

# The Magic Carpet

VOL. 19 NO. 3 THE STAFF MAGAZINE OF AIR-INDIA MARCH 1975



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The Magic Carpet was awarded the first prize for 1974 in the Internal Tabloid category in the Annual Competition organised by the Indian Association of Industrial Editors.

## IUOTO CONFERENCE Airlines must adapt to new economic parameters

**T**HE single most important stimulus to the growth of air travel (and indirectly to tourism) has been the policy of progressive reduction in air fares promoted by world airlines," Mr K.K. Unni, our Managing Director, said in Manila on February 11, 1975.

He was addressing the conference on Tourism and Air Transport organised by International Union of Official Tourist Organisations.

He said: "The air transport industry in the past enjoyed a unique advantage; it was one of the few industries which experienced a declining unit cost of production. This was possible both on account of increased productivity and efficiency of successive generations of aircraft and equally important reduction in the price of fuel in the 1950s and '60s'."

"Airlines chose to pass these benefits to the consumer in the form of progressively lower air fares," Mr Unni added. "The role of airlines changed from that of being mere agents of transportation to becoming active promoters of tourism."

After discussing the socio-economic factors which had fostered the growth of travel and tourism, Mr Unni pointed out that the energy crisis in late 1973 had put a brake on economic activity and induced a cost-push inflation. "1974 was a landmark which marked the tail end of the balmy days of economic

## CHAIRMAN'S MESSAGE

# Blueprint for better internal communications

**I**n my New Year message to you, I had mentioned the need for creating more effective channels for communication within Air-India as a means of establishing greater confidence, goodwill and mutual understanding between the Management and the staff at various levels.

After giving the matter considerable thought, my colleagues in Top Management and I came to the conclusion that in order to ensure quick action, we should adopt a simple and flexible programme and avoid an unduly formalised or complicated scheme. Such a programme was discussed in detail recently with all the Departmental Heads and a scheme for the establishment of effective channels of communication has been evolved after taking into consideration the organisational pattern, the administrative hierarchy of various

departments and also certain good practices, which some Departments have already been following in this respect. The Departmental Heads will soon be initiating necessary measures to get the scheme going.

There will be complete freedom in regard to the subjects to be discussed, except for matters reserved for collective bargaining with the Unions or Associations concerned and individual grievances which have to be dealt with under the existing Grievance Procedure.

I wish to convey my personal appeal to all members of our Air-India family to participate in this scheme wholeheartedly and co-operate in making it a success. We should then be able to create a congenial atmosphere of mutual trust, goodwill and understanding which will enable us to successfully meet the difficult challenges that lie ahead of us.

*Jadoti*  
CHAIRMAN

## Hostess, Purser win Rotary Awards

**A**IR-INDIA hostess Helen Menzies and Flight Purser Ashok Thakur were presented with the Rotary Awards for 1974-75 at a function organised by the Rotary Club of Bombay on February 4, 1975. The Awards were presented by Mr Arvind Kilachand, President of the Rotary Club.

Helen Menzies, charming, vivacious and 28, has been with Air-India since February 1969. Ashok Thakur, 35, joined Air-India in January 1962.

Indian Airlines hostess Cynthia Rubique and Flight Purser S. G.

Bhagwat were also presented with the Awards at the same time.

Among those present were several Rotarians including Mr K.K. Unni, Managing Director and Mr Faiz Jasdaniwalla, Immediate Past President of the Club, who presented the Awards last year to Dale Evans and Vincent Lewis. Also present was Mr M.A.S. Dalal, our Regional Director-UK, who is a member of Rotary Club of London.

Speaking on the occasion, Mr Unni praised our cabin crew and said that he was "happy and proud" to be

present at the function. He thanked the Rotary Club on behalf of Air-India and Indian Airlines for the Awards.

Mr Kilachand said that he had travelled on many airlines including Air-India and felt that Air-India's in-flight service was certainly among the best.

Earlier Mr Steve Rajaratnam, Manager, Singapore Airlines, in Bombay and formerly our Manager in Singapore, welcomed the guests. The function ended with a vote of thanks by Mr Laurie Noronha, our Manager, Cabin Crew Training.

Mr Arvind Kilachand, the wellknown industrialist and President of the Bombay Rotary Club, making a presentation to our hostess Helen Menzies. Mr Steve Rajaratnam, Manager, Singapore Airlines, is in the centre. (Also see photograph on page 2).



