

Magic Carpet

VOL 23, NO. 5/6

MAY/JUNE 1979

MD's Farewell Message

Dear Friends,

I am proceeding on leave from June 1, 1979 preparatory to my retirement from the service of the Corporation on November 7, 1979.

I will be leaving Bombay in early June and will be permanently settling down in Madras.

I have had the good fortune of having served Air-India for over 30 years. I have also had the privilege of having been closely associated with the progress and growth of Air-India ever since it commenced international operations, and especially in the last few years as its Chief Executive.

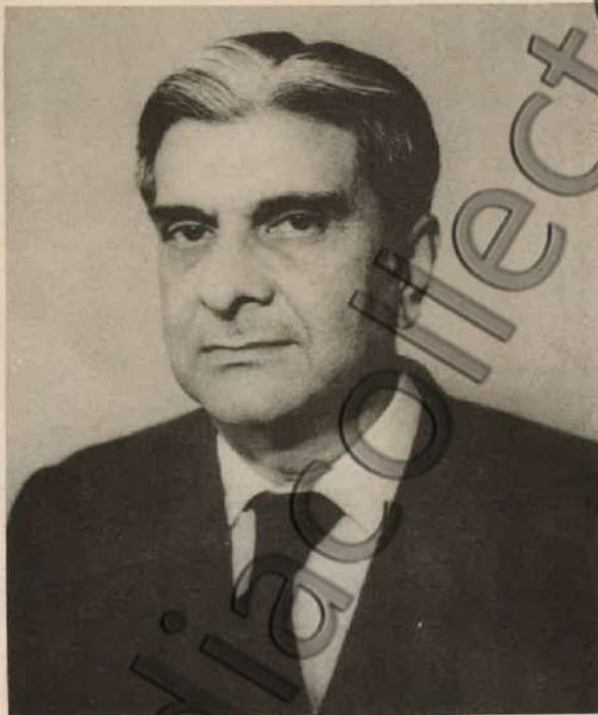
As I take stock of my career, I feel I could not have served a better or more dynamic and challenging organisation than Air-India under the leadership of our respected Mr J.R.D. Tata, who lead Air-India and its predecessor companies continuously for 46 years. The excellent performance of Air-India over the years has been primarily due to the continuous, dedicated and dynamic leadership of Mr Tata.

I have personally benefitted a great deal in knowledge and experience from my service with Air-India. As you all know, I joined Air-India as a Senior Engineer and rose steadily in my career holding various posts till I was appointed as the Chief Executive in 1977.

Throughout my career I have enjoyed working with all of you in this fine organisation, and I will always be grateful for the cooperation that you have given me without which I could not have done very much.

Air-India has made rapid progress since nationalisation in 1953. Today the financial strength of the Corporation is excellent. With a Government equity capital of Rs.33.41 crores, our net worth today stands at over Rs.180 crores. Since nationalisation we have made profits throughout except for three years and the cumulative profits since 1953 to-date amount to over Rs.96 crores. We have ploughed back into the organisation Rs.259 crores from our earnings. The last three years have been particularly good for Air-India in that the total profits for 1976-77, 1977-78 and 1978-79 have been over Rs.76 crores. Despite several adverse factors like increase in fuel prices, shortage of capacity and curtailment of some services during the year, it is estimated that the year 1978-79 would once again be a record year for profit which is likely to exceed the 1977-78 profit of Rs.28.45 crores.

The future of Air-India is promising despite the anticipated fuel price increases, threatened international deregulation of air transport, severe competition and pressure for lower fares. During the last year, we have already taken measures to cut on costs in several areas. We will



K. G. APPUSAMY

undoubtedly have to exercise strict controls on our costs especially on outstation expenditure both on staff as well as publicity and establishment costs. We will also have to prune other controllable items of expenditure like travel, communication, transport and so on. Only then can we remain competitive and generate adequate internal resources for our future expansion. We must also embark on productivity improvements like better utilisation of aircraft and provision of additional seating on the aircraft, as no technological improvements are in sight in the next decade that are likely to reduce unit costs.

With the increase in the number of passengers carried, we have been receiving some adverse criticism on passenger handling both at booking offices and airports especially at Bombay and Delhi. While we should critically look at these complaints, strengthen and improve our services in these areas, the ultimate remedy really lies in the early introduction of Real Time Computer reservations and commissioning of new airport complexes with reasonable facilities. The present conditions at both Delhi and Bombay Airports are chaotic and hardly any improvement or passenger satisfaction is possible till the new International Terminals with adequate facilities are commissioned. As far as the Real Time Computer is concerned, there has indeed been an undue delay and after several years of follow up we have at last received Government approval only recently and the reservations are expected to go on computer early next year. We have also received some criticism in respect of delays to our services and the technical departments have already launched a campaign action to improve our regularity. With the large scale exodus of our technical staff to airlines of neighbouring countries, we have been for some time facing shortage of experienced licensed personnel. A large scale recruitment and training programme of engineers and pilots has been taken up during the last year, but it will take some time before we catch up with the short-fall especially in respect of experience. Our technical departments will no doubt continuously review our training programmes with a view to improving our technical and safety standards.

