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CITIZEN OF BOMBAY AWARD TO MR TATA

MR J.R.D. TATA, Chairman, was awarded the First Rotary Club 'Citizen of Bombay' Award in the presence of a distinguished audience at the Regal Room of the Oberoi-Sheraton Hotel on June 18, 1975, for 'leadership in industry, significant achievements in employer-employee relations, pioneering contribution to civil aviation and constant, active interest in community problems and social justice.'

In his address, Mr Tata pointed out certain civic problems facing Bombay and offered two solutions: firstly, to stop for five years all further construction activity not already under way, which is not of an essential nature such as that concerned with hospitals, schools, fire-fighting, power, water, transport and repair or replacement of old buildings, and low-cost housing; and, secondly, stop at all costs further proliferation of hutment dwellers, individual or in colonies.

Mr Tata prodded the conscience of business, industrial, commercial and professional citizens of Bombay to use their resources to improve the conditions of the community. He pleaded that "if all thinking citizens of Bombay, endowed with resources, whether in money, brains, knowledge, professional skills or in any other form, realise that the disaster which threatens to overwhelm Bombay within a few years, concerns every one of them, and they consciously play such a part as is within their means or powers, can we save from the decay and slow strangulating death

which threatens it, this great and beautiful city to which we owe so much."

Earlier, welcoming the guests Rotarian P.S. Rajaratnam, Chairman of the Public Awards Committee of the Rotary Club of Bombay, said that the Award was being given to Mr Tata because he symbolised humane leadership of the industry and that it was a matter of pride that he has always conducted his business, and himself, according to the highest principles of ethics. Mr Rajaratnam emphasised that Mr Tata's greatest single contribution to national development has been his pioneering effort in the field of Civil Aviation, and his role in building up what is today the flag carrier of India, as an airline of international standards and unique prestige.

The Worshipful Mayor of Bombay, Mr Nanalal D. Mehta, agreed with what Mr Rajaratnam had said and added that "the Tata Airlines, which JRD founded in 1932 gave India a 'home in the sky'. Air-India developed into the pride of India's public sector, mainly because of the untiring and personal efforts of JRD." Mr Mehta in his speech congratulated Justice J.R. Vimadala and Justice P.M. Mukhi, who were present on the occasion, as well as the Rotary Club of Bombay for selecting Mr J.R.D. Tata for this distinguished Award.

Mr Tata preferred a cash amount of Rs 2,000 instead of a silver trophy of equal value for donation to a charitable organisation.



Mayor Nanalal Mehta presenting Mr J.R.D. Tata the first "Citizen of Bombay" Award, instituted by the Rotary Club of Bombay at a function at the Oberoi-Sheraton Hotel on June 18, 1975.

Fundamental changes taking place in industry

IN a broad survey of the air transport industry, Mr K.K. Unni, our Managing Director, discussed its growth, its problems, its future and Air-India's role in it, in an address to the Institute of Rail Transport (Central Zone) in Bombay recently.

Mr A.K. Gupta, General Manager of Western Railway presided over the meeting which was attended by the senior officers of the Railways in Bombay. Mr K.G. Appusamy, Dy

Managing Director, Mr N.H. Dastur, Dy Managing Director (C) and Mr P. V. Gole, Director of Personnel and Industrial Relations were also present. The meeting was held at the Central Railway Headquarters.

Mr Unni began with a comparative assessment of the two industries, which were basically engaged in the same business - the provision of adequate, economical and safe transportation. Both are capital intensive, with broadly similar demand functions and both produce a perishable commodity - the seat. The economic principle in both industries is the same - profitability through the optimum utilization of equipment in order to reduce the unit cost of operation and the break-even occupancy factor.

There were important differences, however. The rail transport in India is both larger and older than the air transport, which began only in 1932. While Indian Railways are the fourth largest in the world, Air-India ranks 21st amongst 111 IATA airlines in terms of available tonne kilometres.

But the expansion of air transport in the post-war years has outstripped all other spheres of economic activity. No wonder the industry has been described as a "growth industry".

No other industry has witnessed such rapid and spectacular technological advancement, development and growth as air transport, which has enjoyed the spin-off benefits from defence and space research. But this has not been without its adverse impact on obsolescence and depreciation policies of airlines and consequent problems of financing purchase of new equipment.

A warm welcome awaited India's Vice President and Mrs. B.D. Jatti when they visited Zanzibar, Pemba and mainland Tanzania on a week's official visit. Photograph shows Mr & Mrs B.D. Jatti being welcomed by the Prime Minister of Tanzania, Mr B. Kawawa and Mrs S. Kawawa. The Vice President and his party travelled to Tanzania on our flight AI-209 of May 23, 1975, which was rerouted via Dar es Salaam. Mr N.L. Mittal, our Regional Manager - Africa, accompanied the VVIP party from Dar es Salaam to Bombay.



Capt Bhatia appointed OM (HQ)

CAPTAIN RAJ BHATIA, 48, has been appointed Operations Manager (Headquarters), from May 1, 1975.

Trained at the Delhi Flying Club Captain Bhatia joined Air-India in November 1948 and flew Dakotas and Vikings on the domestic routes be-



Capt Bhatia

fore switching to the International Division in early '50s.