(Continued on page 2)





After the presentation of Rotary Awards, are seen (L to R) Ashok Thakur, our Flight Purser, who also won the award, Capt. Williams, Actg. Regional Director (Bombay Region), Miss Cynthia Rubique, Mr K.K. Unni, our Managing Director, and Mr S.G. Bhagwat, Flight Purser, Indian Airlines.

## Airlines must adapt to new economic parameters

(Continued from page 1)

expansion and rising disposable incomes which Western industrialised nations had come to take for granted in the post-war era," Mr Unni added.

He felt that the conjunction of inflation and stagnation - "stagflation" as it is popularly called - had hit both the business travel and tourism. "As a result, world airlines have experienced their worst financial result in their history - an estimated operating loss of 3.2 per cent for 1974".

Airlines have been forced to increase fares and yields in order to keep their breakeven seat factors at a realistic level but fare increases have not generated sufficient revenue to cover costs. Given the high price-elasticity of demand for air travel and the past history of fare reductions, it is not surprising that the world-wide fares increase in January 1974 and subsequent fuel-induced fare increases led to a reduction in the demand for air transportation, said Mr Unni.

He said: "At the risk of being an inveterate optimist, let me hazard my subjective opinion that the present fuel famine and exorbitant prices will be a short-lived phenomenon. History provides us with several quotable instances where a commodity which was in distressingly short supply was followed by an over production within a period of five to ten years".

Mr Unni added that the excess capacity has been the bane of the air transport industry and load factors have reflected a steady decline over the past two decades. The fuel crisis in late 1973 had one hidden compensation - it forced several airlines to cut back capacity, in many cases to

their benefit. He expressed the opinion that the industry will have to adapt itself to the changing economic parameters and submit itself to self-restraint and self-discipline to successfully meet the challenges ahead.

Mr Unni said that revenue pooling arrangements, of which Air-India has been a pioneer, are a viable alternative to, and safeguard against, over-competition and the resultant surplus capacity. He felt that inter-airline co-operation could in future be extended to the production side as well, especially in the sphere of maintenance, overhaul and pilot training programmes with a view to sharing costs and avoiding unnecessary duplication of heavy investments.

Referring to the future of tourism, Mr Unni said that it will continue to grow although the pattern of world tourism will alter. Old tourist generating sources such as the US are likely to give way to new sources such as Germany and Japan. Another potential source of tourist generation will be the oil rich Middle East where a huge transfer of wealth had already taken place.

In conclusion he said: "Because we are at the threshold of a new economic order, fashioned by the forces let loose by the energy crisis, our success and ability to overcome the challenges posed by this environment will depend in a large measure on the co-operation between us - airlines, hoteliers, tour operators, travel agents and lastly the governments of our respective countries. We do not believe that the world is coming to an end and we expect to be in business for a long time to come".

## Measures to safeguard animals

To ensure that animals transported by air arrive at their destination in good health and condition, the airlines of the world have decided on certain important new measures, the International Air Transport Association announced on January 27, 1975. As from February 1, 1975, the 112 IATA member airlines and some 90 other airlines require all shippers of animals to provide a certificate to the air carrier that the shipment complies with the provisions of the IATA Live Animals Regulations. This new mandatory requirement for the shipment of live animals was decided after a great deal of research and study by the permanent IATA Live Animals Board in close consultation with interested organisations, shippers and Governmental authorities. The requirement applies to all persons shipping, accepting or carrying live animals either as air freight or as accompanied baggage.

The IATA Live Animals Regulations contain full details of the packaging and care-giving requirements in connection with the shipment of live animals. They require that the greatest care must be taken in the handling of live animals to protect their welfare. The IATA Regulations also contain details of requirements for labelling and marking of live animal containers as well as listing specific types of containers for different species of animals.

The IATA Regulations provide advice on the general care of animals in connection with their transportation by air. Particular attention is given to such subjects as health and hygiene, disturbance, climatic effects, sedation, feeding, segregation and behaviour as well as loading and unloading arrangements.

