



VOL. 16 NO. 10 THE STAFF MAGAZINE OF AIR-INDIA OCTOBER 1972



FORTIETH MILESTONE

CHAIRMAN'S SPECIAL MESSAGE

ON this 15th of October, 1972, my thoughts naturally go back to an early morning just 40 years ago, when a Puss Moth and I took off from Karachi towards Ahmedabad and Bombay with a few small but precious mail bags behind me. For me this was the second most exciting moment of my life, the other one being my first solo flight.

It was also the fulfilment of a dream that had haunted me for years, a dream in which my country would have an airline of its own and I played a part in creating it. Some three years of preparation, pleading, cajoling and training had preceded this happy day, and as we flew along at a breathtaking hundred miles an hour, I tried to look into the future and wondered whether the baby airline brought to life that morning would ever grow to full stature and ultimately spread its wings to other parts of the world, and I realised then that this was only a beginning and that I would go on dreaming for the rest of my life.

Hectic years

We have now become one of the oldest and most experienced airlines in the world and, today, as I look back upon those 40 hectic years, as I view the fleet of gleaming giants which have replaced the two absurdly small planes with which we started, and the great loads of passengers and cargo which have succeeded the handful of mail bags I carried in that inaugural flight, I ask myself whether what we have achieved over these four decades has been commensurate with the efforts, the time, the love, the heartaches, the sacrifices, the sweat and the tears devoted to it.

There is much for which we can be thankful, and even of which we can be proud. Although we are still a small airline, we are the equal of any other in the equipment we fly and in the standards of safety and comfort we offer, and we enjoy the privilege and prestige of carrying the flag of our country to 28 other countries of the world, spread over four continents.

But we still have a long way to go before we can claim to be, if not the biggest, at least the best airline in the world for excellence, in the eyes of passengers, requires an unremitting effort on the part of all who attend to them in meeting their needs on the

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ground and in the air, in keeping to schedule, in providing quick and courteous service at Booking Offices, at airport counters and in flight, consistently good food, bright and impeccably clean equipment and amenities, and, most important of all, the warmth, patience and friendly courtesy that makes one feel truly welcome. It requires that all of us take pride in

working for Air-India, and are committed to safeguarding and enhancing its prestige and reputation. This is possible only if we all find job satisfaction in the work we do, and feel we are members of a close knit family to which we are happy to belong.

How far have we succeeded in achieving this happy state of affairs? Do we all care enough? Are we united? Does a high morale prevail throughout our ranks? Is there full confidence and co-operation between Management and staff and within the various categories of our employees?

As things stand today, the answer would, I fear, be no, so far as the situation in India is concerned, and this failure in human relations, for which, as head of the airline, I must take my full share of responsibility, is, I am convinced, the only reason for our failing to become what we all want to be - the best and most sought after airline in the world.

Shining exception

This is a problem which is not only ours, but which, unfortunately, permeates most of Indian industry and commerce. Yet there is no reason why we should not be a shining exception, for we have all the brains, the skills and the experience to be the best. We all mean well towards one another, and deep down in our hearts we are proud of what we and our predecessors, some of whom have sacrificed their life in the process, have achieved in these 40 years, and I am sure all of us are anxious to ensure that their sacrifice was not in vain.

As I stand alone, the last surviving member of that small band of men who started it all 40 years ago, I realise I may not be there much longer to serve Air-India, but in whatever time is left to me I shall do everything in my power to remove causes of misunderstanding and mistrust, and to promote goodwill and co-operation throughout the organisation. I hope you will all join me in this endeavour which will bring immense benefits to all and serve the airline's and the country's interests.

And so, as we pass this fortieth milestone in our history, I offer all members of the Air-India family, in India and abroad, my warm personal greetings and good wishes for many years of health, happiness and prosperity and for the continued growth and success of the great enterprise we have built together.

40TH ANNIVERSARY

Chairman's message to Prime Minister.....

(Mr. J.R.D. Tata, Chairman, was in London on October 15, 1972, Air-India's 40th Anniversary. He sent the following message to the Prime Minister from London.)

TODAY marks the 40th Anniversary of the birth of our airline and of Indian commercial aviation. May I, on behalf of Air-India and all its staff, tender our respectful greetings and our assurance that we shall spare no effort in maintaining the high standards and traditions painstakingly established over the years and in continuing to serve the nation by promoting the further growth of Indian air transport and tourism.

-J. R. D. Tata

...and Prime Minister's reply



PRIME MINISTER

New Delhi,
October 22, 1972.

Dear Jeh,

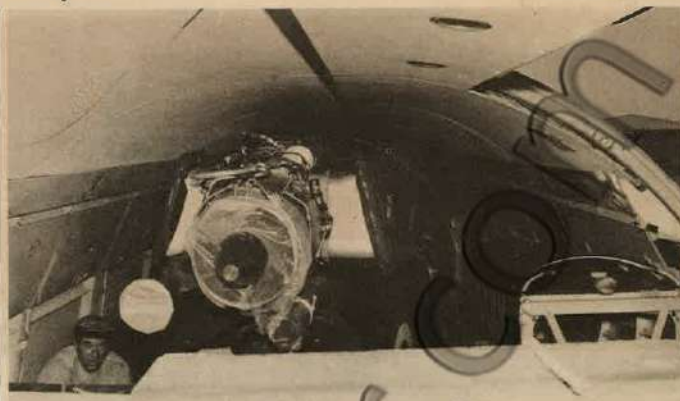
I did not remember that the 15th October was the Fortieth Anniversary of the Birth of Indian Commercial Aviation. You have been the most intimately associated with its growth and with the pursuit of excellence. You have every reason to be proud of this achievement.

With kind regards,

Yours sincerely,

Indira Gandhi
(Indira Gandhi)

Shri J.R.D. Tata,
Chairman,
Air India.