Since then he has flown Constellations, Super Constellations, Boeing 707s and now Boeing 747s. He was appointed Deputy Operations Manager (Western Division) in September 1971 whilst he was in London on a posting.

Married with one daughter, he is an avid reader.

Capt M.C. Dasgupta, the newly appointed Dy Operations Manager (ITG)



ON THE JOB:

OUR Boeing 747s have a gas generator for operating and inflating the escape chutes. Some difficulty was encountered whilst discharging and charging this gas generator.

Aircraft Technician A.H. Jethwa in our Maintenance Division designed a fixture which eliminated this difficulty. He was given an award of Rs 50.

Mr Jethwa, 27, who holds a diploma in Mechanical and Electrical Engineering, joined Air-India as Trainee Technician about four years ago.



Dr Karan Singh, Union Minister for Health & Family Planning, visited Mauritius recently. Mr M.K. Zutshi, our Manager-Mauritius, hosted a dinner in his honour at his residence which was attended by the Prime Minister of Mauritius. The photograph taken on the occasion shows (l to r) Mr Zutshi, Dr Karan Singh, Dr Beergoonath Ghurburran, Mauritius Minister for Labour & Social Security and Ag. Minister for Health, and Sir Seewoosagur Ramgoolam, the PM of Mauritius.

Fundamental Changes (Continued from page 1)

The combination of technological progress and the need for uniformity of equipment for competitive reasons accounts for the frequency of the re-equipment cycles of most airlines, said Mr Umni. The older aircraft in the fleet may have physical life left in them, but no economic value and, therefore, have to be replaced, when the new and more advanced types become available.

This frequent induction of new equipment is peculiar to air transport industry. Aircraft have a built-in obsolescence, as it were, and are depreciated over a relatively short period of 10 to 15 years as against almost 30 to 40 years for equipment in the railways.

Unlike the railways, Mr Umni said, Air-India faces stiff competition not only in foreign markets but in its home market too. Twentyseven foreign airlines operate through India. On certain routes, competition is at its most intense like on the North Atlantic, where 21 airlines between them operate over 100 flights a day.

Mr Umni spoke at length on the various conventions which govern international air transport, bilateral agreements between governments, IATA and its role in eliminating price competition.

"In the absence of price competition, the foremost competitive tool is the product itself - the quality of service and the type of equipment", said Mr Umni. "This consideration accounts for the startling uniformity of equipment which has inadvertently been a partial cause of excess capacity."

Mr Umni felt that the most persistent and damaging problem faced by the industry in the chronic imbalance between demand and supply, which has led to a secular decline in the industry's load factor.

Mr Umni pointed out that the entire economic framework of the air transport industry is in the throes of a fundamental change. Technology can no longer stem the increases in costs which are apparent on all fronts. Cash costs of operation have risen owing to the quadrupling in the price of fuel. Insurance premiums are rising, so are interest payments. User charges for ground facilities have now reached extortionate proportions. As a result, the industry lost Rs 800 crores in 1974, creating a major problem of debt-financing.

Mr Umni then discussed Air-India's capital structure, its financial performance since nationalisation and reviewed all the operational aspects, including training.

Mr Umni concluded by saying that the air transport industry is currently in the process of deep rooted changes and the advantages it has hitherto enjoyed are fast disappearing. Despite this, he felt confident that the vicissitudes of the industry are a temporary phase. It will no doubt survive and emerge in a somewhat new form - less as an isolated producer of transportation and more as an integral component of tourism.

At the end of his talk, Mr Umni faced a lively half hour of questioning on every aspect of airline management.

WHO'S WHO & WHERE

PROMOTIONS

Headquarters

Mr G. Kalyanasundaram Sr Systems Manager Santa Cruz

Mr R.J. Fernandes Sr Systems Manager Bombay

Commercial Department

Mr K.K. Chawla Station Manager Osaka

Mr S.B. Sheorey Station Manager Santa Cruz

Mr M.C. Vania Station Manager Bombay

Mr A.M.S. Khan Station Manager Hyderabad

Mr Farid Ahmed Station Manager Delhi

Mr D.N. Correa Station Manager New York

Operations Department

Mr N.V.S. Mani Manager-Flt Ops Santa Cruz

Mr H.R. Bookbinder Asst Crew Sch. Officer Santa Cruz

Engineering Department

Mr N.N. Nair Planning Officer Santa Cruz

POSTINGS

Commercial Department

Mr S.B. Sheorey Dy Manager Santa Cruz

Mr J.T. Parakh Asst Manager Beirut Bombay

Civil Works & Properties Department

Mr P.N. Karmarkar Technical Officer Bombay Delhi



WHEN Pratt and Whitney recommended a modification to the JT3D engines, which power our Boeing 707-337Bs and 337Cs, it involved rework on the stage four nozzle guide vanes. It was found that cutting fresh slots on each of the 89 vanes per engine was time consuming.

Senior Aircraft Technician J.C. Lobo, designed a fixture which saved 20 to 22 man-hours of work. Besides, the fixture enabled the job to be done with greater precision.

Mr Lobo, who joined Air-India in 1954, won an award of Rs 150 for his suggestion.

EVERY time the filter on our Boeing 747 galley refrigerator had to be changed, the whole condenser module had to be removed. Thanks to a suggestion made by Senior Aircraft Technician M.S. Rao, the job has been simplified with a saving in man-hours and overall improvement of the system.