## Family planning centre opened

MR OM SAWHNY, Director of Engineering, inaugurated the Family Planning Centre at the Air-India Staff Colony in Santa Cruz on January 26, 1975, the Republic Day. Before the inauguration, Dr D.N. Pai, Special Officer in Charge, Family Planning Unit of the Bombay Municipal Corporation, addressed the staff and their families on the importance of family planning.

Earlier, Mr Sawhny unfurled the national flag on the Colony ground and watched the march past by students of the Air-India Modern School. The ceremony, which was organised by the Staff Colony Association, was watched by hundreds of staff and their families. Later sweets were distributed to all the students of the school.

Among those present on the occasion were: Mr S.K. Nanda, Chief Personnel Manager, Mr Felix Fernandes, Personnel Manager, Mr K.A. Sapat, Industrial Relations Manager and Mr S.L. Hans, Industrial Relations Adviser of Indian Airlines.

Mr Om Sawhny, DE, cutting the ribbon to open the Family Planning Centre at the Staff Colony. Mrs Ina Talpade of the Welfare Centre is at left.

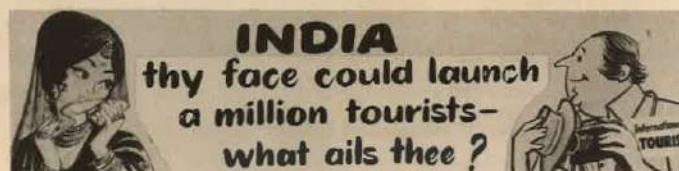
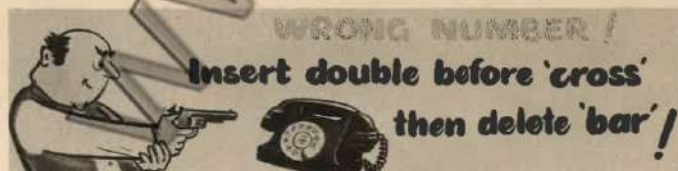


## Tourist traffic

MORE than half a million tourists are expected to visit India in 1975, which has been declared as the South Asia Tourism Year by the World Tourism Organisation.

Mr Raj Bahadur, Minister of Tourism and Civil Aviation, told the Parliamentary Consultative Committee attached to his Ministry that tourist arrivals during January-October, 1974, had registered an increase of 2.3 per cent as compared to the corresponding period of last year. This was a significant development when viewed in the context of a general decline in world tourism in 1974.

## AT NARIMAN POINT





## PRATT & WHITNEY COMPLIMENTS ENGINEERING TRG. DIV. FOR REVISED CARD

**A**IR-INDIA Engineering Training Division have re-designed a pocket-sized card, originally issued by Pratt & Whitney, showing the bleed system of P&W JT-9D engine which powers our Boeing 747s. The card is meant to help engineers in the field in troubleshooting when faults occur in the system.

The changes and improvements made by our Engineering Training Division, have made the card more comprehensive. It shows detailed operation of the bleed system.

The essential function of the bleed system is to dump excess air when the engine is in operation. The JT-9D with a thrust nearly 2½ times that of a JT-3D which powers our Boeing 707s, naturally handles a very high mass air flow and has a



Mr K.K. Unni, our Managing Director (L.), being greeted by Philippine Tourism Secretary Mr Jose D. Aspiras in Manila. Mr Unni presented a paper at IUOTO Conference. (See story also on page 1)

very high compression ratio - air is compressed in the ratio of 23:1 inside the engine as compared to 13:1 ratio for the 707 engine. The engine is therefore very sensitive to changes in temperature and air flow.

In view of this, Pratt and Whitney have designed an elaborate air bleed system for this engine to maintain the air flow at the precisely required levels for different operating conditions to avoid engine surging and compressor stalls.

Because of the complexity of the system, engineers working on it found it difficult to remember all the valves and their exact operation. Engineering Trg. Divn. set about incorporating improvements in the card to take

care of the problems encountered in the field. The card is more handy and easy to carry, with the result it has won all-round praise.

Pratt & Whitney wrote to Air-India complimenting on the work done by the Engineering Training Division "We believe your approach to this guide is indeed an excellent one. It is concise, complete, light-weight, durable and relatively inexpensive. Should we need again to produce a training aid on this subject we would undoubtedly want to follow your format".

A major international Airline was so impressed with our card that they have adopted it in toto with credit to Air-India.