Helicopters flown on Air-India Boeing 707

FOR the first time a consignment of two helicopters weighing three tons was flown on our Boeing 707-337C from Marseilles in France to Bombay on October 16, 1972 (see photo above).

"This has opened up a fresh avenue for us", said Mr. Eric Pereira, Commercial Manager-Cargo. "There is a fairly regular movement of helicopters which have always been shipped by sea. Now that we have proved that they can be carried by air, we hope to get more business".

CARGO REVENUE

How the Regions fared

(We reproduce below a table showing how our Regions fared in terms of cargo revenue during April/September 1972 as compared to the same period last year - ED.)

India	+ 64.35 %
East Africa & Aden	+ 56.09 %
Europe	+ 42.61 %
Moscow	+ 33.44 %
Middle East	+ 25.17 %
East Asia	+ 12.00 %
U. K.	+ 7.85 %
U. S. A.	+ 3.37 %
Australasia	- 31.61 %

AAB meets in Singapore

THE 45th Meeting of IATA's Traffic Conference 3 Agency Administration Board was held in Singapore on September 12, 1972. The Meeting was attended by representatives of 24 IATA Members.

Mr. L.H. Vaney, Agency & Interline Officer, represented Air-India at the Meeting.

Mr. M.G. Khairaz, Manager-Agency

& Interline Salos, was re-elected Chairman for the calendar year 1973.

During the course of meeting, the Agency Administration Board, amongst other things, considered applications from individuals and organisations seeking IATA recognition in Australia, India, Japan, Malaysia and other countries in Traffic Conference 3. They also reviewed some existing Agents in the Conference Area.

AT NARIMAN POINT:



Are my rivals' faces
more beautiful than mine
or have they **\$\$IDDEN** charms?

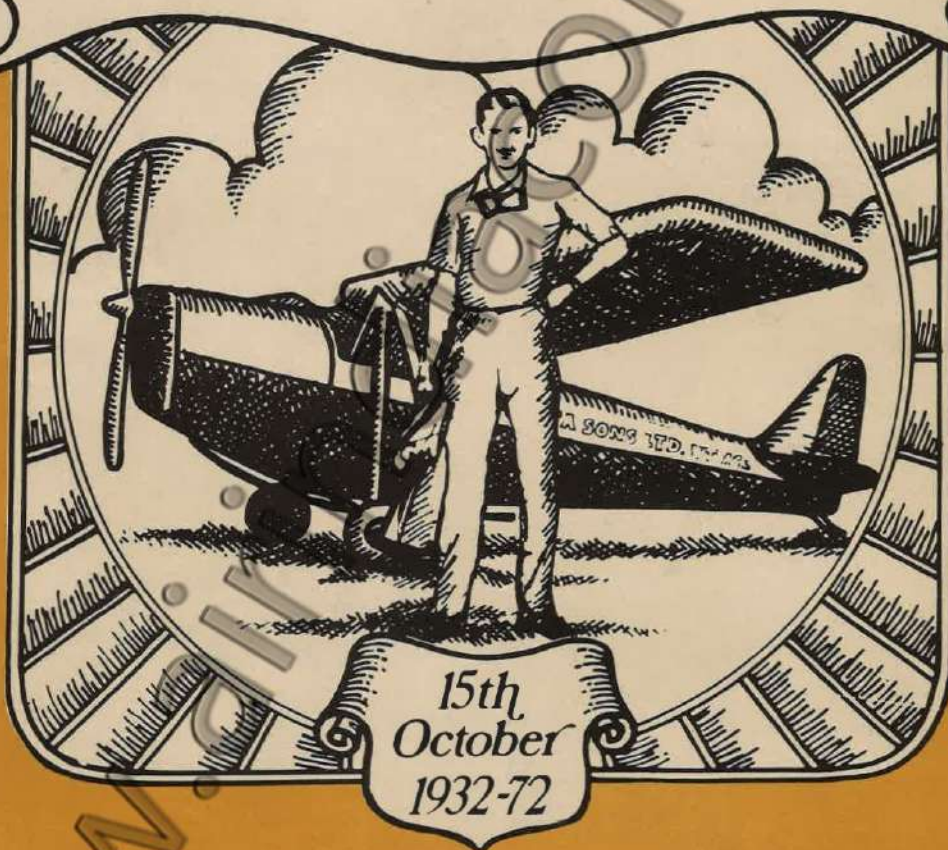
Cause a flutter in
OSAKA
twice a week!



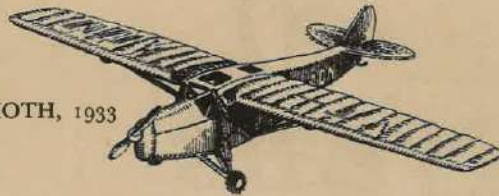
Starting
Nov 2

40 years

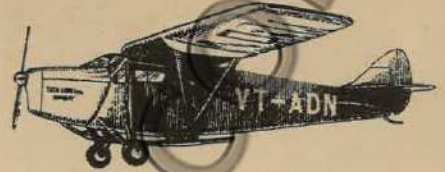
40 years ago a Puss Moth took off from Drigh Road, Karachi and landed on a strip at Juhu, Bombay. That eventful day was October 15, 1932. The pilot of the plane was J. R. D. Tata.



