

The Magic Carpet



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AMERICAN AWARD FOR MAGIC CARPET

THE MAGIC CARPET was adjudged the "Best Overseas Publication for 1974" in the annual "Better Newspaper Contest" organised by the Airline Editors Forum of the Air Transport Association of America (Full story next month).



Mr N. H. Dastur, Dy Managing Director (Commercial) addressing the cargo agents and press on the eve of our inauguration of all-cargo services. The photograph shows (L to R) Mr R. K. Narpat Singh, Commercial Manager-Cargo, Mr Dastur, Mr K. G. Appusamy, Dy Managing Director and Mr Balendu Shah, Deputy Commercial Director.

Silver Sands Holiday Home inaugurated

By
Naoshervan Nalavala

THE Air-India Holiday Home at Mahabalipuram was inaugurated on February 8, 1975, by Mr P. D. Baliwala, Controller of Stores & Purchases, in the presence of members of the Labour Relations Committee as well as staff from our Madras office.

Mr S.K. Nanda said that this new Holiday Home at Silver Sands in Mahabalipuram was welcomed not only by our staff at Madras but would be frequented by the staff from our stations in India as well. Mr Baliwala later lit the traditional lamp with the accompaniment of recorded mridangam music in the background.

The Air-India Holiday Home is a large thatched bungalow with facilities for two families to reside at a time. The ground floor has a large bedroom with attached bathroom and a kitchenette, the floor above has a large bedroom. An additional advantage on the upper floor is a balcony which overlooks the sea. For those who do not wish to cook in the bungalow, there are dining facilities provided by the Management of Silver Sands. The added attraction is a cinema house in the premises.

(Continued on page 2)

ALL CARGO SERVICES BEGIN

ON April 2, 1975, our Boeing 707-337C VT-DVB 'Kamet' took off from Bombay Airport at 8.45 A.M. (local time) for London via Bahrain, Cairo and Paris to inaugurate the first of two weekly all-cargo scheduled services on the India-UK route.

The aircraft under the command of Captain I.S. Mahna carried 34 tonnes of cargo, consisting of garments, opium, mica, carpets and leather goods.

In the eastbound direction, the aircraft again had a full load of cargo and when it flew onwards to Tokyo via Hong Kong after a brief stop-over in Bombay, it carried 26 tonnes of cargo. In the westbound direction from Tokyo, the aircraft again had a full load. It was indeed a good beginning!

As part of the promotional effort, cargo agents and press in Bombay were invited to the Airport on April 1, 1975 for an inaugural ceremony, which included a demonstration of mechanised cargo loading and unloading operation.

In a brief speech, Mr N. H. Dastur, Deputy Managing Director (Commercial) said that Air-India had operated in the past an all-cargo service with a converted Super Constellation, called the "Flying Sherpa". So, in a way this is not something new.

Air-India had accepted the challenge of air cargo, said Mr Dastur, in the national interest, despite the many problems we face. "We may probably have to fly some services empty, particularly in the eastbound direction from the UK", said Mr Dastur. "Profit is not our sole motive. We are looking at this venture from a broader view point".

Earlier, in his welcome speech, Mr Narpat Singh, Commercial Manager-

Cargo, said that although the trade boom is waning, indications are that it will revive towards the end of 1975. The growth this year may not be as much as last year. Nevertheless there are plenty of commodities available to fill the available capacity.

He expressed concern at the lack of cargo capacity on the domestic routes, especially between the main cities. "This will pose us a very serious problem", said Mr Narpat Singh.

Despite the somewhat depressed state of the cargo market at the moment, the long term prospects appear bright. It is estimated that India would be exporting 33,500 tonnes of cargo in 1975, 55,000 tonnes in 1978 and 75,000 tonnes in 1980.

The total value of all cargo exported out of India in 1973-74 was over Rs 2,500 crores out of which Rs 265.63 crores was exported by air. In order to further develop exports by air out of India, Air-India has introduced through International Air Transport Association special commodity rates for fruits and vegetables to Europe and UK, meat to the Gulf, textiles, handicrafts, readymade garments, opium, pharmaceuticals and electronic goods to Europe, the UK, Japan, USA and Australia.

Air-India in 1961 uplifted a mere 1,605 tonnes. This tonnage increased to 2,569 in 1965, 5,879 in 1971, 15,405 in 1973 and over 17,000 in 1974. During 1973-74 the air cargo revenue was 21.72 per cent of our total revenue and in 1974-75 it is estimated to be 22.23.

Subject to volumetric limitations, the new all-cargo scheduled services will have on each flight 13 pallets capable of carrying up to 30 tonnes

of cargo on the main deck and eight tonnes of cargo in the lower cargo holds. This will mean an additional 5,500 tonnes cargo capacity.