## CW&PD, CUSTOMER SERVICE, STAFF COLLEGE

### In better quarters

**T**HE Civil Works & Properties Department, Customer Service and Staff College now share accommodation in the old Accounts Buildings at our Santa Cruz base.

The CW&PD has moved into the old Computer Building and the wing in which Pay Accounts was located, while the Staff College and Customer Service occupy the two floors of the adjacent wing. The Staff College has taken over the entire floor upstairs where Revenue Accounts used to be and the Customer Service is on the

ground floor which was formerly occupied by General Accounts.

For the first time all the sections of Customer Service are under one roof. "This is a great advantage to us", said Mr K.L. Ramchander, Commercial Manager-Customer Service. "Before we moved in here, Systems Catering and Cabin Service Sections were located in the Stores Building at the far end".

The Air Corporations Employees' Co-operative Bank will move into the old Customer Service block shortly.

Mr Mohanlal Sukhadia, Governor of Karnataka (R), inaugurating an exhibition by Mrs R. Tewari, wife of our Area Sales Manager, Bangalore. The photograph shows the Governor looking over the paintings. Mr and Mrs Tewari are at the left. Mrs Tewari had held exhibitions of her paintings in Paris and Belgrade when Mr Tewari was posted there.



## IUOTO CONFERENCE REPORT

**A** COMPREHENSIVE programme on co-ordination of tourism and Air Transport was recommended by the International Conference on Tourism and Air Transport organised by the IUOTO and the International Air Transport Association held in Manila between February 10-14, 1975 (see page 1). The meeting called for a continuing re-evaluation of all aspects of tourism to reflect changing world conditions. It urged that tourism be conceived as an integral part of social and economic life.

The Manila Conference recommended all those responsible directly or indirectly for the future development of tourism and air transport to:

- Ensure closest possible co-ordination in tourism research to avoid duplication and make most effective use of efforts.

- Establish through a data bank a continuous and comprehensive study of all information leading to better knowledge and appreciation of world tourist needs. (The setting up of a world data bank is already in the work programme of the World Tourism Organization).

- Use to the maximum all existing resources including notably air transport, accommodation and ground facilities.

- Balance equipment capacity realistically with existing and future demands.

- Pursue a policy of harmonisation in marketing and distribution outlets (tour operators and sales agents) and infrastructure (accommodation and recreational facilities) thereby providing benefits both economic and human.

- Introduce co-ordinated marketing programmes to obtain optimum use of valuable infrastructure to satisfy the needs of new clientele such as youth, education and "senior citizens".

- Avoid measures that inhibit tourism.

- Promote domestic and international tourism to the greatest extent possible, giving special attention to the developing countries.

- Make every effort to encourage a more even flow of tourist travel throughout the year and the development of new tourist areas thereby helping to reduce the prices paid by tourists.

- Give national tourist offices the authority and resources which will enable them to fulfil with maximum effectiveness their central role of co-ordinating in the development and promotion of tourist activities.

- Urge that all parties act in concert in giving the advance notice of planned changes including increase or reduction of service, changes in relevant policies concerning charges and development of infrastructure in order to promote effective planning for the benefit of all.

The Conference encouraged IATA to continue its work in the development of worldwide tourism.

The Conference also urged that governments provide international air transport with a co-ordinated regulatory policy framework thereby permitting appropriate long-term planning, continuity of operations, and optimal utilisation of available resources that would encourage economically viable and stable conditions for the development of tourism.

The Conference also invited governments to follow ICAO guidelines in reducing obstacles preventing the development of civil aviation, and in particular those governmental charges which increase the operational costs of carriers. Furthermore, governments were invited to take appropriate practical legislative and regulatory measures to improve and facilitate traffic and to protect the interests of the traveller in line with ICAO recommendations.

## BOMBAY AIRPORT

### Centaur to open in March

**T**HE Centaur Hotel at Bombay Airport, being built by the Hotel Corporation of India, a wholly-owned subsidiary of Air-India, will be partially opened by the end of March 1975.

About 120 guest rooms will be ready for occupation. The main lobby, the inner circle, swimming pool and coffee shop and other support services such as lifts, room service and kitchen will have been completed by that time.

The first group of guests to be accommodated in the new Hotel will be Air-India staff visiting Bombay for training at the Staff College.