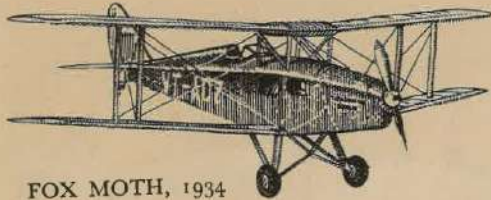
LEOPARD MOTH, 1933



PUSS MOTH, 1932



FOX MOTH, 1934



*That Puss Moth was
India's first take-off.*

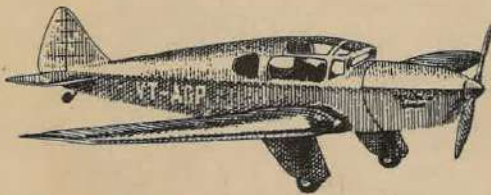
*Forty long, rewarding years
lie between that tiny Moth
and the giant Boeing 747,
Emperor Vikramaditya,
when it touched down
at Santa Cruz on
June 4, 1972.*

*The pioneering years
of building roadways
in the Indian skies.*

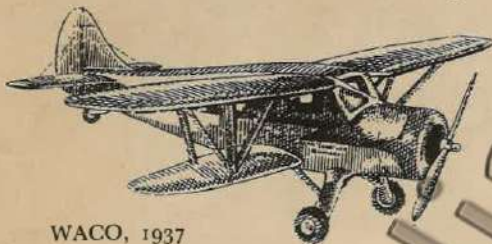
*The lean years,
the bright years,
the war years.*

*We saw birth with the
Aviation Department
of Tata Sons Limited,
on to Tata Airlines,
Air-India Limited,
Air-India International,
and back to Air-India,
our country's flag carrier.
And this name
will never change.*

MILES MERLINS, 1931



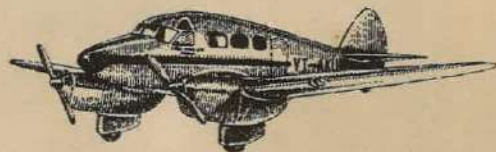
WACO, 1937



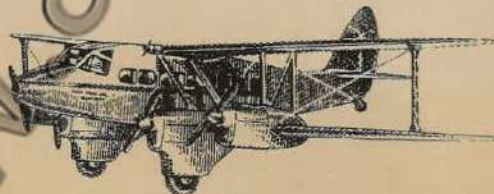
DH-89A DRAGON RAPIDE, 1938



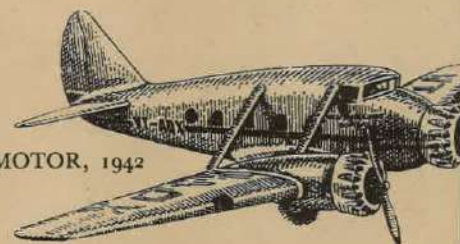
PERCIVAL, Q6, 1940



DE HAVILLAND 86 EXPRESS AIRLINER, 1939



STINSON TRIMOTOR, 1942





BOEING 707, 1960



SUPER CONSTELLATION, 1954

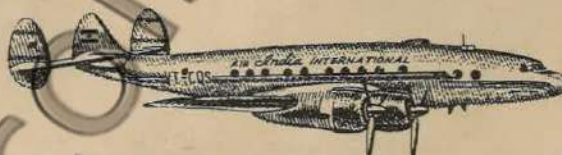
1948
the year
we crossed the seas
over oceans and deserts -
a free people.

That year we stood on
our own two feet
against the world's
finest competition and
made a profit
and continued to do so,
year after year.

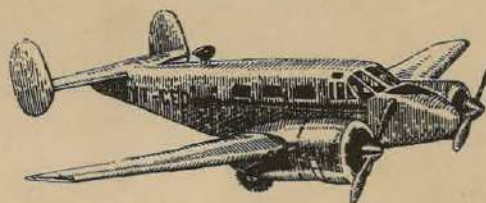
*Air-India's
aircraft Family Tree
is lean and high.
The Puss Moths,
Fox Moths,
Leopard Moths,
Miles Merlins,
de Havilland Rapides,
Wacos, Beechcraft,
DH 86's,
A Percival Q6,
Tri Motor Stinsons,
a DC2, a host of Dakotas,
Vickers Vikings, a DC4,
Lockheed Constellations and
Super Constellations.*



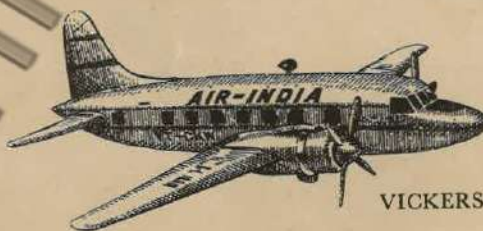
DOUGLAS DC-4 SKYMASTER, 1950



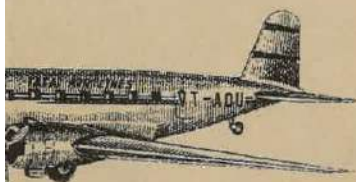
LOCKHEED CONSTELLATION, 1948



BEECHCRAFT EXPEDITOR, 1946



VICKERS VIKING, 1946



DOUGLAS DC-2, 1944



DOUGLAS DC-3, 1945



*And then the jet era
with the Boeing 707's.
Finally,
more than a decade later
the great big silver ship
of the air,
the largest commercial plane
in the world:
the Boeing 747.
Truly, your palace
in the sky.*

LETTER FROM LONDON

Sales blitz in London

By
Trevor Turner

THE sales boys conscious of the worrying revenue figures organised a special sales blitz which took place in London during one week in August. This was a concentrated effort involving everybody, and visits were made to all the main agents. Each sales representative has now been armed with a Sales Promoter which is a form of ready reference, giving details of all sorts of things from advertisements to fares.

Our airport model, for a long time a popular window display feature, has now been up-dated and depicts a 747. Various other improvements have been made. It is a pity we have only one of this eye-catching display item. On the subject of display, our new displays are now being circulated to travel agents all around the country and are at present occupying our Bond Street windows.