The westbound cargo service will leave Bombay every Wednesday at 8.45 A.M. (local time) and arrive in London at 8.05 P.M. (local time) the same day via Bahrain, Cairo and Paris. The return service will leave London at 7.30 A.M. (local time) on Thursdays and arrive in Bombay at 3.50 A.M. (local time) on Fridays via

(Continued on page 2)

MD visits Mauritius

While on a visit to Mauritius in April, Mr K. K. Unni, our Managing Director, called on Sir Sewoosagar Ramgoolam, Prime Minister of Mauritius. Photograph shows (L to R) Mr N. Mital, Regional Manager-East Africa, Nairobi; Mr Unni; Sir Sewoosagar Ramgoolam; Mr I. D. Sethi, Dy Commercial Director-Marketing & Sales and Mr M. K. Zutshi, Manager, Mauritius.



Cargo Services

(Continued from page 1)

Frankfurt, Rome and Cairo. It will leave Bombay at 6.00 A.M. (local time) the same day and arrive in Tokyo at 9.35 P.M. (local time) via Hong Kong.

In the westbound direction the freighter service will leave Tokyo at 11.30 A.M. (local time) on Saturday and arrive in Bombay at 10.05 P.M. (local time) on Saturday via Hong Kong and Calcutta. It will leave Bombay at 12.30 A.M. (local time) on Sunday and arrive in London at 11.25 A.M. (local time) the same day via Bahrain, Cairo and Frankfurt. The service will leave London the same day at 2.00 P.M. (local time) and arrive in Bombay at 8.35 A.M. (local time) on Monday via Paris and Cairo.



Cargo Agents, Bombay press and some of the Air-India staff who attended the inaugural ceremony on April 1, 1975, before the start of our all-cargo services the next day. The function was held in our hangar near the New Terminal Building at Bombay Airport.



Mr P.D. Baliwala, Controller of Stores and Purchases, lights a lamp in the presence of members of the Labour Relations Committee to inaugurate the Air-India Holiday Home at Mahabalipuram. Mr Yeshwant Veeumsee, Proprietor of Silver Sands is seen alongside.

Silver Sands (Continued from page 1)

In the afternoon of the same day, the Labour Relations Committee met in an adjoining auditorium. The Committee was informed that Management had approved extension of medical facilities to the staff of the Air-India Colony Consumers' Co-operative Society Ltd. and that the Stores Tea Centre had ordered hot cases for supply of hot snacks. The Committee had asked for an improvement in the facilities at the Tea Centre.

The Committee asked for a clarification on the procedure of ticketing for Staff on Leave passages and preservation of wait-list. Mr Balendu Shah informed the Committee that he had a meeting with the Manager-Santa Cruz, at which three of the elected members of the Committee were also present. Mr Shah said that

he was of the opinion that Air-India should adopt a practice prevailing in other airlines of keeping all staff on leave as stand-byes to be registered at a prescribed time before every flight and he added that this procedure was acceptable to the Manager-Santa Cruz. The members showed disinclination to accept this arrangement. Mr Shah invited them to visit the airport and see the actual working and the problems faced by the traffic staff and then make suitable suggestions, which he assured would be looked into.

In an earlier meeting the Committee had recommended grant of medical facilities to retired employees. Mr Nanda informed the Committee that a recommendation was made to the Management to

give medical benefits to retired employees under our Contributory Medical Benefit Scheme. The Management has decided that retired employees can avail of the facilities, in case they pay the full contribution, since the Corporation was not in a position to bear their contribution owing to the present financial stringency.

More Space for Bank

The Committee was informed by Brig. M.P. Joseph that approval had been received for the allocation of more space to the ACEC Bank and that the water supply to the Air-India second colony had also improved. He added that a provision had been made for an underground water tank to further improve the water supply to the Colony.

During the discussion on inadequate facilities of transport for staff at Santa Cruz in Bombay, Mr Nimkar explained that the proposal to run a bus service between old airport and NTB was under consideration by the Transport Section. The recommendation of running a transport from Santa Cruz to Andheri could not be considered due to shortage of vehicles. But he assured the Committee that if and when the position of the availability of vehicles improved, he would consider running the transport as per the recommendations of the Committee.

Some problems of Madras station were brought up by representatives of the local staff and were taken up for discussion. They included housing facilities for staff, medical facilities for staff working at Airport and Cargo offices and problems regarding uniform etc.

At the end of the meeting the Secretary, Mr J.P.D. Tata thanked the Manager-Southern India for the excellent arrangements made at Mahabalipuram for the LRC meeting.

