

AIR-INDIA

Magic Carpet

VOL. 20 NO. 8

AUGUST 1976



A SHORT, sharp burst from the heavens caused President James Mancham, Prime Minister F.A. Rene and the members of their cabinet to take shelter under large umbrellas, as Captain B.S. Gopal feather-landed Air-India's Boeing 707, KAMET, at Mahe Airport in the Seychelles. As the stepladder drew up to the aircraft, the sky cleared and the string band struck 'Welcome to the Isle of Love'. India's Union Minister of State for Tourism and Civil Aviation, Mr Surendra Pal Singh and Air-India's Managing Director, Mr K.K. Unni, were overwhelmed by the tumultuous welcome as they saw themselves besieged by young Seychellois girls in polka-dot flared skirts clutching garlands of flowers and shells, so very reminiscent of the Hula girls of Hawaii. Air-India's once-weekly inaugural service to Seychelles was scheduled to coincide with the independence of the island, ending 162 years of colonial rule.

Mr James Mancham broke protocol and received the inaugural flight, indicating the importance his country attached to its growing friendship with India. Welcoming the Indian delegation, Mr Mancham said, "The

foreign policy approach of Seychelles and India to important international issues are identical. My country joins India in its efforts to establishing the Indian Ocean as a zone of peace. We welcome Air-India's flight as a step

President James Mancham welcomes India's Union Minister of State for Tourism and Civil Aviation, Mr Surendra Pal Singh. Air-India's Boeing 707 seen in the background.



towards greater friendship."

In reply to the President, Mr Singh said, "Air-India is the first and only airline to link Seychelles and India with a direct service. The establishment of this air link with Seychelles is a very important factor in the development of close ties between the two countries. I am confident that the relations between India and Seychelles will grow from strength to strength."

Earlier, the Minister of Tourism and Civil Aviation of Seychelles, Mr D. Joubert, said that by virtue of modern jet aircraft the two countries have become close neighbours. The introduction of a weekly Air-India service to Seychelles will help strengthen existing ties and create new ones between the two Governments, between businessmen and between our people. He added, "This service would provide a big boost to tourism in Seychelles, the main source of income of the island."

Mr Unni, while congratulating the Government and people of Seychelles on the historic occasion of their independence, said, "Air-India is prepared to cooperate with Seychelles in every way to help boost tourist traffic and train the people of Seychelles to handle civilian air traffic." Expressing his gratitude, Mr Unni said, "We are most grateful to the President, the Prime Minister and the Government of Seychelles for permitting Air-India to operate to this beautiful country. With this additional air link Air-India now operates to a total of 35 stations."

Three days after the inaugural flight, the Minister and Mr and Mrs Unni were guests of the President at the Stadium when Seychelles was

declared a free country. As the clock tower of Victoria, the capital city, chimed twelve, the Union Jack was hauled down and the new Seychelles flag was hoisted in its place. Just above from where the Indian delegation was seated, the Duke of Gloucester in full mess dress, the Duchess with a sparkling diamond tiara, the outgoing Governor Colin Allan in his plumed hat, and the incoming President James Mancham, who was later knighted, in a grey pin-stripe suit, watched hundreds of young Seychellois boys and girls perform gymnastics while a naval band from INS 'Nilgiri' played martial Indian tunes.

After being sworn in as President, Sir James addressed a crowded press conference in which he referred to Air-India's service as a welcome step towards promotion of tourism.

The islands of Seychelles are among the most beautiful in the world and more and more tourists are turning away from the crowded beaches of Europe and America to seek isolation here. Nearly 33,000 tourists visited Seychelles in 1975 with a record of 10,925 tourists visiting the Islands in the first three months of this year.

This Air-India service brings Seychelles into close proximity with the Gulf countries, Africa and even the Far East, for it offers to passengers convenient connections. Hailed by both businessmen and holiday-makers, the service hopes to help generate considerable traffic from Bombay to Seychelles, not only for trade and commerce, but also to give Indians the opportunity to take in the sun, sand and the beauty of this 'Garden of Eden'.
N.N.



Jogi and Jimmy in Beirut

THE eyes of the world are today looking towards Lebanon. For 14 months, the country has been racked by political and religious warfare and has been plunged into a seemingly endless chain of anguish. Everyone wonders when peace and prosperity will return to that troubled state. So welcome visitors to Nariman Point recently were J.S. (Jogi) Joglekar from Beirut and his second-in-command Jamal (Jimmy) Bohsali. They had managed to extricate themselves from that troubled hot-spot during the few days the airport was opened in June and we took the opportunity of inviting them up to the PR office for a cup of tea.

Jogi—47, happily unmarried (but nevertheless balding), hails from Hubli and a family of chemical engineers; himself a pharmacist, he joined Air-India 20 years ago as a sales rep, served in Bombay, as DSM for the East India region in Calcutta, Asst. Manager Singapore, Manager Iran, Asst. Regional Manager India, and now Manager Lebanon, Syria and Cyprus.

Cool and Calculated

Jimmy Bohsali—47, Lebanese, an extrovert, 17 years with Air-India, now Sales Manager Middle East and West Africa. Married with three daughters, his family is currently in Geneva. Decorated by the Lebanese Government in 1973 (A Knight of Cedars), and a one time national open pairs bridge champion (described by a Beirut newspaper as displaying a 'cool and calculated viciousness').

