

# The Magic Carpet



VOL. 19 NO. 8 THE STAFF MAGAZINE OF AIR-INDIA AUGUST 1975

## CAVE TEMPLES OF INDIA

Ellora cave No. 16 shows Lord Shiva about to kill Andhakasura, a demon whose every drop of blood would produce another demon. Lord Shiva stretches an elephant hide over himself and takes the demon near the sun before killing him. He is shown holding a bowl to collect the blood while with the other hand he tries to calm Parvati, his consort.



(See story on page 3)



Three Air-India posters - Come India is Waiting (Eyes), Aum Sweet Aum and Air Hostess - won Government of India awards for excellence in printing and designing this year. Vice-President Mr B.D. Jatti presented the awards at a colourful function in Delhi on June 27, 1975. Here Mr C.V. Kamkar, our Chief Artist, is seen receiving the awards on behalf of Air-India from the Vice-President.

## Australia route

# Boeing 747s to be introduced-Apr.'76

**AIR-INDIA** proposes to introduce Boeing 747s on its route to Australia from April 1976, after the arrival of the fifth Boeing 747 later this year. There will be two 747 services a week between Bombay and Sydney, one of which will be a cannonball weekend flight operating every Friday directly between Bombay and Perth, before going on to Sydney.

In the westbound direction, the Sydney-Perth-Bombay service will connect with the fast London terminator service at Bombay on Saturday.

The other 747 service will operate to Sydney via Madras, Singapore and Perth every Monday. This means that Air-India will begin Boeing 747 operations through Madras and Singapore from April next year.

The introduction of the Boeing 747 on Australia route will mark the first significant expansion in Air-India's capacity in the last four years. It will also mean a significant increase in cargo capacity on the Australia route.

The utilization of the fifth Boeing 747, the pattern of its operation, and the marketing plans to meet the higher target dominated the discussions during the two-day Australasian and South East Asia Regional Sales Conference which concluded in Perth, Western Australia, on July 8, 1975.

Among those who attended the Perth Conference were Mr K.K. Unni, Managing Director, Mr N.H. Dastur, Dy Managing Director (C) and Mr I.D.

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## NEW SERVICES ADDED

Eleven services a week to London

**AIR-INDIA** introduced two additional services - a Boeing 747 service on its India-UK route and a Boeing 707 service on the Gulf route - from August 1, 1975.

With the two additional services, Air-India will operate a total of 11 services a week to the UK and eight to the Gulf area.

The new Boeing 747 London terminator AI-135/AI-132 leaves Bombay every Saturday at 9.15 P.M.(LT) and operates via Delhi, Beirut and Frankfurt, arriving in London at 9.15 A.M.(LT) on Sunday. It leaves London at 11.15 A.M.(LT) on the same day and returns to Bombay at 9.25 A.M.(LT) on Monday via Frankfurt, Rome, Kuwait and Delhi.

The new Gulf service AI-831 is to Dubai. It leaves Bombay at 6.30 A.M. (LT) every Sunday and arrives in Dubai at 7.35 A.M.(LT). It leaves Dubai at 8.40 A.M.(LT) and reaches Bombay at

12.45 P.M.(LT) the same day.

With the introduction of these additional services, some adjustments have been made in routings and timings of other services. The weekly Boeing 747 London terminator service AI-131/AI-130 has been replaced with AI-139/AI-138, a fast daylight service, which leaves Bombay at 10.45 A.M.(LT) every Friday and reaches London at 5.30 P.M.(LT) after a stop at Beirut. It leaves London at 7.30 P.M.(LT) the same day and operates via Rome, Beirut and Delhi arriving in Bombay at 4.00 P.M.(LT) on Saturday.

The other changes include the reduction of stops on the Boeing 747 service AI-112 which starts from New York every Saturday at 8.45 P.M.(LT). It will now operate with stops only at London and Beirut, before reaching Bombay at 1.30 A.M.(LT) on every Monday.

## DIRECTOR OF FINANCE

Mr C.L. SHARMA, Dy Director of Finance, has been appointed Director of Finance from July 1, 1975.

Mr C.V.R. Rao has relinquished his post as Director of Finance for reasons of health.

Mr K.K. Unni, our MD, called on Sir Charles Court, Premier of Western Australia when he visited Perth for the Annual Regional Sales Conference for Australasia and South East Asia. Here Mr Unni (L) is seen with Sir Charles in his office. Mr Unni also called on the Lord Mayor of Perth.