We have ambitious plans for the future. Four additional 747 aircraft will be delivered during the current year - one in August 1979, the second in December 1979 and the other two in March 1980. Apart from restoring some of the curtailed operations, we will be introducing 747 services to Japan early next year replacing the present 707 services. Also from the middle of next year, we plan to operate three more services

from India to North America connecting Canada from the continental gateway of Paris. We also propose augmenting capacity to Europe, UK and Gulf points. Two of our oldest 707-437 aircraft will be withdrawn from scheduled operations by next April, but it is planned to use these aircraft for charter operations as well as to augment capacity for Indian Airlines to meet their shortage till the new aircraft on order by them are delivered. Currently a joint fleet-planning study for Air-India and Indian Airlines is in progress and within the next few months a decision should be taken on the selection of a long range smaller wide-body aircraft for the gradual replacement of 707 fleet. Studies are also in progress with regard to twin-engined wide body medium range aircraft for meeting Air-India's short/medium haul and regional operations. Currently we are wet leasing capacity from abroad for our all-freighter operations and we plan to acquire our own wide-body freighter aircraft in 1982-83 period. To achieve the required growth and efficiency, we will need much more Government support in processing our expansion projects expeditiously. It is also important that the Management and the Board should be given more autonomy for decision-making in financial and administrative matters.

Recent distorted press reports on the working of Air-India and its executives have done great disservice to our internationally prestigious organisation apart from demoralising its dedicated officers. I am confident that this situation will be corrected and I only hope that this will not lead to any exodus of our loyal and experienced executives. I have no doubt that with the continued cooperation, dedication and hard work of all of you, Air-India will not only continue to maintain its position as a leading Public Sector Undertaking in India but also as one of the most successful airlines of the world.

Even though I will be retiring from active service, my thoughts will always be with you all and with Air-India. Being in Madras, I shall not be far away and I will always welcome the opportunity to meet my old friends. My address is "PREMA" No. 8, Karpagamal Nagar, Mylapore, Madras 600 004, India. Telephone No. 73275 or 72121.

I pray for Air-India's greater success in the future and for the prosperity and happiness of all of you who go to make up the Air-India family.

Wishing you and your families all good fortune,

Yours sincerely,

K.G. Appusamy

BUSY BOMBAY STARTS BU-Z-Z-Z-ING

Vintage Car Buff

ONCE again this year Mr S.S. Dabholkar, Commercial Manager-Publicity, won the trophy for the Best Maintained Car for the 1933 Austin at the Vintage Car Parade held in Bombay recently.

"Restoration of an old car is an art", says Mr Dabholkar, and close attention has to be paid to ensure that everything in the vehicle is as per the original specifications..."

He takes justifiable pride in the fact that his 1933 Austin Harley 12 hp, 4 door saloon has won the trophy for three years in succession for the best maintained car. Discussing vintage cars in general, Mr Dabholkar explained, "Incidentally, not all old cars are labelled 'vintage'. Cars which appeared on the road before 1904 are known as veterans; those manufactured between 1905 and 1916 are Edwardians; the post-World War I models up to 1930 are vintage; and the 1931-39 period brought forth the post-vintage classics. So my Harley is really a post-vintage car."

When the race started, the maroon and black Harley gleamed and shone and the engine fired at the first touch upon the self-starter. "I am one of the few people in Bombay who use their vintage cars regularly and who keep them in perfect



Mr Dabholkar receiving the trophy from Ms Wood of Castrol for his Best Maintained Car.

condition," says Mr Dabholkar. The car can be seen matching the pace of any of the modern automobiles along Bombay's Marine Drive three times a week. "All my instruments are original Smiths, and all of them work."



A Symposium

A SYMPOSIUM of Communications Centre Chiefs and Telecom Engineers was held in Bombay recently to discuss the various procedural and technical requirements and their planned implementation. Officers from outstations in India and abroad attended this Programme.

While inaugurating the Symposium the Controller of Communications, Mr G.D. Dubey, outlined the role of supervisory function in the organisation and its effective application.

Mr V.S. Katre, Dy Controller of Communications explained the

training activities of the Department for effective communication in view of computerisation in Air-India, while Mr M.D. Joshi, Sr Dy Communications Manager, highlighted the future plans in the field of Data, Radio and Telegraph communication.

Training Officers S. Raman and M.L. George gave a detailed report on various type of training being imparted by the Air-India Communications Department to their staff and to other Departments for the effective and economic use of the systems and facilities in worldwide communication.

Uniform of valour.



We salute India's brave fire fighters.

Fire Prevention Week April 7 to 12
AIR-INDIA



Tribute To The Brave Firemen

AIR-INDIA recently observed the Fire Prevention Week when demonstration in fire fighting and rescue work was shown at the second staff colony at Santa Cruz by the Bombay Fire Brigade and Civil Defence Mobile Column, Govt. of Maharashtra. This was arranged for the benefit of our staff and family members. Four fire engines, one ambulance and a water tanker with crews took part in the demonstration. Residents of the colony were present to witness the demonstration.