Senior staff who will occupy key positions in the Hotel have already been recruited. As far as the other staff are concerned, HCI recruited personnel fresh from schools and colleges and trained them to its particular requirements.

The training programme which started in August 1974 for such categories as Front Office Receptionists, Housekeeping Assistants, Captains, Stewards and Room Service Order Takers has been completed.

HCI is actively considering a proposal to construct a swimming pool and a restaurant at the Juhu Beach Hotel site as a facility for the guests staying at the Airport Centaur. These facilities will later form part of the Juhu Beach Centaur hotel.

The Head Office of the HCI has already moved from the Air-India Building at Nariman Point to the new Hotel.





Mr G.S. Ramchand (centre), introducing Chandrasekhar to Prime Minister Mrs Indira Gandhi, before the Delhi Test. Pataudi, the Indian Captain, is on the left. Mr Rungta, our President, Cricket Control Board of India, is on the right.

## Ramchand looks back on Test series

G.S. Ramchand, our Dy. Manager (Flight Handling) at Bombay Airport and former Test Captain, was appointed the Manager of the Indian cricket team during the recent test series against the West Indies in India. In this interview with the Magic Carpet, he gives his impressions of the series.

"We have a good side", said Ramchand in summing up his impressions of the Indian team's performance against the West Indies. "Having lost the first two tests it was no mean achievement to win the next two. Had we drawn the last test in Bombay, our performance would have looked even better. Our boys were quite capable of doing it, if only they had got their heads down and played".

Ramchand thinks this ability to get your head down and play is very, very important for any team and if our team had aimed at a reasonable score in an innings, say, 300 to 350, they would never have been in any trouble at any time.

"Of course in the first two tests we got the wrong breaks. It rained at the wrong time, from our point of view, at both Bangalore and Delhi, not to mention injuries to Pataudi, the Captain, and Gavaskar".

Ramchand was disappointed that for the first time in many years our middle-order batting failed. With the retirement of Ajit Wadekar, who used to go in at No.3 and Pataudi clearly out of form, significant chinks appeared in our batting strength.

For the immediate future, he feels, the need is to find another opening batsman to open the innings with Gavaskar and to strengthen our middle-order batting.

**Bowling:** "Our spin attack is one of the best in the world. Bedi, Prasanna and Chandrasekhar are in a class by themselves. They will continue to dominate the scene for some years to come."

But what worries Ramchand, like many others, is that we have no genuine fast bowlers in the class of Andy Roberts and Jeff Thomson. "Even if we have someone like Julien who can use the new ball effectively, it will make a great deal of difference".

A fast bowler has to work very, very hard which, most of our boys are unwilling or unable to do. It is not enough to make a round of the ground before a practice session, there must be a regular pattern of training, including road work and even weight training, to build up strength and stamina.

Ramchand regards Madan Lal and Gavhari at best as medium pacers, who haven't got the height and the build to become fast bowlers. What

the Cricket Control Board should do is to launch a countrywide talent hunt for schoolboys in the 14-18 age group who have the potential to become fast bowlers and then train them up systematically, as Australians do.

Asked if he had come across any youngsters who had the potential, Ramchand said he had watched Barun Barman and Kapil Dev in action in the North and he felt that they had the build and the talent.

**Fielding:** Our close-in fielding is of a high standard but we lack competent fielders in the outfield. Here again it is the question of strength and stamina, said Ramchand. A fielder must be able to run fast to

(Continued on page 5)

### ACEC BANK

## Nariman Point Branch inaugurated

MR N. H. DASTUR, Deputy Managing Director (Commercial), cut the ribbon amidst applause to inaugurate the Nariman Point Branch of the Air Corporations Employees' Co-operative Bank recently. The new branch is located on the second floor of the Air-India Building. It is the second branch of the Bank to be opened; the first one located near the Terminal Building at Bombay Airport, was opened last year.

Among those who attended the ceremony were Mr P.V. Gole, Director of Personnel and Industrial Relations; Mr R. Venkataraman, Director of Planning and International Relations; Mr S. K. Nanda, Chief Personnel Manager; Mr Balendu Shah, Deputy Commercial Director, Mr Inder Sethi, Deputy Commercial Director - Marketing and Sales, other senior officers of the Corporation and several staff who are shareholders of the Bank.