Mr Rao's suggestion was to change the type of fixture for mounting the filter. He won an award of Rs 150 for his suggestion.



FOREMAN S.M. Habib in our Plant and Equipment Division is a man with ideas and resourcefulness. So far he has won three suggestion awards. The latest award has been for his suggestion to change the flap-type guard on the grinding machine to a fixed frame with nuts and bolts to eliminate the risk of an injury to the eyes.

Mr Habib is one of our old-timers, having joined Air-India in February 1944. He likes to read religious books.

Boeing 747 Engineering Facilities

FINAL PHASE COMPLETE

THE final phase of Air-India's plans for self-sufficiency in engineering facilities for the maintenance and overhaul of Boeing 747s was completed recently, when Air-India began overhauling the Auxiliary Power Unit (commonly known as APU) in Bombay.

So far this small jet engine (weight 600 lb), which is installed at the base of the vertical stabilizer or the fin of the Boeing 747, was being sent to the British Airways in the UK.

The APU provides electrical power and air for air-conditioning when the Boeing 747 is on the ground.

Military aircraft

The APUs first came into use on military aircraft to give them operational freedom at remote and inaccessible airfields where ground support facilities were lacking.

With the growth in the size of the commercial jet airliners, APU has become a necessity to provide air and supplement power provided by ground power units.

The cost of sending the APUs to the UK for repair and overhaul was formidable - between £6,000 and £10,000 per engine. About eight engines were being sent per year. The need for undertaking repair and overhaul of APU in Bombay was therefore pressing.

Although the repair and overhaul presented no problem, because it could be handled by our Power Plant Overhaul Division, problem arose over testing the APU after overhaul. At one stage a proposal was under

consideration to set up a separate test facility for the engine as part of our Boeing 747 engine test house. But because the cost was around \$170,000, excluding tools and equipment, the idea was dropped and our Engineering Department sought an alternate solution.

Mr Jal Wadia, Engineering Manager (Ancillary Overhaul) and his deputy Mr D. K. Billimoria hit upon an ingenious plan to test the overhauled APUs in the Boeing 747 engine test house itself. They designed a trolley with all the necessary fittings on which the APU is mounted and which is then wheeled into position to align with the exhaust tunnel. The necessary pipes and air flow sections are fitted on the trolley itself, so as not to interfere with the Boeing 747 test installations.

Trolley

The trolley was manufactured by our Plant and Equipment Division while the other equipment installed on it was manufactured by M/s Indian Electronics of Chembur to our specifications. Only the necessary tools for overhaul were imported at a cost of US\$15,000. The cost of trolley and other locally-made equipment came to Rs 2 lakhs. Had the whole thing been imported, it would have cost (excluding the tools) US \$20,000, plus duty and transportation.

Three of our engineers - Mr N. R. Hooghan, Mr S. S. Gokhale and Mr K. Venkatraman - were sent to AiResearch-Garret, manufacturers of the APU, at Phoenix, USA, to study the overhaul procedures.

The Boeing 747 auxiliary power unit mounted on a trolley for test in a 747 engine test facility. Seen in the photograph are (L to R) Mr S.S. Gokhale, Engineer I, Mr N.R. Hooghan, Asst Superintendent, and Mr A.B. Sule, Sr. Aircraft Technician.



Mr S. K. Kooka (R) making a presentation to Mr J. C. Malani at a farewell party.

Mr Malani bids good-bye to Air-India

MR J.C. MALANI, Commercial Manager General Services, who joined Air-India on March 1, 1948, retired from the Corporation after 27 years of dedicated service. At a farewell party held on May 19, 1975, in the Air-India Building, Mr Malani said that he was not sad to leave the service of the Corporation. He was grateful to all those who had helped him make a success of his job. "The only tinge of sorrow I feel on retiring is that I would be unable to work with my wonderful team-mates again", he added.

Mr S.K. Kooka, who presided over the function, said that Mr Malani was known for his dedication to his work and his services rendered to Air-India would be remembered for many years to come. Narrating a humorous incident, Mr Kooka recalled, "Mr Malani was in the habit of writing long notes to the Chairman. Once I was asked as to who the author of these notes was? I informed the Chairman that it was Mr Malani and wondered if he (the Chairman) would like a note of explanation. Mr Tata promptly

snapped back and said "No, never. That would make the previous note more confusing".

Earlier, Mr Minoo Vania, Manager - Postal Air Mails, gave a brief background of Mr Malani's career in Air-India. He said, "It was Mr Malani who re-organised the Mails Section after he took over as Air Mail Sales Promotion Manager. It was as a result of his efforts and business acumen that mail revenue increased substantially. Despite his weak health he always did his best towards furthering the Corporation's interests."

Mr I.D. Sethi, Dy. Commercial Director, Marketing & Sales, who had worked with Mr Malani in the Tariffs Section, in a brief speech said that whatever he had learnt of tariffs was under the guidance of Mr Malani and his initial experience working under him at the outset of his career, had always stood him in good stead.

The audience was later regaled by gazals sung by Air Hostess Rasna Nadkar. Mr Anwar Abbas from Admin conducted the function with his characteristic wit and humour.

Hostess Rasna Nadkar singing gazals at the farewell party to Mr Malani.