For Air-India, Beirut as headquarters of the Middle East region has always been a good revenue earning station. It was also a major fuelling stop (in both directions), with fuel coming from a fair distance away, and all food being uplifted there. Three sets of crew operated out of Beirut. Before things started hotting up in April 1975, 35 carriers were operating through Beirut with about 100 flights in and out per day. The trouble reached its peak in September. It was on September 18, 1975, that Air-India decided to suspend its services through Beirut, and the India-based staff were gradually moved to more peaceful climes. A few European carriers did continue to operate upto March this year but since they terminated at comparatively adjacent points, they had no problems of crew change or fuel uplift.

Incidentally, both Jogi and Jimmy had a special word of praise for the national carriers of Lebanon—MEA and TMA—who kept operations going in the most difficult times, with the crew sometimes camping alongside their aircraft.

As matters got worse, the risks became greater. Burning hulks of tanks and trucks all round, exposure to sniping, kidnapping, shelling and

rocketing, all of it indiscriminate. One bullet went through the plateglass window of the booking office, another into the Manager's office. The A-I minibus was stolen (and recovered) four times. One day, the A-I car was stopped by three armed men, the manager and driver made to get out, and the car was appropriated never to be seen again. Under the circumstances, one would have expected the Air-India staff to sit back and wait for the situation to improve. (At this time, Jogi was the only India-based staff in Beirut, together with 50 locally-recruited staff).

But the morale of the staff remained high. Somehow they got to office every day and Air-India—now operating through Kuwait—had to be fed, and fed it was. Our first 747 flight from Bombay to Sydney on March 29 had no less than 25 passengers from Lebanon aboard. Passengers continue to be taken by road over the mountains to Damascus (a distance of 90 kms), or by sea from the port of Jounieh to Tartous and then by road to Damascus, and by Syrian Airlines to Kuwait and aboard the Maharajah flight. To date, our Beirut office has averaged 60 passengers out of Lebanon every month with a revenue-expenditure ratio of 3:1.

Today, there is no power, electricity, water or fresh vegetables. Telephone lines are dead, the postal system non-existent. But according to Jogi, optimism always prevails, a sense of humour is never absent, the Lebanese (like the Vietnamese) are a happy, resilient people. Small boys dodge shells to look for shrapnel as souvenirs. People sit at home and identify the shell by its sound and the size of its explosion. And tomorrow will be a better day. They are sure of it.

Congratulations

Beirut became on-line for Air-India in 1955 with its Constellations. Twenty-one years later, Beirut is to become an off-line station. Jimmy Bohsali will stay on as Manager, and Joglekar will move on to fresh and more peaceful pastures. But the story of their courage, loyalty and dedication to duty under the overall command of Mr. K. K. Menon, Regional Manager Middle East, will not be easily forgotten.

As Mr. N. H. Dastur, Dy Managing Director (Commercial), dedicated as he is to revenue, says: "Joglekar, Bohsali and the Lebanese staff at Beirut have not only upheld the highest traditions of Air-India, but have also set new traditions. Under the most adverse circumstances, they continued to sell Rs. 5 lakhs worth of business every month. Air-India owes them all a deep debt of gratitude".

To which commendation Magic Carpet adds a fervent: And so say all of us!

J. Martin

RANDOM JOTTINGS

by Ancient Mind



J.R.D. Three simple initials. How many people know that they stand for Jehangir Ratanji Dadabhoy? Perhaps I am wrong, but they are probably the best known initials in the country today and possibly in at least three continents. J. R. D. Tata, the founder of Tata Air Lines, the premier pilot of India, the father, godfather and grand father of Air-India as we know it today.

But this is not the story of J.R.D. Tata (for that would take several volumes), but of Tata Air Lines started by him in 1932, a story inspired by a little monthly bulletin which came our way the other day, a publication which can rightfully be called the precursor of our own Magic Carpet.

Today, we have 46 counters at our Nariman Point Booking Office which is open—so we are told—round the clock. Hence I quote this delightful little item from the Bulletin dated January 15, 1942: "Record business was done over Christmas," it proudly proclaims, "our town Booking Office opposite Churchgate Station was open throughout the holidays upto 1.00 p.m., all enquiries after 1.00 p.m. being handled by our traffic superintendent at his residence."

The BOM/DEL air fare today is Rs. 440/-, but in those days it was Rs. 75/-, representing the cheapest passenger mile traffic for any airline in the world. In those halcyon days, rule No. 13 on page 17 of the Tata Air-Lines' information booklet stipulated that prior information must be given on each and every occasion when the combined weight of the passenger and his baggage exceeded 220 lbs. For the record, though, "as a matter of interest our record for avoirdupois is held by a Parsi gentleman who tipped the scales at 292 lbs." Jal Cowasji has obviously lost a few kgs, since then.

We are happy to mention, naively announces the Bulletin, that a three-week old baby was carried by his mother from Bombay to Karachi. Mother and child were smiling happily on disembarking at Karachi airport. Little did anyone imagine that 30 years later babies would be delivered at 40,000 ft. with mother, child, hostess and commander smiling happily.

A neat little item under the heading "Spring is in the Air" emphasises that air travel has a strangely humanising effect on humans! The irate Colonel is a little less irate, and the belted Earl sits happily with the motor-car salesman (shades of SKK!). Altitude, like good wine, loosens the tongue and warms the heart. In the USA, for instance, there is the serious problem of 90% of air hostesses resigning their jobs to marry passengers they have met on the plane. "Agents will do well to bring this fact to the notice of worried mothers of unmarried daughters!"