Billy Billimoria, our Passenger Service Manager at the Airport tells us that the departure building of No.3 terminal is still in the process of being completed. Phase One was completed in August 1971, and it is hoped that Phase 2 will be completed by October 1972. During these changes all airlines have been restricted in space. We have had to cope with only three check-in desks. This has been for the period of the last twelve months, which has caused unavoidable inconvenience and delays.

However, by introducing certain modifications we have been able to overcome some of the problems, but these three desks come under considerable pressure, specially when flights clash. Our schedules are such that on Saturdays, in a period of about six hours, we are called upon to handle two 747s, our India/UK 707 terminator and our AICL flight. This has meant that our traffic boys and girls have been handling an average of up to 1,200 passengers in transit, emplaning and deplaning on these flights.

Phil Bocarro, Sales Supervisor-London, is at present Chairman of the Women's Travel Club of Gt. Britain. She hosted a luncheon in honour of the Past Chairmen of the Club at the Hilton Hotel. Seen from L to R are: Mrs. Joan Richardson (President - Women's Travel Club of Gt. Britain), Miss Caroline Hudleston (Past Chairman), Mrs. Daphne Emery (Vice Chairman), Phil Bocarro (Chairman), Mrs. Peggy Allen (Press Officer), Miss Violet Parker (Past Chairman) and Miss Pamela Battison (Past Chairman).

Another complication at London is the distance which the passenger has to cover from the check-in point to the 747 stand. This is a problem for boarding, and when the travellers are out of action, it's more difficult and the signing of the various locations by the Airport Authorities could be improved. Summing up his comments on the Summer, Mr. Billimoria is grateful for the way that his staff have responded to the problems and have succeeded in coping, sometimes under very difficult conditions.

Dy. Chief Air Hostess Jane Coelho helped at the Purdown Hospital Open Day, to raise funds for the handicapped and we have been thanked for her help and advised that £263 was raised at this event.

Match

The Bond Street Cricketers were victorious when they played a match against the Airport Staff. The LHR Team scored 108, but Bond Street succeeded in getting 109 for 8. The match was played at the Indian Gymkhana Club. It was sad that many of the staff were not aware that this event was taking place.

Speaking of cricket, the Air-India London Cricket Team is at present in Dar-es-Salaam. With the troubles in that area we hope that they have managed to play their matches. We will be reporting on this subject in the next issue.

Congratulations to Jill Griffin (that was) upon her recent marriage to Rolf Schiller.

The following airline story recently appeared in the London Times: A passenger on an American airline asked the hostess for a gin sour. "I don't know how to make a gin sour", she apologised. "Well it's like a whisky sour, but with gin in it" he assisted, indicating the whisky sour on her cocktail list. "Yes, sir", she said, "But the whisky sour comes in packs".



Lord Hailsham of St. Marylebone, the Lord Chancellor of England, and Lady Hailsham, prior to their departure at London Airport for Delhi. With them is the retiring High Commissioner of India, Mr. Apa Pant. Lord Hailsham was visiting India and during his visit he received an honorary degree of Doctor of Law at Delhi University.

Delhi Diary

By
S. P. Dutt

DELHI is getting ready to welcome visitors to the Third Asia International Trade Fair which is being held from November 3 to December 17. We are sharing a pavilion with Indian Airlines, the Meteorological and the Civil Aviation Departments of the Government of India.

Many people are not aware of the fact that during the recent Simla summit, President Bhutto's aircraft in Chandigarh was handled by a team led by Mr. L.M. Khosla, our Airport Manager. The team specially went to Chandigarh for this purpose and we would like to congratulate Mr. Khosla and the other members of his team.

Mr. P.G. Lovelekar, our Resident Sales Representative in Indore has recently shifted to an independent office. The formal inauguration of our new office was performed by Mr. Ranvir Tewari, Area Sales Manager-Northern India. Previously our Sales Representative used to sit in the Indian Airline's office but it was felt that a new office would be to our commercial advantage.

There have been a number of staff changes in Delhi. Mr. A. Kaul, Engineer-in-charge of Delhi airport has been transferred to Beirut and in his place has come Mr. S.V. Vaishampayan from Bombay. Mr. Kaul was a



Mr. Ranvir Tewari, ASM Northern India, garlanding our Maharajah at the entrance to our new office in Indore while our RSR Indore Mr. P.G. Lovelekar looks on.

popular figure in Delhi and has largely been responsible for building up the engineering facilities for the operation of our 747s through Delhi.

Delhi airport also bade farewell to Mr. R.P. Hudlikar, Deputy Controller, Ground Support Division, who built up the division's facilities here from scratch. In his place has come Mr. J.P. Joshi, who is now officer-in-charge of the Division here.

Mr. B.C. Mathur, who till recently was our Resident Sales Representative in Patna, has taken over as Officer in charge, Charters, in Delhi. Mr. Ramesh Sharma, who had been posted to London for a little over a year is now back with Delhi Sales.

We congratulate Chandrasekhar, son of Mr. V.V.S. Mani, Asst. Area Sales Development Officer, who has been awarded a two-year scholarship by M/s Mannesmann, West Germany.

We would like to send our condolences to Mr. S.C. Mathur of our Sales who lost his brother recently in a tragic accident. He himself was also hurt but is now better.



Chandra Sekhar, son of Mr. V.V.S. Mani, our Asst. Area Sales Development Manager, has been awarded a two-year scholarship by M/s Mannesmann of West Germany.



STATE OF THE INDUSTRY

The 28th Annual General Meeting of the International Air Transport Association was held in London between September 25 and 27, 1972. Air-India was represented at the Conference by Mr. J.R.D. Tata, Chairman and Air Marshal M.S. Chaturvedi, Managing Director. As usual, the Meeting opened with a report by Mr. Knut Hammarberg, Director General of IATA, which surveyed the industry's performance during 1971. We reproduce below significant extracts from his report.

