he is undoubtedly better informed of the problems here as well as the economic problems of the country, all of which should help him to do his job in the United States more effectively".

Replying to the tributes paid to him by the CD, MD and AMD, Mr. Mahta said that he and Mrs. Mahta had enjoyed every minute of their stay in Bombay and would always carry pleasant memories of his years at the Headquarters. He particularly appreciated the friendly approach of staff.

"It was a nice thing to be greeted by a warm and friendly smile by Mrs. Perin Dewani every morning as well as other staff. I shall miss all this very much in the United States", he said.

## A perfect gentleman

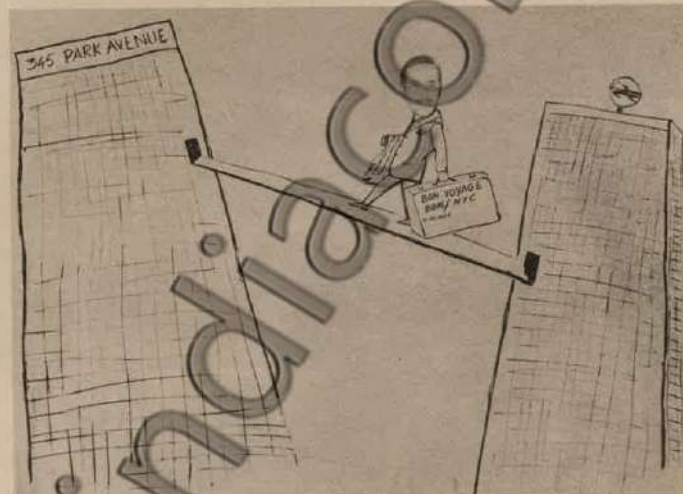
He said that he had found the Managing Director "a perfect gentleman" and the AMD "a wise counsellor". "I have learnt to admire Mr. Kooka greatly in my last 3½ years here", he said. "I first met him, as he said, in London in 1948 when I was with the General Services of Tata Inc. But I had no close association with him until I came to Bombay. Among the many admirable qualities which I discovered in Mr. Kooka was that he never raised his voice even when he had 101 problems to deal with. As you know the pressure on him is intense".

Finally he said that this is not a farewell "because I shall be coming here from time to time and if any of you are in New York, you are welcome to come and see me".

Everyone who was present at the party agreed with Mr. P.A. Narain who said at the beginning that it was only yesterday that Mr. Mahta arrived in Bombay to take over as Deputy Commercial Director, and it was difficult to believe that 3½ years had passed and that he was going away.



Air-India crew who flew the Prime Minister on her recent tour abroad.



This delightful cartoon drawn by Mr. K.K. Save of our Art Studio was displayed on the wall of the Recreation Hall. The idea was of Mr. P.A. Narain.

"It was a nice thing to be greeted by a warm and friendly smile by Mrs. Perin Dewani every morning....." Mrs. Dewani garlands Mr. Mahta, while Mrs. Mahta looks on.



## NEW BOARD MEMBER

### Mr. Bhag Israni

Mr. Bhag Israni, Chairman of the International Airports Authority of India, has been appointed to the Board of Air-India and Indian Airlines.





Dr. Karan Singh, Union Minister of Tourism and Civil Aviation, speaking at the Tourism Conference in London on June 8, 1972. The others in the photograph are (from L to R) Mr. N. Sahgal, Air Marshal M.S. Chaturvedi, Mr. S.K. Kooka, Mr. M.S. Sundara and Mr. Ashok Chatterjee.

# How to get a million

**O**PERATION Europe' is now well-established and the link-up between Air-India and the Department of Tourism has been extended to cover the U.K. and North America from April this year, said Dr. Karan Singh, Union Minister of Tourism and Civil Aviation. He was addressing the Annual Tourism Conference in London on June 8, 1972. Dr. Karan Singh expressed the hope that by next April this link-up would be extended to cover Japan and Australasia.

