GOVERNMENT RECEIVES BIG AIR-INDIA DIVIDEND

A Proud Day for Air-India: Shri Ahmed Mohiuddin, Dy. Minister of Aviation, holding the cheque which the Chairman, Mr. J. R. D. Tata, presented to Shri Raj Bahadur (second from r.) in Delhi on November 18, 1963, with the Vice-Chairman, Mr. B. R. Patel, looking on.

It was an Air-India Day in Delhi on November 18, 1963, when our Chairman, Mr. J. R. D. Tata, presented Mr. Raj Bahadur, Union Minister of Transport, with a cheque for Rs. 66,69,725 (U.S. $ 1.4 million). This is the first time in 10 years of our operations as a Corporation that we have paid to the Government 5 per cent dividend on the equity capital.

Among those present at an informal function in the Minister’s room were Mr. Ahmed Mohiuddin, Dy. Minister of Aviation, Mr. B. R. Patel, our Vice-Chairman and General Manager, Mr. G. V. Ayyar, Secretary, Ministry of Transport; members of Air-India Board; Mr. K. K. Unni, Assistant General Manager, Mr. N. J. Pavri, our Financial Controller and Mr. R. N. Gundi, Secretary.

Presenting the cheque to the Minister, the Chairman said: “We are most grateful to the Government for their enlightened and generous policy towards Air-India and for giving us not only the necessary financial support, but also the freedom of action and decision which is so necessary in the conduct of a commercial organisation.”

Reviewing our 10-year record of profitability, the Chairman predicted that in 1963-64 we would undoubtedly break the 1962-63 record profit of Rs. 3.45 crores and said that no public enterprise in this country had shown a better record or served the nation better than Air-India. In fact, he added, “Air-India provides perhaps the best example in the country of the correct relationship between a public sector enterprise and the Government.”

The Union Minister thanked Air-India for the cheque and said: “Air-India has a proud and brilliant record of safety, efficiency and service and its achievements in the highly competitive field of international air transport have brought credit to the country”.

The Minister referred to the efficient management of the Corporation and congratulated the Chairman for his able stewardship and paid a tribute to Mr. B. R. Patel, our Vice-Chairman and General Manager, who has been at the helm of affairs in Air-India since 1955. He also expressed his appreciation to the technical, operational and commercial staff of Air-India “who constitute the fair name of Air-India, who truly have been the architects of its proud record and reputation in international civil aviation”.

(Part of the Speeches by Mr. J. R. D. Tata and Mr. Raj Bahadur appear on pages 2 and 3)

PSSST... ANOTHER FIRST

Our Maharajah has added yet another first prize to his already impressive collection of trophies. This time it was his Pairs poster entitled “Psst... Naughty Pictures!” which was adjudged as the world’s best airline poster by the American Society of Travel Agents at their recently held Annual Convention in Mexico City.

The poster was visualized by Mr. Jal B. Cowasji, our publicity officer, and executed by our Art Studio at CHQ.

This is the third time and second successive year that the Maharajah has won first prize at the ASTA Convention.

Last year’s prize-winning poster showed Leonardo da Vinci’s Mona Lisa painting his portrait. In 1961, he had scored with “Rome Monks.”

His two other posters, “London Smogbound” and “Tokyo Wrestlers,” were awarded the Certificate of Merit by the Indian Institute of Art and Industry, Calcutta, at their Annual Exhibition held early this year.

We also received five State Awards during the year for the publicity literature.

The photograph showing the presentation of the ASTA Silver Trophy appears on Page 5.
TEXT OF CHAIRMAN'S SPEECH

No Public Sector Enterprise Has Served The Nation Better

It is a great pleasure for me, on behalf of Air-India, to present to you this cheque for Rs. 66,69,725 and no naya paisa in it, as it represents the maiden dividend of Air-India. In doing so, I would like to take the opportunity to thank you and your predecessors, and through you the Government of India, for the support and encouragement which we have received throughout these 10 years.

Not only has the government furnished all the required funds for our expansion and enabled us to expand rapidly as we have done, and to buy the most modern equipment available in the world, but they have also been good enough to follow the integrated policy of treating half of their investment as equity capital and the other half as loan capital; and furthermore, to agree that for a period of 10 years up to October 1966 not to charge any interest.