Lectures and demonstrations were arranged at the Air-India Building and other city offices as well. A film was shown in the Auditorium for staff as well as the tenants in the Air-India Building. Finally, on 14th April, 1979, which is designated as "Fire Service Day", a wreath on behalf of Air-India was placed at the monument at Fire Brigade Headquarters at Byculla.



At Work...



At Study...



At Play...



AIR-INDIANS WIN LOCKHEED TROPHY

An Air-India team from our San Francisco Office won the Lockheed Trophy for the best performance by a team from Asia and Pacific area in the Golf Tournament hosted by Air Niugini and Airline Executive magazine at Lae, Papua, New Guinea.

Ferdoas Nagarvala and Jack Sorge, who represented Air-India in the Tournament, have won this Trophy for the second consecutive year.



Capt M.S. Kohli, until recently Manager-East Australasia, Sydney, has taken over as Regional Manager on Special Duty with headquarters in Delhi.

Emphasise Hindi

by N.R. Kshatriya

A SUB-COMMITTEE of the Parliamentary Committee on Official Languages (left) constituted in accordance with the provisions of the Official Languages Act, 1963, headed by Mr Om Mehta visited Air-India recently to review the progress made in the use of Hindi in the working of the Corporation. The ten-member Sub-Committee, is nominated by Parliament from amongst the members of the Lok and Rajya Sabha. Besides Mr Mehta, the convenor, the other members were: Mr C.S. Mishra, Kunwar Mahmud Ali Khan, Mr S.R. Reddy, Mr Surendra Jha 'Suman', Mr V. Venka, Mr Jagannathrao Joshi and Mr Gurdev Gupta.

The Committee held discussions with our Managing Director and other executives of the Corporation. Mr K.G. Appusamy, while welcoming the members of the Committee broadly reviewed the progress made in the use of Hindi in the working of Air-India.

The Committee made certain observations and suggestions for the progressive use of Hindi in the working of the Corporation and generally appreciated the steps taken by us, which includes in-service training in Hindi to non-Hindi knowing employees, 'Hindi Supplement' in our house magazine 'Magic Carpet', bilingual printing of passengers' tickets, etc.

A suggestion made by Mr S.K. Nanda, Dy. D.P.I.R. to introduce a documentary film on the use of Hindi in the Public Sector Undertakings & Govt. offices, with a view to publicising the theme, was heartily endorsed by the Committee.

Concluding the discussions, the Managing Director assured that all possible steps would be taken to implement the suggestions made by the Committee.

The members saw with interest various material depicting the use of Hindi in the working of Air-India displayed at the entrance of the meeting hall.

Training Staff

AIR-INDIA'S Ahmedabad office recently had an opportunity of training Indian Airlines staff from Ahmedabad, Baroda, Belgaum, Bhavnagar, Bhub, Mangalore, Jamnagar, Keshod, Porbandar and Rajkot. This was accomplished with the help of two instructors from Bombay Ms N.N. Muncherjee and Ms Z. Chitoy. The five-day course

was inaugurated by Mr G.S. Chhugani, Air-India's District Sales Manager.

A dinner was hosted by Air-India on completion of the training which was attended by all the trainees, including IA personnel. Photograph (left) shows Mr Chhugani sitting fourth from left, flanked by the Air-India instructors, and the trainees.