The Conference was attended by Mr. N. Sahgal, Secretary, Ministry of Tourism and Civil Aviation, Air Marshal M.S. Chaturvedi, Managing Director, Mr. M.S. Sundara, Chairman, India Tourism Development Corporation, Mr. B.N. Raman, Director General, Tourism, Mr. S.K. Kooka, Commercial Director, Mr. M.A.S. Dalal, RD-UK, Mr. N.H. Dastur, RM-CE, Mr. M.I. Qadir, RM-USA & Canada, and Government of India Tourist Directors in Europe and USA.

After a brief reference to the political and economic conditions in India, "to get our political perspective and ideological vision quite clear", as he put it, Dr. Karan Singh said that tourism should be an integral part of the economic activity in India. He felt a crash programme was needed to meet the target of 400,000 tourists to India by 1973, and a million by 1980.

Dr. Karan Singh referred to certain developments which have taken place in India like the setting up of an

International Airports Authority and the National Tourism Board. The IAAI which came into operation on April 1, 1972, will be responsible for the four international airports in India - Delhi, Calcutta, Bombay and Madras. He pointed out that over 80 per cent of our foreign tourists arrive by air and their first impressions of India are formed by our airports. We are therefore spending a great deal of money in the fourth and fifth plans to build these airports. "We are building Delhi first and after that we will build Bombay and Madras", said Dr. Karan Singh. Calcutta Airport has already been rebuilt. With the situation in West Bengal now normal, Dr. Karan Singh felt that efforts to encourage tourism to this region should be made.

The other important development was the setting up of a National Tourism Board, in addition to the Tourism Development Council which has existed for some time. The latter is a very large body and it was thought that a smaller apex body with about 15 members would be useful.

Dr. Karan Singh himself is the President of the National Tourism Board with the Minister of State as the Vice President. The other members of the Board are drawn not only from the Government but from various organisations connected with tourism, including Air-India and Indian Airlines.

"On this apex body we have got together all the vital interests in the

Government of India and in the private sector and the task that I am giving to this new body is to prepare a National Plan for Tourism".

The National Plan for Tourism, Dr. Karan Singh explained, would cover the total investment on tourism in India during the Fifth Five-Year Plan period starting from 1974, not merely by the Government of India, but by State Governments, local bodies, like the municipalities and even the private sector. Archaeology and Road Transport would come under it too.

## Rate of growth

Dr. Karan Singh said that last year just over 300,000 tourists had visited India. Although the rate of growth was actually lower than the previous year, "frankly it fell less than I thought it would" - nevertheless he felt that given the conditions in the sub-continent it was a good record. "The tourist is a very sensitive commodity and he will obviously not go where there is a possibility of trouble".

He said that he should like to express his appreciation for the work done by all those present at the conference. "It was a very commendable performance. We must get 400,000 tourists into India by 1973. This is your immediate plan".

Some very knowledgeable people have said that it will not be possible for India to achieve this target. "I am

not sure of the percentage of growth that is required to go from 300,000 to 400,000 in two years. But whatever it is it has got to be achieved", he said.

Dr. Karan Singh said that he had laid down a target of 800,000 tourists at the end of the Fifth plan, i.e., by the year 1978, which means doubling of India's tourists flow in five years. He realised that this was quite an ambitious programme but he was confident that it could be achieved. "One million tourists at the end of 1980" should be our slogan, he said.

"I think one of our major achievements in the last four or five years has not been so much the growth of tourism, although that has been impressive, but the growth in what I might call 'tourism awareness' or 'tourism consciousness'. Today everybody in India realises the importance of tourism", said Dr. Karan Singh.

He said that he had been looking after the portfolio of Tourism for five years and if he were asked what was his major achievement he would not point to the beautiful hotels that have been built by the Government, like the Akbar in Delhi and Ashoka in Bangalore, but to the fact that he had been able to "inject into the national consciousness an awareness of the importance of tourism".