WHO'S WHO & WHERE

PROMOTIONS

Operations Department

Mr V.D. Moorthi Santa Cruz	Manager- Flight Services
Mr V.V. Joshi Santa Cruz	Manager- Planning & Schedules
Mr B.V. Shet Santa Cruz	Asst Administrative Officer
Mr C.V. Kamath Santa Cruz	Asst Administrative Officer
Mr T.V.S. Krishnan Santa Cruz	Asst Manager-Admin.

Vigilance Security Division

Mr S.S. Kulkarni Santa Cruz	Security Officer
Mr N.M. Naik Santa Cruz	Security Officer
Mr M.N. Saxena Santa Cruz	Security Officer

Civil Works & Properties Department

Mr V.B. Chandorkar Santa Cruz	Sr Technical Officer
Mr L.G. Pittal Bombay	Sr Technical Officer
Mr V.R. Vaidya Santa Cruz	Sr Technical Officer
Mr S.Y. Khandekar Santa Cruz	Sr Technical Officer

POSTINGS

Civil Works & Properties Department

Mr V. Ganesan Technical Officer Santa Cruz	Technical Officer Delhi
Mr V.M. Shrotriya Sr Technical Officer Delhi	Jr Technical Officer Santa Cruz.

Members of the Labour Relations Committee with staff from the Madras Office in front of the Air-India Holiday Home at Mahabalipuram.



The Indian team which won the World Hockey Cup at Kuala Lumpur photographed at Madras airport on arrival. They were met by Mr M. A. M. Ramaswamy, President, Indian Hockey Federation (sixth from right) and Mr G.S. Krishnan (extreme left, kneeling) our DSS Madras.



AIR-INDIA AT BOMBAY AIRPORT

Passenger, cargo facilities being expanded

"WE intend to add four or five more check-in counters and have a bigger Maharajah Lounge at Bombay Airport in the next few months", said Mr H.K. Malik, our Manager, Santa Cruz.

"When the Centaur Hotel opens, we shall have an Information Desk there. There will be facilities for first class passengers to check in at the Hotel, including customs examination. We are also going to have a big Maharajah Lounge in the Hotel".

The cargo warehouse is also to be expanded and modernised, with the ultimate aim of doubling its present capacity, added Mr Malik.

This gives some indication of the rapid rate at which Santa Cruz is expanding. Already the biggest station in our system, Santa Cruz now handles about 800 flights a month, of which more than half are of foreign carriers.

"In the last two years alone, 80 to 90 flights have been added", said Mr Malik.

There are couple of days in a week when as many as 18 flights are handled between 2200 hrs and 0800 hrs and on Sunday there are four flights at the same time.

And the passenger totals are equally impressive. The station handles 30,000 departing passengers a month, 25,000 arriving and an equal number transiting, which makes a total of 80,000.

In addition, there is the cargo traffic which amounts to over 1,300 tonnes of export cargo (Air-India's share is nearly 900 tonnes) and over 600 tonnes of imports, of which foreign carriers bring in only about 80 tonnes.

Santa Cruz is now a major user of our staff college, where staff are regularly sent for refresher courses in order to keep them abreast of the latest developments. Besides, an in-station training programme has been instituted which takes the form of a quiz for staff during slack periods on two afternoons a week. The programme is conducted by Mr S. Ranganathan and Mr J. D. Bhatia under the overall direction of Mr S. S. Shirodkar, a former instructor at our Staff College.

The training is not merely confined to the traffic staff, but covers loaders as well. A class room in the old Staff College quarters has been specially reserved for holding training classes for loaders, which are conducted by Mr D. R. Deshpande.

Apart from personal hygiene and discipline, they are taught aircraft details, baggage handling, identification of on-line and inter-line baggage tags and handling of restricted articles.

Mr Appusamy elected V-P

Mr K. G. Appusamy, Deputy Managing Director, was elected Vice-President of the Aeronautical Society of India for 1975-76 at the 27th AGM of the Aeronautical Society of India.

Mr V. N. Herekar, Deputy Director Engineering, was elected a Member of the Council.



Mr Raj Bahadur, Union Minister of Tourism and Civil Aviation, addressing the inaugural session of the AeSI. The others seen in the photograph are (R to L) A.C.M. O. P. Mehra, President, AeSI, Mr M.H. Limaye, President (Bombay Branch), Mr S. Ramamritham, DGCA and Mr B.K. Majumdar, Hon. Secretary (Bombay Branch).

27th ANNUAL GENERAL MEETING

Aeronautical Society of India

MR. RAJ BAHADUR, Union Minister of Tourism and Civil Aviation, expressed satisfaction at the excellent work being done by the Aeronautical Society of India "in fostering the growth of professional knowledge".

He was delivering the inaugural address at the 27th Annual General Meeting of the Society in Bombay on March 15, 1975.

"The importance of aeronautics in the country's progress cannot be over emphasised. It plays an essential role in both civil air transport and defence", said Mr Raj Bahadur.