Notwithstanding the fact that in contrast with most of the world airline industry, Air-India has made a profit every year during these 10 years, the government has also, in spite of this profit, been good enough not even to suggest that we should pay them a dividend. The initiative on this occasion, as you know, has come from the Board. They felt that in view of the very substantial profit made and in view of the strong financial position of the Corporation, the time has come when the government should get a return on its substantial investment in the Corporation.

We are most grateful to the government for their enlightened and generous policy towards Air-India and for giving us not only the necessary financial support but also the freedom of action and decision which is so necessary in the conduct of a commercial organisation.

In fact, I feel that Air-India provides perhaps the best example in India of the correct relationship between a public sector enterprise and the government.

This policy has been justified by the fact that during these 10 years, this Corporation has made an almost unprecedented progress. Revenues have grown from about 34 crores to 241 crores; tonne kilometers provided have grown from 25 million to 252 million, or about 10 times; and profits from 25 lakhs to 34 crores.

Without divulging a secret, I can, I think, inform you that this year we are undoubtedly going to break the record of last year. By how much I don't know yet, but I trust that this will not induce the government to ask for higher dividends.

The foreign stations served in 1953 was only 10. Today we serve 26 stations. Not only that, every year, in spite of the enormous expansion, we have reduced our cost of production, particularly since we got the Boeing. And today, I think it is no exaggeration to say that no international airline in the world has costs lower than our own.

What is perhaps more important from the Government and country's point of view is that Air-India has now reached a stage of self sustaining growth. By this I mean, it can, out of its own resources, finance, if not the whole, at least a bulk of the requirements of expansion.

In the context of the foreign exchange position in this country, I think it is very important that Air-India has enough foreign exchange to pay for its purchases of additional aircraft.

Apart from the financial results achieved, Air-India has amply justified the government's support and confidence by providing the country with a flag carrier which has brought us credit and prestige to India, even in the countries where we do not operate.

At the risk of appearing a little immodest perhaps I am justified in claiming that no public sector enterprise in this country has shown a better record or has served the nation better than Air-India. The credit for this, apart from Government's own support and financial encouragement, goes mainly to the organisation, a very skilled organisation, which we have been able to build up over the years, and I would like to take this opportunity to pay my tribute to it.

In conclusion, I want to assure that we do not want to rest on our oars. We are planning to continue to grow as fast as we can. We are making every effort to increase our efficiency and profits and improve the standards of our service and I hope year by year we shall continue to justify the support and the confidence of the government.

Thank you very much.

MINISTER'S REPLY

Air-India's proud record of safety has brought credit to the country

I thank you, Mr. Tata and through you, the Board of Air-India, for the dividend of Rs. 66,69,725 for the year 1962-63 on the equity portion of the capital invested by the Government in the Corporation.

I deeply appreciate the initiative the Board of Directors have taken in this regard. You have rightly said that the government achievements in the highly competitive field of international air transport have brought credit to the country.

Air-India carries the flag of the Nation to 26 cities of the world in all the five continents.

Its expansion since nationalisation 10 years ago has been rapid and steady. Compared to 1954-55, the capacity offered in 1962-63 went up by 64 times. Similarly, the number of passengers carried rose from 40,000 to 1,66,000. The number of employees has also risen from 2,100 to 5,900. The revenues have increased from Rs. 4.83 crores to Rs. 24.54 crores.

The fact that Air-India has throughout been in profit and made a sizeable profit in 1962-63 during a period when most airlines suffered huge losses, is indeed very creditable and speaks for the efficient management of the Corporation.

I should like to congratulate you, Mr. Tata, for those achievements of Air-India under your able stewardship.

In our country you have had a unique and proud record in fostering and aiding the growth of civil air transport, both domestic and international, from its very inception 31 years ago. The Government of India deeply appreciates your magnificent contribution in this field.

On this occasion our thoughts naturally go to the great band of dutiful and disciplined workers, the staff and officers, the mechanics and the Engineers, the Pilots and other members

(Concl. on Page 5)
MINISTER’S REPLY

(Cond. from page 2)
of the flying crew, the Sales staff
and all others in India and ab-
road, who all put together con-
stitute the fair name of Air-India,
and who truly have been the
architects of its proud record
and reputation in international
civil aviation.