He summed up his speech in these words: "We are aiming at a self-reliant economy in an egalitarian society". He believed tourism could contribute to this immensely.



his turn came to speak at the Annual Tourism Conference in London, Mr. S.K. Kooka, Commercial Director, felt that this would be an appropriate time to read to the audience a poem, the authorship of which he did not divulge until he had finished reading it. He then read that the poet was none other than the Chairperson of the meeting, Dr. Karan Singh. Mr. Kooka then recited that poetic licence in great measure be bestowed on vis-a-vis his own utterance at the conference, he then recited in blank verse. We reproduce the two poems.

## The Seminar...

SAT THE LEARNED,  
ROWS OF SODA-WATER BOTTLES  
ING THEIR TURN TO BE DRUNK,  
ONE BY ONE  
WADDLED TO THE MIKE AND THERE  
FURLED  
PRIVATE PREJUDICES  
D IN THE ROBE OF REASON;  
A JAUNTY LITTLE COCKROACH,  
TO AND FRO WHILE SPEAKING,  
HER STOOD IN SOLEMN GRANDEUR  
A STATUE CARVED WITH MOVING LIPS,  
RD, BEARDED AND GRIM  
BLARING LIKE A HAWK,  
DOWN IN GARRULOUS FEROCITY  
THE AUDIENCE;  
THUS IT WENT  
IN GOD'S OWN TIME,  
WORDS SLOSHED ALL AROUND THE  
WIDED HALL,  
MERCIFULLY LEFT FOR LUNCH

Dr. Karan Singh

## on Tourism

SAT THE EXPERTS  
URISM AND TOURS, HUTMENTS & TIPS,  
OWS OF TIRED ROUND-THE-WORLDEERS  
ING THEIR TURN - DEAD BEAT.  
ONE BY ONE  
STRUGGLED TO A MILLION COUNTERS

HERE UNFURLED  
BIRTH MARKS, YELLOW FEVER CHITS  
DOLLAR CHEQUES,  
TOGRAPH OF THEIR GRANDFATHER  
ING HIS LAST,  
UR GOVERNMENT'S REGULATIONS ARE  
ED IN REASON

A JAUNTY LITTLE BUDGERIGAR  
TO & FRO - ANGRY AND RIGHTLY SO,  
THERS WERE IN SOLEMN MOURNING,  
GOR MORTIS HAD GENTLY SETTLED  
MUCH THRASHED WORD  
LTRA - BUT INFRA, WITH  
STRUCTURE TO SHOW, FOR YEARS OF NO

AS A BLIND MAN  
AD NO VISION,  
HE - WE COULD USE TODAY  
USAND ROOMS ON THE WHITE SANDS OF  
HEY LAUGHED AT HIS LACK OF VISION  
TUE CARVED WITH CRUEL LIPS  
D AND GRIM - OUR FINANCE MINISTRY'S  
RING HAWK'S GAZE IN CONGENITAL  
OCITY  
E THOUGHT OF TOURISM HELPING THE  
NOMY

ME BALEFUL LOOK  
ORTED CARS AND PASSENGER COACHES,  
BARETS FOREIGN AND EXCHANGE RATES  
TOURISTS.  
IE LOVE OF THEIR LIFE IS ELEVEN TO  
DOLLAR  
N ILLICIT AFFAIR WITH A "P" FORM,  
ED HORROR.

HUS IT WENT - NO LAISSEZ, NO FAIRE,  
IN GOD'S OWN TIME  
U IN THIS ROOM WILL HANG ON THE

ANNUAL THEME SONGS  
ONCE AGAIN SING,  
MERCIFULLY LEAVE LONDON  
EVER GIVE IN!

S. K. Kooka



Our contribution is acknowledged on the cage of the Gir Lion Cubs recently presented to the Jersey Wild Life Preservation Trust by the Fauna Preservation Society in England. The inset photograph shows one of the 14-month-old cubs relaxing in their new surroundings at the Jersey Wild Life Preservation Trust several days after they had flown from India with us. It is hoped to breed from this endangered species.

## London hosts Tourism Conference

THE Captains and the Kings from Air-India and the Ministry of Tourism and Civil Aviation, together with a number of Lieutenants, arrived in London early in June for the Annual Conference on Tourism. This was graced by the presence of the Minister who was accompanied on his visit to London by his wife.