Among those present at Bombay House for the meeting were: Mr K.K. Unni, Managing Director, Mr K. G. Appusamy, Deputy Managing Director, Mr N.H. Dastur, Deputy Managing Director (Commercial), Mr Om Sawhny, Director of Engineering and several of our senior engineers. Mr S. K. Kooka, Chairman of Air-India Charters Ltd was also among the guests.

Earlier, Mr M.H. Limaye, President

of the Bombay Branch of the Society welcomed Mr Raj Bahadur, the distinguished guests and delegates.

After the Minister's address, Air Chief Marshal O.P. Mehra, Chief of Air Staff and President of the Society addressed the gathering.

Mr S. Ramamritham, Director General of Civil Aviation, then delivered the Nilakantan Memorial Lecture. His subject was: "Development of Civil Aviation in India and its future".

Mr B.K. Majumdar, Senior Technical Officer in our Engineering Department and Honorary Secretary of the Bombay Branch proposed a vote of thanks.

A reunion dinner and Aviation Nite were held the same evening at the Airport. A large number of guests and members were present on the occasion.

The Society now has a membership of 1,500 and last year nearly 2,500 candidates had enrolled themselves for Society's examinations in the various subjects.



Photography for pleasure

PHOTOGRAPHY is an expensive hobby. Apart from money, it also requires considerable time and effort to acquire the necessary skill, proficiency and technique, before the results begin to look interesting.

Mr A. K. Razdan, 46-year-old Navigator in our Operations Department, has devoted almost all his spare time to photography in the last few years. He is now a sufficiently skilled photographer to be ranked among the professionals. His photographs have won prizes in numerous exhibitions in this country (see back page). Some of his pictures were accepted by the Singapore Education Board.

Mr Razdan's interest in photography goes back to mid-'40s, when he was an Aircraft Maintenance Engineer with Airways India. His colleagues used to ask him to take photographs at farewell parties.

One day he tried his hand at something different. He took a photograph of Mr Jawaharlal Nehru at the airport which came out so well that a newspaper asked for it and later he

managed to sell around 1,000 copies of it. A few days later he took some photographs of Mahatma Gandhi at one of his prayer meetings in Delhi and the pictures were used by the Orient Magazine. This modest success encouraged him further.

During the '50s he was busy with his career and maintained no more than a casual interest in photography. He gave up Engineering and went to the UK to train as a Navigator in 1956. On his return a year later, he joined Air-India.

Around this period he took a photograph in Sydney on a rainy day which won him a second prize in a competition in Singapore. This revived his interest in photography and he began to study the subject seriously. In the late '60s, he learnt the dark room technique in Singapore and later in Bombay completed a Diploma course conducted by the Photographic Society of India, of which he is a member. He has a dark room of his own, where he does his own developing and printing of photographs.



The pallet being transferred on to the loader while the operator on the loader at the aircraft deck level looks on.



The transporter getting



The empty cabin of our Boeing 707-337C Kamet, ready to accept cargo pallets. Note the rollers on the floor and the protected covering on the sides.

PUTTING CARGO ON

LOADING and unloading cargo into and out of an aircraft is no longer a laborious process it was 15 years ago. It is now a smooth and co-ordinated mechanical operation.

The days when fork lift was the most advanced mechanical aid available for handling cargo have long since passed. Now a whole new generation of specialised mechanical equipment has been developed to handle vastly increased volume of cargo in the quickest possible time.

Pallets, igloos or containers are terms you constantly hear in connection with cargo handling.

Pallets are wooden and metallic platforms on which cargo is stacked for carriage in the aircraft. They have hooks to fasten them to aircraft floor. The cargo is secured by lashing nets to the pallet.

Igloos are pallets really, with a hard cover on top which gives them the

appearance of an Eskimo home. Hence the name. The hard cover is used only in special cases where precious cargo needs to be protected from damage in transit.

Containers on the other hand are aluminium boxes which are used exclusively on our Boeing 747s.

When the time comes for loading an aircraft, loaded pallets are placed upon dollies which are flat topped trollies and towed to a point near the aircraft, where a motorised vehicle known as a transporter is used to automatically transfer each pallet on to a loader. The loader has a split platform, half of which remains at the aircraft deck level with an operator who can raise or lower the other half by means of a switch to bring the pallet up or take it down. Once the pallet is raised to deck level, he operates another switch to set the wheels embedded in the floor in motion to transfer