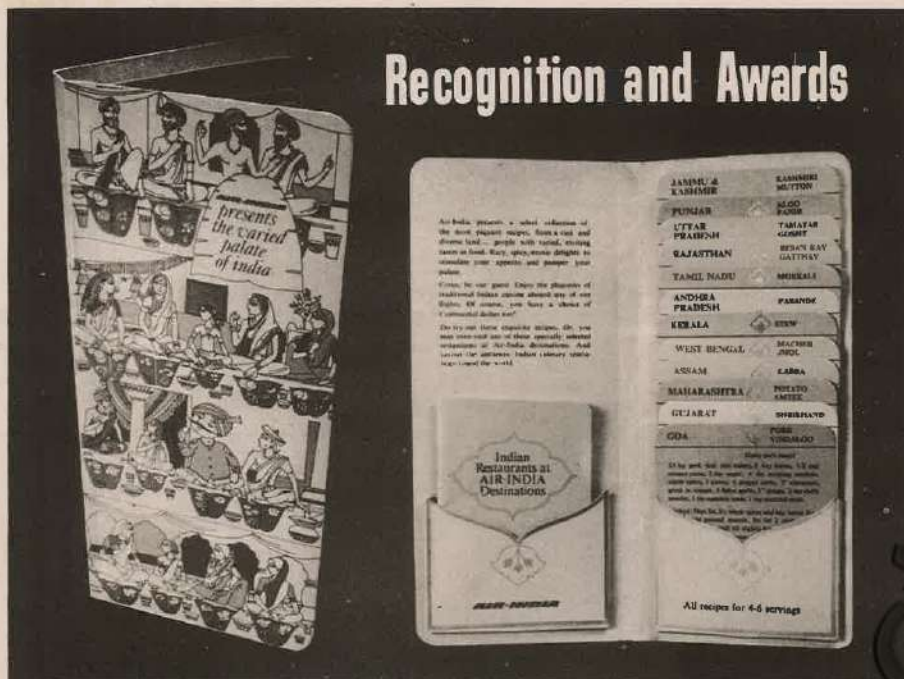
Beauty Contest in Jullundur

ONE of the local clubs in Jullundur, Punjab, recently organised a gala evening in which Air-India participated prominently. Prizes were given to not only the Air-India Maharajah and the Air-India Maharani, but also to an Air-India Prince and Princess, and to top it all, an Air-India Grandpa and Grandma. The winners were selected on the basis

of an open contest, attended by a large number of people which included Air-India's commercial contacts.

Photograph shows Mr R.B. Sharma, Sales Manager - Punjab, crowning the Air-India Princess. With the traditional chivalry of the North, R.B. thereafter spent the rest of the evening, our correspondent adds, with the Air-India Grandma!

Recognition and Awards



A second prize was awarded to the Air-India folder "Varied Palate of India" at the 19th All India Printers Conference & Exhibition held in Calcutta recently.

Cake For Bili



Air-India in Singapore hosted an Interline Luncheon at the Oberoi Imperial Penthouse recently. The luncheon was a tremendous success with over 70 interliners participating. Singers from India gave a concert and Indian cuisine was served.

As an interline gesture on Australia's National Day, Mr. Len Lambourne, Sales Manager of Trans Australia Airlines, presented a cake to Mr. H.D. Billimoria, our Manager-Singapore. Mr. Lambourne was accompanied by two charming girls from his office, Ms Primrose Chew and Ms Anne Chen.

Calorie - happy Billie! Mr. Lambourne, his two charming colleagues, and cake.



Mr H.D. Billimoria, Manager-Singapore, presenting a prize to one of the winners at the lucky draw. Mr K. Satyamurti, Asst Manager, is at the mike, while Mr J. B. Bharucha, Area Sales Manager, beams at the winner.



Ms Vina Sanyal, Director of the India Tourist Office with Ms Grace Coutinho alongside the exhibition.

TWO Ragamala posters designed by Avinash Godbole and conceived by Mr J.B. Cowasji, Air-India's former Commercial Manager-Publicity, were selected by the publishers of Modern Publicity 1979 and printed in their annual. The magazine is published from England and is an annual survey of the best graphic designs sent in by graphic designers, art directors, advertising agencies and publishers from all over the world.



Flower in Indian Handicraft

Ms Grace Coutinho from Headquarters was invited recently to Geneva to participate in the Flowers and Handicrafts Exhibition organised by Air-India and the India Tourist Office.

Presented with imaginative skill, the Indian flowers arranged by Grace gave the handicrafts an impressive look. Objects in wicker-

work, ceramics, lacquer and ivory were accentuated by the delicate arrangements of orchids, cysanthemums, snap dragons and tuberoses.

The exhibition was inaugurated by Ms Gurbachan Singh, wife of the Indian Ambassador to Switzerland and attended by the Indian community in Geneva.



Folk Art on Display

news-scan by **TREVOR TURNER**

AIR-INDIA in London recently encouraged a gallery owner to bring to London an extensive exhibition of tribal, folk and village arts of India to be displayed at the Anthropos Gallery.

Every room in the gallery had a plate acknowledging Air-India's assistance. During the course of the exhibition, Mr Trevor Turner, Air-India's Publicity Manager, was inter-

viewed by the BBC World Services (Hindi Section). The airline got considerable publicity mileage both from the exhibition as well as the radio programme.

This exhibition is the largest collection of such art ever seen together in the West and will remain in London for some time. At a later stage, the exhibition might go to Scandinavia and to Germany.

'Midwife' to Fresian Cows

a poignant tale



Despite Hazards

Recently Andy Shaw our District Sales Manager in Glasgow, who gave a presentation at Durham Technical College in north England, together with Trevor Walker our District Sales Manager from Leeds, due to bad weather, took seven hours to get to their destination from Scotland and six hours to make the return journey. Students of geography or students of the Atlas will see that it is only a short distance travelling south across the border. When Trevor Walker came to return to Leeds from Durham there was so much torrential rain and so many overflowing rivers, that he thought he was going to be cut off by floods, but the unexpected happened and he was stopped by the police because sadly an RAF jet had crashed and scattered debris across the road necessitating a twelve mile detour.

I know many of our colleagues in various regions probably have to undergo many hazards to perform their duties but this little reference is just to show that despite various hazards of the day in the U.K. region at the moment, we do not let the weather get us down, even if we talk about it incessantly!