Speaking on the occasion, Mr Dastur said that he was happy that staff now have their own bank, with full banking facilities, within easy reach. He was confident that the

Bank would attract deposits in a big way. Mr Gole hoped the Bank would go from strength to strength.

Mr R.B.S. Kunder, Secretary of the Bank, thanked the Management for allotting space in the Air-India Building and said: "We have been trying to open a branch here for a long time. Now members of the Bank working in the city can have their loan applications processed here, without having to go to Santa Cruz."

Mr V.G. Gogate, Senior Accounts Officer, and a nominated director of the Bank, proposed a vote of thanks.

The Branch started off its business briskly. Mr K.G. Appusamy, Deputy Managing Director and Mr Dastur were among the first to open accounts on the first day.

The ACEC Bank made a profit of Rs 2.64 lakhs last year, nearly 19 per cent higher than the previous year. The Bank paid a dividend at the rate of 8½ per cent to its shareholders. The membership of the Bank now stands at 8,107, almost 2,000 more than it was four years ago. The Bank's share capital at present is Rs 26.74 lakhs.

Mr N.H. Dastur, Dy MD (C), walks into the Nariman Point Branch of the ACEC Bank after cutting the ribbon. With him are Mr P.R. Dasan (R), Mr S.K. Nanda, CPM, and Mr S.D. Gawade, President of the Bank (behind Mr Dasan).



## Bill Brumby with 'spectacular' problem



BILL BRUMBY, our Area Sales Manager, Auckland, New Zealand, recently faced an incredibly spectacular problem - how to despatch 20,000 spectacles to an eye specialist in India. The used spectacles were collected by the Lions Clubs throughout the Waikato, Bay of Plenty, King Country and Southland.

When Mr Brumby first agreed to a Lion's request to airfreight the specs to India free of charge, he expected a couple of small cartons. He had not reckoned with the drive and zeal of Lions. At one stage he had two boxes containing more than 12,000 pairs of glasses weighing more than 500 lb in his office and that was only Southland consignment. The North Island consignment of 20 cartons containing more than 8,000 pairs of glasses and weighing nearly 500 lb arrived later. In addition, there were eight cartons of drugs collected by the Lions Clubs of District 202C destined for Delhi.

The 20,000 odd pairs of glasses were sent on Air-India to Dr M.C. Mody, who works from the town of Davanager in Karnataka. It all began in Miami during the International Lions convention there last year. The District Governor of 202C Mr Des Wilson of Tauranga and District Governor of 202F (Southland), Mr Vince Boyle of Winton, got talking to Dr Mody, who pointed out that to help his work among the underprivileged of India, many of whom suffered from serious eye trouble, New Zealand once sent used spectacles.

Mr Wilson and Mr Boyle accepted the challenge and when they got home they visited all the clubs in their districts and asked for support. The result was 20,000 specs whose estimated value was \$ NZ 40,000.

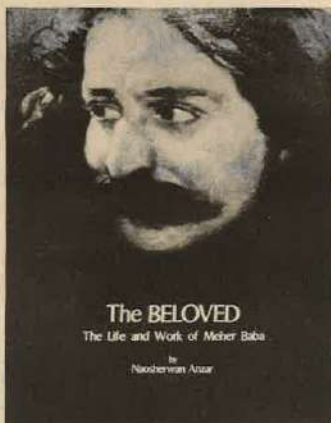


# Meher Baba biography published in USA

**N**AOSHERWAN NALAVALA, our Information Officer in the Public Relations Office, who writes under the pen name of 'Anzar', is a young sensitive writer and a former journalist with a happy turn of phrase. His latest effort is a book entitled **THE BELOVED**, the first complete authoritative work on the life and work of Meher Baba.

Published in the USA, **THE BELOVED** is Naosherwan's fifth book. It is most comprehensive in its treatment of Meher Baba. It is in fact a labour of love and recounts Meher Baba's life with a feeling and sensitivity which only a close personal association could make possible.

The book is the biography of an extraordinary man. Meher Baba, widely known as the 'Avatar of the Age', lived a life that embodied the highest ideals of life and service. In the scope and range of his activities and in the dynamic sweep of his personality, Meher Baba's life is unique. **THE BELOVED**, a carefully



The dust jacket of the Meher Baba biography.

inter-woven combination of text and pictorial material, unfolds the story of his love for humanity with an immediacy that truly brings the book to life.