He had a Press Conference on arrival and Chaired the Conference on the first day. The Tourist Office-London entertained the delegates on the first evening and after drinks at the Director's flat we all went to the Elizabethan Room where we had dinner in Elizabethan style. There was much merry making and singing and several solos from the Manager-London. (We have since heard rumours about proposals for contracts with Scala Milan).

On the final evening we were the hosts to a number of delegates at Skindles at Maidenhead, and we were lucky that the sun allowed us to enjoy a few minutes on the lawns facing the river. London were pleased to be hosts for the Conference and everyone

worked hard to make it a success. We hope our visitors learned a lot and enjoyed themselves as much as we did.

Our fourth Boeing 747, 'Emperor Vikramaditya', passed through London on its non-stop delivery flight to Bombay which took eight hours thirty-nine minutes, a record for the 747. This event was widely covered in the British Press. The fourth 747 brings into our schedules a daily service both to the East and the West, which is a big selling point for us.

It's mango time again. The Ladies of the Women's Travel Club were our guests at the Annual Mango Party. As usual it was a very happy event attended by eighty members of the Club and hosted by our Phil Bocarro, who this year is Chairman of the Women's Travel Club. The Sales Department were there in force assisting Phil and they appeared to be enjoying themselves chatting with the ladies over luscious mangoes.

We welcomed to London two fourteen-month old Gir Lion cubs who survived the long journey from

Junagadh Zoo and were continuing their journey from London to the Jersey Wild Life Preservation Trust. The cubs were presented by the Fauna Preservation Society to the Trust in order to establish a breeding nucleus.

It is always nice when we see old friends and recently we had a visit from Fred, the Welshman, who many of us remember and we were pleased to see him looking so well. He asked for his good wishes to be sent to any of his old friends who might read the London Letter.

The Airport Bowling Team are to be congratulated on the Trophy they received as the Best Sporting Team, which was presented to them at the Airport Bowl, for the season.

Our UK Advertising Campaign has started and our Award-winning TV Commercial was seen on Thames Television during the months of June and July. Although the advertising is directed towards our daily service to New York, and the difference of our 747s, the main theme is 'Namaste'.

Left: It was all hands to the pump by the boys in the Sales Department who helped Phil Bocarro entertain the Members of the Women's Travel Club at the Annual Mango Party in the Bond Street Booking Office. The two pairs of hands here at the pump are Keith Haworth and Mike Quinton from Sales. Right: Chairman of the Women's Travel Club, our Sales Supervisor Phil Bocarro entertained the Women's Travel Club at the Annual Mango Party and is seen here (right) with some of her guests.







Members of the Air-India Colony Football Team which won the Annual Football Tournament organised by the Colony Sports Club are seen with Mr. S.K. Nanda, Chief Personnel Manager (7th from left) and Mr. K.A. Sapat, Industrial Relations Manager, after the finals.

## Colony team wins Cup

THE Air-India Staff Colony team scored a notable victory in the finals of the Annual Football Tournament organised by Colony Sports Club. The Colony team defeated the Bank of India 3-2 in an exciting match watched by nearly 7,000 spectators.

A total of 12 teams participated in the Tournament, which was played on the Colony Sports Ground. The Colony team came up to the top after beating such formidable teams as Larsen & Toubro, Indian Tool Sports Club and Guest Keen Williams. The team scored as many as 26 goals in the four matches they played. In the finals C.D. Shetty, Satish Telang and Larry Simoes scored the three goals which won the championship to the team.

Mr. S.K. Nanda, Chief Personnel Manager, was the chief guest on the last day and distributed the prizes.

## WEDDING



Sanjivani to Ashok, son of Mr. V.G. Mokashi, Office Superintendent, Headquarters.

# BATTLE OF THE BULGE

By M. Chudasama, New York

IT is hard to pinpoint with any accuracy when we first became conscious of the bulging phenomena in Air-India. It was strictly a case of gradual, and we hope, planned expansion. Unlike the first impression of our wide-bodied Jumbos, the bulge was not immediately visible. With the passage of time, it did become noticeable. The first, small signs we detected were practically staring us in the face.