# LONDON DIARY

By Trevor Turner

THE English summer excelled itself in June and as this column is being written in early July, the good weather continues. There was more sunshine in a month in the U.K. in June this year, nearly 300 hours, the highest figure since records have been kept. This was a welcome change after the north-east winds and consequent low temperatures which we experienced right up until the end of May. Most Londoners will agree that the sunshine is one of the best morale boosters and brings out the best (and in some cases shows off the best) in most of us.

The sunshine is also appreciated by the tourists and despite some of the problems which the country is undergoing, London and indeed the British Isles continue to be a high spot for visitors. Even with inflation prices are lower here than in a number of European capitals and in the words of a Los Angeles newspaper: "Britain remains a marvellous place for visitors and London is the Queen Mother of Cities. The cops are naked of firearms, girls can safely walk at nights and lady bus conductors still call you luv or ducky".

A number of our staff went to watch the Prudential World Cup Cricket series and there were some other cricket followers from our overseas stations in London too. One of them was Chhatrapal Singh, Cargo Sales Manager, Western India, who was an avid watcher of most of the competition. Many will know his illustrious cricket ancestry in so much as he is the nephew of Duleep Singh and grand-nephew of Ranjit Singh.

At Heathrow the British Airport Authorities have announced that they have started work on a new programme costing £1 million to streamline the Airport's Flight Information system. One of the main objectives is to improve the reliability of the flight information to the 20 million passengers who use Heathrow each year as well as those organisations who provide a wide range of services on the Airport. This project is expected to be completed by March 1978.

The Piccadilly Line underground extension to Heathrow continues to make progress and in July the Hutton Cross Station is expected to be opened. This is a new station which lies between Hounslow West and the yet-to-be-completed station at the Airport itself. Hutton Cross should be of great assistance to those of our staff who work at the Hangar area off the South Perimeter Road, and will make their coming and going easier.

In June we had a marketing team here from Bombay who were looking into the entire structure of our marketing operation over the North Atlantic. They asked everybody questions, had many meetings and discussions. We hope that, despite their hard work, they found time to see some of the sights of London. In the nicest possible way, they soon became known as "The Three Marketeers".

Our television commercial went on the 'box' again in London and the Home Counties at the beginning of July and continued right through

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## PHOTOGRAPH OF THE MONTH

WE plan to start a new feature from next month called "The Photograph of the Month". For this we would welcome photographs of human interest from staff and their families.

The best photograph from amongst those received every month will be published. If more than one photograph of exceptional merit are received, they will be held over for consideration in the following month.

For production reasons, the photograph should be in size 8" x 6", or bigger; black and white and glossy. The photograph should be accompanied by a brief bio-data of the person who has taken it.

Delegates to the Australasian and South-East Asian regional sales conference at the Sheraton-Perth Hotel, Western Australia, listen to the opening address by Mr K.K. Unni, MD.



Some of the members of the Indian Cricket team which participated in the Prudential Tournament seen at London Airport before departure on our service. They are (from L to R) Mohinder Amarnath, Karsan Ghavri, Parthasarathy Sharma, G.S. Ramchand, now our ASM, Bombay, who was Manager of the team, G.R. Vishvanath and Abid Ali. (Kneeling) Eknath Solkar and Anshuman Gaekwad.

## INSIDE USA

### BATTLE OF THE BULGE-WITH A DIFFERENCE

By M. Chudasama

EVERY now and then, members of the Air-India family in this Region seem to wage a "Battle of the Bulge", in no way related to the one that took place during the Second World War. The last two times it came to our attention, the results were conclusive and we welcomed the new additions to the family.

The current "battle" is being waged on two fronts, the Park Avenue office on the East Coast and on the West Coast, with relatively stable front lines in the rest of the region. The East Coast war started sometime ago, with Andy Ramani, leading the attack. In true competitive sales spirit, the issue was joined, with our Sales Manager, Frank Martin, leading the counter attack, with Malcolm Whilde and Ram Puri joining the fray, cheered on by Pallavi Shah of Public Relations.

Rumour has it that the combatants received fresh aid in their efforts at the end of last year when Mr K.K. Unni, Managing Director, declared in a pep talk that in the post-strike

period, he expected everyone to tighten their belts.

We can now report that this off-beat war, although by no means concluded, definitely shows that losers can be winners. There has been a perceptible reduction in the bulging managerial middles!