*Trevor Turner
London*



Up The Nuptse

Doug Scott of mountaineering fame, recently travelled on one of our flights from London, to make an attempt on the unconquered north face buttress of Nuptse, a 26,000 foot mountain peak close to the Everest. Doug Scott (left) was accompanied on the expedition by Mike Covington and Joe Tasker.

AT the Air-India check-in-counter seen before boarding our flight to Bombay are Cornish farmer, Eric Comely and his wife Gladys. Eric Comely was flying to Bombay to play 'midwife' to one of the herds of Fresian Cows, which two years ago his daughter Jill had introduced in India. Jill had a chance meeting with a dairy farmer in Bombay who agreed that the pedigree breed of Fresian-cows would greatly benefit the local community, despite expert opinion which claimed that Fresians would not thrive that far south in India. With the help of other British farmers, Eric Comely rounded

up a herd of twenty-five calves, 17 Fresians, two Guernseys and a bull. All the animals were installed safely in their new home and over the past two years the herd has done better than expected and the calves are now ready to give birth. One of the reasons for Eric's visit to India was to see if the pedigree had been passed on to the calves. Sadly Jill Comely did not live to see the results of her hard work as she died in a car crash on her way back to England. It is but befitting that the cows Indian home has been named 'Jilldania' in memory of the Comely's daughter.

TREKKING TRAILS

AIR-INDIA LEADS THE WAY

AIR-INDIA is trying to popularise a new destination for trekkers, the Garwal region of the Himalayas in Uttar Pradesh by initiating a somewhat unique concept, a joint promotion with all the leading travel agents in the country and the Department of Tourism.

The area had till last year remained restricted and closed to foreigners although with its abundance of temples and shrines of sacred and mythological importance it contains many places of popular pilgrimage for devout Hindus like Badrinath and Gangotri, the source of the river Ganges. The Garwal Himalayas has some famous trekking routes and a galaxy of peaks - Nanda Devi, Trisul, Dunagiri, Changbang, Kamet, Nilkanth, Chowkhamba, Srikanth, Jogin, Bander Pooch, etc, which have attracted many expeditions from abroad.

"We have selected Garwal for special promotion," says Commander

Joginder Singh, Air-India's Manager for Trek and Mountain Tours, "because compared to other areas this has not received enough publicity and primarily because well known areas like Gangotri and Yamunotri were closed to foreigners till last year."

Following an announcement late last summer of the opening up of certain areas like Swaragrohini, Gaumukh and Gangotri, Air-India initiated meetings with the Garwal Hill Development Corporation, some leading travel agencies, the UP Tourism Department and local hoteliers and travel agents. At meetings held in Mussoorie last December, a course of action was finalised, some routes and a few interesting trekking itineraries and excursions were selected for promotion in the initial stages.

Itineraries selected range from four days to three weeks with Mussoorie as a base and cover about ten routes

around various peaks in the area including one to Gaumukh at a height of 13,500 feet.

Tours

A preliminary trek on one of the selected itineraries was undertaken by a group of Indian travel agents last month. Two 'fam' tours of foreign tour operators were brought in on the same route, the first from UK and Europe and the second group from Japan recently. Two more fam tours will follow in October from USA, Australia and New Zealand.

Driving from Mussoorie to Theytur the circular trek will take in Dewalsari, Goriaphdar, climaxing at Nag Tibba at 10,000 ft, with its panoramic view of the Himalayas and return via Munglari, Dogadda and Theytur.

Other promotional ideas in the pipeline are the production of brochures, a film currently being planned and

distribution of material through all Air-India and tourist offices worldwide.

Diverse Terrain

Cmdr Joginder Singh thinks there is a tremendous future in trekking in India, much more than in Nepal. "Even in Garwal and Himachal we have so much more to offer, a more diverse type of terrain and culture. The Eastern Himalayas are still closed to foreigners and not yet tapped and the Lahaul valley in Himachal has only recently started opening up.

"As a beginning Garwal has been selected because it is a known destination all over the world, being the source of two great rivers, the Ganges and Jamuna and people have been clamouring to come to this area. Areas like this take years to develop. The Nanda Devi area took about five years to promote," the Commander added.



Pain And Glory

A SAGA OF COURAGE

SHRIKANT V. KARMARKAR of Cargo successfully climbed the 'Mrigithuni' which is at a height of 22,300 ft. This peak is in the Eastern Garhwal Region of Himalayas and is on the periphery of outer Nanda Devi.

With the active assistance of the Air-India Management and the encouragement of the Sports Control Board, Shrikant was able to participate in an expedition which scaled this virgin peak late last year.

While he and his companions were able to climb the peak, Shrikant had the misfortune of slipping off an icy slope and rolled down 350 ft. He suffered from acute frostbite. He was treated in the Army Hospital at Joshimath before he was admitted to a hospital in Bombay. He has now completely recovered.