LONDON DIARY

By Trevor Turner

IN June the Prudential World Cricket Series took place in London, which was won by the West Indies. The series of matches between the eight countries aroused a lot of interest. At the request of our New York Office, London was transmitting the lunchtime and the close-of-play scores each day to enable New York, as part of a public relations operation, to supply the latest scores to any cricket enthusiast who cared to phone our office for the results. It is interesting to note that in the United States there are 160,000 known cricket enthusiasts.

Since we participated in the Birmingham Mail Ideal Homes Exhibition, when we co-operated with Captain Bryan Carney and his international model airport, this exhibition has been appearing at other stores in the North. Captain Carney reports that hundreds of people each day have watched his demonstrations which feature an airport model with flights arriving and departing. Currently the major flights are all in the Air-India livery and the announcements refer to the arrival and departure of our flights.

Our 13-pallet freight operation has been going to and fro and the loads have been fairly good. We were pleased to have a visit from the Commercial Manager-Cargo, Mr Narpat Singh, who spent some time here and the Cargo Sales Representatives from all over the country came to London for discussions with him. A glance at our cargo manifest is always of interest because it covers such a cross section of different commodities. On a special chartered flight in May one day we carried 82 sheep.

Everyone in the UK was pleased that Captain C.P. Narayanan was appointed Operations Manager-



Mr G.S. Ramchand, former Indian Test Cricket Captain (third from left, second row) who was the Manager of the Indian cricket team which participated in the Prudential World Cricket Cup Tournament, is seen with Her Majesty the Queen, the Duke of Edinburgh (R) and H.R.H. Prince Charles during the tournament. Sunil Gavaskar is next to Mr Ramchand.

Western Division, based at Heathrow, having come from Central Division. We wish him every happiness during his tour of duty at our Station.

Cherry Hall, Secretary to the Operations Manager (WD), is an active member of the 'Skylarks' who are a group of secretaries at the Airport who despite their name are a fairly serious minded group of ladies, and one of Cherry's responsibilities is as Asst. Treasurer. British Airways recently took them on an educational trip to the Channel Isles.

Traffic figures at London Airport, in fact for all the seven airports in the UK under the control of the British Airports Authority showed a downward trend in April. Sadly, a reflection upon the times in which we live.

On the subject of the Airport, where there is what can only be described as ordered confusion, due to road works etc., in connection with the new underground extension to Heathrow Central, one of the latest additions to the passenger terminals is a tent. This takes our minds back to 1946 to the opening of the Airport when tents were used as buildings and two years later when the first Air-India Office was a caravan with Mr Dalal jumping in and out avoiding the mud between the duckboards. The reason for the new Marquee is to cater for passengers while the arrival building of No 3 terminal is having extensive alterations.

In Bond Street after many months of work our new telephone exchange has been installed and we hope that this is going to make for a easier life for our very hard working and patient operators and indeed for smoother working for the rest of us.

Has anyone seen the new travel guide called 'KNOW where to go'?

IATA is not A Monster

THE International Air Transport Association is not a "Monster of the Sky" dictating harsh regulations to control events. Mr Knut Hammarskjöld, Director General of IATA said in London.

The only monstrous thing about IATA is the size of the problems which it faces in trying to reconcile the views and ambitions of over 100 world airlines and their governments into an agreed rational pattern of operational and commercial conditions.

Mr Hammarskjöld was addressing the Airline Public Relations Officers Association in London on June 10, 1975. Among those present was Mr M.A.S. Dalal, our Regional Director-UK.

IATA does not "dictate" anything to anybody. Rather, it provides the essential international forum in which the member airlines meet on a co-operative basis. To negotiate agreements and policies necessary to maintain some coherent pattern of international air transport service that is responsive to demand of the travelling public, the governments and the airline management.

Until recently air transport as a whole showed rapid and steady development. The annual average rate of growth in world scheduled passenger-kilometres for the ten-year period to 1973 was nearly 12.6 per cent. This was more than double the average rate of growth in real gross national product in most countries during the same period. But, with very few exceptions, these steady days of unrestrained growth are now behind us. A new phase in the business cycle of the world economy - and of the airline industry - is here.

1974 was a transition year for the industry. IATA members' total scheduled passenger traffic increased by only 3 per cent - the lowest increase ever experienced. And 1975 is apparently becoming a holding operation for most scheduled airlines. Current problems make air carrier traffic and performance forecasting even more difficult than before the economic down-turn hit the industry. While it is reasonable to expect continued long-term expansion, short-term prospects are uncertain in most parts of the world, and growth will be uneven. Air traffic down-turns, combined with

WHO

I am more powerful than the combine

I have destroyed more than all the v

I am more deadly than bullets or mis

I waste more than five billion dollar

I find my victims among rich and p

I am weak.

I cast my shadow over every field o

in factories and offices alike.

I kill thousands of employees every

I lurk in unseen places and do my t

I am relentless.