In 1942, passengers could fly from Karachi to Colombo and back for the princely sum of Rs. 783/-. Leaving Karachi at 0630 hours, they had 20-30 minute stops at Bhuj, Ahmedabad and Bombay, with the flight finally arriving at Poona at 1415 hours for an overnight halt. Free accommodation was provided at the Ritz. Away early next morning for Hyderabad and Madras arriving Trichinopoly at 1530 hours. At Trichinopoly, "the company has rented a one-storeyed bungalow surrounded by a garden and shady trees. . . if our bungalow is not Home Sweet Home, it certainly is the next of kin."

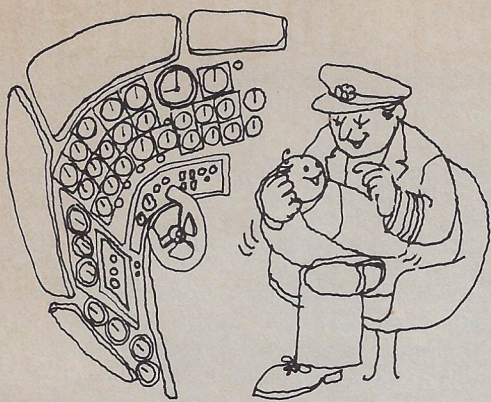
And then came the last lap for the intrepid traveller who took off from Trichinopoly at 0630 in the morning of the third day and arrived Colombo at 0905 hours.

Today, the avid business executive leaves Bombay at 0630 hours, is in his head office in Delhi at 0900 hours, and back in Bombay for dinner after a hectic session of meetings 'with the Ministry'. One can therefore sympathise with the justifiable pride with which our pioneering Tata Air Lines announces in October 1942 the early opening of our special Bombay/Delhi service which proved to be very popular with businessmen and officials travelling 'on urgent work'. The flight used to leave Bombay at 0830 hours on Mondays and Fridays and, with stops at Indore, Bhopal and Gwalior, arrive Delhi at 1630 hours the *same day* (italics mine).

Talking of the war, I will end these jottings with a little gem entitled: "Begad Sir!" The Quarantine Officer at the Juhu Airport was a little taken aback the other day to find one of our passengers, a British Army Colonel, with a complexion strangely red—even for a Colonel. The Medical Officer after examining the colour and the accompanying spots, politely informed the owner that he could not be permitted to travel as he was suffering from a variety of measles said to be very contagious. The red turned to purple and the reply was "Fit as a fiddle, my man—I'll have you know—heat spots, that's all." After considerable argument the Colonel was eventually persuaded to abandon his journey. But the unkindest cut of all was the diagnosis—*German Measles!*

Yes, there was a war on in 1942. And that is why, priority or no priority, Tata Air Lines had to regretfully say 'no' to a beautiful young creature who insisted on a plane to Deolali. "Of course it's for the war effort—a General is waiting for me and my job is to entertain troops." Oh, to be a General, laments the Bulletin, now that winter's here! J.R.M.





If after wafting your Boeing into the clouds, keeping a watchful eye on a few hundred dials, and constantly trimming to fly you smoothly over the turbulent Pamirs, he can still convert his 'marvel of the sky' into a maternity ward...

he must be an Air-India Commander.

He's never been near a midwifery course. But once in a blue moon, an impatient "new citizen" may want to come aboard at 30,000 feet. Without bating an eyelid, our Commander will climb to 40,000, way above the weather—to make sure that mother, her helpers and the wee, bony one make the smoothest landing you ever saw.

The million miles or more he has behind him are there with him, like his First Officer and Flight Engineer—ready on call. And your Commander does call.

On this "pool of experience"—whether he is preparing to land at a fog-bound airport, sorting out the nationality of a "flying baby," or explaining to a 7-year-old Flight Deck visitor the wonders of a radar screen.

And though he be lord of the skies with a wealth of experience, he still goes back to "check" flights and simulator school every six months.

And all because there is someone very special on board.

You, dear passenger.

AIR-INDIA



If after soothing ruffled egos, singing a lullaby to a vociferous toddler and walking miles down aisles, she can still discuss the intricacies of Bharat Natyam...

she must be an Air-India Air-Hostess.

Even a Field Marshal would approve of our Air-Hostess Training Programme. Theory in the morning, demonstrations in the afternoon. Learn to walk, learn to talk with finesse and charm. To sit, move, look, smile, vocalise. To treat three hundred and fifty passengers like royalty—even when her new shoes are killing her.

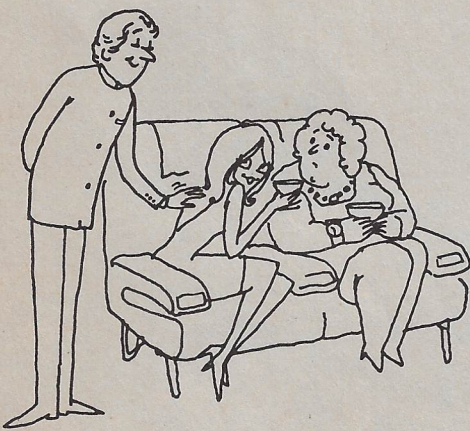
Or how to convert pounds into roubles and roubles into kroner. How to serve caviar and pappadam. To know that

'Rouquetfort' is a cheese and not a fort, and that 'Crème St. Germaine' is not the capital of Germany but plain pea soup. Watch her at work. She can soothe a bawling baby, offer throat-aid to a fainting executive and choose the perfume for your girl friend or your wife. She is there before you need her because she was taught to anticipate.

And all because there is someone very special on board.

You, dear passenger.

AIR-INDIA



If after making each passenger feel like a V.I.P., offering advice on the best shows in town, and mixing Bloody Marys with panache, he can still burp a baby like mother did...

he must be an Air-India Flight Supervisor.