The expedition was able to climb this mountain after traversing hazardous ravines, icy slopes and severe cold. Shrikant's diary entry on the day of the

accident indicates: "Started from Camp II before sunrise at 0730 hrs. The snow was soft and our progress was slow due to cold and biting wind. At 0830 hrs we had light breakfast on little hump. Snow became very soft and it was difficult to climb. After crossing and avoiding many crevasses we reached the height of 21,000 ft at about 1530 hrs. We were slow due to exhaustion and exertion. Felt dehydrated due to shortage of water. At about 1630 hrs when it was sunset, the temperature came down to approximately -12°C. Four members with two porters climbed the height of 22,300 ft on Mrigithuni successfully. Two of our members went ahead 190 ft and our expedition was totally successful. We started descending at 1710 hrs. On the return there was about 50 ft traverse on the little head slope, so I told my partners that I would lead the descent. I cut three steps. Unfortunately, I slipped down from the third step and within a few seconds I rolled down nearly 300-350 ft. Fortunately, my feet got locked in an ice hump and I stopped there. While

rolling down, I lost my ice-axe and hand gloves. A porter who was with me lost his balance and also came down. He braked himself by using his ice-axe. The other members and a porter came down slowly to us. Then the four of us started descending together. The time was about 1845 hrs. By this time, it was dark and we could only see ice and our footsteps which were directing us towards Camp II. A lot of powdered snow entered into my clothes and shoes and my hands and toes became hard due to frost-bite. Because of frost-bite my descent was slow. I asked my friends to go ahead and leave me on the way and requested them to save their lives. It was cloudy and windy indicating night avalanches. They were not ready to leave me; they roped me up and asked me to walk slowly with them. We reached Camp II at about 2100 hrs. There was nothing ready to eat and drink on Camp II. Since all of us were exhausted and nobody was able to melt snow for water and cook, we went to our sleeping bags without water and food."

Exciting Carrom This Year



G. P. Kadam in action.

Bagwe from A.O.D. of Engineering Department.

Men's Doubles:

In this event the finalists were Mr S.N. Sane and Mr N. Sathe both from Booking Office and Mr P.D. Walinjar and Mr G.P. Kadam, both from Engineering Department. In the keenly fought finals, the match was won by Messrs Sane and Sathe.

The teams that lost in the semi-finals were Mr A.N. Gawankar (Stores) and Mr A.A. Pednekar (Comm.) and Mr P.S. Pant and Ms A.J. Kanitkar from Finance and Accounts Department.

Ladies Singles:

The ladies finals was played between Ms A.J. Kanitkar and Ms N.R. Barve both from Finance and Accounts Department and the match was won by Ms Kanitkar.

The two ladies who lost in the semi finals were Ms G. Venkateswaran and Ms V.V. Welinkar from Finance and Accounts Department and Stores and Purchase Department respectively.

A report from V.M. Bhagwat

THIS year our open Carrom Tournament was held at the Sports Club, Santa Cruz. The tournament, which started on December 18, 1978 ended on February 14, 1979. There were three events in the tournament: Men's Singles, Men's Doubles and Ladies' Singles. This year too a record number of entries were received for all the events. The results are as follows:

Men's Singles:

This year the finalists were Mr G.P. Kadam from Engineering Training Division and Mr N.L. Nagotkar from Material Planning Division of the Engineering Department. The match was won by Mr Kadam.

The players who lost in the semi-finals were Mr D.S. Barde from Ground Support Division of Ground Handling Department and Mr N.N.

PARTING GIFT

It is with pride, gratitude and happiness that I am retiring from Air-India after a continuous service of over 34 years. The extension of passage facilities in *toto* during retired life is one of the best parting gifts Air-India has offered.

However, the three month validity for staff tickets will be a great handicap to retired employees, since after retirement there are no compelling reasons for the employee to live in India or cut down one's stay abroad. It will be of great help if this restriction is removed and the normal validity of one year is restored to the tickets of retired employees. I humbly request you to look into this useful suggestion and do the needful.

H.A. Pai
Manager-Flight Despatch (Retd)
Santa Cruz

DEVNAGARI-ALL THE WAY

It is heart warming to see two Hindi pages introduced in the 'Magic Carpet'. I am neither a Hindi fanatic nor an English enthusiast, but when you do something let it be in the Air-India tradition of perfection. Why are all figures on the Hindi pages shown in English? Surely it could not be a type-setting problem. If you have letters in Devnagari there could be figures in Devnagari too. Or is it just that some one forgot?

L.R. Pandya
Ex-Staff 26721
(Ops.)

The text of the write-up of the Hindi supplement for the month of February only, carries figures in English.

The year 1978 is printed in English in all the Hindi supplements. This will be rectified.

—Editor

LIFE-SAVING DRUG

A part of a news item in the Indian Express (Bangalore edition) of February 10, 1978 under the caption 'Call of Life', which reads: "The drug is available in Italy and Mr Victor near Milan with his friends found that the medicine was available. Fifty vials of the life-saving drug were sent to the Air-India office who sent it free on the first available flight", clearly indicates the humanitarian instincts of your Corporation.

Please convey our thanks to the concerned persons in full measure.

N.R. Gopal
West Coast Paper Mills
Dandeli (N.K.)