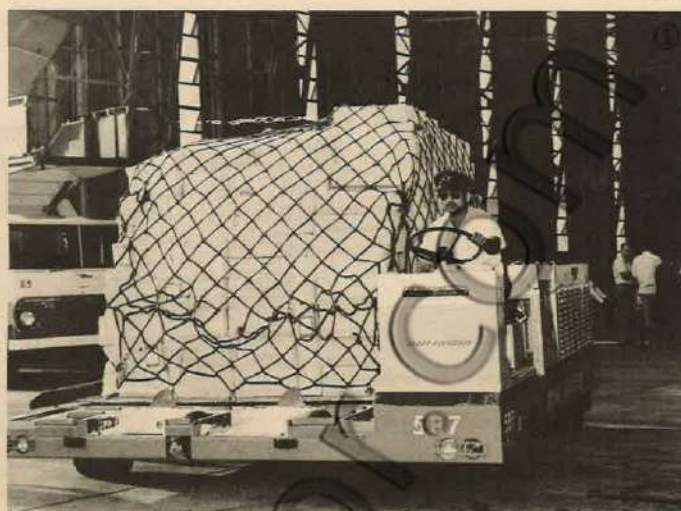
The pallet being raised by the operator on the loader. The transporter has gone back to bring another pallet.

The pallet now at the aircraft deck level on the loader automatically trans





is driven near the aircraft and aligned with the loader. The operator is ready to transfer the pallet on to the loader by means of a switch.



The loaded pallet being carried on a transporter.

MAIN DECK

the pallet automatically inside the aircraft. (see photos from top right to left to follow sequence). The cargo staff then can move it onto position inside the aircraft and fasten it to the floor.

To convert our Boeing 707-337C Kamet for all-cargo operation, our Engineering Department had to do considerable amount of work in installing special rollers on the aircraft floor after removing overhead racks, seats, carpets, galleys and toilets. They also had to put protective lining on the sides to prevent damage to window panels.

A special mini-galley is provided for the use of crew with adequate capacity to provide hot meals, hot and cold beverages, soup etc. This special galley was designed, developed, certificated and delivered in a record time of 38 days by a Japanese manufacturing company. Surely something of a record!



The transporter has brought another pallet to the aircraft and the whole process is about to be repeated.

and the operator is ready to operate the switch which will lift it into the aircraft.





Above, Ramesh Manjrekar, Captain of Air-India team (with cap in hand) leading the Air-India team for fielding. Nitin Shirodkar, the most successful bowler in the match, is on his right. Right, Mr K.K. Unni, MD, shaking hands with Anand Koli of our team. Mr D.P. Nimkar, President of the Air-India Sports Control Board is on the left and Mr Vijay Manjrekar, Sports Officer is in the centre.



CRICKET

AI beats IA

AIR-INDIA beat Indian Airlines with six wickets in a three-day cricket match at the Wankhede Stadium in Bombay on March 23, 1975.

On the opening day, Mr K.K. Unni, our Managing Director, was the Chief Guest and before the play commenced, Mr D.P. Nimkar, Controller, Ground Handling Department and President of the Air-India Sports Control Board, introduced the players of both teams to Mr Unni. Mr Polly Umrigar, the wellknown test cricketer, was the chief guest on the last day and presented the trophy to Air-India team.

Indian Airlines won the toss and decided to bat. Although the wicket looked brown and almost deadpan, it was not devoid of grass and retained some moisture. As a result Indian Airlines batsmen were struggling from the start against some fine fast bowling by Nitin Shirodkar, Y. M. Choudhry and Anand Koli.

Only Mona Kauli who scored 32 and M.S. Monappa who scored a lively 23 offered some resistance. Monappa, an international hockey player, sent three successive balls from Shirodkar to the boundary, two of them with beautifully timed hook shots. He was unlucky to be run out.

Indian Airlines innings ended at 136 by tea time on the first day. Shirodkar and Bhatia were the most successful bowlers for Air-India, having taken five and three wickets respectively.

Air-India began disastrously enough. They lost opener Sudershan Bhatia quickly, but Vikram Kaul and

Viju Koli carried on till the stumps with 77 on the scoreboard. By the time Air-India's innings ended around tea time the next day, their score had reached 290; Vikram Kaul and Viju Koli having scored 59 each, Malegaokar 49 and Ramesh Manjrekar, who captained the side, 33.

For Indian Airlines, Monappa took four for 36 and S.A. Wahid, three for 77.

In the second innings, Indian Airlines did a little better. They scored 187. Kauli was unlucky to have missed a well-deserved century by just 10 runs. Prakash Reddy scored a useful 37. For Air-India Nitin Shirodkar and Y. M. Choudhry took four wickets each. Choudhry, swinging the ball both ways, took first two wickets cheaply and at one stage had the incredible figures of three wickets for five runs.

Set to score 34 runs to win, Air-India started with gay abandon and managed to reach 32 with the loss of only two wickets. Then they lost three more wickets at the same score. Although never in serious danger of losing the match, Ramesh Manjrekar did not take a chance. At the first opportunity, he pulled the ball to the boundary to clinch the issue.