I am everywhere, on the land and

job, on the streets and highways, i

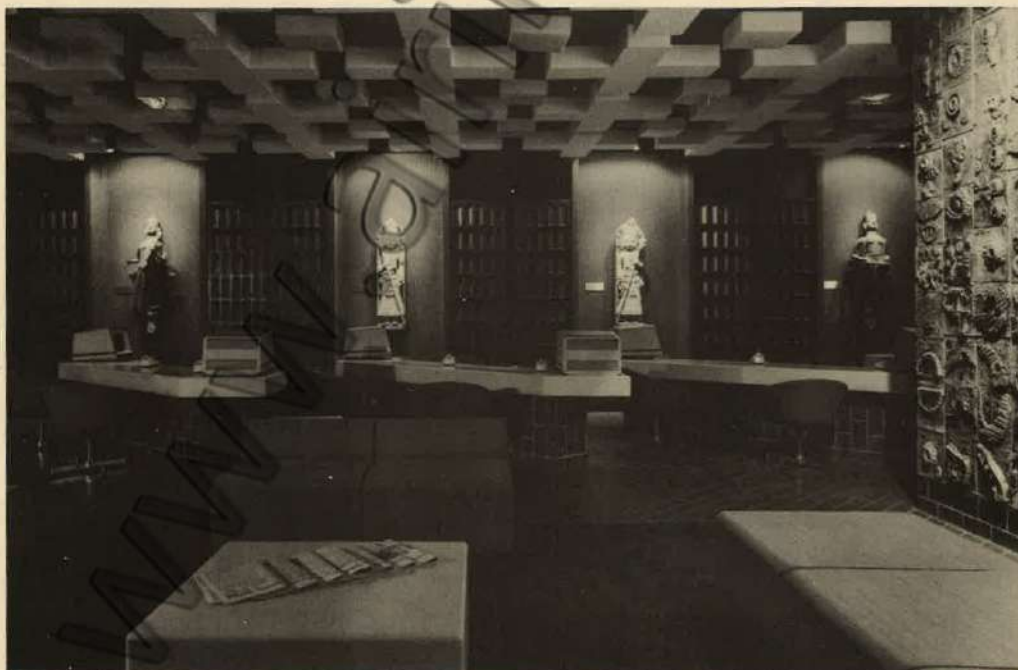
I breed sickness and death. I destr

all.

Yet, few people make a real effort t

I am your worst enemy.

An interior view of our newly redecorated Booking Office at New Bond Street.



of the Sky

current aircraft fleet expansion programmes, are major causes of an industry over-capacity situation.

Referring to the problems facing the airline industry, Mr Hammarskjold said that air carriers have been able to weather the global economic storm without complete collapse is in itself evidence of strong and able management. In addition to inflation and business cycle down-turns in major tourist generating markets, there are a number of equally serious problems facing air transport industry. These are: (1) The impact of inflation on air carrier labour costs, fuel and other supplies, and user charges, (2) International monetary difficulties, widely fluctuating currency exchange rates and credit restrictions, (3) the absence of a co-ordinated regulatory framework for the total air transport market and unregulated competition on many major routes, (4) the declining benefits of improved technology on unit operating costs, (5) environmental considerations necessitating large capital expenditures by the airlines.

Mr Hammarskjold felt that all governments must recognise the need for positive and objective harmonisation of their policies which is not always been the case. He said that Chicago-Bermuda framework must be updated, not necessarily to be replaced by new and untried ideas, but inherent weaknesses must be recognised and up-to-date formulae must be found. He stressed the need for an agreed regulatory environment in which airlines will be able to make optimum use of their available resources, introduce a simplified fares structure, and offer the lowest possible but still economically viable fares for bulk and individual travel.

Referring to the Agency Commission Issue, Mr Hammarskjold made it clear that formally increasing the level of commission to agents will not remove any of the casual factors of the problem - I believe it will merely increase the base from which illegal rebating will commence, and will also increase industry cost without any related revenue growth and with absolutely no benefit to the public.

He concluded by saying that collective industry thrust must continue to be of service to industry.



Mr R.D. Burman, the wellknown music director, crowning Nameeta as the S.S.C. Princess 1975.

Employee's daughter crowned

S S C Princess

NAMEETA, 16-year-old daughter of Mr Sharad Chandra, our Flight Navigator, was crowned Princess S.S.C. 1975, in a Beauty-cum-Personality Contest held by the Talent Hunters, a youth organisation of Parel, Bombay. Nameeta was chosen by a panel of judges headed by Mr R.D. Burman, the wellknown Music Director at Shannukhanand Hall on May 1, 1975.

The Contest was open to all the boys and girls of Bombay who appeared for the S.S.C. examination in 1975. All schools of Bombay were invited to send two boys or girls. Out of nearly 100 girls, ten girls were selected for the final selection by the panel.

Nameeta was a semi-finalist in Modi Pan Princess Beauty Contest held by Eve's Weekly at Oberoi Sheraton Hotel in Bombay in 1974, and also in the Navy Queen Beauty Contest during the Navy Ball in January 1975.

Nameeta is learning Bharat Natyam. She has passed the Intermediate Drawing examination of Maharashtra Government and intends joining the J.J. School of Arts.



Grand Fair in aid of Modern School

A GRAND Fair and Exhibition was organised by the Air-India Staff Colony Association in aid of the Air-India Modern School recently.

An Advisory Committee headed by Mr S.K. Nanda, Chief Personnel Manager, helped in organising the Fair. The Members of the Committee who contributed in no small measure to the success of the fair were: Mr B.P. Baliga, Mr T.R. Srinivasan, Mr R.S. Deshpande, Mr S.Y. Khandekar, Mr S.M. Shinde, Mr M.V. Bichu, Mr A.N. Sridhar, Mr N.R. Date and Mr R.Y. Pradhan.