He can make the miles fly, hold a nervous hand through an airport, Your Man Friday, our super-trained Supervisor.

A master in human psychology and passenger relations, he can spot a first-time flyer, a jet-veteran, or an eager bride flying to her husband in the U.S.A.

He can handle complaints, tall orders and emergencies with such ease, you'd think he was born on a plane.

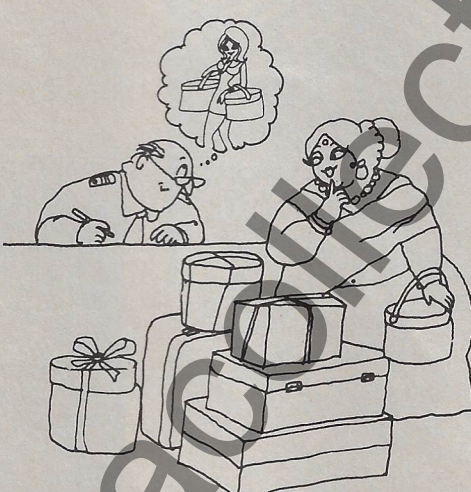
He is an ace of information—cruising speeds, flying times, standard weights, where to buy the best bargains (or the least prices).

How else can he be the hero of a hundred pleasant flights, the man who makes every flying hour a lovely experience?

And all because there is someone very special on board.

You, dear passenger.

AIR-INDIA



If after dreaming up an arithmetical solution to a passenger with excess baggage, and re-checking the Load and Trim Sheet of a Boeing, he can still balance the balance sheet...

he must be an Air-India Traffic Officer.

A mathematical wizard, our Airport Traffic Officer. Figures love him, always, brought him. And he's never quite himself without them. Kilos, grams, flight timings, jet-lags.

Give him a late-arrival flight. And a dozen businessmen who've missed their onward connection and swear their allegiance to us! He knows they won't be in the mood for love, not with us—so what does he do—he helps to flex their elbows and all is whole again.

He will juggle figures with the ease of a computer. The total weight of his 747 won't be a kilo over 351,000 kgs.

And when a family of tourists comes off a flight, not speaking a word of English or Hindi, his sign language will guide them to a hotel of their choice.

He is only doing his job. Because he knows there is someone very special on board.

You, dear passenger.

AIR-INDIA



If after setting up rows of meal trays, pouring the hundredth cup of tea, and sorting out the cheeses and the wines, he can still break the ice for a lonesome passenger...

he must be an Air-India Flight Purser.

A stickler for detail, a master of ceremony with his Assistant Purser, a master of the galley. Trained in the pleasures of flying, they make a great team. Checking on glasses, the finest liquor, food, liquors. Making doubly sure your steak is sizzling, your martini as dry as the Sahara.

When the Assistant is in the galley warming your meals, the Purser is in the aisle warming your heart. With blankets, magazines and anecdotes for tired travellers. Or solutions for ticklish situations.

And all because there is someone very special on board.

You, dear passenger.

AIR-INDIA



If after helping groups to plan their complicated tours, bringing others up-to-date on regulations, and providing special in-flight requests, she can still talk the hardest-driving passenger into paying the normal fare...

she must be an Air-India Reservations Assistant.

The girl with a hundred heads. She handles countless enquiries, co-ordinates her sector bookings, plans precise schedules for hotel reservations and connecting flights for groups of tourists or just you. And keeps smiling.

You may even find her with a Gulf-bound passenger before her and a fully booked 747 beside her.

Her office may be in your city or anywhere in the world. The sun never

seems to set on it. When the clock strikes eight in the evening, her equally tired male colleague may be handling an urgent request for a wheelchair for an invalid, a special diet for a convalescent.

A Jackie of all trades, you'd be lost without her and so would we know there is someone very special on board.

You, dear passenger.

AIR-INDIA

Meet the People

This series of advertisements is obviously talking to two sets of people at the same time: the passengers and the Air-India Staff. Obvious also is what reactions the ads are trying to evoke from passengers and staff respectively.

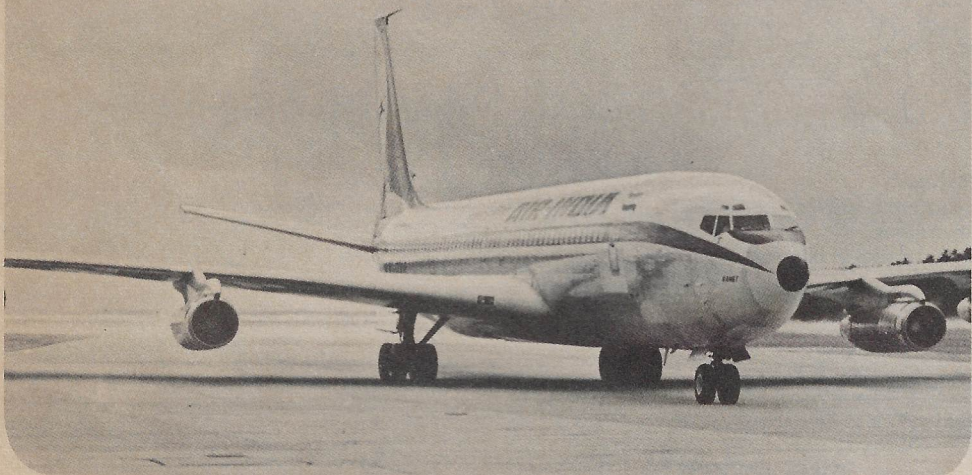
Perhaps, after seeing the advertisements, our Flight Supervisors may actually start burping 'babies' as shown in the drawing! And, hopefully, passengers will look up with awe and affection every time they meet A-I people.