Few had expected the match to last three days. There is no doubt that both teams played well and it seems likely that this will become an annual contest. It will be recalled that Air-India defeated all four Indian Airlines teams, drawn from its four regions in February in Delhi.



Delhi Diary

By
S. P. Dutt

OUR booking office at Scindia House has been 'done up'. Many people have appreciated it and our staff there find it a better place to work in. It has, in fact, become something of a tourist attraction in Delhi!

There have been many changes in Delhi. We have bade farewell to many colleagues. Mr Ashok Vaish, Dy Manager-Northern India, is leaving for Prague as Manager-Eastern Europe and Mr G. K. Kapoor has taken over from him. A number of farewell parties were held to say 'goodbye' to Mr Vaish and welcome Mr Kapoor.

Mr Kapoor is no stranger to Delhi, having been the Airport Manager here. In between, he had been posted to Beirut, Bangkok, Calcutta, Bahrain and Bombay.

Mr B.L. Parashara, who was till recently Cargo Sales Manager-Northern India, has taken over as the Assistant Regional Manager-India. And guess what! Gina Lollobrigida

wrote him a very nice letter for tracing her mishandled baggage.

We also bade farewell to Mr R. P. D'Sa, Dy Purchase Manager, who goes back to Bombay and welcomed Mr G. K. Grover in his place.

Our cricket team led by Vikram Kaul has been very active. They have won a number of matches against many local teams. We recently played a match in the neighbouring city of Meerut with Ashwani Enterprises Team and beat them.

Mr K.M. Rao of Sales made travel arrangements for the Indian Hockey Team which won the World Cup in Kuala Lumpur and looked after them as he normally does all the sports teams.

Air-India has been featured quite a lot on TV quiz programmes in Delhi. Questions were asked about the history of our symbol the Centaur, the Maharajah, identification of places from some of our early posters and also from our film "Dream on Wings".

Air-India Claims Merchants Cup

AIR-INDIA won the Merchants Cup golf championship in Delhi when they shocked favourite Ashok Manufacturing by one stroke. The Annual Tournament is sponsored by Air-India.

Our team comprising of Major S. G. Srinivasan, Regional Manager-India

and Mr F. Nagarwala, Sales Officer, brought in net scores of 74 and 71 respectively. Mr Achal Nath and Mr Atul Nath, who represented the Ashok Manufacturing team, brought in scores of 71 and 75 respectively. The latter thus had to content themselves with the runners-up position.

New Zealand's 'millionaire'

THE news that Glenn Turner has been appointed Captain of the New Zealand Cricket team for the World Cup will undoubtedly delight scores of his fans in India.

He is the most prolific run getter New Zealand has ever produced. As one English commentator put it: "He goes after runs like a millionaire after money!"

Glenn has a special relationship

with Air-India. He is married to Sukhinder, daughter of our Navigator Mr J. S. Gill.

The Turners live six months during summer in England where Glenn plays for Worcestershire and the rest of the time at Dunedin, New Zealand, where he has a coaching job.

Sukhinder is doing her MA in History at the Otago University, Dunedin. A student of Sophia College Bombay, she went on an exchange scholarship to Bethany College, West Virginia, USA, where she spent two years and took a BA degree in History.

Glenn Turner and his wife Sukhinder snapped in Bombay during one of their recent visits.

NATIONAL SHOOTING CHAMPIONSHIP

Bronze Medals for Capt. Kapur

CAPTAIN K. S. KAPUR, 40, one of our First Officers on Boeing 707s, was awarded two Bronze Medals in the XXth National Shooting Championship held earlier this year at Chandigarh.

He was a member of the Maharashtra team for the Championship, which is organised by the National Rifle Association of India.

It is considered a remarkable achievement in view of the fact that Captain Kapur was participating in the Championship for the first time.

As a matter of fact, he lost the Silver Medals in both the Air Pistol and the Standard Pistol events by just one point.

"The competitors are required to shoot from 25 metres at a target about the size of a playing card", said Captain Kapur.

He is a crack shot, and so is his eight-year-old son, Sukhinder Singh, who uses a .22 rifle. Captain Kapur practices at the Municipal Rifle Range at Worli, whenever he can find the time.



Capt. K. S. Kapur

His coach, Captain S. J. Ezekiel, who is head of the Maharashtra State Rifle Association, is so impressed with his skill that he thinks Captain Kapur can make India's Olympic team.

Captain Kapur joined Air-India in 1970, after 13 years with the Air Force. He has flown both fighters and transports in the Air Force.

New Beach Resort at Goa

THE Fort Aguada Beach Resort, which belongs to the Taj Group of Hotels, was formally opened at the beginning of March 1975.