I would also like to take this
opportunity to pay my tributes
on this occasion to Mr. B. R.
Patel, Vice-Chairman and Gen-
eral Manager, who has been at
the helm of affairs in Air-India
since 1955, and his brother of-
icers, who, by their devoted ser-
vice, initiative and imagination,
have contributed much to the
success of this undertaking.

The Government is aware of
the fierce competition, the vic-
stitudes and uncertainties which
prevail in the international air
transport industry. It is grati-
fying to learn that Air-India is
well set in regard to its future
prospects and that it has reached
the stage of self-sustaining
growth. This is indeed credit-
able and I wish the Corporation
all success.

I assure you that the Govern-
ment and Parliament are proud
of the achievements of this un-
dertaking in the public-sector
and would continue to watch its
progress with keen interest and
extend to it every assistance to
retain and further improve its
competitive position amongst the
airlines of the world. I con-
gratulate you once again on the
excellent performance of Air-
India.

Our Display at ATS

THE display reproduced be-
low was put up at the
Asiatic Travel Service in
Bombay. It marks something
unusual in our publicity
campaigns.
The theme is music. It is a
take-off on the recent “Music
for Lovers Only, Diners Only…”
recording series with the Ma-
harajah in the role of a Concerto
pianist playing the “Concerto
for Boeing Opus 707”.
To add more colour, musi-
cally, our posters of the various
routes were photographically
reduced and pasted with sold
out labels to give an impression
of House-Full to the Maharajah’s
performance.
The display was the brainchild
of Bombay District’s Adi Desai.
It was designed by Alex Correa,
a Bombay musician.

HIGH-FLYING FOOD
—on the ground

THAT’S what we recently
offered to a group of
Nairobi travel agents and the
Press at the luncheon party
held at the Nairobi Airport
Services Building, Embakasi
Airport.

The guests were given the same
meal enjoyed by the passengers
on our Nairobi-Bombay flight...

The idea, said Mr. P. S.
Rajatinam, our Manager, Nai-
robi, was to give the travel
agents an opportunity of sam-
pling the food for themselves
and to make any suggestions.

To Play For Ranji Trophy

THE Saurashtra Cricket Board
has selected Mr. R. K.
Chhatrapal Sinh, 26, from our
Bombay District Office, for the
Ranji Trophy Cricket Tourna-
ment against Baroda and
Gujarat.

A nephew of well-known
cricketeer Prince Duleepsinhji,
Chhatrapal Sinh has played for
the Delhi University and Delhi
State Team.

Recently he and his wife
were the chief guests at the
Annual Prize Distribution Cere-
mony of the Mullund Challen-
ger’s Cricket Club in Bombay.

Mr. Jayasing Jagtap, from our
Accounts Office at Santa Cruz,
was the Chairman of the Club’s
Reception Committee.
LETTER from LONDON
by TREVOR TURNER

OUR London booking office has seen much activity since we moved to Bond Street and the comings and goings and carryings-on have been varied. However, the use of the office recently as an escape hatch for Bridgette Bardot caused much excitement.

B.B. was staying at the nearby Westbury Hotel, but the curious and admiring British crowd made life very difficult for her and indeed for all the other guests at the Westbury. They loitered outside and penetrated inside during the day and most of the night in an effort to catch a glimpse of their pin-up girl.

BACK-DOOR ESCAPE

In consequence, the visiting star had little peace and, in collaboration with Sheri Irani, one of her means of escape was through the back door of the Westbury into the back door of our booking office and out into Clifford Street into her car and away.

Continental weather has lived up to its bad reputation for the autumn months and a considerable number of flights have overflown Continental stations causing early arrivals in London. But, considering everything, our London Airport Traffic staff report that there has not been undue trouble caused by these last minute amended arrival times.

UNUSUAL CARGO

The freight boys seem to be moving some interesting and unusual pieces of freight in and out of London. Large and heavy items for Singapore, consignments for aircraft carriers and the usual comings and goings of monkeys. The arrival of 12 woodpeckers from Calcutta packed in a wooden crate was the reason for a certain amount of discussion as to how much woodpeckers pecked.