The second front, on the West Coast, shows very mixed results. In Los Angeles, they are admirably holding the line, but we regret to report that the northern front in San Francisco is still in a state of flux. But as so often pointed out during recent years, there is light at the end of the tunnel.

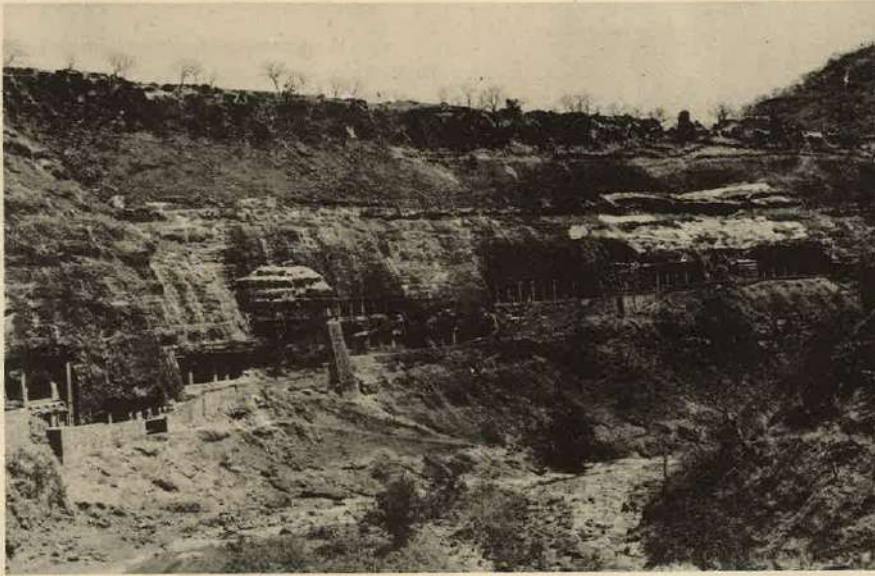
#### On other fronts

There is heartening news on other fronts as well. Preliminary results indicate that the North American region will exceed its revenue target during the first quarter for this fiscal year, no mean achievement in a still declining travel market and with

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The general view of the Ajanta caves.



The many-pillared hall in a cave at Ajanta. A statue of Gautama Buddha adorns the foot of the stupa.

# Cave temples of India

INDIA'S oldest and most beautiful testimony of religious architecture and painting are man-made caves hollowed out of mountain-sides, 2000 years ago, at Ajanta, 66 miles from Aurangabad. About eighteen miles away are another set of caves. This is Ellora.

The cave-temples at Ajanta were discovered almost 150 years ago by a British army officer who went to the jungles near Aurangabad on a tiger hunt. From a vantage point across the scarp of a crescent-shaped hill, he saw the protruding whiteness of a monastery gate shrouded in thick foliage. With the help of villagers nearby, the army officer set out to explore and stumbled on one of the greatest wonders

of the ancient world.

The first ones were excavated during the second century B.C. to second century A.D. by Buddhist monks who lived in double-storeyed grottoes in the hills. The second phase commenced in the fifth century A.D. and, completed in the eighth century A.D.

Today thousands of holidaymakers come on Air-India to Bombay to connect with a 50-minute flight to Aurangabad to gaze with astonishment at the Ajanta frescoes, often likened to Michelangelo's work in the Sistine Chapel or Gozzoli's murals in Florence.

The Buddhist themes of these paintings depict the pulsating world of a golden period in Indian history.

The frescoes portray women dancing, men praying, flying figures of celestial beings, animals, parading elephants, strutting peacocks and legends from the life of the Buddha.

The frescoes were prepared by first covering the rough surface of the rock with a layer of clay mixed with cow dung and rice husk. A coating of white lime plaster was added and then the outline of the drawings, filled in later with glowing colours made from locally obtained vegetable and mineral oils.

At Ellora, there are 34 caves, all hewn out of the sloping side of a low hill. Three great civilisations, Buddhist, Hindu and Jain commingle here in architectural beauty.

The most remarkable of the car-

ved shrines at Ellora is the Kailasa Temple. This incredible edifice has been scooped out by the ancient master sculptors of India from a single rock with gateway, pavilion, courtyard, assembly hall, vestibule, sanctum and tower.

Both the Buddhist and the Brahmanical shrines are covered with ornamental carvings, each of them with its own symbolic meaning, derived from one of the many different sources of India's cultural traditions. Buddhist lotus flowers, Hindu gods and representations of spirits from India's ancient folk-myths are often crowded together in a single sculpted panel, together with figures of elephants, monsters, princes and erotic nymphs.