The Fair was inaugurated by the wellknown film star Shashi Kapoor, who has promised a donation to the School.

A number of leading companies in Bombay had their stalls at the exhibition and did brisk business during the ten days that the Fair was on.

The Lions Club of Kalina brought out a souvenir on the occasion and is also planning to donate money to the School. Air-India offered two free tickets to Delhi as a prize to the winner of a draw.

The Staff Colony Association made a net profit of Rs 20,000 from the venture, excluding the donations.

The Colony Association plans to use the funds for constructing a science laboratory for the Modern School, which now offers education from kindergarten to the S.S.C. level.

The School, which is considered one of the best in the area, has maintained a very high standard of

teaching ever since it was started 14 years ago. The first batch of students from the school was sent up to S.S.C. in 1973. The results - 90 per cent passed. In 1974, all those who appeared passed.

Initially, a flat in the Colony was made available to the Colony residents for conducting the classes. When the classes were formally inaugurated by the then Vice-Chairman and General Manager of the Corporation, Mr B. R. Patel, he announced a donation of Rs 25,000 towards the accommodation for the school.

The Management, however, went beyond this donation by deciding to construct a separate building for the school, the cost of which came to approximately Rs 65,000. In 1965, a floor was added at a cost of Rs 69,500 and a second floor was added four years later at a cost of Rs 1 lakh. The cost was borne by Air-India. Recently Rs 2.45 lakhs were sanctioned by the Management for the extension of the school to provide additional classrooms and a laboratory.



Shashi Kapoor, the wellknown film star, seen with Miss Rose D'Souza, Principal of the Modern School (4th from left), Mr B.P. Baliga (R), the Member of the Advisory Committee and Mr R.Y. Pradhan (rear) after the inauguration of the Grand Fair and Exhibition.

MAY QUEEN Festival Ball

Air-India was one of the sponsors of the May Queen festival ball in Bangalore which was attended by over a thousand people. Miss Cheryl White was chosen the Air-India Queen 1975 in the beauty contest held during the ball. Here Mr Ranvir Tewari, our Area Sales Manager, is seen presenting a Maharajah to Miss White while Mrs Tewari looks on.

IA technicians trained on 707s

WITH the selection of Nagpur as an alternate airport to Bombay by our Operations Department for our Boeing 707s, Mr T.R. Srinivasan, Manager, Line Stations, was deputed to survey the technical facilities available there. Based on his report, Air-India approached Indian Airlines for help in servicing the aircraft, if and when Nagpur was used. IA agreed and sent three of their Senior Aircraft Technicians - A.L. D'Souza, R.N. Pathak and James Michael - for a short familiarisation course on Boeing 707s in April this year.

Our Engineering Training Division devised a special one week course to meet this particular need. Senior Engineers A.H. Khan and K. Prabhakaran prepared notes for the trainees and conducted classes.

The trainees spent their mornings in the classroom and afternoons in the hangar working on the aircraft. The training covered a brief description of all models of Boeing 707s and their powerplants, operation of passenger, cargo and service doors, landing gears, fuelling and other servicing, including ground procedure for engine starting.

Mr D'Souza, a former Air-India staff of pre-nationalisation period, sent a letter to Mr P.G. Gadgil, Manager, Engineering Training Division, thanking him and the instructors.



Capt. M.S. Kohli, Deputy Commercial Manager, Tourism and Agency/Interline Sales, held a reception in honour of the successful Japanese Ladies' Expedition to the Mount Everest. Seen at the reception (L to R) are Capt. Kohli, Mrs. Junko Tabei, the first woman conqueror of the Everest and Mrs. Pushpa Kohli.

Letter from Abu Dhabi

A SPORTING event which aroused considerable interest among local enthusiasts in Abu Dhabi was the Hockey Tournament organised by Air-India in co-operation with Abu Dhabi Marine Areas Limited and the Das Island Hockey Club.

The Tournament, in which five teams participated, was played on Das Island, which is adjacent to Abu Dhabi and where off-shore drilling is carried out.

To give the Tournament a proper aviation flavour, the teams were named after airports: Heathrow, Santa Cruz, Palam, Orly and Dum Dum. Each side could muster only seven players. The finals, which was played between Palam and Dum Dum, was watched by a large crowd. Palam won by one goal.

Mr W.F. Western, Deputy Manager of Abu Dhabi Marine Areas, was the Chief Guest at the prize distribution function which was held at the local gymnasium. Prizes were distributed by Mr K. Sivaraman, our Assistant Manager, who went to Das Island specially for the purpose.

Apart from the rolling trophy for the winning team donated by Air-India, there were other cups specially ordered from Bombay for the Tournament.

Abu Dhabi chalked a first when it organised a Children's Special from Bombay to Abu Dhabi recently. A total of 80 children travelled on this flight.

The children came into Bombay from Goa, Mangalore, Cochin, Trivandrum on Indian Airlines. Mr Sivaraman flew specially to Cochin to escort the children.

"Thanks to the excellent co-operation from our offices in Bombay, Cochin and Trivandrum, we were able to finalise this flight", said Mr T.K.P. Pillai, our Manager, Abu Dhabi. "We received many appreciative comments from the parents".