C.O.D.'S ADDRESS

The Commercial Director addressed the Annual Meeting of the Association of British Travel Agents at Bournemouth. This was a departure from the normal routine when the air section is usually addressed by senior executives from one of the British carriers. This year, the short haul session was addressed by the Chief Executive officer of B.E.A., Mr. A. Milward and Mr. Kooka addressed the Association with a speech entitled 'Some Aspects of World Air Travel'. As usual, Mr. Kooka's remarks caused a great impact and we are sure there were no nodding heads in the Conference Hall during his speech.

DANNY DESOUTTER

The Regional Manager, U.K., together with Danny Desoutter, known in aviation circles as an aviation and industrial journalist, talked on the subject of aviation recently, opposing the ideas of Mr. Connell, secretary to the Noise Abatement Society, to move London Airport to Fenchurch. It was an interesting programme but Mr. Connell's ideas for moving the Airport are rather unrealistic. Mr. Dalal and Mr. Desoutter did their best to politely tell Mr. Connell that he was wasting his time.

CONGRATULATIONS

Congratulations to Chippy Hunter from Telephone Sales on her marriage and to Tony Grimwood from Accounts, whose wife recently presented him with a daughter.

Although the soccer is in full swing it might be of interest to report briefly on the activities of our cricket team last season. They had ten fixtures and the home game that took place at the Indian Gymkhana, Osterley, and as usual their staff were most co-operative to our team. The D.O.M. (W.D.) Captain K. R. Gazdar, turned out for matches as well as practice whenever he was available and our reports tell us that his score of 18 not out against the Metropolitan Police showed glimpses of his past form.

Wates, the skipper together with Baji Cooper were the nucleus of our cricket team this year. Next year's season is planned to include about fifteen fixtures and once again the match on Independence Day will be with the Scindia Steam Navigation Company.

VISITORS BOOK

The door of our Maharajah Lounge at London Airport is now open and Mr. Kooka was the first to sign the Maharajah Lounge's Visitors Book, in which he mentioned that he was pleased that the first Maharajah Lounge for Air-India had been opened in London.

INDIAN TRAVEL CONGRESS

The 13th Annual Convention of the Travel Agents Association of India will be held at Agra from February 13 to 16, 1964.
FIRST ANNIVERSARY
OF OUR TRAINING COLLEGE

An anniversary is an appropriate time
To write an Air-India's Training College,
In these words written in rhyme
About this Institute here is some knowledge.

On the 15th November in 'Sixtytwo'
Our G.M. presided at the opening function.
With Officer Trainees we made our debut
Space does not permit their names to mention.

On courses since then many staff have come
From stations in the East and West;
To all we have offered a warm welcome
To serve them we have tried our best.

Training techniques the staff employ
Create interest and hold Attention,
Be the trainee a girl or a boy
They help Assimilation and Retention.

A word about the staff is due
Who is whom and who does what;
I am sure they are all known to you
A fine type of instructors we've got.

Mr. T. K. P. Pillai in the Chief Instructor’s seat
Leads a team, that works so well;
His all round knowledge is hard to best,
Of the instructors there is so much to tell.

Mr. Gpte has ticketing and control of space;
Flight Handling is in Mr. Pinto's care;
At Construction of Fares Mr. Netto’s an Ace;
Cargo Instruction Mr. Pillai and Pinto share.
The details of each course are provided
In a circular issued to all;
By a special note trainees are guided
What to read, when and where to call.
The Basic Course has been designed
As an induction to those who are new,
No matter where you are assigned
We guarantee this course will help you.
To those who want to learn more
With course Traffic II and Reservation II we cater
A course for Agents in Cargo
And one for Salesmen to be better.

On Administrative Course for Supervisors
And a Special Course for Agents have we
The scope of work grows wider
We look forward to serve IAC.

