



THE STORY OF I A C

INDIAN AIRLINES—HERE, THERE, EVERYWHERE IN INDIA

We don't want to stretch your credulity too far but the unalterable fact remains that Indians invented the flying chariot way back in the days when the world was young and gods and goddesses gaily rivalled the birds, whisking about in contraptions of their own making. After that, for some unaccountable reason, interest in aviation appears to have languished for the next few thousand years, till 1877 in fact, when an intrepid pioneer took off from Bombay in a balloon and landed six miles to the North.

When did the first heavier-than-air machine first frighten the birds in Indian skies? In all honesty we do not know but it is a fact that in 1911 our Posts & Telegraphs Department proved their mettle by arranging to fly an Air Mail service from Allahabad. The experiment succeeded. Mail was flown for a distance of eight miles to Naini. In 1931 the first flying club was set up in Delhi, linked up with Imperial Airways. This was the birth of civil aviation in India. Thereafter, it developed if not steadily, at least in the right direction. Then came IAC (that's easier to write than Indian Airlines).

Now please don't think that we are singing our own praise but a truthful account of ourselves would seem to be just that—one tall tale. Born on 1st August 1953. By 1966 we have acquired a modest fleet of 66 aircraft. Starting with Dakotas we have done a steady bit of social climbing to reach jet status—with Caravelles. All in all, IAC operates more than 100 flights per day, involving nearly 400 take-offs and landings. More facts: IAC covers a network of 24,000 unduplicated miles, touching seventy stations regularly; it carries more than a million and a quarter passengers every year and spreads its wings to Karachi and Kabul in the West, Dacca and Rangoon to the East, Colombo to the South and Kathmandu to the North. Translated in travel terms it means simply this—there is no part of India which is more than a few hours away from India's Gateway cities. So when tourists and businessmen with a tight time schedule want to go to India, either for business or pleasure, tell them of IAC—the airline that gets them here, there, everywhere in no time at all.

WELCOME ABOARD IAC!



*Our traditional
greeting of welcome
is NAMASTE*

JET SET...GO!

The traveller with a taste for the exotic and leisure to spare may do India by the hoary bullock cart. He will certainly get from one end to the other—in about 3 years. But for those who wish to rush things a bit, IAC has something swifter to offer—the Jet Caravelle. Actually there are five of them on the IAC fleet, whizzing around covering 16,698 miles every day, linking the metropolitan cities in India. Bombay in the West to Calcutta in the East, *nearly* 1,300 miles in just 2 hours and 30 minutes. From Delhi in the North to Madras in the South, *nearly* 1,400 miles in just 3 hours and 45 minutes, with a brief halt en route at Hyderabad.

The Sud-Aviation's CARAVELLE (84 seats) operates on all IAC trunk routes.



The DC-4 SKYMASTER (62 seats) can also be used as a freighter.



Now for those who like to go to those really outlandish places with strange sounding names, IAC offers the slower but still very comfortable turbo-prop Viscounts and Fokker Friendships. There are 12 of each type on the IAC fleet connecting over 60 Indian towns and cities.

And finally of course there are the Dakotas—not really worth talking about but they are kept in condition primarily for those who like to land in the heart of the forest or a game sanctuary.

In brief, IAC really spans India, here, there, everywhere, one can fly by IAC—jet speed very often, turbo-prop for the rest.

Vickers VISCOUNT (48 seats) turbo-prop aircraft operating on medium haul routes.



F-27 FRIENDSHIP (36 seats) twin engine turbo-prop operating on short haul routes.



The DC-3 DAKOTA (21 or 28 seats) links up stations otherwise inaccessible by air.



EXCLUSIVE ? YOU BET !