Mr K. Sivaraman, our Assistant Manager, Abu Dhabi, congratulating the captain of the winning team after presenting him with the trophy while the other guests look on.



Mr T.K.P. Pillai, our Manager, Abu Dhabi, hosted a lunch in honour of the distinguished editor of Blitz Mr R.K. Karanjia at his residence. The photograph shows (from L to R) Mr Pillai, Mr S.M. Rao, Mr H. Jagtiani, Mr S.E.H. Rizvi, Indian Ambassador, Mr Karanjia, Mrs Karanjia and Mrs Pillai.



New DRM in Nairobi

MR TIM E. ODWORI, who has been appointed our District Reservations Manager in Nairobi, has been with Air-India since February 1967.

Trained as a teacher at Teachers' Training College, he taught at various schools. He became the Headmaster of Rang'ala Boys Boarding School.

He began his aviation career in September 1955 when he joined East African Airways as a traffic clerk.



Mr Tim Odwori.

Two years after joining Air-India, he was promoted as Chief Traffic Assistant and in June 1973 as Reservations Officer.

He likes to play football, volleyball, table tennis and darts.

WEDDINGS



Ganga to S. Krishnan, son of Mr K. Subramaniam, Cargo.



Ujwal, daughter of Mr D.D. Karkhanis, Admin. Assistant, New York, to Chandrashekhar Bhise.



Gayatri to Kunkum Sikdar, Sr Traffic Assistant, Calcutta.

WHO AM I?
I am
CARELESSNESS

(Pages 4 & 5)

Airlines moving towards SDR currency

A decision in principle to adopt the International monetary Fund's Special Drawing Rights (IMF/SDR) Unit of Currency as the central basic reference value for negotiating and establishing worldwide passenger fares, cargo rates and associated financial transactions has been agreed unanimously by International Air Transport Association (IATA) airline delegates at a special Composite Traffic Conferences meeting in Nice, April 29 - May 5.

Subject to approval by the governments concerned and completion of the necessary additional technical work and agreements, the traditional US dollar and pound sterling bases used for this purpose since the early 1940s will be translated into the SDR basing system by April 1, 1977.

As a matter of practical convenience, all international passenger fares and cargo rates have been traditionally negotiated and agreed by IATA Traffic Conferences for

submission to governments in two basic currencies, the US dollar and the pound sterling. Devaluation and floating of these basic and of other currencies since 1971 has led to a complicated system of surcharges and discount factors applied to currencies that have decreased or increased in market value.

No single currency base offers the possibility of matching the continuing wide range of currency fluctuations affecting international marketing transactions and greater stability can be obtained by using the SDR basket of currencies system.

Introduction of the new system will involve the progressive and phased conversion of the dollar and sterling fares and rates to SDR units over the next two years. It will then be feasible to convert these basic prices into published national selling prices at SDR exchange rates, based on the SDR basket of 16 currencies.

Travel & Tourism

KONARAK

NESTLING amongst the sand dunes and tucked away in a remote corner of the east coast of India is Konarak, 41 miles from Bhubaneswar, the capital of Orissa.

At Konarak is a magnificently sculptured temple dedicated to the Sun God, Surya. Mark Twain called it "one of the wonders of the world." Built in the mid-13th century by Narasimha Deva of the Ganga dynasty, the temple's central building is in the form of a gigantic chariot drawn by horses. Millions of devout Hindus today visit Konarak and the Jagannath temple at Puri, 39 miles from Bhubaneswar, to worship the lingam, the phallic symbol of Lord Shiva and decorate it with marigolds.

The Konarak temple is typical of the Orissan School. Although partially in ruins today, there are traces of the original sanctum sanctorum and the dance pavilion. Around the platform on which the chariot stands are 12 stone-carved wheels and the stairways are flanked by the seven freestanding massive stone horses which hauled the chariot. It took 1,200 architects and 12 years to build. The whole of the exterior is covered with beautifully sculptured images with special emphasis on music and dance, which even today forms an important aspect of Orissan tradition.

Bhubaneswar has a hundred temples, varying in degrees of beauty, yet it is the temple of Konarak which captivates the holidaymaker. Like the other temples it is smothered in intricate statuary, but what is unique about Konarak is the images of gods and goddesses, angels,

sense of an adoring multitude chanting and singing the praise of the Lord.

Tall, bronze-skinned statuesque men and gazelle-eyed bare-bosomed women inhabit the villages around Konarak. They are the Adivasis. For the most part they have remained unspoiled by new-fangled culture and modern-day civilisation. They continue to hunt with bow and arrow and live in a permissive society. They marry for love and divorce easily and it is a rare treat to see men and women dancing together to the beat of the drum which at times lasts for hours or days until the participants reach a crescendo of exhilaration and fall down exhausted.



The Adivasis live a secluded life around the woodlands of Orissa, but on certain occasions they allow tourists to enter their impregnable society to give them a glimpse of a tradition more akin to the stone age than to the present world.