We enjoy the task we are given
To help staff from far and near,
These words I say in conclusion
All trainees are most welcome here!

by
Lt. Col. C. J. WATES
Principal,
Air-India Training College

AIR-INDIA EVENING IN FRANKFURT

The spotlight was focussed on Frankfurt's Union Club on October 12, when Mr. N. H. Dasur, our Manager, West Germany, sponsored a smashing gala night of Indian dinner-dance.
The dinner featured 13 typical Indian dishes prepared in the Club by the Indian chefs.

Volga Restaurant of Bombay had sent two Indian Chefs to assist us and the “Five Continents” Restaurant at Frankfurt Airport in the “India Month” programme aimed at promoting interest in India and Indian food.

Purnima Mazumdar, 18, of Bombay District Office, is seen here giving a Bharat Natyam performance at Frankfurt’s Union Club.

Merit Awards

Mr. J. R. D. Tata, Chairman, presented merit awards to 41 members of our staff at a special function held at Santa Cruz on December 2. The photographs of award winners appear on page 11.

PSST... NAUGHTY PICTURES!!

(See details on Page 1) Our Paris Poster (seen in background) was awarded the first prize during the Annual Convention of the American Society of Travel Agents. The picture shows (1. to r.) Mr. Thomas Broderick, President of Transamericain Travel and Vice President, ASTA, Mr. Raymond Herring, Executive Vice President, ASTA, and Mr. William F. Burke, our Sales Manager, U.S.A. and Canada.
OUR ACCOUNTING SYSTEM

—the biggest mechanized set-up in India

In no other industry is the Accounts work more complex or the pace so exacting as in International Airline Accounting.

WHY IS IT SO?

Firstly, because the field of business is so vast. Each of the far-flung stations all over the world is not only a source of revenue but also of expenditure. We have at present 26 on-line and 55 off-line stations. Operating to or through various countries creates quite a few accounting problems arising from local regulations in respect of currency, taxation and social legislation.

Secondly, control over outstanding recoveries due, as almost 80 to 85% of the business is on credit, mostly through the IATA approved Booking Agents, who number several hundreds throughout the world. Besides these, there are numerous other credit parties most of whom seem to have adopted and improved upon, the Airlines' slogan "Fly now — Pay later" but don't ask us — when!

Thirdly, transportation by its very nature entails preparation of exhaustive statistics both Operating and Traffic. These have to be prepared for each category of Traffic, route-wise and system-wise. These statistics are very useful for the Management as well as for the Sales and Planning Sections.

Fourthly, by far the most complicated is the application of the fare tariff for determining our Traffic revenues, from the revenue applicable to other Airlines on through bookings. The revenue segregation is by 'pro-rating' the through fare over the sector fares which is a very specialised and complicated job. Over the years, the fare tariff has become fantastically complicated — with numerous categories of applicable discounts, special fares, commodity rates, bulk rates for cargo etc. etc. Besides this, there are numerous changes in routings, switchovers from one carrier to another and finally refunds for unravelled sectors. All travel documents issued in various currencies have to be converted into Indian Rupees. The verification and accounting of all these phases of work falls on the Traffic Revenue Accounts, which, in every Airline, is by far the most heavily worked and hard pressed Section.

Operating Revenues

In just three years, the operating revenues have been practically doubled from Rs. 12.60 crores in 1959-60 to Rs. 24.50 crores in 1962-63. In the current year itself, it is estimated that there would be a further substantial increase.

Revenue Pooling

Besides the Tripartite Revenue Pool with BOAC and Qantas, we also have pooling arrangements with Aeroflot, CSA and EAAAC, thus covering every route operated by the Corporation. Revenue Pool creates additional work but the Tripartite Pool which is the biggest, involves preparation of entirely separate set of entitlement statistics — for Pax, cargo and mails. Here again, the work devolves wholly on Traffic Accounts and Machine Accounts.

Financing the Purchase of Jets

Almost every Airline had to borrow; so did we from the World Bank and the U.S. Com
mercial Banks. This is no easy matter, as the lender has to be given full justification, besides establishing the capacity of the borrower to repay. Accounts have also to ensure that every commitment given and condition imposed by the lenders is fully met. Staff would be happy to learn that there has been no default on this score. Besides, all the repayments of principal as well as interest have been effected without fail on the target dates.