- Nausherwan Nalavala

Left, The facade of the hall of a cave at Ajanta sculpted in the 6th-7th centuries. Centre, top, A lady of the Court in Ajanta. The legend appears in Vishvantara Jataka and painted in late 5th century, below, The marriage of Siva and Parvati sculpted in a cave at Ellora, below right, Kailash temple at Ellora.







Mr M.N. Rai, STO, Standards Room, carrying out 'X' Ray inspection of an engine nose cowling.

**A group of specialist engineers Building at Santa Cruz. They belong Services Group. Their job - to keep abreast taking place in aviation, to provide technical on the whole range of engineering activities also their responsibility to ensure international well as those laid down by the Directorate strictly maintained. In other words, to**

**As Mr Om Sawhny, Director of and Technical Services Group perform possible for working out engineering procedures compliance by all concerned once the standards of safety, regularity and performance**

## THE BRAIN



Mr P.H. Dinshaw, AEM (QC) (L) and Mr M.N. Somasundaram, AEM (TS) discussing a Flight Report in the Inspection Office.

**"I**f there is a problem, we have to find a solution - and we do". This is how Mr M.P. Kharkar, Engineering Manager (Quality Control & Technical Services) sums up the work of his Group.

But this is hardly an adequate description of the Group's work. There is more to it than merely finding solutions to engineering problems. The Group, in fact, functions as the brains trust of our Engineering Department, being the arbiter of what shall be done and what shall not be done.

The Group's activities range from day to day trouble shooting of flight snags to evaluating modifications to our aircraft suggested by the manufacturer, from laying down maintenance and overhaul procedures to deciding upon the life development programme for aircraft, engines and components and from monitoring fleet performance to promoting safety at all levels.

As the name suggests, the Q.C. & T.S. Group performs two distinctly separate functions - one, of providing technical support to the other operating Groups within the Engineering Department, and the second, exercising a tight quality control on the jobs done, through inspection.

Mr Kharkar performs another very important function namely of coordinating all technical activities of the engineering department by holding fortnightly meetings with heads of all sections to discuss technical delays to services and current problems. He also issues technical publications such as Inspection Manual, Monthly Fleet performance and engineering statistics, various instructional brochures and a quarterly Technical Digest.

### Technical Services

The engineers on the Technical Services side have been formed into specialist groups, each responsible for a particular aspect of the aircraft such as aircraft structure, systems, engines and avionics, under the overall charge of Mr Kharkar and his deputy Mr S.V. Karandikar, both veterans of many Air-India years.

Each specialist group maintains close liaison with people in the field. In any case, more than half of them, including Mr Kharkar and Mr Karandikar, have extensive field experience. Their typical day starts with a review of overnight aircraft serviceability, telex messages from our enroute stations world-over and flight reports followed by a round of the hangars and workshops to obtain feedback of information on the problems that arise from day to day. A routine problem may not require a response from

the Technical Services people, but a more persistent or a complicated one might need extensive investigation or even a reference to the manufacturer.

### Defects investigation

As a matter of fact, defects investigation is one of the prime responsibilities of the Q.C. & T.S. Group. There was a time when this was being done by the DGCA's office, but considering the expertise that Air-India has built up in this area, the DGCA has delegated this responsibility to our Q.C. & T.S. Group, who are required to submit a report to the DGCA's office on its findings. So in a way the group has a dual responsibility. On the one hand it is part of Air-India and on the other acts on behalf of the DGCA.

The Group investigates every technical delay of five minutes and over if it is caused due to a technical fault. Every defect on our aircraft, whether it is the mal-functioning of the landing gear warning light or a failure of engine compressor blade, is carefully analysed and prompt remedial action taken to avoid possible recurrence.

What was the failure mechanism? Was it an isolated failure or was there a history behind it? Does the failure have any bearing on component life? Have other airlines experienced similar failures? Has the manufacturer suggested a modification?

The Group maintains a statistical record of the failure rate of all components and systems and plots them on a graph which helps in establishing whether a pattern exists and whether the rate is deviating from the norm, so that prompt corrective action can be taken.

### Modifications

Apart from defects investigation, another major responsibility of the Q.C. & T.S. Group is to evaluate modifications to aircraft and initiate action. The airlines generally maintain a close liaison with the manufacturer with a constant feed back of information of aircraft performance in service. The system enables the manufacturers to come up with modifications to aircraft, its engines or systems in order to improve performance. In many cases, the airlines themselves suggest modifications, which, if accepted by the manufacturer, are then circulated to all other operators.