These ads are released at fortnightly intervals in the leading English dailies and periodicals in India.

For the present we've featured those Staff members whose duties bring them in close contact with the travelling public. Depending on the response, advertisements will be continued featuring other departments. Suggestions?

THE Seychelles

Isles of Romance



Air-India's Boeing 707, KAMET, at Mahe International Airport, Seychelles.



The beautiful isle of Anse Reunion, La Digue.



Mr K.K. Unni with Seychelles Prime Minister F.A. Rene.



In June the warm sea swirling round the islands of Seychelles seems to slow down. The shallow waves pour themselves uphill and accumulate like shivering jelly. In the distance is the massive grey headland, blurred by the thick, moving mist, with its spiralling roads and short, bushy trees blotted out by the flat spread of the landscape. This is the island of Praslin which appears to float weightlessly on the undulating surface of the water. The calm, placid mind jars for a moment as a speedboat navigates past for what seems like eternity, across the translucent mass of blue.

As you turn your back to the blaze of the tiring sun, you hear the drone of a seaplane toiling in the sky. Some English tourists are swimming in the bay, while others, mostly the ageing ones, in the pool nearby. I laugh to see them wear hats while their dry, balding heads stick up out of the water like bobbing buoys, while in the deep emerald water their limbs float listlessly.

This is the Beau Vallon Bay Hotel, one of the premier hotels of Seychelles. It is here, and in many of the luxurious hotels of Mahe, that time stands still.

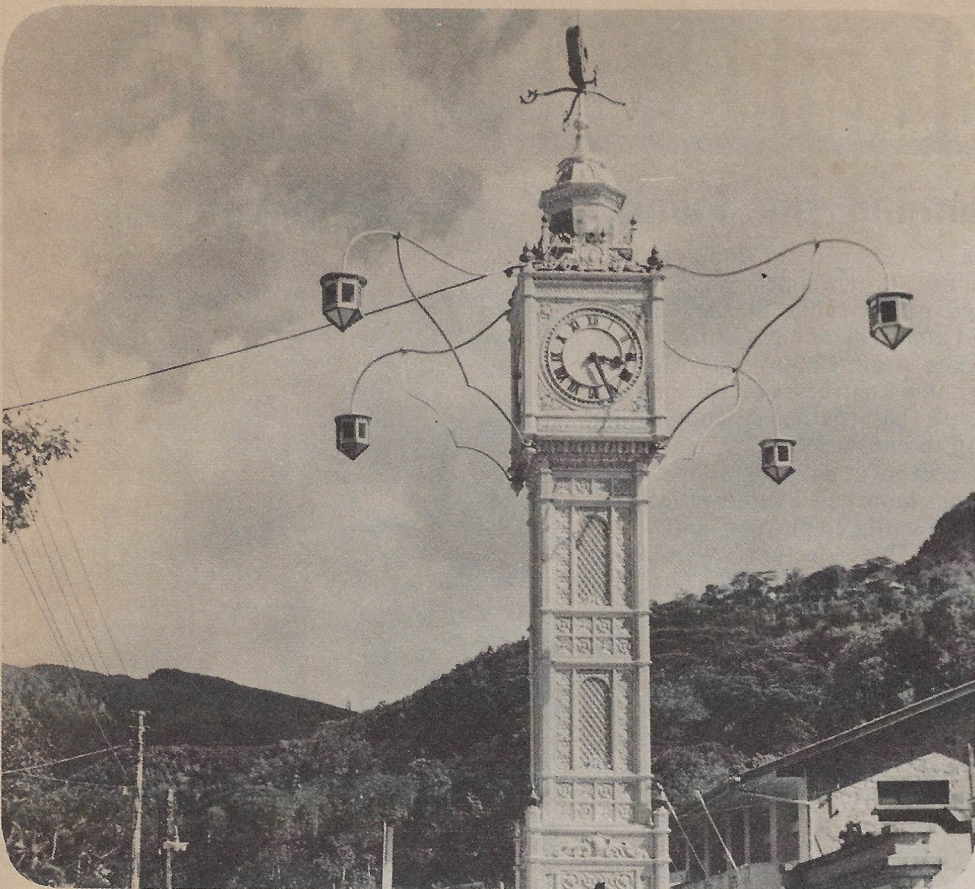
Tourists visit Mahe, the largest island of a group of 86, to amble along the beaches, to sail in hired yachts and schooners, snorkelling, scuba diving, deep sea fishing, or just watching the happy Seychellois bring in their day's catch of cordonnais, bonitos or bourgeois. It is strange that the fishermen do not sell their fish at a market place; they blow a conch shell and invite the inhabitants to buy their fresh wares.



A large number of Seychellois visit church every Sunday.



A young Seychellois boy holds his little sister in his arms.



The clock tower of Victoria chimes twice.



A Seychellois fisherwoman on her way to sell her catch.



A schooner made in Victoria.



A little boy showing off his catch.

But Seychelles is not famous for its fish. It is internationally known for the coco de mer nut, the black parrot and the theory that the Valee de Mai on the island of Praslin is the original Garden of Eden and the nut is the forbidden fruit.

It was Vasco da Gama who is credited to have discovered the Seychelles. But he did not land on these islands, nor does a record exist of a landing until the beginning of the 17th century. On January 19, 1609, an East India Company expedition made a stop at Mahe. A writer on board, John Jourdain, wrote: "It is a very good refreshing place for wood, water, coker nutts, fish and fowle, without any feare or danger except the allgargates, for you cannot discern that ever any people had been before us."