Mechanization

It would be impossible to cope with all this work without mechanization which was introduced in 1948 in the days of the previous Company. The equipment used is the conventional Punch Card Hollerith Accounting Tabulators. By now the Corporation has mechanized—

(i) Complete traffic revenue accounting of pax. and cargo. Weekly and monthly estimates of traffic revenue; tabulation of actual effective revenue earned; all intraline invoicing.
(ii) Entitlement statistics for traffic carried by us on routes on the Tripartite pool.
(iii) Consolidated Cargo statistics for all the Tripartite Pool partners. (This is the latest job.)
(iv) Pay Roll — covering staff in India. Also, the entire Provident Fund records.
(v) All outstation expense returns.
(vi) Analysis and accounting of all foreign purchases of spares and stores.
(vii) Job costing of labour and spares consumed monthly.
(viii) Annual inventory of spares and stores.

This is probably the biggest and the most efficient mechanized accounting set up in India. It is to be noted that the work done is not merely statistical but accounting in which cent per cent accuracy is required.

The mechanized results depend on the accuracy of the data fed into the machines. If the data is incorrect, the results are correspondingly incorrect. The verification of the data and the correct coding has to be done manually.

IBM 1400 Electronic Computer

Though the conventional mechanized equipment has served us well in the past, it has its limitations as it involves (Contd. on page 8)
Mr. G. E. Talati, Manager, W. Australia, seated in his office on the 10th Floor of the T. & G. Building, Perth. The Swan River, on which the city of Perth is situated, is in the background.

AIR-INDIA OFFICE FASCINATES PERTH

ALTHOUGH smaller than many of our on-line stations, our Perth office fully justifies the high standard of decor which has now become the hallmark of our offices throughout the world.

George Talati, Manager, Western Australia, selected and allocated for his administrative offices, a lofty tenth-floor suite in Perth’s newest city block. The building towers distinctly over all others in Perth, and the windows of the office look out across the magnificent sun sweep of the Swan River, with its beautiful garden and residential surroundings.

ABSORBING VIEW

You will see in the picture above that Mr. Talati has carefully chosen to turn his back upon the absorbing view from his window, and carefully placed his office furniture so that our clients get the benefit of the view. Good psychology, in keeping with our over-all principles of the Maharajah treatment for all who do business with us.

The picture alongside shows the corner of the general public area of the office, which again is furnished to express our national feelings of colour and warmth atmosphere. An AIR-INDIA route map, AIR-INDIA posters and pictures highlight the walls. The open door beside the waiting guest leads into the office of our Sales Superintendent, Barry Rush.

NEW OFFICE

There came a second stir of interest in Perth recently when newspapers were given the announcement that we have taken central city ground floor space for a booking office. We are spending £7,500 to equip and decorate this office, which occupies 670 sq. ft. and is sited right in Perth’s busiest spot. Plans for decor and furnishing are well advanced and Mr. Talati reports that he expects the office to be open before the next issue of the "MAGIC CARPET".

The lounge area of our premises at Perth, with the office of the District Sales Superintendent in the background.

ACCOUNTING SYSTEM

(Contd. from page 7)
several processes which are necessarily time consuming before the result could be finally tabulated. The present equipment is proposed to be replaced by installing electronic computer. Board approval has already been obtained for the installation of an IBM 1460 Electronic Computer, which is the latest and the most up-to-date. Assuming that Governmental clearance is received in the next few weeks, it is expected that the Computer would be delivered and be operative by the middle of 1965.

Besides the great speed of its operation, several processes, which have to be done separately on the present conventional machines, are incorporated in the Computer itself which expedite immensely the production of final results.

IATA WISE

Man can generate enough power with his muscles to enable him to fly — if he had wings. Scientists have found that only 4 horsepower is needed to get a man into the air. A 175-pound man can generate that much power rowing, bicycling or climbing for 5 to 50 minutes.

• • •

Last year, for the first time in history, members of the International Air Transport Association carried more than 2,000,000 passengers across the North Atlantic on regularly scheduled services.

• • •

Most people travel by air on Fridays. Surveys show Thursday is the peak day for military flying; Saturday and Sunday bring out the pleasure aircraft in greatest numbers.