Every airline decides for itself what modifications it will accept, unless of



Mr Y.S. Gopinath Rao, Sr. Engineer, Structures, inspecting the 707 horizontal stabilizer root section.

Mr A.R. Moraes, Officer in charge of Technical Publications and one of the oldest employees of the group. Mr G. Balachandran, Sr Engineer, Stores Inspection, checking an aircraft part with parts catalogue.





sits on the third floor of our Technical to the Quality Control and Technical ast of the technological developments nical support and keep a watchful eye ivity connected with our aircraft. It is rnational airworthiness standards, as General of Civil Aviation in India, are ey ensure 'Quality'.

Engineering, puts it: "Quality Control a vital function. The Group is respon- dures and standards and also for strict e are laid down, to ensure the highest senger comfort".

## NS TRUST

course airworthiness of the aircraft is involved, in which case the particular modification is mandatory.

"It is then our legal responsibility to ensure that the modification is done" said Mr Karandikar. "When safety is involved, we do not take chances."

In other cases, the Q. C. & T. S. Group makes a careful study of the implications — performance gains involved, cost, whether the aircraft would have to be grounded, and if so how long. The Group submits the report to a committee chaired by the Engineering Manager (Headquarters), on which the Q.C. & T.S. Group is represented along with the Materials Planning Division who have to arrange for the necessary spares and materials.

If the modification is accepted, then the Q.C. & T.S. Group prepares technical drawings, which are sent to the respective shops and ensures that the job is done.

### Special Sections

A special Projects Section has been created within the Q.C. & T.S. Group to handle requests from Operations Department or Commercial Department to relocate or add new equipment to the aircraft. For instance, Commercial Department might want an additional galley or toilet complex. This can be a major task requiring a study whether it is going to interfere with the other aircraft systems, availability of power supply, positioning of switches and fuses.

Two of the major sections of the Q.C. & T.S. Group are the Standards Room and the Stores Inspection. The former is located in the Plant and Equipment Building, next to the Boeing 707 Maintenance Hangar, and is responsible for two extremely important tasks. Its name gives some idea of the jobs it performs.

It is here that all the dial gauges and other measuring instruments from the various workshops are checked for accuracy. But even more important is the work done here connected with the testing of the indigenously purchased items such as aircraft furnishings and other equipment used on board our aircraft. These have to meet rigid standards of flame resistance. Extensive tests are, therefore, conducted in a well equipped laboratory, which is attached to the Standards Room, before these items are selected.

In addition, the Standards Room is also equipped for conducting non-destructive tests on our aircraft and engines by means of X-rays, radio isotope, Eddy Current and Ultra-sonic equipment. These tests are intended to reveal structural defects on aircraft which cannot be detected by ordinary inspections.

"We have our own radio isotope equipment, but obtain isotopes from the Atomic Energy Commission in Bombay", said



Mr M.P. Kharkar, EM (Q.C. & T.S.)

Mr. P.L.R. Rao, Senior Technical Officer in charge of the Standards Room.

The Stores Inspection Section is located in the Stores Department Building. Here all material received from abroad for keeping in bonded stores is thoroughly inspected and correlated with documents before being accepted.

"Nothing can be used on the aircraft whose history cannot be traced", said Mr Balchandran, Senior Technical Officer who is in charge of the Stores Inspection. "We have to check all documents carefully along with the material received".

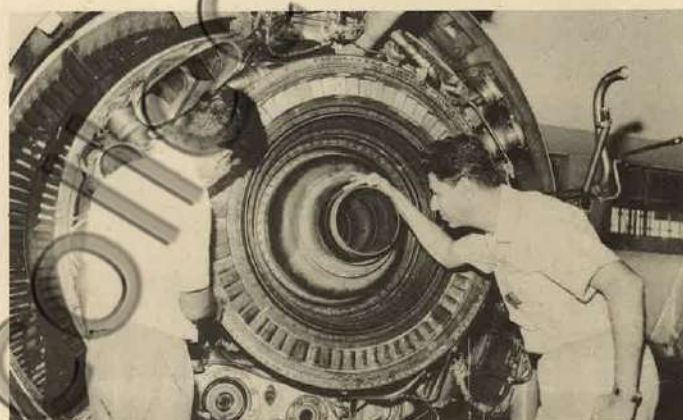
If the Technical Services role of the Group is important so is the quality Control, which ensures that the highest standards are maintained by the other operating Groups. A large inspection office is located in our Maintenance Hangar complex where extensive records are maintained of our aircraft, engines, components and systems. Every job, every modification done on a component is recorded here, along with the history and number of hours done between overhauls. "It is the most complete record available", said Mr Kharkar.