Contrary to the popular notion of an airlines pilot, the IAC chap does not really spend all his time in easy converse with the hostess, imbibing endless cups of coffee. He, poor chap, has to put in a lot of hours before he can aspire to the Captain's seat on the left. There are actually three travel weary souls on the IAC roster who have logged up 20,000 hours apiece. And the funny thing is these three, like Oliver Twist, keep asking for more. To them, of course, it's not funny at all for hard on their heels come forty ambitious men with 15,000 hours each, all wanting to do the veterans out of their job.

But tough though the going is, IAC pilots do not really mind all this flying around. What really gets them is the

IAC pilots are amongst the most experienced in the world. Caravelle Commanders have at least 15,000 hours flying experience.



IAC Central Training Establishment at Hyderabad. Here they come trooping in, junior and veteran alike, for refresher courses, to learn flying anew, under the vigilant eyes of exacting instructors who are apt to throw parties every time they flunk a student.

Now you may well ask why pilots choose to remain with IAC when the Corporation demands so much from them. The answer is simple. Though snooty to some, they are jolly-good-fellows who enjoy the membership of the elite IAC Corps—400 pilots with a superb record of flying that matches any in the world. And no wonder because it takes a lot of flying time and experience to become an IAC Captain.

IAC Club—400 pilots with a superb record of flying.

The Redifon Trainer at the Central Training Establishment is a modern flight Simulator in which pilots acquire procedural training and refresher courses.



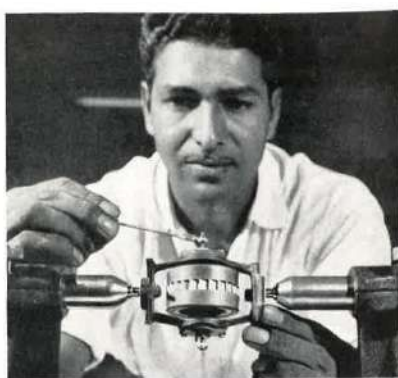
An IAC Commander operating the Viscount. Viscount and Friendship Captains have at least 5,000 hours experience on Dakotas before conversion.

To renew their flying licences, all pilots are subject to a rigorous medical check-up every six months.



HIGH ROMANCE

*Right:
A Gyro rotor
under precision
adjustment.*



*Below:
An IAC Caravelle
in the maintenance
hangar undergoing
major checks.*



Talk of undying love ! Romeo and Juliet is cold mutton compared to what goes on in the IAC Repairs and Maintenance Establishments. Here is high Romance. IAC Engineers, Technicians, odd-job-men giving their all to keep the prima donnas of the air in ship-shape condition. Every trick of the trade, the latest technological advance is known to and applied by these men.

The Bombay engineers, of course, have taken the pick of the lot—they have the high stepping Caravelle for their love. In Delhi, Viscounts are cared for, while Friendships

*Inspection of a
Viscount's
radar antenna.*



and Skymasters are tended in Calcutta. The ubiquitous Dakota is accommodated in all three places. From the minutest repairs to complete overhauling, every bit of work is done by Indian engineers whether it be the Caravelle or the Dakota. They've spent a lot of time, of course, training at the aircraft manufacturers' plants—in United Kingdom, France, Holland. What have you? And what returns do these dedicated men get for their labour of love? Just this—they have the satisfaction of knowing that IAC has an impeccable record of reliability.

Below:
An aircraft
instrument under
bench test after
complete overhaul.



Left:
Ultrasonic check to detect
possible cracks that are
invisible to the naked eye or
x-ray equipment.

Below:
A Rolls-Royce Avon jet engine
being given a final check
before installation
on a Caravelle.