• • •

A modern jet aircraft uses 125 electric motors and sixty miles of wiring.

• • •

More than 90 per cent of all air travellers crossing the North Atlantic last year chose economy class service.
BOEING! BOEING!

At our invitation, the Mayor of Bombay Mr. E. A. Bandookwala and Municipal Councillors participated in a Boeing joy ride on November 10, 1963. These photographs show the highlights of the joy ride.

Dear Mr. Uuni,

On behalf of the Councillors, the Municipal Officers and myself, I am writing to extend our warmest thanks for arranging a demonstration flight of the Air India International Boeing 707 on Sunday, the 10th November, at 2:45 A.M.

It was very kind of you to have arranged an hour from your busy schedule and joined us at this joy ride. I must also place on record the very courteous and splendid services rendered by your Air Hostesses and Pilot Capt. C. D. Leely and Co-Pilot Capt. Des on this pleasant occasion.

Please convey our thanks to all of them.

With kind regards,

Yours sincerely,

[Signature]

Rajendra L. Bandookwala
Mayor of Bombay

(1) Mr. K. Uuni, Assistant General Manager, received the Mayor at Santa Cruz. Here, he explains a point raised by Mr. E. A. Bandookwala during a joy ride over the city. (2) Commander T. R. Hanly greets the Mayor from the cockpit of our Boeing "NANDA DEVI". (3) The Mayor thanks the crew over the public address system, while Pushpa Nargolkar, our hostess during the flight, looks on. (4) Municipal Councillors and the Mayor during the joy ride. (5) Hostesses of Bandookwala present an Air-India key chain to a lapel pin to the distinguished guest.

To The Editor

THRU' PROPER CHANNEL

MAHARAJAH'S WARDROBE

Further this will be a befitting publicity to the staff concerned and will be a source of encouragement in their career. As there is no other channel by which such information can be communicated to the staff of other departments, this publicity would be widely welcomed by the staff.

S. D. Jatalkar

(II)

My son is an ardent reader and a critic of Magic Carpet. Even before I could read a line of the house magazine he goes through it asking several questions. He has pointed out to me the unusual colour of the Maharajah's dress of the September issue. He wants to know how many types of coloured dresses the Maharajah has in his wardrobe. A very intelligent and difficult question to answer. According to him our Maharajah looks impressive in his usual red dress, red and white turban. I hope our Magic Carpet Maharajah will appear in his usual dress from the next issue.

B. R. Pai

* * *

(G.I am sure Mr. Pai's young son likes new clothes. The Maharajah, like all of us, believes that variety is the spice of life. END.)

GAVEL CLUB FORMED

The Corporation has approved the forming of Air-India Gavel Club, which will be affiliated to Toastmasters International, Santa Ana, Calif., U.S.A.

Its organisation will be similar to the existing Air-India Toastmasters Club.

At its preliminary meeting held on October 31, the following were elected to its Interim Executive Committee:

Capt. A. R. Verma, Operations, President; Mr. C. V. Kamath, Operations, Vice-President; Mr. K. Krishna Rao, Personnel, Secretary; Treasurer; and Miss T. Dandige, Personnel, Receptionist.
Air India Engagement

Capt. Anthony (Tony) Verma, 38, was engaged to Jennifer Grimby, secretary to Mr. G. E. Talati, our Manager, W. Australia, on September 28 in Singapore. Miss Grimby was recently chosen the “First Under-21 Secretary of Western Australia, 1963”. They will be married in the second week of December at the Assembly of God Church, Calcutta.

Striking Sales Secretary
AT HOME ON NEW ZEALAND’S HILLS

SIRIDUNGA, who as a four-year-old had crossed the mountainous tracks from Tibet to India on the mule-bank, showed a natural aptitude for finding hillside viewpoints around Wellington recently for her first good look at the Capital.

When wearing the yellow silk sari that seemed to radiate sunshine on the dull city scene, this charming Sales Secretary uses her Tibetan name, Siridunga; but when hurrying to and fro from her Mission Bay flat to our office in Auckland City, she is likely to answer to Doris Fox.

Doris or Siri

Doris or Siri, began life with an unusual advantage. She is half Tibetan, half English and has lived for most of her life in Northern India.