In 1742, Seychelles became a part of the French possessions and in 1810, passed into British hands. Today, Seychelles is an independent country, with tourism as its main source of income.

The charm of the Seychelles lies in its peaceful, unspoilt beauty and its cheerful, easy-going people of varied background. The climate of Seychelles is tropical, but always caressed by sea breezes. The shores are ringed by sandy beaches which are themselves encircled by a coral reef rich in marine wonders. The period from November to April is hot and slightly more humid than the remaining months of the year. The south-east trade winds can make the sea seem rough from May to October, but a slight drop in temperature and the cool accompanying winds make a pleasant change.

Although the islands have a number of beautiful hotels, recently thatched chalet-styled units and small personalised guest houses have been introduced. The regular ferry service between the islands of Mahe, Praslin and La Digue is a tremendous draw for tourists and naturalists. Another recent addition, to the many facilities provided to holiday makers, is power boats, cabin cruisers and yachts available for charter to the in-lying and outer islands.

Of special attraction to tourists is the sporting life; a nine-hole golf course at Anse aux Pins, tennis, squash, Crazy Golf and Shuffleboard at any of the larger hotels, and later the exciting night-life to the aggressive beat of Camtolet music, a haunting composition of African, English and French rhythm, with a fascinating dash of Creole Patois, the language of the people. If you peep into a store at your hotel or foot-slog the markets of Victoria, you will find a variety of local handicraft; basketware, tablemats, colourful hats and jewellery made of green snail and tortoise shells. An inevitable buy for tourists which they carry away with considerable delight and curiosity is the coco de mer nut, available both in a natural state or in polished form.

Truly, Seychelles is the Garden of Eden. It was for Adam and Eve, it is for you.

N. Nalavala



Capt. Bose Appointed D.O.

CAPT. Dhruba Bose, 47, has been appointed Air-India's Director of Operations. He was earlier Deputy Director of Operations.

Capt. Bose has been a Commercial pilot since 1951 when he joined Kalinga Airlines which was later merged with other airlines on nationalisation to form Indian Airlines. He moved to Air-India in 1954. He started off with Constellations, switched to Super-Constellations and then to Boeing 707s. He now flies both 707s and 747s.

Capt. Bose has always been closely associated with training. He became a flight instructor on 707s in 1968, Deputy Operations Manager (Training) about a year later, and Operations Manager (Training) in 1971. He



is the first Air-India Captain to be approved by the Boeing Company as an instructor on the 747s, an honour he is justifiably proud of.

He has many flying firsts to his credit, some of them being the 707 proving flight from Moscow to London, the first commercial flight on that route, and the first 747 delivery flight in 1971.

Capt. Bose, who is married with two children, is a keen golfer, swimmer and reader of technical literature.

Appeal for Saving

MR S. R. Kulkarni, Regional Director, Small Savings Organisation, recently addressed Air-India staff in the Conference Room of the Personnel Department highlighting the gains of the Small Savings Scheme. He emphasised the need for opening a five-year recurring deposit account by Air-India employees from a portion of the amount to be refunded to them shortly under the Additional Emoluments (Compulsory Deposits) Act of 1974.

Mr. Kulkarni added that with the assistance of the Management and the employees of Air-India, the Scheme would be very successful and would not only help staff, but also assist in the process of nation-building.

An appeal from Mr. Raj Bahadur, Minister for Tourism and Civil Aviation, was read out in which the Minister has stated that "If money is invested in small savings, it would

bring in substantial advantage to the economy, as such money would be used for our developmental plan instead of for consumption expenditure." The appeal stressed on the staff to invest in Small Savings so that this compulsory saving would help them and their families.

At this function, an appeal from the Managing Director was also read out, a part of which reads as under: "Deductions have been made under the Additional Emoluments (Compulsory Deposits) Act 1974 for the past two years and amounts which have been impounded are due to be repaid in annual instalments. I appeal to you all to invest a major portion of, if not the entire amount, which is due to be repaid to you shortly by opening a 5-year recurring deposit account with the Post Office through the Air Corporations' Employees Co-operative Bank, the Agents under the Small Savings Scheme."



Lively plays staged

THE Hotel Corporation of India Staff Cultural Association recently presented three one-act plays, 'Prerana' and 'Sarai-ke-Andar' in Hindi and 'He Sarva Lagna Sathi' in Marathi at the Air-India Auditorium.

'Prerana', written by M. R. Gaikwad and directed by the famous Marathi stage artist, Baba Parulekar, was a satire on the unhealthy living conditions of labourers who work in factories in Bombay. On the other hand, 'He Sarva Lagna Sathi' and the Hindi play 'Sarai-ke-Andar', written and directed by S. Kapoor were

hilarious comedies.

M. Hanif, Sadanand Pawar and S. R. Bajkar, the protagonists of the Hindi plays, gave excellent portrayals, while Gaikwad and R. M. Pradhan excelled in the Marathi play.

Mr. P. V. Gole, Director of Personnel and Industrial Relations; Mr. R. Venkataraman, Director of Planning and International Relations; and Mr. K. A. Sapat, Industrial Relations Manager were present in the Auditorium to witness the plays and applaud the performances.

BEARING AND REARING

Planning the Family

The Government of India Family Planning Programme was implemented in Air-India by the opening of a Family Planning Centre in the Air-India Staff Colony recently. Although this Centre was established last year, it has gathered momentum only in recent months.