1971 marked by poor traffic growth

FOR the world's scheduled airline industry 1971 was one of generally unsatisfactory performance. Total scheduled traffic increased by only 4.9 per cent - about half the 1970 rate of growth or only one-third of the average of the preceding five years. Growth in the international sector was generally better than in the domestic sector in 1971. With traffic increasing at a lower rate than capacity offered, load factors declined.

The industry's financial results showed a continuing deterioration and are estimated to have produced an unacceptably low operating return on revenue and a net loss in 1971 despite considerable efforts by the world's airlines to improve profitability. This unsatisfactory financial situation obviously cannot be permitted to continue. Many external influences and internal industry factors have contributed including adverse economic developments, inflation and rising costs, governmental influences, malpractices, charter competition and the growing demand for low fares from the increasingly important pleasure travel market segments.

New aircraft

In the past year the number of new aircraft placed into service declined, but the trend towards all-jet operations and larger aircraft continued with jet aircraft accounting for 90

per cent of the IATA Members' operating fleet. Substantial capacity was added by wide-bodied jet aircraft. The scheduled air transport industry's continuing expansion is providing substantial benefits to the travelling and shipping public and to the general world economy.

It is encouraging to note that traffic growth in major markets is gaining momentum and vigor in 1972 and that there are other encouraging signs of improvement. Nevertheless, much remains to be done to secure short-term improvements as well as stable longer term development on a sound economic basis.

Turning to the traffic results for the past year, the first point to make is that if 1970 world industry results were considered not entirely satisfactory, the 1971 performance is even less encouraging. For all major parameters growth rates were below those of the previous year. Total 1971 traffic on both domestic and international scheduled services increased by 4.9 per cent to 50,130 million tonne-kilometres, which is approximately one-third the average growth rate of the last 5 and 10 years.

The 325 million scheduled passengers flown in 1971 represent an increase of only 4.2 per cent over the previous year, while passenger kilometres increased by 5.2 per cent. During the past two years, the lack of growth in the U.S. domestic air travel market contributed substantially to the low over-all growth, since this mar-

ket alone accounts for about 40 per cent of total world scheduled traffic.

Freight traffic

Air freight traffic growth in 1971 was only slightly better. The sudden upsurge of air freight across the Atlantic in the latter part of the year undoubtedly prevented a lower growth rate. At the same time, the total number of scheduled aircraft departures has remained virtually stable since 1969, despite increases in total traffic, reflecting the continuing change-over to larger, more productive aircraft.

To conclude on traffic growth, 1971 traffic results for scheduled services have on the whole been disappointing, while charter services have continued to develop rapidly. On a worldwide basis, IATA Members' charter revenue tonne-kilometres increased 16 per cent during 1971 compared with a scheduled traffic increase of six per cent. On the North Atlantic IATA Members' charter passenger traffic increased by 30 per cent in 1971 compared with a scheduled passenger growth of only 4.6 per cent. The recent economic upturn in the United States and other major markets can reasonably be expected to have a favourable impact upon the industry's scheduled and charter passenger traffic volumes.

WEDDINGS



Nalini to Rajinder Shukal of our Delhi office.



Prema to V. Ramamurthy of Stores & Purchase Department.

OBITUARY

Mrs. C. Izambard

IT is with deep sorrow that we announce the death of Christiane Izambard, Senior Secretary in the RM-CE's Office who passed away last week after a prolonged illness.

Mrs. Izambard, who was 25, had worked with us for more than five years. We extend our sympathies to her husband, her three year-old daughter and to all the other members of her family.

Commander M.S. Kohli during his recent tour of Europe to promote trekking in the Himalayas, visited Paris. Here he is seen presenting an Indian Mountaineering Foundation tie and Himalayan Mountaineering Institute's lapel pin to M. Maurice Herzog, Leader of the French Expedition to Annapurna in 1950 and a former Minister of Sports in France.



Our office in Melbourne gave a cocktail reception at the Windsor Hotel, Melbourne, to 28 top executive secretaries recently. Seen at the party are (L to R) Mr. Bruce Macklin, ASM; Mrs. Marg McColl, Hawker Siddeley Brush; Miss Sue Kho, Ansett Airlines; Miss Cynthia Hutton, our Sales Representative; Miss Nicole Champmartin, Renault Australia and Mr. Allan Todd, Managing Director, Windsor Hotel.





Dr. Karan Singh, Union Minister of Tourism and Civil Aviation, taking a bird's eye view of Bombay from the 23rd floor terrace of Air-India Building. With him are (L to R) Air Marshal M.S. Chaturvedi, MD, Mr. S.K. Kooka, CD (partially hidden), Mr. K.G. Appusamy, DE and Mr. K.K. Unni, AMD.

New measures aimed at greater co-ordination of AI-IA policies

NO decision has yet been taken on the formation of a Holding Company for the two Corporations. It is one of the many possibilities we are looking at, said Dr. Karan Singh, Union Minister of Tourism and Civil Aviation, on September 23, 1972. He was addressing a press conference at the Air-India Building in Bombay.

"We may have a board on the same pattern as the British Airways Board or set up an Air Transport Council as provided in the Air Corporations Act. We haven't decided yet," he said.

"We have got to ensure optimum utilisation of both fleets. They are a national asset and I cannot allow inter-fleet rivalry". He said that although there has been more or less common board for the two corporations, the arrangement has "not worked fully satisfactorily". Therefore, it is necessary to look at other ways and means to ensure greater co-ordination of policies of the two airlines.