HELP IND(N)EED!

I lost my British Passport No. 136642B in Delhi shortly after arriving on one of your flights from London.

The Duty Officers at the Connaught Circus Air-India Office and at Nariman Point, Bombay, were kind enough to direct and advise me as to where to report in writing, and finally helped to trace it.

Please convey my sincere gratitude.

David McManus
Bombay

WAIT AND WATCH

I lost my wrist watch on board the plane at New Delhi when I was on your flight No. 108 from New York to Bombay on the 18th of May, 1978.

I had to wait only a few minutes for the efficient Air-India crew to do their best and hey presto! I got back my watch. Please accept my sincere thanks.

D. Subrahmanyam
Madras 600 006

And thanks to our watchful staff!

—Editor

ONE-UP

As the grandfather of baby Rupa Singh, (see pic.) I would like to send you a letter of appreciation.

My son tried to send his child unaccompanied on several different airlines, but was unable to do so since the infant was only seven months old. Finally, Air-India came to our rescue



and the authorities were willing to send a hostess with the child on the Frankfurt-Delhi sector.

Your hostess took considerable care of my grandchild and we were very happy to welcome the little one back in Delhi. Thank you, Air-India.

Flt Lt Ranjit Singh (Retd)
Maler Kotla
Punjab

LETTERS



CLUELESS

With the introduction of Crossword, Magic Carpet has proved to be more interesting than other aviation magazines I have come across so far.

Since the clues provide much food for thought it will be appreciated if the solution be given only in the following issue.

S.R.R. Chawali
Accountant
Budget Section
Accounts Dept
Santa Cruz

While we agree with you, we thought it better to give the solution in the same issue because you may not always have the previous issue in front of you. For an enthusiast like you, I would suggest you resist the temptation of taking a peek at the solution until you have exhausted your brain-power!

—Editor

CHAMP AT 16



Samir Mithal, son of Flight Engineer N.N. Mithal, celebrated his 16th birthday this year by winning the Inter School Tennis Championship in the Maharashtra State Lawn Tennis Association matches. He has been a finalist for three years in succession and has figured prominently in the Inter School Tennis Tournament in 1977.

OBITUARIES

We regret to record the death of the following staff:

P.N. Broacha, Station Superintendent, Commercial - Joined: March 2, 1964.

P.V. Sethuraman, Jr Officer (Signals), Communications - Joined: May 9, 1957.

A.A. Shaikh, Sr Aircraft Technician, Engineering - Joined: August 22, 1960.

Sant Lal, Loader, Delhi - Joined: January 5, 1967.



AIR-INDIA SCORES WELL

In a brilliant display of team work and attacking play, Air-India held Indian Airlines (Delhi) to a goalless draw and were declared joint winners of the 7th Indian Airlines/Air-India Hockey Tournament at the Colony Ground at Santa Cruz.

With national and international players, including two Olympians, Aslam Sher Khan and Ashok Kumar (who has since been nominated India's Captain for the international tournament

at Perth), Indian Airlines (Delhi) were clearly favoured to win the championship. But the Air-India team put up such a spirited resistance that they were frustrated in their attempts to score. Air-India played four matches in the tournament and remained undefeated in all four.

Among those who watched the final game were Mr C.L. Sharma, Dy Managing Director, who was the Chief Guest and Mr Louis Cordeiro, President

BHA and Chairman, IHF Selection Committee; who presided over the prize distribution function.

There never was a dull moment throughout the match. In fact, excitement ran high as teams attacked and counter-attacked in a battle to get an upper hand. Twice in the first half, Derek Drego and Newman Vaz of Air-India broke through Indian Airlines' defences and pushed towards the goal but Indian Airlines' goalkeeper, Qamar Ali, managed to push the ball away. In the second half, Derek Drego again came within an inch of scoring but missed.

Aslam Sher Khan and Ashok Kumar spearheaded Indian Airlines' attack and at one stage it was only a quick witted response from Ted Patterson, Air-India's Captain and Goalkeeper, which saved Air-India.

Before the crucial finals began, the large and vociferous crowd was entertained to a rare spectacle of a match between the Air-India veterans and the Western Railway Women's Hockey Team. The match was described by Godfrey Creado who was acting as Master of Ceremonies as, "champagne before dinner".

All the players had a special word of praise for the ground. Ashok Kumar said: "We have never had a better ground even for a national tournament. This ground was even better than the one on which we played at Bangkok in the Asian Games".

Referees for the match were Mr S.S. Vali and Mr S.A. Naqui.



Mr Bob Simpson (left) with his wife Meg, Mr P.D. Adkar (partly hidden), Asst. Manager-Tourism, Mr Jacob, Principal of the Cathedral School and Ms B.J. Billimoria, Tourism Promotion Officer, Mr Simpson was invited to give the boys of the Cathedral a short course on field training.