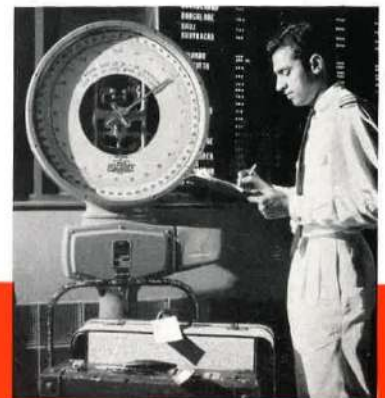
RED CARPET ALL THE WAY

Handling 4,000 passengers a day, keeping them happy and contented, takes the patience of a Job and the efficiency of a computer. IAC has both. From the moment a passenger decides to travel IAC, he becomes a very very special person. We fall over backwards to keep him happy. Loaders load his luggage free. Specialists cater to his every need. Free transport takes him from the city booking office to airport and vice versa. And IAC's own kitchens tempt him with an appetising array of delicacies to suit the most exacting



At the Central Reservations Section flight charts are maintained for flights up to two years ahead.

IAC loaders handle passenger baggage. You don't have to carry it yourself.



Adult passengers get 44 lbs. (20 kg.) free baggage on all IAC flights. International passengers (First Class) get 66 lbs. (30 kg.)

taste.

What more do we offer? Why, the most convenient connections—which enable a passenger to go from one station in India to many others between sun-up and sun-down. And, if he misses his connection through no fault of his, he needn't get jittery as he will be the guest of IAC in one of the top hotels till he gets his connecting flight. Also most IAC flights from metropolitan cities connect with international flights.

Children travelling unaccompanied.



IAC passenger relations staff are always ready to help you in every way.

Transport between the airport and the city booking office is free at all IAC stations.



Complimentary meals and snacks are served on all IAC flights.



Kathakali with origins in South India is one of the four classical dance forms of India.

CONCLUSION

The temples at Khajuraho are famous all over the world for their erotic sculpture.



India is a paradise for the gourmet. Each part of the country, each State in fact, has its own culinary delights. For the not-so-intrepid, European food is always available in most hotels and restaurants.

Now perhaps you'd like to know a little something about the country itself. We won't give you a tiresome catalogue of our architectural wonders because, as every schoolboy knows, India sports the Taj Mahal, the temples of Khajuraho and Konarak and the frescoes of Ajanta, many of which date so far back in history that even erudite scholars are a bit hazy about their age. Instead, let us tell you something of the land itself and its climate. Again, as every schoolboy knows, India is a hot place. We freely admit. Down on the plains in the summer months the thermometer may register a sizzling 115°F —(46.1°C) in the shade. But what the schoolboy doesn't know is that in those same summer months you can go up to our hill stations (wondrous holiday resorts) in the Himalayas where temperatures are a balmy 70°F —(21.1°C) at the most in the hottest months. Up towards the north are



The one-horned rhinoceros of India weighing two tons or more is preserved at the game sanctuary at Kaziranga. There are 14 sanctuaries full of a variety of fauna such as lions and tigers, elephants and bisons, boars and birds.

perennial snow slopes, the playground of skiing enthusiasts. Here, too, come that hardy breed, the mountaineers, to find out for themselves just how many laws of gravity they can break without breaking their own bones. For the trigger-happy Joe, India is an answer to a prayer. He can work up an appetite for breakfast with a tiger, follow it up with an elephant or two and retire replete with the head of an Indian bison. And what for the city slickers? We cater for their tastes, too. Large metropolitan cities, teeming with people, gay at nights with exotic oriental floor-shows and cabarets. And, above all, being a thoroughly tradition-steeped people, we hold many national festivals—the colourful Holi, the lamplit Diwali and the Grand Dussera.

All in all, India is quite a country to visit and travel through—by IAC.

The Bhangra is a colourful and delightfully virile folk dance of the Panjab. The Government is encouraging the revival of folk dances which express the life of the common people.



One of the tallest gravity dams in the world is at Bhakra holding back a deep lake with a water-spread of 65 sq. miles in area. Bhakra is one of about 30 major hydroelectric projects that are ready or under construction at present.

Skiing at Gulmarg or Kufri belies the normal belief that India is a hot country. Golf courses, race tracks and hockey fields abound in the country.