Monopoly

The minister said that the problems of Air-India and Indian Airlines were entirely different. Air-India, he said, operates in a highly competitive field while Indian Airlines has a monopoly in domestic operations. Even so the Indian Airlines has been going through a particularly difficult period. "I can get you a Rs.20-crore profit for Indian Airlines if we operate it on purely commercial lines and cut out a lot of unprofitable routes. Only 20 per cent of Indian Airlines' routes are profitable. But it is a public utility and we have to provide services to a number of places with weak traffic potential".

Dr. Karan Singh said he was happy that the Indian Airlines had got over its industrial problems and signed agreements with almost all its unions, with the exception of the flight engineers who are very small in number. He said there were no plans to revise domestic fares.

To a suggestion that the main trunk routes in India should be handed over to Air-India to utilise its surplus capacity, Dr. Karan Singh replied: "This would drive Indian Airlines even deeper into the red and in any case, there is no surplus 707 capacity available."

Dr. Karan Singh began his press conference with an announcement that a new international terminal complex is to be built at the Bombay Airport at a cost of Rs.11 crores. An additional Rs.30 crores are to be spent on other improvements to the airport, including building of additional runways and taxiways. When the new terminal is ready during the 5th plan, the present terminal would be turned over completely to domestic operations.

Tourism

Speaking about tourism, Dr. Karan Singh mentioned that the immediate programme is to concentrate on the development of our beaches, some of which are the best in the world. A UN team is arriving in India in November to survey our beaches at Kovalam, Mahabalipuram and Goa. With the new road planned along the west coast

there is tremendous scope for development of beach resorts. This would fill a gap which has existed for some time. He expected the number of tourists visiting India to go up to 400,000 in 1973.



Before Dr. Karan Singh addressed the press conference, he was shown round the Booking Office and the Shopping Complex by Air Marshal M.S. Chaturvedi, Managing Director. (above)

WINTER TIMETABLE

Additional services to Japan and Mauritius

AIR-INDIA started operating for the first time a weekly west-bound service to London originating from Calcutta and east-bound service from London terminating in Calcutta when our new winter timetable came into effect from October 29, 1972.

In addition Air-India introduced a new twice weekly service between Bombay and Osaka, Japan, from November 2, 1972 and a second weekly service on the Bombay/Mauritius route from November 4, 1972.

Air-India first began operating a fortnightly service to Mauritius from August 15, 1967. The frequency was stepped up to a weekly service from January 28, 1969. The second weekly service has been introduced to meet the growing traffic demand.

The westbound service from Calcutta to London leaves Calcutta every Friday at 8.45 P.M. (LT) and arrives in London at 10.25 A.M. (LT) on Saturday via Bombay, Cairo, Geneva and Paris. The eastbound service from London to Calcutta leaves London every Thursday at 8.15 P.M. (LT) and arrives in Calcutta at 6.10 P.M. (LT) on Friday via Geneva, Rome, Cairo and Delhi.

The services to Osaka leave Bombay every Monday and Thursday. With this new service to Osaka Air-India has a total of six flights a week to Japan, out of which four flights will terminate and originate at Tokyo.

Air-India has brought out first flight covers to commemorate its first flight to and from Osaka.

The two weekly services to Mauritius will operate every Wednesday and Saturday from Bombay. The Wednesday service will depart Bombay at 2.00 A.M. (LT) and arrive in Mauritius at 6.20 A.M. (LT) the same day. It will leave Mauritius two hours and ten minutes later and arrive in Bombay at 3.40 P.M. (LT) the same day. The Saturday service will leave Bombay at 12.45 P.M. (LT) and arrive in Mauritius at 5.05 P.M. (LT) the same day. It will leave Mauritius three hours later to reach Bombay at 3.10 A.M. (LT) the next day.

Dr. Karan Singh addressing the press conference in the board room on 22nd floor of the Air-India Building on September 23, 1972.





Vilas Narsapur, former Maharashtra State Table Tennis champion, playing in an exhibition match after the Headquarters Recreation Club was opened.



Above, Suhas Kambli, Maharashtra State Carrom Champion, playing in the exhibition match. Below, his opponent V.B. Revandkar, from our Personnel Department.



Recreation Club opened at HQ

MR. K.K. Unni, Assistant Managing Director, inaugurated the Air-India Recreation Club on the second floor of the Air-India Building at Nariman Point on September 29, 1972. A large number of staff and officers of the Corporation working in the building watched Mr. Unni cut the tape to declare open the Club.

Speaking on the occasion Mr. Unni said that the Club's main object was to provide recreation for staff after a hard day's work. "In spite of the fact that floor space in this building is extremely expensive, we felt it was essential to provide space for indoor sports and other means of recreation for staff. Air-India spends

something like Rs.95,000 a year on sports activities alone".

Mr. Unni welcomed the suggestion for providing piped music in the Club. Since it was already being done for the Booking Office, he felt, it shouldn't be difficult, unless there were technical difficulties. He also appreciated the idea of having a circulating library with the latest books and magazines in the Club.

The Air-India Recreation Club in the Air-India Building has been started at an approximate cost of Rs.11,000. The Club has been provided with a table tennis table, 10 carrom boards, four chess boards and four card tables and will benefit nearly 1,000 Air-

India employees.

The Club will remain open from 11.00 a.m. to 8.00 p.m. on week days, and on Saturdays from 11.00 a.m. to 5.00 p.m. A full time sports-attendant has been appointed at the Club.

To mark the inauguration of the Club exhibition matches were played. The participants in the matches were, Maharashtra State and National Table-Tennis champions, Sunil Karnik, Vilas Narsapur, Miss Anjali Karandikar, Miss Ratan Mahajan and Miss Jyoti Karnik, who is a member of the Air-India Sports Committee. Those participating in the carrom exhibition matches were Maharashtra State Carrom champion Suhas Kambli and

V.B. Revandkar of Air-India.