As part of this programme, Air-India has launched a series of lectures to groups of employees and their families. These lectures were conducted by Dr. D. N. Pai, (below), Special Officer, Family Planning Unit, Bombay Municipal Corporation, and attended among others by the Chief Medical Officer and members of the Medical Clinic. The lectures on various aspects of Family Planning were very well received and the programme got a tremendous fillip.



Brig Joseph planting a sapling, assisted by Municipal Councillor Hans Bhugra.

Giving Life

THE Air-India Second Staff Colony Association held a tree planting ceremony last month at Santa Cruz. The project was launched by Brig. M.P. Joseph, Controller of Civil Works and Properties, who planted a Gulmohar sapling. To encourage the friends of the trees, local Municipal Councillors, Mr. Hans Bhugra and Mr. C. D. Oomachan, participated in the ceremony by planting saplings.

In brief speeches delivered on the occasion, the Councillors commended the Air-India staff in their initiative in preserving Bombay's natural beauty and assured them of all help from the Bombay Municipal Corporation. Brig. Joseph too spoke on the occasion and gave the full support of the management to the activities of the Colony Association.

The new office bearers of the Air-India Second Colony Association are Mr. K. D. Sharma, President; Mr. A. N. Sridhar, Vice-President; Mr. P. M. George, General Secretary; Mr. S. K. Srivastava, Asst. Secretary and Mr. P. S. Pandya, Treasurer. The Executive Committee Members are Messrs Manohar Singh, P. Y. Holkar, B. B. Das, R. S. Jaywant, N. T. Thomas and R. S. Pradhan.

Health Programme for Executives

AIR-INDIA is to introduce a scheme of annual check-up of the general health of its senior categories of staff who are above 40 years old. The scheme has been so devised as to ensure follow-up action by the Chief Medical Officer whenever necessary.

The programme will consist of a physical check-up, blood tests, urine and stool examination, electro-cardiogram and X-ray examination. Any other tests that are required will also be arranged.

On conclusion of all tests, the officer concerned will be informed of the general state of his health, deficiencies if any, and advised as to follow-up action that may be required in consultation with the medical authorities of Air-India.

Since all information gathered at these periodic medical examinations will be confidential, it will be strictly confined to the doctor and the officer concerned at all times.

Obituary

We regret to record the death of the following staff:

M. C. Fernandez, 47, Plant Technician; Joined: October 20, 1964.

N. S. Temkar, 41, Head Vendor; Joined: November 1, 1959.

D. M. Tatkare, 32, Clerk; Joined: May 2, 1967.

K. J. Upadhyaya, 45, Driver; Joined: August 17, 1965.

Leslie D'Souza, 48, Cargo Manager-Administration and Services, New York; Joined: June 29, 1948.

R. Vidyasagar, 53, Administrative Officer (Plg); Joined: March 1, 1946.

K. J. Garda, 54, A.M.E. I; Joined: November 1, 1954.

On the move....up

The following staff have been promoted:

COMMERCIAL DEPARTMENT:

Mr. A. C. Mahajan as Commercial Manager-Sales and Reservations; Mr. J. Meher-Homji, S.M.; Mr. J. K. Mehta, In-flt. Supervisor; Mr. Rajkumar Sharma, In-flt. Supervisor; Mr. M. B. Manglorkar, In-flt. Supervisor; Mr. D. E. Hayden, In-flt. Supervisor; Mr. G. S. Ghai, In-flt. Supervisor; Mr. R. K. Ajinkya, In-flt. Supervisor; Mr. Om Prakash Segam, In-Flt. Supervisor.

ENGINEERING DEPARTMENT:

Mr. R. K. Hasija, as Asst. Eng. Mgr.; Mr. J. V. Nazareth, Asst. Eng. Mgr.; Mr. A. P. Rao, Asst. Supdt.; Mr. R. M. Rao, Adm. Officer (Plg.) Mr. Ashok Nayak, Engineer II; Mr. R. K. Rattu, Engineer II; Mr. B. S. Tripathi, Engineer II; Mr. S. N. Golikeri, Plg. Officer; Mr. M.G.S. Pai, Plg. Officer.

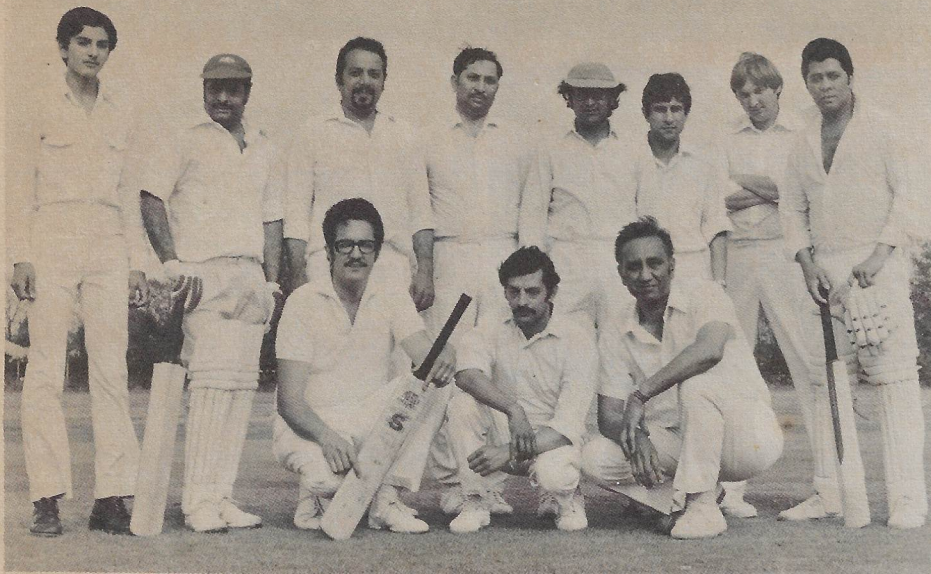
OPERATIONS DEPARTMENT:

Mr. T. S. Rajagopalan, Asst. Mgr. Crew Scheduling.