The narrative is clear, readable and interspersed with frequent anecdotes. To those already familiar with the Master Meher Baba, **THE BELOVED** will be a special treasure. For those encountering him for the first time, it is an introduction to a new spiritual experience. To those interested in that process by which spiritual ideals may be lived, this book will clearly speak.

**THE BELOVED** will bring many to a fuller appreciation of Meher Baba, whom the author accepts as 'the Avatar of the Age'. Naosherwan was a child of five when he first met Meher Baba. This encounter began a long rewarding relationship that was to determine the shape and direction of his own life. His personal devotion to Meher Baba is the keynote of that spirituality which has inspired his outlook as a writer and a man.

## WEDDINGS



Rekha to Kannan, son of Mr R. Venkataraman, Director of Planning and International Relations. Kannan is a Systems Engineer with Texas Instruments in Dallas, USA.

## Retirements



Mr G. M. Naidu, Senior Technician (Painting), being presented with a bouquet by Mr N. S. Mistry, EM(HQ), at the farewell party. Mr Naidu retired from the Corporation after 28 years service.



Mr G. L. Monde, Senior Aircraft Technician, garlanding Mr Rangayya Ramsung, Cleaner in the Piston Engine Overhaul Shop at a farewell party. Mr Ramsung retired from the Corporation after 28 years service.



Mr N. S. Mistry, EM (HQ), garlands Mr K. K. Swamy, Foreman, at a farewell party given by the staff of 1049 Division to Mr Swamy and Mr D. R. Kambl, Cleaner (R), both of whom have retired. Mr A. T. Banerjee, Asst. EM, is at left.

Mr V. R. Subnivas, Asst. EM, P & E Divn., presenting a bouquet to Mr Shanmugham Thevar, Cleaner, at a farewell party. Mr Thevar retired from the Corporation after nearly 28 years service.



## 1974 AIR TRAFFIC REVIEW

**T**HE International Civil Aviation Organisation (ICAO) recently issued its annual year-end estimates of scheduled airline traffic for 1974. These preliminary estimates cover total scheduled traffic of ICAO's 129 Member States.

Although the world airlines carried more passengers and freight in 1974 than ever before, the year's rate of growth for total traffic was the lowest since 1958. This could be attributed to the general slump of the world economy and to high fares resulting in large part from sharp increases in fuel prices.

Total 1974 traffic carried on scheduled services (passengers and baggage, freight and mail) is estimated to be about 79,900 million TKm, only five per cent above 1973 traffic. The airlines carried an estimated 505 million passengers for a total of 642,000 million passenger-kilometres. This volume is slightly less than a four per cent increase over 1973, the lowest ever recorded for the industry.

1974 is the first year in which the airline industry shows a decline in aircraft kilometres flown. The five per cent decrease is due to the fact that airlines have reduced scheduled services. However, this decline in services was accompanied by a marked increase from 69 to 76 in the average number of passengers per aircraft.

—INTERAVIA AIRLETTER  
January 17, 1975

## RAMCHAND LOOKS BACK ON THE TEST SERIES

(Continued from page 4)

stop the ball and then throw it back full toss, fast and accurate. "You should watch the West Indians run after the ball. They wouldn't let you have more than a single. Their throws were quick", said Ramchand.

Ramchand played in 33 official tests and numerous unofficial ones. Starting with a tour of England in 1952, he later toured West Indies, Pakistan and Sri Lanka. He also played against Australia and New Zealand in India, captaining the Indian side in 1959-60 series against Australia when the Australians were beaten in the Kanpur test for the first time by India.

K. S. Mhatre



Shalini, daughter of Mr S. J. Soans, Foreman, Maintenance Division to Diwakar.



Sukanti Balkrishna Mallya of Customer Service to Balkrishna Narayan Mallya.

Krishna, daughter of Mr S. K. Ganguly, Asst. Accounts Officer, Pay Accounts to Mr Gautam Chatterjee.





# CONGRATULATIONS

The following staff have acquired degrees, diplomas and certificates during the last two academic years

## 1973-74 DEGREES



Mr A.S. Bachhav,  
Commercial - LL.B.



Mr O.P. Rajora,  
Commercial - M.A.



Mr S.C. Sharma,  
Commercial - M.A.