Earlier this year, all the accumulated evidence indicated that the Public Relations Assistant, Pallavi Shah, was showing signs of growth entirely out of proportion to her caloric intake. And she was not the only one. Diane Kellam from Reservations

appeared to be embarked on a similar inflationary trend, along with her colleague, Gloria Curzio. Our three lovely ladies were well on their way to motherhood. The President has legislated an end to monetary inflation, but these cases are not covered by the Administration's guidelines!

Discreet investigation revealed that other members of the Air-India family had done their bit to enlarge it, too. Recent and prospective parents include, Paul Gaines, Robert (Scotty) Stoll, Nick Metz, Alfie Cordiero, Salina Chen, Amit Ray, Alan Yarrow, Bob Wehbe, Eddie Ruiz (grandchild), Fernando Monasterio, Ram Puri and Mike Cobb.

Heading the list - in the AI hierarchy - not the E.T.A., is Mrs. Noel De Souza, wife of our Assistant Manager, the worst kept bulging secret in the Region.

To one and all, our heartiest congratulations and best wishes for health and happiness.

Beaming faces among the Sales staff reflect a bulge of another gender-passenger figures! First quarter statistics, for the months of January, February and March, show a whopping 163.1 per cent increase in Eastbound traffic from New York, the highest growth rate on the North Atlantic. Success has many fathers but in this case, it is literally true!

The past several weeks have been witness to a kaleidoscope of chang-

ing faces, as we bid farewell to old colleagues and welcomed the new to the family fold. The three most recent departures from the scene were Nanak Lalchandani, DSM in Port of Spain for the past four years, who recently resigned to join the family firm; Sharad Sathe, Accounts Supervisor at 345 Park Avenue since December, 1966, returned to Bombay and Bill Shaw, longtime Cargo Sales Manager, one of the first to join Air-India in this region, to set-up his own air cargo related venture.

On behalf of their colleagues in Air-India, we wish them luck and happiness in their new endeavours.

## ON THE JOB:

THE vacuum cleaner plug on our Boeing 707 galleys used to be damaged during cabin maintenance. Mr. D.D. Rana, Senior Aircraft Technician in the Maintenance Division, devised a guard for the plug and suggested that it should be installed in a recessed position.

This prevented the damage to the plug. He was given a Suggestion Award of Rs. 75 for it.

Rana is 51 and joined Air-India in 1945 after war-time service with the Indian Air Force. He has done a course in radio servicing and in his spare time likes to work on electrical appliances.

THE right hand cowl on the Pratt and Whitney engines of our Boeing 707s has an oil scoop which had to be thrown out during repairs because it could not be welded back to the cowl. Mr. P.K. Pimple, Aircraft Technician in the Components Overhaul Division, fabricated a jig which has made it possible to re-weld the scoop to the cowl, resulting in a substantial saving. He won Rs. 75 as a Suggestion Award for the jig.

Pimple, who is 34, joined Air-India seven years ago, having done an apprenticeship with a city firm. He is a qualified artist. "I like to paint whenever I can find the time", he said.

FOR a long time the Universal Machine in the Components Overhaul Division, which is used for beading aircraft panels, did not have an attachment to shape the panels as required. This meant that if a panel had to be shaped into a particular shape, it could not be done.

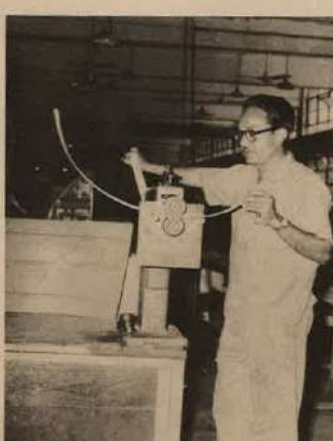
Mr. Y.R. Ujjainwalla, Senior Aircraft Technician in the Division, suggested that guide rollers and tapped holes would solve the problem. The beaded sections then could be bent to achieve the required curve. His suggestion was accepted and he was given a Suggestion Award of Rs. 75 for it.