Located in the Singuerim Village which is about 30 minutes drive from Goa's capital Panaji, the Hotel is built on a promontory, overlooking nearly five miles of the famous Calangute Beach.

The promontory which rises up to a hill, is the site of an old Portuguese Fort, from which the Resort derives its name.

The 120 room Resort, has 88 rooms in a central two-storey block, and 2, 3 and 4-room cottages. All the rooms and cottages have a commanding view of the sea and the beach. Some rooms in the central block have

an attached open-air terrace. The cottages are at a higher level.

All the rooms are comfortably air-conditioned with attached baths and running hot and cold water. The interior decor of the Resort is based on shell and cane.

Dining facilities consist of a restaurant, 'Sea Shells', 'The Anchor Bar' and a pool-side snack bar. Also close to the Hotel is the 'Bamboo Bar', surrounded by hammocks to laze in.

At the lobby level there is a conference room, which can accommodate upto 100 persons.

There are excellent facilities for sports. Besides a lovely swimming pool overlooking the bay, there are facilities for riding, clay pigeon

The Fort Aguada Beach Resort, Goa, which was opened recently.



OBITUARY

Mr B. D. Surve

Mr Bhaskar D. Surve, Peon, Publicity Section, Bombay, expired on March 31, 1975, after a cerebral haemorrhage. He was 41.

His sudden death, following close after the death of Mr V.V. Shetye, Chief Artist, less than a month ago, shocked all staff of the Publicity Section.

Bhaskar joined Air-India in May 1958 and endeared himself to all by his willing and loyal service. His smiling face and spontaneous greeting will be missed by all who came in contact with him.

Bhaskar is survived by his wife and two children to whom we tender our sincere condolences.

Mr S. S. Gupta

Mr Sreenivas S. Gupta, Operator Trainee in our Ground Handling Department died in a train accident near Mahim Railway station. He was 38.

Born at Pandalgak, Andhra Pradesh, Mr Gupta joined Air-India as a despatch rider in May 1966 and later was appointed as a driver in our Transport Division. He switched to the Ground Support Division as Operator Trainee in November 1974.

He is survived by his wife, three daughters and a son.

Mr D. G. Budhkar

Mr Dattaram G. Budhkar, Cleaner in our Catering and Cabin Service Section, died at the Cooper Municipal Hospital, Vile Parle, after a brief illness. He was 36.

Mr Budhkar joined Air-India as a temporary cleaner in August 1962 and was absorbed as a regular employee from April 1963. His previous job

was with the Director of Industries, Bombay.

He leaves behind his wife, three sons and two daughters.

Mr C. P. Aboo

Mr C.P. Aboo, Cleaner in the Plant and Equipment Division died at the Sion Hospital at the age of 52.

Born at Poyanad, Kerala, Mr Aboo joined as a vendor in our staff canteen in November 1948 and was transferred to the Transport Division as a cleaner, at his own request, in June 1956. When the maintenance and repair of commercial equipment was transferred to the then Works Engineering Division, Mr Aboo came into the Engineering Department. After completing 25 years service, he received his watch in January 1975, only a few months before his death.

He leaves behind his wife, three daughters and three sons.

Mr Benard Misquitta

Mr Benard Misquitta, Senior Aircraft Technician in our Power Plant Division, who died at the age of 52 at the Santa Cruz General Hospital, had been with Air-India for nearly 29 years.

Before joining Air-India he was in the Royal Indian Navy for about eight years. Mr Misquitta was with the Railways and Abdul Karmil Silk Mills, before joining Air-India in 1946.

He became a Mechanic I in 1960 and was recategorised as Senior Aircraft Technician from April 1, 1966.

He is survived by his wife, six sons and three daughters.

We tender our sincere condolences to the families of Mr Surve, Mr Gupta, Mr Budhkar, Mr Aboo and Mr Misquitta.

STATEMENT

Statement about ownership and other particulars about newspaper, MAGIC CARPET (English).

1. Place of Publication : Bombay
2. Periodicity of its : Monthly publication
3. Printer's Name : P.D. Baliwala
Nationality : Indian
Address : Air-India, Santa Cruz, Bombay 400 029.
4. Publisher's Name : S. Almeida
Nationality : Indian
Address : Air-India, Bombay.
5. Editor's Name : S. Almeida
Nationality : Indian
Address : Air-India, Bombay.
6. Names and addresses of individuals who own the newspaper and partners or share-holders holding more than one per cent of the total capital : Air-India, Bombay.

I, S. Almeida, hereby declare that the particulars given above are true to the best of my knowledge and belief.