When she was four years old, Siri and her six-year-old brother were sent to boarding school in Kalimpong. With two servants and mules, they were sent across the narrow mountain tracks on the 200-mile journey which took 21 days. She remained at the Mission School until in her teens, forgot her Tibetan language but speaks fluent Hindi.

HIMALAYAS PREFERRED

Siri has not yet seen much of New Zealand mountain country but is sure that nothing can equal the Himalayas in the pink and opalescent lights of dawn and sunset.

Siri decided to come to New Zealand on the first leg of a world travel tour.

Since arriving in New Zealand four years ago, Siri has worked for three years with a publishing firm in Auckland and for the past year with our office.

One thing that surprised her when she first came to New Zealand was the number of women drivers. She has been taking lessons and is about to go for her licence.

UNUSUAL HOLIDAY

NOT many Australians go to Tel Aviv for their annual holidays, but this is what our Perth Sales Superintendent Barry Rush chose to do.

The Far East or Europe are the usual overseas holiday choices of people “down under”.

GROWING MARKET

But then, Barry did not make his holiday a holiday only. He sensed a growing market of air travellers from Israel to Perth and combined his holiday with a reconnaissance mission to study the area and establish travel contacts for us between the people of Israel and the Jewish community of Western Australia.

Asha Kole

In Family’s Footsteps

ASHA, 16, daughter of our Dy. Stores Controller, S. C. Kale, has been awarded a prize of Rs. 251 by the Lions Club.

She stood first in the S.S.C. examination among the suburban District candidates.

A keen student of Architecture, Asha is reading for B. Arch. degree. Bharat Natyam, dress-making, classical music and interior decoration are her other hobbies.

SECRET FORMULA

It seems the Kale family holds the secret formula for success. Her father stood first class first in Engineering in 1946 and grandfather Mr. C. G. Kale, in 1921.

Wedding Bells

Mr. A. S. Shetty, 31, Bombay District office, married Savita.

Bhimrao M. Kamble, 23, CHQ, married Vijaya Khade.
COMMERCIAL (LOCAL) INCLUDING PLANNING

B. Shivadasani
Group I
First Prize

T. H. Padmanabhan
Group II
First Prize

K. Jayaram
Group II
Second Prize

C. D'Souza
Group II
Third Prize

H. D. Rao
Group I
First Prize

K.R. Panicker
Group II
First Prize

B. Nag
Group II
Third Prize

COMMERCIAL (OUTSTATIONS)

H. L. Malik
Group I
First Prize

B. N. Das
Group II
First Prize

H. V. Viswanath
Group II
Second Prize

OPERATIONS DEPARTMENT

G. R. Bhat
Group I
First Prize

P. R. Dasan
Group II
First Prize

G. R. Shaikh
Group II
Second Prize

MAINTENANCE DIVISION

T. D. Kalvancha
Group I
First Prize

A. A. Patel
Group II
First Prize

H. M. Sequira
Group II
Second Prize

S. E. Dhakam
Group II
Third Prize

T. M. K. Nair
Group II
Third Prize

STORES DEPARTMENT

S. D. Varerkar
Group I
First Prize

R. N. Pai
Group II
First Prize

D. R. Tamade
Group II
Second Prize

D. L. Welankar
Group II
Third Prize

K. Idiculla
Group I
First Prize

K. V. Jog
Group II
First Prize

G. D. Pereira
Group II
Second Prize

S. V. Pansare
Group II
Third Prize

CUSTOMER SERVICE

H. M. Pantlalkar
Group I
First Prize

R. B. Dhotre
Group II
First Prize

R. C. Aman
Group I
First Prize

R. Y. Pradhan
Group II
First Prize

A. G. Sethur
Group II
Second Prize

S. A. Golam
Group II
Third Prize

K. U. Gopal Rao
Group I
First Prize

P. V. Gogude
Group I
First Prize

ANCILLARY, W. E., PROVISIONING, PROD. PLANNING.

ENG. (ADM.), SCHOOL, STANDARDS, INDUS. ENG.
KENYA

I wish you blue skies
fair winds and calm waters
on
the great occasion of your
INDEPENDENCE