A Special Guest

Former Australian Test Cricket Captain Bob Simpson and his wife Meg visited India recently as the guests of Air-India and the Govt. of India Tourist Office. Besides playing cricket for a benefit match in New Delhi, the Simpsons were able to travel around and get a feel of the country. They have already endorsed Air-India's In-House Tours

and the publicity generated by their visit has been of help to Air-India as they continue talking to travel groups in Australia and promoting India. During their travels in India they were escorted by Mr P. Hemmadi and Ms B. Billimoria, both of Air-India's Tourism Section.

ON THE MOVE..... UP

COMMERCIAL DEPARTMENT:
Messrs R.M. Kaul, M.P. Mascarenhas (Rome) and B.L. Parashara (Delhi) as Sr Station Managers; Mr M.S. Sidhu (Vancouver) and Ms G. Lobo as Station Managers; and Ms R.M. Lagu and Messrs V.S. Padmanabhan (Madras), T.A. Annaswamy (Calcutta) and A.K. Banerjee (Calcutta) as Station Superintendents.

PLANNING DEPARTMENT:
Mr N. Gopala Rao as Station Manager; and Messrs R.R. Pandit and B.M. Katkar as Station Superintendents.

ENGINEERING DEPARTMENT:
Mr T.R. Srinivasan as Manager-Line Stations and Engineering Administration; Messrs S.K. Sengupta, T.N.D. Pillai, J.V. Gupte, N.

Mani, B.M. D'Souza, S.N. Hoon and V.N. Ogale as Asst. Engineering Managers; Messrs R.R. Gangolly and N.V. Rege as Establishment Officers (Engineering); Messrs D.A. Pradhan, C. D'Mello, K. Gopalakrishnan and S.D. Jaifalkar as Administrative Officers; Messrs G.M. Bhavne and P.G. Palgadkar as Asst Administrative Officers; and Mr V.L. Menon as Secretary to DE.

OPERATIONS DEPARTMENT:
Mr U. Mehrotra as Operations Manager-Ground Technical Training; Mr P.M. Ravindranathan as Asst Manager-Administration; Messrs M.C. Thosar and Y.S. Padbidri as Sr Simulator Instructors; Mr R.K. Panicker (Trivandrum) as Sr Flight Despatcher; and Mr S.N. Ramachandran as Asst Administrative Officer.

ACCOUNTS DEPARTMENT:
Mr A.S. Rao as Sr Accounts Officer; Mr J.N. Naik as Accounts Officer; and Mr K.N. Nair as Secretary to Director of Finance.

CIVIL WORKS & PROPERTIES DEPARTMENT:

Messrs A.J.F. Dias, S.G. Pendse and V.B. Chandorkar as Sr Engineers; Messrs A.N. Krishna Kaimal, P.N. Karmarkar and A.A. Kotnis as Sr Technical Officers; Mr G.H. Patil as Architect (upgraded); and Mr M.G. Zachariah as Temp. Asst Administrative Officer.

COMMUNICATIONS DEPARTMENT:

Mr A.K. Khare as Dy Communications Manager.

GROUND SERVICES DEPARTMENT:

Messrs M.A. Irani (Delhi) and S.M. Shinde as Sr Technical Officers; and Mr P.K. Unni as Administrative Officer.

INFLIGHT SERVICE DEPARTMENT:
Mr A.M. Rodrigues as Secretary to Dy Director - Inflight Service.

PERSONNEL DEPARTMENT:

Messrs P.M. Thakur, G. Clement (on deputation to Inflight Service Department) and Mr V.N. Malya (on deputation to Operations Department) as Personnel Managers; Mr V.M. Bhagwat, Officer-in-charge (Sports) (upgraded); Mr M.N. Phadke as Asst Personnel Officer.



The two teams with Mr Herekar and Mr Nimkar.



Before the exhibition match between Air-India and Pratt & Whitney, Mr B.P. Baliga, Dy Engineering Manager (Production Planning); Mr V.N. Herekar, Director of Engineering; Mr Torell, President of the P & W Aircraft Group; and Mr N. R. Tomasetti.



Mr D.P. Nimkar, President of the Air-India Sports Control Board, presenting a memento to Mr B. Torell, President of the Pratt & Whitney Aircraft Group.

Tennis Classic

Exciting Tennis matches were played between Air-India and Pratt and Whitney Aircraft team recently on the beautiful courts of the Maharashtra Lawn Tennis Association at Bombay. Both the teams were coveting for the handsome Pratt and Whitney Aircraft Trophy.

Before the start of the match, exhibition tennis doubles were played between M/s V.N. Herekar and B.P. Baliga of Air-India and M/s B. Torell and N.R. Tomasetti of

Pratt and Whitney. Our pair won the match by scoring 6-4. In the matches that were later played, Capt A.K. Godbole and B.P. Baliga beat the Pratt and Whitney team while K.A. Shivdasani and D. Dutt repeated their success.

Ms Gole, wife of Mr P.V. Gole, Director of Personnel & Industrial Relations, distributed the prizes while Mr D.P. Nimkar presented the mementos to Mr B. Torell of Pratt and Whitney Aircraft.