The Q.C. & T.S. Group determines what, when and how much to inspect. It is the Inspection Office which then determines the method of inspection, making actual measurements or carrying out inspection. Each of the operating Groups and their Shops have among their staff Approved Inspectors who are responsible for quality control. "We aim at inducing the quality during the act of production itself rather than its enforcement afterwards," says Mr Karandikar.

Because of the rapid rate of technological developments in aviation, the Q.C. & T.S. Group is kept constantly busy, coping with numerous service bulletins and other technical data which pours in from aircraft, engine and other component manufacturers, evaluating new products, devising ways for improving performance of existing equipment through development and improvisation.



Mr V. Vishwanath, STO, discussing a problem of the flap drive mechanism of a Boeing 747 wing with Mr M.N. Somasundaram AEM (TS).



Mr S.V. Karandikar, Dy EM (Q.C. & T.S.), (R) and Mr N. Mani, Sr Engineer, Power Plant, inspecting a Boeing 747 JT9D Jet engine.



Mr K.N.M. Yelahanka AEM (TS) watching Mr P.L.R. Rao, STO, using Ultrasonic equipment.



Mr A.I. Hyder, STO, (R) observing a test being carried out on APU Electronic Turbine Control box.

Mr S. Narayan, Sr Engineer, Aircraft, (R) carrying out tests on a hydraulic pump of a 747 aircraft with the help of a technician.







Mr V.H. Ramnath, AEM, Electronics Shop and Mr M.S. Gehi, AEM, 1049 Maintenance were given a farewell party by the senior executives of the Engineering Department on their retirement. Mr Ramnath was with Air-India for 29 years and Mr Gehi (voluntarily retired at 55) 21 years. Seen at the party are (L to R) Mr Gehi, Mr Om Sawhny, DE, Mrs Herekar, Mrs Gehi, Mrs Sawhny and Mr Ramnath.



Mr M.M. Kharkar, Asst. Accounts Officer, who retired from the Corporation after 36 years of service, being garlanded by Mrs Patel of Cost Accounts at a farewell party given by the staff of the Accounts Department. Mr S.R. Gupte, Assistant FC presided over the function.



Mr V.N. Herekar, Dy DE (L) making a presentation to Mr A.P. Nazareth, TO, MPD, who retired from the Corporation after 19 years of service. Mrs Nazareth is in the centre.



Two chowkidars, Mr Hamidullah Khan and Mr B.M. Ghorpade, from our Security retired from the Corporation recently. At a farewell party given by the security staff, Mr E.V. Athayde, Security Manager, is seen garlanding Mr Hamidullah Khan while Mr Ghorpade looks on.



Mr J.D. Billimoria, EM Maintenance, garlanding Mr P.R. Ekbote, Senior Aircraft Technician, who retired from the Corporation at the end of June.



Mr Coover Patel, Manager-WA who voluntarily retired from the Corporation has since joined IATA as a Compliance Officer at Bombay. Mr Patel joined Air-India in 1955. He was with Bombay City Police for about 10 years before that.

## ON THE JOB :

THE bearings on the surge bleed valve of the turbo-compressor of our Boeing 707s was difficult to remove. Thanks to a tool designed by Senior Aircraft Technician V.A. Bocarro in the Accessories Overhaul Division, the job can be done easily. He won a suggestion award of Rs.100 for it.

Mr Bocarro, 50, joined Air-India in 1946 after war-time service with the Navy which he left as a Petty Officer. This is his third suggestion award. Married with three children, he loves to play bridge.

WHEN sleeves were put on aircraft wiring, attempts to shrink them uniformly were not always very successful. Some would remain loose. Senior Aircraft Technician M.R. Kowli in the Accessories Overhaul Division, suggested that a hot air gun should be used to direct heated air on the sleeves to achieve uniform shrinkage of the sleeves. He was given a suggestion award of Rs 50 for this.

A Science graduate from the University of Bombay, Kowli joined Air-India in March 1955. Married with two children, he enjoys reading technical books.

THE extinguishers fitted on the engine and inside the aircraft cabins contain Freon gas which is imported. When the extinguishers were tested, as they are required to be done from time to time, the gas would escape.