Ashoka Hotel (exterior). Hotels in India are among the most comfortable in the world, and the least expensive. Ashoka Hotel in Delhi, for instance, is fully Air-conditioned and classified as "5 Star Deluxe". Yet, daily rates are as low as \$11 inclusive of food.



INDIAN AIRLINES OFFICES

AGARTALA
AGRA
AHMEDABAD
ALLAHABAD
AMRITSAR
AURANGABAD
BAGDOGRA
BANARAS
BANGALORE
BARODA

BELGAUM
BHAVNAGAR
BHOPAL
BHUBANESWAR
BHUJ
BOMBAY
CALCUTTA
CHANDIGARH
COCHIN
COIMBATORE
COLOMBO
DABOLIM (GOA)

Dacca
DARJEELING
DELHI
GAUHATI
HUBLI (off line)

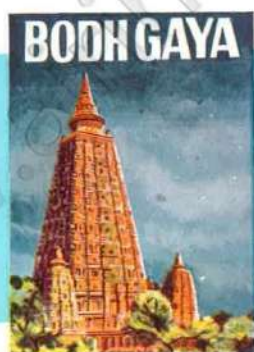
Khosh Mahal Bldg., Central Road
Clark Shiraz Hotel
Old Bombay Garage, Dr. Tankaria Road
Barnetts Hotel, 14, Canning Road
Brij Bhawan, Gandhi Gate
Aurangabad Hotel, Julna Road
Hillcart Road, Siliguri
S-20/58, Sikraul, Banaras Cantt.
1-A, Main Guard Cross Road
Messrs. Trade Wings (P) Ltd., Elampee Co. Bldg.,
Opp. Baroda College, Lokmany Tilak Road
B.C. 165 Hotel Green Camp
Diwanpura Road
5, Hamidia Road, Tourist Information Centre
Unit No. 5, Type No. 5, Qr. No. 6, New Capital
Outside Waniawad Gate, Near Bharat Oil Mills
Army & Navy Bldg., Mahatma Gandhi Road, Fort
"Airlines House", 39 Chittaranjan Avenue
Ambassador Travels (Pvt.) Ltd., 3Z, Sector 22-B
"Luiz Hall", Broadway, Ernakulam
India House, Trichy Road
27, Main Street, Gaffoor Bldg., Fort
Messrs. Rao Raje Deshpabhu, Rua Cunha, Rivara Street,
Panjim
Noor Chambers, 33 Jinnah Avenue
Laden La Road
Malhotra Bldg., Janpath
Pujabari, Paan Bazar
Hublikar Building, 51/9, Koppikar Road

HYDERABAD
IMPHAL
INDORE

JAIPUR
JAMMU
JAMSHEDPUR
JAMNAGAR
JORHAT
KABUL
KAILASHAHAR
KAMALPUR
KANDLA

KANPUR
KATHMANU
KESHOD
KULU
KHOWAI
LAHORE
LILABARI
LUCKNOW
MADRAS
MADRAJAI
MANGALU
MOHANBAK.
NAGPUR
NAINI TAL (off line)
PATNA

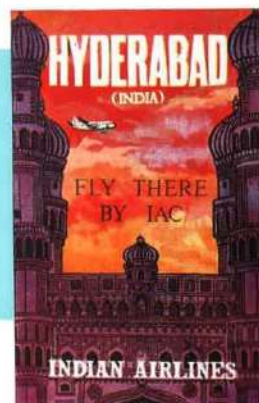
Basheer Bagh Road
Mahatma Gandhi Avenue
Sanghi Bros. (Indore) Pvt. Ltd., 6, Manoramagunj,
P.B. No. 1, Indore City
2 B, New Colony
Tourist Reception Centre, Residency Road
Narbheram & Co., Bistupur Road
Indra Mahal, Bhid-Bhanjan Road
Nehru Park Road
Deh Afghanistan Shaha Md. Khan Wad Road
Kailashahar Airport
South Manik Bhandar
Kanji Jadhavi & Co., Quarter No. DBZ/S-5,
Gandhidham
Bellevue Hotel, 84, Cantonment
6/36, Judha Sadak
Near Railway Station
Ambassador Travels (P) Ltd., Dholpur Maidan
The Airport., Khowai
11, Dayal Singh Mansions, The Mall
Nakari, North Lakhimpur (Assam)
Carlton Hotel
Mount Road, Madras-2
"Pandian House", West Perumal Maistry Street
Sri Rang Bhavan, K. S. Rao Road
Mancotta Road, New Khaliamari, Dibrugarh
Assa House, Station Road
Hotel Metropole
The 'Heritage', Fraser Road