Away from the sounds of temple-bells and the spirituals of religionists, southwest of Puri lies the placid Chilka Lake, an estuary of the Bay of Bengal. The lake covers an area of 450 square miles and is

dotted with islands with such exotic names as Breakfast Island and Honeymoon Island. The lake swarms with combducks, pintails, pochards, plovers and a variety of birds with beautiful coloured plumage. From November through April the numerous shooting blocks are frequented by shikaris who come gunning for a tiger or a bison or even a sambar. And a trip to one of the islands on the lake is an invigorating experience.

-Naosherwan Nalavala

Forum of National Integration & Social Service recently held a reception at the Taj Mahal Hotel to felicitate Mr B.J. Khatal, Minister of State for Revenue, Planning, Law and Judiciary and Information and Publicity, Government of Maharashtra. Mr M. P. Pradhan, Planning Officer (Admin) in our Engineering Department and an active member of the Forum is seen garlanding the minister.



Above, The Sun Temple of Konarak. Below, one of the many wheels on the outside wall of the temple.



The Drummer

divine courtesans and celestial musicians busily enticing, kissing, caressing and copulating with one another.

Konarak is an extraordinary statement in stone of a central Hindu concept - that sexuality and religion are inseparable. In a treatise on the erotic spirituality of Konarak, Alan Watts, the celebrated author and art critic, correlates the figures in stone with Yoga postures. He states that at Konarak "personality has been cast off with the clothes and the participants have become the analogue of the selflessness of the yogi".

Puri is the home of Lord Jagannath - the Lord of the Universe. During the months of June-July Puri swarms with devotees and participants in the Rath Yatra or Chariot Festival. Every year the ponderous wheels of the chariot carrying the temple image of Jagannath rolls over the roads of Puri in the pre-

OBITUARY

MR G.V. JOSHI

MR G.V. JOSHI, Assistant Superintendent in our Maintenance Division, who died at his residence in Khar on March 28, 1975, had risen from the ranks by sheer hard work and ability. Born at Manmad, Mr Joshi was 56 at the time of his death.

A brilliant student at school - he passed Matriculation in First Class - Mr Joshi passed his Intermediate Science examination, before joining the Air Force during the War, where he was trained as a technician. After six years, he left the Air Force to join Air-India in December, 1946. He held Aircraft Maintenance Engineers' Licences 'A' and 'C' on Boeing 707s and was promoted as Assistant Superintendent in April, 1973.

Mr Joshi is survived by his wife and a daughter, who is married.

MR ADI DARUWALLA

MR ADI DARUWALLA, Senior Aircraft Technician, died at the Nanavati Hospital on March 26, 1975. He was 53.

Mr Daruwalla was on his way to work on March 25, when he collapsed near the main gate to our Engineering Base at Santa Cruz. He was rushed to our Medical Clinic and from there to the Hospital. He did not recover.

Born in Bombay, Mr Daruwalla joined Air-India in June 1948, after serving for about four years in some private companies. He was with our Power Plant Overhaul Division till 1971, when he was transferred to the Accessories Overhaul Division. On completion of 25 years service, he received his watch in 1973.

He is survived by his wife and three sons.

MR S.N. DEOLEKAR

MR S.N. DEOLEKAR, Cleaner in our Stores Department, died at ESIS Hospital, Worli, on April 6, 1975. He was 36.

Born at Ratnagiri, Mr Deolekar joined Air-India in December 1963.

He is survived by his wife and five children.

MR ABDUL SAMAD

MR ABDUL SAMAD, Driver with our Calcutta Office, died at Chittaranjan Hospital in Calcutta on April 9, 1975. He was 41.

Before joining our Calcutta office in April 1962, Mr Samad had worked for four years with M/s Modern Furnishers and Thai Airways in Calcutta.

He leaves behind six sons and a daughter.

We tender our sincere condolences to the families of Mr Joshi, Mr Daruwalla, Mr Deolekar and Mr Samad.

Goodbye & Good luck

Dr F.V. Rodrigues, Assistant to the Regional Manager-East Africa (9th from right) who retired from the Corporation after 28 years service recently. Dr Rodrigues is seen here along with Mr N.L. Mital, RM-Africa, Mr P.H. Bandodkar, Manager-EA and other members of our staff in Nairobi.



Mr S.A. Parab, Asst. Supdt., Stores is seen making a presentation to Mr A. D'Costa, Stores Supervisor, who retired after about 27 years service.

Mr N. Datta, Inspector and Mr G.L. Monde, Sr Aircraft Technician, both from Piston Engine Overhaul Division, were given a farewell party on their retirement. By the staff of the Division. Mr Datta retired after 29 years service and Mr Monde after 34 years. Mr T.R.S. Mani, AEM is seen making a presentation to Mr Monde. Mr Datta is at the left (with garland).

Mr K.K. Verghese, AEM Piston Engine Overhaul Division, retired after 27 years with Air-India. Mr T.R.S. Mani, AEM is seen making a presentation to Mr Verghese at the farewell party.



Brig M.P. Joseph, Controller, Civil Works & Properties Department, speaking at a farewell party to Mr A.B. Raut, Mason (centre), who retired from Air-India on June 1, 1975. Mr P.G. Bhandarkar, Dy. Engineering Manager, is on the left.

Mr F.E. da Gama, Manager-Western India, Bombay, making a presentation to old-timer Mr N.T. Waghmare, a loader in our Booking Office. Mr N.H. Dastur, Dy Managing Director (C) was also present on the occasion.