Ujjainwalla who is 49, has been with Air-India for 17 years.

A total of Rs. 150 was won by Mr. D. P. Prabhu, Senior Aircraft Technician, for two suggestions he made with regard to testing of auto-pilot amplifiers in our Instrument Division.

Prabhu, who has been with Air-India since 1960, suggested the use of a single adapter for testing all types of auto-pilot amplifiers, thus dispensing with the cumbersome connections to different adapters. This not only made it possible to do the tests quickly, but eliminated a possible hazard through wrong connections.

He also drew up a new chart of test procedures which brought the testing time from 15 to 10 man-hours per amplifier, a saving of 33 per cent.







The entrance to the world famous Muir Woods. It contains some of the oldest red wood trees in the world. The tallest tree in the woods is 273 feet.

## A WALK WITH ECSTASY

NAOSHERWAN NALAVALA, Information Officer (PR), visits the Muir Woods in California.

I believe in solitude. In the peaceful environment of the rustic farm country. In the tranquility of the mountains. But most of all I have been enamoured by the calm of an unspoiled forest. Here the odour is invigorating and crisp, the atmosphere cool and bracing. The feeling, superb.

It was on one such visit, across the Golden Gate Bridge, slightly west of San Francisco, that I was motored down Mount Tamalpais into the canyon where lie the Muir Woods. The small wooden gate leads to a lush forest floor which appears like a shimmering green shen supporting giant redwoods.

While walking along the murmuring creek one feels like walking on the floor of heaven, for everything around appears so unearthly. There seems to be no hubbub of civilization nor the grime of the cities. An uncanny feeling of peace seems to pervade everywhere.

As I stood outside the log cabin reading the inscription: "This is the best tree-lovers monument that could be found in all the forests of the world..." a young, gangling American, who introduced himself as one of the caretakers of the Woods, interrupted, "The tallest tree here is 273 feet." He chuckled as I gasped. "It is a Douglas fir," he added.

The young man explained that the red wood trees in the Muir Woods were among the older living things on the planet. "There is evidence that vast stretches of species similar to those you see here were in abundance in the Northern Hemisphere as long as 140 million years ago", he said. In fact, the oldest redwood has an estimated age of 1,200 years.

We (my other four companions) took impish delight when we saw the Family Circle. It is a stump of a parent redwood which is fire scarred and surrounded by fresh redwood offspring. The new, younger trees form almost a perfect circle around the older tree and appear like the father, mother and children clustered around for a family-do.

A strange, hitherto unknown mystery of the redwoods is the burling. A huge knob erupts on a trunk and these can weigh from several hundred pounds to more than ten tons. Although some burls are plain grained wood, some possess rare intricate markings in a variety of colours from light pink to dark red shades.

Alongside the redwoods other trees include the Douglas fir, the

Madrone and a variety of others which share habitat with varied, colourful plants like the giant horsetail and a hundred different kinds of mushrooms and fungi.

In summer, the creek water seemed to lumber down, at stages meander and reflect the beauty of the redwoods in its coruscating mirror-like pools.

It was John Muir, the renowned conservationist, after whom the Woods were named, who said that the tall, giant trees were "the first to touch the rosy beams of morning... the last to bid the sun goodnight." As I walked along the embracing avenues of the Muir Woods, the unique aesthetic feeling turned into a spiritual experience. It was elevating, and how! For the abundance was overwhelming. I drank beauty with my eyes and the sensation touched my heart. My being was intoxicated, but my lips were pursed for I had truly drunk from the fount of Beauty. Muir Woods is twice-blessed; it gives strength to the eyes and a strange cosmic ecstasy burns the heart.

Below left, a pathway in the Muir Woods. Right, the author with some of his companions in the woods.



An interior view of the downstairs lounge proposed by the Boeing Company for the Boeing 747.

## A downstairs lounge for Boeing 747

A "downstairs room" is among the new features being offered by the Boeing Company to airlines for their 747 jumbo jets.