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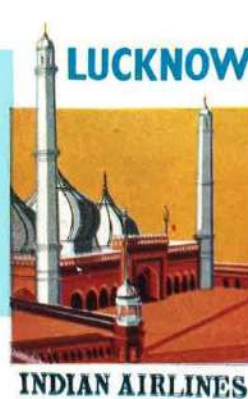
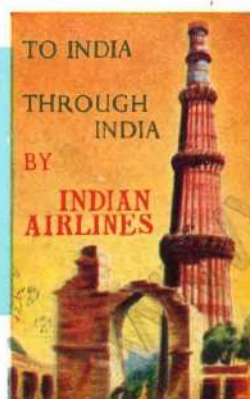
INDIAN AIRLINES OFFICES (continued)

PHOOLBAGH	The Airport, Phoolbagh
POONA	Western India Services P. Ltd., 267, Mahatma Gandhi Road
PORHANDAR	Harish Mansion, Opp. Caltex Petrol Pump
PORT BLAIR	Secretariat, Andaman & Nicobar Islands
RAJKOT	Hir Mahal, Coronation Gardens
RANCHI	The Ranchi Automobiles, Main Road
RANGOON	Randeria Bldg., 533, Merchant Street
ROURKELA	Hill View Hotel, Sector IV
SILCHAR	Club Road
SRINAGAR	Tourist Reception Centre
TEZPUR	Blabani Kutir, Opp. Academy School
THIRUCHIRAPALLI	Ashoka Bhawan, Junction Road
TRIVANDRUM	Trivandrum Air Centre, Main Road
UDAIPUR	Tourist Guide Service, Chetak Circle
VIJAYAWADA	Rao Sons, Bunder Road
VISAKHAPATNAM	20/128, Thompson Street

GENERAL SALES AGENTS FOR :

ADEN AIRWAYS LTD.	States of Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan & Uttar Pradesh.
AIR CANADA	India
AIR CEYLON	District of Tiruchirapalli & States of Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan & Uttar Pradesh.
AIR INDIA	Afghanistan, Nepal, India (excluding the cities of Bombay, Calcutta, Delhi and Madras).

AIR NEW ZEALAND LTD.	States of Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan & Uttar Pradesh.
BAHAMAS AIRWAYS LTD.	-Do-
BRITISH EUROPEAN AIRWAYS	-Do-
BRITISH OVERSEAS AIRWAYS CORPORATION	-Do-
BRITISH WEST INDIAN AIRWAYS CORPORATION	-Do-
CYPRUS AIRWAYS LTD.	-Do-
EMPRESA CONSOLIDADA CUBANA DE AVIACION	-Do-
GI BRALTAR AIRWAYS LTD.	-Do-
IRANIAN AIRWAYS	India
IRAQI AIRWAYS	India
MALAYSIAN AIRWAYS LTD.	States of Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan & Uttar Pradesh.
MALTA AIRWAYS	-Do-
QANTAS EMPIRE AIRWAYS LTD.	-Do-
TRANS AUSTRALIA AIRLINES	-Do-
WAAC (NIGERIA) LTD. (NIGERIAN AIRWAYS)	-Do-





INDIAN AIRLINES—one of the largest domestic airlines in the world