Signature of Publisher,

(Sd.) S. Almeida

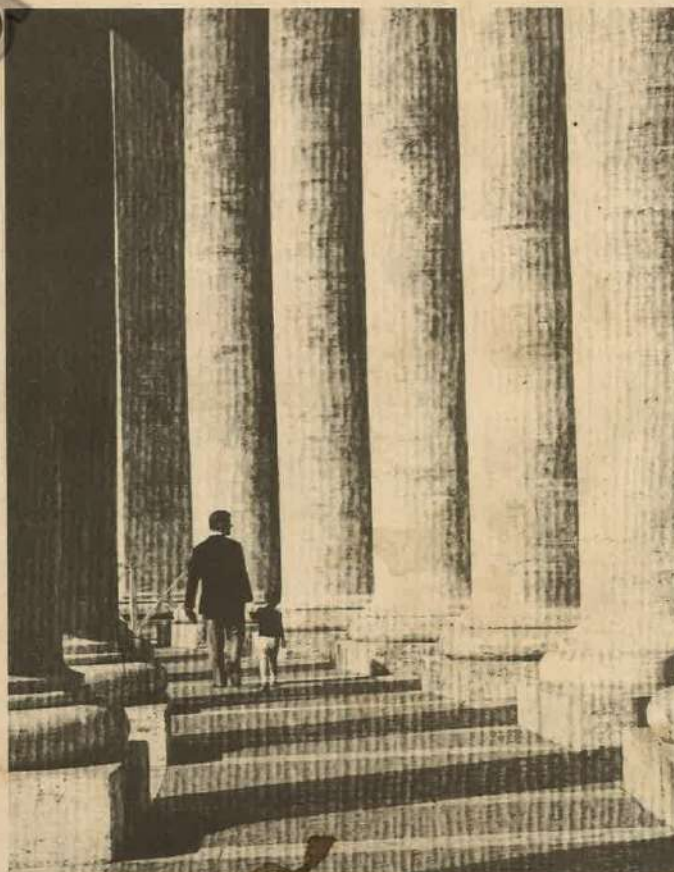
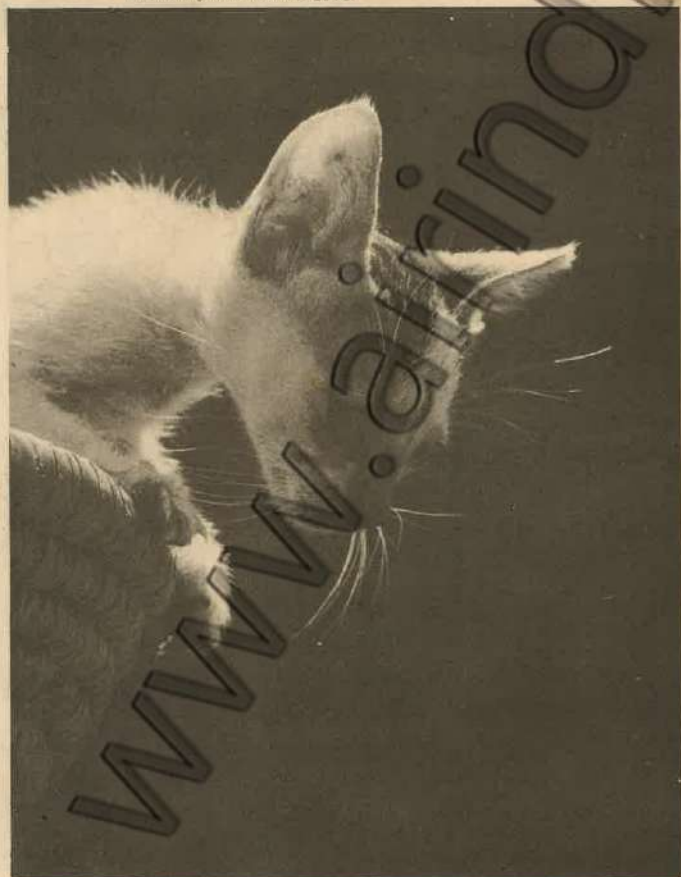


The photograph was taken with a 35 mm Leica camera with a 135 mm telephoto lens. Eight negatives of this scene were taken. The position of the men walking in between the boats was the deciding factor in choosing the negative. Exposure was F4, 1/250 second. Orange filter was used. The photograph was exhibited in the Exhibition held by The Photographic Society of India.

PHOTOGRAPHY FOR PLEASURE

TENDERNESS. The photograph was taken with a Rolleiflex camera in sunlight. Exposure 5.6, 1/250 second. The background was a plywood piece painted black. Seven photographs were taken as 'the subject would not cooperate'. Exhibited in the All India Salon at the Jehangir Art Gallery in Bombay in December 1974.

See story
on Page 3



This photograph was taken in Rome, with an exposure of 5.6, 1/250 second. The original negative was combined with a pattern negative and both were printed together. This gave the photograph more depth and line effect. The photograph won the First Prize in The Photographic Society of India Exhibition.