Mr M.B. Lotankar,  
Operations - B.A.



Mr N.K. Lahir,  
Commercial - B.A.



Mr G.M. Shave,  
Engineering - B. Com.

## DIPLOMAS



Mr Hafiz Sarang,  
Stores - Diploma in  
Business Administration



Mr K.S. Krishnamurthy,  
Engineering - Diploma  
in Trade Unions and  
Industrial Relations

## CERTIFICATES



Mr U.K.P. Shirodkar,  
Engineering -  
Sahitya Visharad



Mr B.P. Pai,  
Stores - Certificate in  
Materials Management



Mr H.R. Banerji,  
M.I.A.S. - I.C.W.A.



Mr G.R. Keni,  
M.I.A.S. - Certificate  
in Civil Defence Control  
and Communications

The following staff have not sent  
their photographs:

Mr K.V. Govindan  
Mr B.K. Majumdar  
Mr Dhir Singh  
Mr P. Badrinarayan  
Mr K.V. Titus

## 1972-73 DEGREES



Mr H.N. Shroff,  
Commercial - B.G.L.



Mr K.B. Menon,  
Accounts - M. Com.



Miss M.T. Melani,  
Commercial - M.A.



Mr S. Ganesan,  
Commercial - B.A. (Sp.)



Mr P.V. Sumant,  
Stores - B.A. (Sp.)



Miss P. Balan,  
Catering/Cabin Service  
B.A.



Mr T. Mohan,  
Accounts - B.A.

## DIPLOMA

Mr A.R. Tasgaonkar,  
Engineering  
Post graduate diploma  
in Personnel Management



## CERTIFICATES

Mr S. Shetty,  
Engineering - A.M.I.E.

Mr K.S. Sharma,  
Planning (Tech.)  
Certificate in  
Russian Language



Mr P.V. Gole, Director of Personnel and Industrial Relations, receiving the distinguished alumnus award from Gen. G.G. Bewoor, PVSM, Chief of Army Staff at the Railway Staff College in Baroda. The college presents annual awards to past alumni of the institution, who have distinguished themselves by occupying key position in organisations outside the Railways. Mr Gole was Divisional Superintendent in Central Railway at Bhusawal before joining Air-India in December 1973.

## WHO'S WHO & WHERE

### PROMOTIONS

#### PLANNING DEPARTMENT

Mr G.S. Salvi Asst Sdn Supdt  
Bombay

#### ENGINEERING DEPARTMENT

Mr M.S. Gehi Dy Engineering  
Santa Cruz Manager

Mr Madan Mohan Sr Technical Officer  
Santa Cruz

Mr O.P. Dhiwra Sr Technical Officer  
Santa Cruz

Mr K.S. Shenvoy Sr Technical Officer  
Santa Cruz

Mr N. Varadarajan Sr Technical Officer  
Santa Cruz

Mr N. Narasinga Rai Sr Technical Officer  
Santa Cruz

Mr G.S. Mahadevan Sr Technical Officer  
Santa Cruz

Mr A.K. Johri Sr Technical Officer  
Santa Cruz

Mr H.R. Shetty Sr Technical Officer  
Santa Cruz

Mr R. Satish Sr Technical Officer  
Santa Cruz

Mr S.E. Killekar Sr Technical Officer  
Santa Cruz

Mr M.B. Kalwani Sr Technical Officer  
Santa Cruz

Mr A.P. Nazareth Technical Officer  
Santa Cruz

Mr M.M. Sengupta Technical Officer  
Santa Cruz

Mr P.D. Bhatwadekar Technical Officer  
Santa Cruz

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Santa Cruz

#### OPERATIONS DEPARTMENT

Mr D.A. Kochrekar Administrative Officer  
Santa Cruz

Mr P.D. Karandikar Jr Officer  
Santa Cruz

Mr B.K. Maitra Sr Flt Despatcher  
Calcutta

Mr H.E. Parekh Sr Flt Despatcher  
Hong Kong

Mr J.B. Talker Sr Flt Despatcher  
London

Mr T.N. Varadhan Sr Flt Despatcher  
Madras

Mr Y.R. Vijh Sr Flt Despatcher  
Frankfurt

Mr D.S. Thandi Sr Flt Despatcher  
London

Mr T.K. Chatterjee Sr Flt Despatcher  
Hong Kong

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