The 42-foot-long lower-deck room with floor area about as large as the passenger cabin of a short-range jetliner, could be installed in place of the 747's forward cargo compartment. Such a room would be suitable for use as a lounge, a duty-free store, a dining-room for first-class passengers or a cafeteria for passengers on Charter flights or even as a sleeping area.

The area is offered to airlines on newly ordered 747s or for retrofit on present superjets. The last airliner to offer a lower-deck lounge was the Boeing Stratocruiser of the 1950s.

"With such an arrangement, additional space is available for passenger use without sacrificing revenue-producing main-deck seating", said C.F. Wilde, Boeing Commercial Airplane Group Vice-president-sales.

Constructed in mockup form at the Boeing Company's Commercial Airplane Group headquarters in Renton, Washington, the lower-deck area is shown in conjunction with a new forward main-deck arrangement.

The lower-deck area has a maximum 6 ft. 8 in. ceiling height. Floor width is approximately 10 ft., and

ceiling width about 14 ft. The room is thus broader at the ceiling than at the floor, and this, in combination with translucent back-lighted wall panels, adds to the spaciousness of the area.

For the new cabin arrangements, the stairway has been relocated from the forward entry door to near the second door, leaving 48 ft. of uninterrupted cabin space in the forward main-deck zone. Airline interest in the new cabin arrangements is keen, according to the company, and detailed discussions are being held with several airlines.

## Challenge of long term traffic

THE International Air Transport Association's 19th Technical Conference will convene in Dublin, Ireland on October 23-28, 1972. The theme for the Conference is: "Handling the Traffic of the Long-Term Future".

Under the Chairmanship of Capt. Carlos Homrich of VARIG Airlines, the 19th Technical Conference will develop a consensus on the type of systems needed to handle expected aircraft movements in 1985 and beyond. This period was chosen as it is far enough in the future to free airlines and governments from constraints in regard to existing investments.

Within the theme, the emphasis will be on air traffic control, but efficient runway utilisation will also be studied. An assessment of future aircraft movement over average routes and through representative terminal areas will be made and the consequent impact on the necessary air traffic handling capabilities determined.

The Agenda is also to include a review of the hardware required to meet the challenge in the air as well as examination of the available facilities. The last Agenda item will study developing present traffic handling systems into those needed for the future.

The IATA Technical Conference will be open to representatives of airlines, governments, manufacturers, consultants and research institutes engaged in long-term traffic handling planning, but on this occasion individual invitations will not be sent to manufacturers and consultants.







Ravi Shankar, the wellknown sitarist, photographed with our hostess Mahswitha Assar at London airport before leaving for New York on our service.



Mr. S. Balachander, the wellknown veena player who is known as Veena Vidwan (R) and Mrs. Balachander left on our service to Kuala Lumpur on June 9, 1972. He was seen off at Madras airport by Mr. V.S. Padmanabhan, our Assistant Airport Manager.

## NEWS IN PICTURES



INDIAN FASHIONS IN NIGERIA: A group of Indian models visited Nigeria recently. Here they are seen at Lagos airport with Mr. G.S. Chhugani, Area Sales Manager, Lagos (R), Mr. I.R. Iyer, First Secretary, Indian High Commission, Lagos and Mr. S.N. Nartey, Manager of Ghana Airways, Lagos (L).

Seen at Nairobi airport are five Kenya athletes, Kipchoge Keino, Ben Kipcho, Amos Biwott, Paul Mose and Naftali Bon, accompanied by Mr. Muesami Maathi, Manager and Mrs. Feisal Sherman, K.A.A. Secretary, before their departure by Air-India for Japan. They were seen off by Mr. M.K. Zutshi, our Assistant Manager, Mr. R.R. Amin, Area Sales Manager and the officials of the Kenya Olympic and Commonwealth Games Association.

Mr. G.H. Thring, Managing Director of Bata Shoe Company, left Calcutta on our service to Rome. Here he is seen with Mr. Brij Mehra, our District Sales Manager, Calcutta (L) and Mr. J. Bek, Dy. Managing Director, Batas (R).