Aircraft Technician S. Ray suggested that the bottle should be chilled and the liquefied gas poured into a container so that it could be re-used. He was given a suggestion award of Rs 150 for this.

Mr Ray was born in Orissa in 1947. He joined Air-India in 1971.

WHEN the Boeing Company suggested installation of a yoke to the main landing gear truck assembly, the job presented some problems. Senior Aircraft Technician V. Sutari designed a jig which made the job simple and easier. He won a Suggestion Award of Rs 100.

Mr Sutari has been with Air-India since June 1946 and this is his third suggestion award. Married with six children, he is a keen hunter.







K.L. Panthaky and R.R. Kamik playing in the finals of the Inter-Departmental Chess Tournament. V.M. Patankar, Manager of the team and R.D. Manjrekar, who organised the tournament, look on.

## CHESS

# Panthaky is the champ

**M**R K.N. PANTHAKY of Transport won the Inter-Departmental Chess title for 1975 by defeating Mr R.R. Kamik of Traffic, Santa Cruz. It was one of the most exciting finals witnessed in the recent years.

Panthaky who plays for the State of Maharashtra and who won the Air-India/Indian Airlines Joint Tournament recently was at his best,

playing with his usual skill and attacking style.

Karnik attempted a surprise by playing the unusual variation of ORANG-UTANG. Panthaky countered with his favourite 'French Defence'. He castled early and taking advantage of his opponent's weakness, attacked his uncastled King.

A total of 54 entries were received for the Tournament.

## CARROM

# Revandkar wins singles

**F**OR the second year in succession, V.B. Revandkar of Personnel Department won the singles title in the Inter-Departmental Carrom Tournament for 1975-76. He defeated E.S. Benge of Commercial Department in a keenly fought match.

In the semi-finals Revandkar beat S.P. Tare of Commercial Department and Benge beat K.T. Pawar of Engineering Department.

The Doubles title went to the Accounts Department this year. S.V. Palekar and R.R. Kadam from Accounts beat Godfrey Creado and S.P. Tare of Commercial Department.

The two teams which lost in the Doubles semi-finals were: D.R. Suryawanshi and S.D. Ahire from Commercial Department, and A.A. Pednekar and A.N. Gavankar from Stores and Purchase Department.

Carrom apparently is the most popular indoor game among our staff. For as many as 96 staff participated in the singles tournament and almost all of them played in the doubles matches too.

The Tournament was played in the Recreation Centre at Santa Cruz from May 15 to June 18, 1975.

V.B. Revandkar and E.S. Benge photographed during the finals of the Inter-Departmental Carrom Tournament which was won by Revandkar (R).



## Inside USA

(Continued from page 2)

a reduced staff. With faint signs of general economic revival, we all hope for a very productive year and an early return to profitability for Air-India.

### Active Executives

Mr P.F. Mahta, Regional Director - USA & Canada, was recently elected Chairman of the Marketing Authority for the Pacific Area Travel Association, the key to PATA's varied activities, in recognition of his many years of active participation in and on behalf of the organization. Mr Mahta, along with Mr B.S. Gidwani, Additional Director General, Department of Tourism, is also one of two members representing India at the Board of Directors, and their combined effort was instrumental in the selection of India as the host country for PATA's Annual Convention in 1978.

The RD's sales lieutenants are equally active in the local chapters of PATA as well as SKOAL, the

world-wide fraternity of select travel executives. Among its members are the Sales Manager, Frank Martin; Agency & Interline Manager, Malcolm Whilde, Past President, Dallas Chapter; Area Sales Managers, Armando Arvizu, Mexico City; Bill Burke, Chicago, current President of the Chapter; Douglas Trimmer, on the Membership Committee in Toronto and Special Representative for SKOAL, Canada; Bill Roese, Cleveland, a Past President; Bob Thayer, San Francisco and formerly Secretary and Vice-President of the Seattle Chapter; Raj Mallick, Washington, on their Airline Committee. Among the District Sales Managers, Clyde Deacon is now a member of the Dallas Chapter, and Joe Moore, Detroit, is the Chapter Secretary.

Our most luminous SKOAL man, of course, is Joe Boggs, our Man in Miami, a Past President of the Chapter, a former Secretary of North America; President, USA; President North America for the last four

years; Director, Association International Des SKOAL Clubs, currently Vice-President, and we hope he will soon be elected President, which would be another "first" for Air-India.