The Air-India Sports Control Committee, which is the governing body for all sports activities in Air-India, was formed by the Management in 1954. Its present Chairman is Mr. D.P. Nimkar, Engineering Manager (HQ) with Mr. D. Shivnath, Deputy Controller of Stores and Purchases, as the Vice Chairman.

The Committee is affiliated to various State sports associations and Air-India teams have participated in Maharashtra State tournaments and competitions. In addition Air-India and Indian Airlines hold an Annual Sports Meet.

Mr. K.K. Unni, Asst. Managing Director (4th from right), seen with Mr. D. Shivnath, Vice Chairman of the Sports Control Committee and the members of the Sports Control Committee (Headquarters). L to R: Mr. J.B. Tambday, Mr. S.S. Kotian, Miss Jyoti Karnik, Mr. H.B. Shetty (Secretary) and Mr. S.D. Kulkarni.



WHO'S WHO & WHERE

PROMOTIONS

COMMERCIAL DEPARTMENT

From	To	Date
Mr. B. S. Rama Rao	Commercial Manager - Administration, Bombay	Dy. Commercial Director, 1.11.1972
Mr. Balendu Shah	Commercial Manager - Sales, Bombay	Dy. Commercial Director 1.11.1972
Mr. C. D'Souza	Chief Traffic Asst., Bombay	Asst. Station Supdt. 1. 8.1972
Mr. T. Aranha	Chief Cargo Asst., Bombay	Asst. Station Supdt. 1. 8.1972
Mr. D. V. Ramnathkar	Chief Traffic Asst., Bombay	Asst. Station Supdt. 1. 8.1972
Mr. P. N. Malhotra	Chief Traffic Asst., Bombay	Asst. Station Supdt. 1. 8.1972
Mr. W. A. Neves	Chief Traffic Asst., Bombay	Asst. Station Supdt. 1. 8.1972
Mr. H. S. Datta	Chief Traffic Asst., Bombay	Asst. Station Supdt. 1. 8.1972
Mr. P. P. A. Panikar	Catering Officer, Bombay	Asst. Station Supdt. 1. 9.1972
Mr. G. J. Sonawane	Catering Officer, Bombay	Asst. Station Supdt. 1. 9.1972
Mr. S. P. Sehgal	Catering Officer, Bombay	Asst. Station Supdt. 1. 9.1972

OPERATIONS DEPARTMENT

Capt. R. J. Kanga	Co-pilot, Santa Cruz	Sr. Captain	14.4.1972
Capt. J. R. Trilokekar	Co-pilot, Santa Cruz	Sr. Captain	14.4.1972
Capt. V. Kohli	Co-pilot, Santa Cruz	Sr. Captain	14.4.1972
Capt. V. V. Mahesh	Co-pilot, Santa Cruz	Sr. Captain	12.6.1972
Mr. J. C. Mehra	Flight Operations Officer, Santa Cruz	Sr. Flight Operations Officer	1. 9.1972

ENGINEERING DEPARTMENT

Mr. Om Sawny	Engineering Manager (HQ)	Dy. Director of Engineering	1.9.1972
Mr. M. P. Kharkar	Quality Control Manager, Santa Cruz	Engineering Manager (Overhaul)	9.10.1972
Mr. P. S. Gopalan	Librarian, Santa Cruz	Asst. Administrative Officer	1. 9.1972

PLANNING DEPARTMENT

Mr. R. Venkataraman	Regional Manager - Middle East, Beirut	Dy. Director - Planning, Bombay	1.11.1972
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POSTINGS

COMMERCIAL DEPARTMENT

Mr. K. K. Menon	Regional Manager - India, Bombay	Regional Manager - Middle East, Beirut	15.10.1972
Mr. I. D. Sethi	Commercial Manager - Planning, Bombay	Commercial Manager - Marketing & Sales, Bombay	1.11.1972
Mr. N. L. Mital	Manager - Western India, Bombay	Regional Manager - East Africa, Nairobi	22.1.1973
Mr. S. G. Srinivasan	Manager, Frankfurt	Regional Manager - India, Bombay	15.12.1972
Mr. K. S. Venkateswaran	Manager, Addis Ababa	Asst. Manager - USA & Canada, New York	15.11.1972
Mr. B. S. Batliwalla	Manager - Eastern India, Calcutta	Manager - Western India, Bombay	15. 1.1973
Mr. K. L. Ramchander	Manager, Santa Cruz	Manager - Northern India, Delhi	14.12.1972
Mr. H. D. Billimoria	Manager, Hong Kong	Manager - Eastern India, Calcutta	8. 1.1973
Mr. Noel de Souza	Asst. Manager - USA & Canada, New York	Commercial Department, Bombay	2. 1.1973
Mr. H. L. Sikka	Manager - East Africa, Nairobi	Commercial Department, Bombay	15. 2.1973
Mr. H. K. Malik	Asst. Commercial Manager - Customer Service, Santa Cruz	Manager, Santa Cruz	7.12.1972
Mr. Ajit Singh	Manager, Amsterdam	Manager, Frankfurt	8.12.1972
Mr. G. Pereira	Sales Manager, Athens	Manager, Singapore	15.11.1972
Mr. R. K. Thadani	Manager - Northern India, Delhi	Manager, Hong Kong	1.1.1973
Mr. G. Jacob	Manager, Perth	Commercial Department, Bombay	1. 1.1973
Mr. M. K. Zutshi	Asst. Manager, Nairobi	Manager, Addis Ababa	7.11.1972
Mr. M. N. Mehra	Asst. to Regional Manager - Middle East, Beirut	Manager - Reservations Procedures, Bombay	15.12.1972
Mr. M. R. Mowji	Manager, Bahrain	Commercial Department, Bombay	To be notified later
Mr. N. K. Somayazulu	Dy. Manager - Southern India, Madras	Manager, Bahrain	To be notified later
Mr. M. G. Khairaz	Manager - Agency & Interline Sales, Bombay	Manager, Kuala Lumpur	1.12.1972
Mr. D. V. Gidwaney	Sales Manager, Tokyo	Manager, Osaka	1. 9.1972
Mr. P. A. Narain	Manager - Traffic Admin., Bombay	Manager, Kampala (Entebbe)	To be notified later

CONGRATULATIONS

The following staff have acquired degrees and diplomas during the academic year 1971-72



Mr. R. L. Khanna, Accounts - B. A.



Mr. Rajinder Parash, Commercial - B. A.



Mr. Rakesh Chawla, Accounts - M. Com.

DIPLOMA:



Mr. P. R. Dhawan, Ground Support Division - Diploma in Fine Arts & Craft.



Mr. C. P. Rajaj, MI & AS Division - Diploma in Systems Management.



Mr. C. S. Mahadevan, Engineering - Post Graduate Diploma in Industrial Engineering.

SPECIAL GREETINGS TO CHAIRMAN

An exquisitely designed greeting card was sent to Mr. J. R. D. Tata, Chairman, by our Stores & Purchase Department, on the occasion of the 40th Anniversary. The card was specially prepared by the Art Section of our Printing Press.

The message inside recalled Chairman's flight on the 30th Anniversary and said: "May we, Sir, on

the auspicious occasion of the 40th Anniversary say that without your care, affection and devotion our Airline would not have been what it is today, 'independent, strong and worthy of the country which owns it now.'

It is our humble prayer that may you continue to guide our destiny for many more years to come."

POSTINGS (Contd.)

Mr. R. K. Chatrapal Singh	Dist. Sales Manager, Ahmedabad	Manager, Fiji	7.12.1972
Mr. G. C. Pinto	Asst. Manager - Ground Handling, Bombay	Airport Manager, Hong Kong	15. 9.1972
Mr. K. J. Machado	Asst. Manager, Cairo	Airport Manager, Calcutta	To be notified later
Mr. S. L. Oberoi	Airport Manager, Hong Kong	Asst. Manager / Airport Manager, Osaka	15.9.1972
Mr. B. R. Satyanarayana Rao	District Sales Manager, Bombay District	Asst. Manager, Tokyo	1. 9.1972
Mr. R. Krishnan	Asst. Manager - Sales, Western Div., Bombay	Asst. Manager, Egypt	11. 9.1972
Mr. Indu Seth	Area Sales Manager, Bombay	Asst. Manager, Bangkok	22.12.1972
Mr. B. S. Phool	Asst. Manager, Bangkok	Asst. Reservations Manager, Delhi	1.12.1972
Mr. H. S. Uberoi	Area Sales Manager, Belgrade	Asst. Manager, Beirut	7.12.1972
Mr. P. H. Bandodkar	Station Superintendent, Santa Cruz	Asst. Manager, Nairobi	1.11.1972
Mr. O. Shekharan	District Sales Manager, Cochin	Asst. Manager, Bahrain	22.11.1972
Mr. G. K. Kapoor	Asst. Manager, Bahrain	Dy. Manager - Cargo, Santa Cruz	1.12.1972
Mr. R. R. Amin	Area Sales Manager, Nairobi	Area Sales Manager, Amsterdam	1.12.1972
Mr. C. G. Ramani	District Sales Manager, Lusaka	Area Sales Manager, Nairobi	To be notified later
Mr. M. M. Lal	Manager, Fiji	Area Sales Manager, Bombay	15.12.1972
Mr. V. V. S. Mani	Station Superintendent, Delhi	Area Sales Manager, Belgrade	1.12.1972
Mr. S. Mukherjee	District Sales Superintendent, Delhi	Sales Manager, Athens	7.11.1972
Mr. K. K. Puri	District Sales Manager, Kanpur	District Sales Supdt., Delhi	7.12.1972
Mr. H. S. Gill	Sales Manager, Stockholm	District Sales Manager, Kanpur	1.12.1972
Mr. Jay Singh	Sales Representative, Jaipur	District Sales Manager, Lusaka	To be notified later
Mr. B. K. Dastoor	Asst. Manager, Beirut	District Sales Manager, Ahmedabad	15.12.1972
Mr. A. Khwaja	Asst. to Regional Manager - India, Bombay	District Sales Manager, Kathmandu	1. 7.1972
Mr. T. R. Arora	District Sales Manager, Kathmandu	Delhi	To be notified later
Mr. J. T. Parakh	Station Superintendent, Commercial Department, Bombay	Asst. to Regional Manager - Middle East, Beirut	1.12.1972



Above, President V.V. Giri and Mrs. Giri with Dr. Kaunda, President of Zambia and Mrs. Kaunda and the members of Air-India crew and staff at Lusaka International airport on October 6, 1972.

Air Marshal M.S. Chaturvedi, Managing Director (3rd from right) with Mr. M.A.S. Dalal, RD-UK and Mrs. Dalal (L) and other guests photographed at the reception given by IATA during the recent Annual General Meeting of the association in London.

NEWS IN PICTURES



Mrs. Sumatiben Morarji, Chief Executive, Scindia Steam Navigation Co. at Bombay Airport before she left on our service for London on October 5, 1972. She was seen off by Mr. A.K. Advani, Sales Officer (L).

H.E. Mr. Khaled Al Adasani, Minister of Commerce & Industry, Govt. of Kuwait, flew to India by Air-India flight AI-806 of September 28, 1972. From L to R in the VIP lounge at Kuwait - Mr. B. Barakatullah Khan, Chief Minister of Rajasthan, Mr. Al Adasani, Mr. V.A. Kidwai, Indian Ambassador in Kuwait and Mr. F.V. Mascarenhas, Manager, Kuwait.