### Hail and Farewell

Departing from our midst are Mr. V. Kayshap, Airport Manager, JFK, and Mr K. Ghatge, Regional Accounts Manager, who are both returning to Bombay, and Mr K. Upadhyay, Accounts Supervisor, who has already left. We welcome Mr D.E. Cooper, Accounts Supervisor, and Mr K.P. Datta, till recently Deputy Airport Manager, Santa Cruz.

## LONDON DIARY

(Continued from page 2)

the month using the two commercials which have been previously seen and well received, and we hope this big campaign will do its stuff from the point of view of increasing our trans-Atlantic revenue.

The Sunday Times recently ran a light-hearted competition on the subject of opening gambits from ardent air travellers trying to get off with air hostesses. Some of these were classics and one which deserves repeating is - 'Let me take you away from this crewed life'.

An Indian Trade Exhibition was organised by the Government of India in Dubai recently. The photograph shows H.H. Shaikh Rashid Bin Said Al Maktoum, Ruler of Dubai declaring the Exhibition open. The others seen in the photograph are (R to L) Mr S.E.H. Rizvi, Ambassador for India in UAE; Mr Humaid Bin Darray, Chief of Protocol, Government of Dubai and Mrs A.P. Dubash, our Receptionist from Santa Cruz.



## AUSTRALIA ROUTE

(Continued from page 1)

Sethi, Dy Commercial Director, Marketing & Sales. Mr Narpat Singh, Commercial Manager-Cargo, Capt M. S. Kohli, Dy Commercial Manager, Tourism, Interline and Agency Sales, Mr C.K. Kundanmal, Marketing Manager (Eastern Routes), Mr M.P. Mascarenhas, Marketing Manager (Southern Routes), Mr B.P. Baliga, Asst. Engineering Manager, Production Planning and Mr V.V. Joshi, Manager, Planning and Schedules.

During their visit to Perth Mr Umni and Mr Dastur called on Sir Charles Court, Premier of Western Australia and also on Ernest Lee-Steere, the Lord Mayor of the City of Perth. They were accompanied by Mr Malcolm Barretto, Regional Manager for Australasia and South East Asia and Mrs Chhobi Chellaram, our Manager, Western and South Australia.

## Obituary

### Mr V. R. KUMAR

**M**R V.R. Kumar, Aircraft Maintenance Engineer II, died at the Swastik Nursing Home, Chembur on May 10, 1975. He was 46.

Born at Mysore, Mr Kumar took Diplomas in Electrical and Mechanical Engineering from the Victoria Jubilee Technical Institute, Bombay, after passing the Intermediate Science Examination in 1950.

He joined Air-India as a Mechanic in December 1956. He became AME II in October 1968.

We tender our sincere condolences to Mrs Kumar and the other members of his family.





Indian singers, musicians and dancers, who visited London for the 5th Festival of Arts of India, which took place in the U.K. in July 1975, seen at London Airport before their departure.

Below Left, the well-known Indian film star Dev Anand recently flew to London on our service. He was seen off at Bombay Airport by Madhav Lokur, our Sales Officer (L.). Below Right, Richard Harris, actor, singer and poet photographed at London Airport before departure on our service to New York. With him is his wife Ann Turkel, Model and actress. They were on their way to the Bahamas after launching Richard Harris new book of poems.

## NEWS IN PICTURES

Air-India hosted a reception at the Hong Kong Hilton to give Mr. K.N. Kudesia, RD-FE, GOI Tourist Office, an opportunity to meet travel agents and press in Hong Kong. Seen at the reception are (L. to R) Mr Kudesia, Mr R.P. Misra, our Manager, Hong Kong; Mr Lincoln Linn, ASM and Mr Mark Caluori, Regional Vice-President of American Express.



Below left, Mr. P.V. Janakiram, Leading Sculptor and Head of the Department of Sculpture, College of Arts and Crafts, Madras, flew on our service to Rome enroute to Budapest to receive the Grand Prix Award and also to represent India at the 13th biennial Open Air Sculpture Exhibition at Antwerp. He was seen off at Madras Airport by Mr Denzil Joseph, our Sales Officer (L.). Right, the Rotary International Group Study Exchange Team from Bombay District 314 left for Sydney on our service recently. They were seen off at Bombay Airport by Mr N. Davar (2nd from right), Chairman of the Group Study Exchange Committee and Mr R. da Lapa-Soares, our Sales Officer (2nd from left). The group was led by Mr K. Sanghi (5th from left).