VIGILANCE/SECURITY DIVN:

Mr. S. Rajagopal, Security Officer.

MEN AT PLAY



As and when flights, duties and domestic arrangements permit, Air-India's UK Cricket Team have been getting together and one fixture was with TWA for a 25 Overs Match. Air-India batted first and made 85 for 7 and then TWA batted and beat us with 87 for 4. Raj Patel, our Captain, is hopeful of more success in future fixtures. The standing stalwarts of our team (from left to right) are - Behli Billimoria, Ayodh Kapur, Noshir Bhatena, Burjor Kapur, Raj Patel, Krishna Puri, T. Brooks and Richard Perry and in front (from left to right) - Charles Vaney, Behli Daruwalla and Praful Patel.

T.T.



Food and Play

THE Hotel Corporation of India made an entry into cricket with a bang. Their team, comprised of young stalwarts from the Catering Department. They played a series of friendly matches in Bombay.

The HCI team led by Bajikar and ably supported by his deputy Daswani Lal, finished the series with a number of wins. Out of 20 matches they scored 15 wins, drew two and lost three. Amongst the few notable teams which participated in the series were the Singer Cricket Club, Shipping Corporation of India, Tata Consultancy Ltd, and the Vijaya Bank. The last match of the series, against Blue Star Cricket Club played at Bombay's Azad Maidan ground, was a keen tussle and ended in a dramatic draw.



Annual Games

THE Air-India Recreation Centre at the Air-India Building organised the Annual Sports Tournament recently. The events included games of Carrom (singles and doubles), Table Tennis (singles and doubles), Chess and knockout Bridge.

The tournament was a grand success with a large number of staff participating in the events. For Carrom, the enthusiasm was very wide and encouraging and fetched nearly 40 entries, followed by 20 entries for table tennis. The carrom singles event was won by S.P. Tare (Commercial) while the doubles title was claimed by D.R. Suryavanshi (Commercial) and N.N. Sathe (Booking Office), who outshone singles champion Tare and G. Creado (Space Control).

In a keenly fought game, the table tennis (singles) title was won by K.S. Jasuja (Commercial). Partnered by Y.T. Bhesania (Booking Office), Mr Jasuja also claimed the doubles title.

The knock-out bridge tournament was also keenly contested. After a series of games it was won by V.P. Ganpule, Tariffs Manager (Passenger) partnered by Mr M.N. Bhat Sanurkar, Agency & Interline Officer (above). They scored over Kantawala and Ram Pershad (both from Space Control) by a big margin.

The Chess title was won by N.V. Sathe with Suresh Kumar as runners-up.

FROM THE MAILBAG

Welfare

ON July 13, 1976, the term of the present Labour Relations Committee in Air-India expired. The newly constituted LRC (7 members nominated by the Corporation and 7 members elected by the employees of Air-India all over the world comprising of 7 constituencies) will now serve for a period of two years. Under the Air Corporations Act of 1953, the term of each LRC is for two years.

As an elected member of the LRC of Air-India in 1960s for six years, during which period I had functioned as the Secretary and Chairman of the LRC besides being a member in the Air-India Staff Welfare Fund, Standing Medical Committee and also in the Canteen Managing Committee, I have gained some insight into the various welfare measures of Air-India.

It must be said in all fairness that the Management of Air-India is committed to sustain better labour relations and hence pays due consideration to the various recommendations of the LRC and the other Welfare Committees. I request the newly constituted Committee to improve the welfare measures listed below, wherever found wanting and within the available financial resources. Welfare is a continuing process.

1. Air-India Staff Welfare Fund :

Grants, among other things, scholarships to the children of employees including to those of ex-employees and late employees, under certain laid down criteria which are to be reviewed from time to time. During the academic year 1974-75, this Fund also granted some financial assistance to the lower strata of employees who were pursuing further studies. This facility should continue as a regular measure.

Write to Editor, Magic Carpet, 20th Floor, Air-India Building, Bombay 400 021

2. Expanded Medical Benefits Scheme for Air-India Employees:

Free allopathic medical facilities, including indoor and outdoor treatment, available to the employees who are not covered by Employees' State Insurance Scheme are excellent. Recently, Management has included "Homeopathic treatment" also. If Air-India has its own full-fledged hospital with a reasonable number of beds for in-patients, as recommended by the Standing Medical Committee earlier, it will prove beneficial to both the Management and the employees.

3. Payment of compensation to those ground staff who are not covered by any other scheme, such as Factories Act, Shops & Establishments Act, etc., for accidents arising out of and during the course of employment.

The Management has not yet finalised any scheme for such payments to the ground staff for accidents which are INCIDENTAL to employment also. In fact, this subject was also under discussion in the 'sixties and remains unresolved. I hope the new Labour Relations Committee will find a suitable solution to this.

While the annual average expenditure per employee on Labour Welfare was Rs 281.00 during 1966-67, it has steadily increased since then. The employees are, indeed grateful to the Management for implementing many labour welfare measures. However, all such schemes should be reviewed from time to time and necessary modifications/additions effected to suit the changing socio-economic conditions prevailing in the country.

From: K.L. Krishnan, Material Planning Division, Engineering Department, Santa Cruz.

AIR-INDIA QUIZ

1. What is the name of the man (without moustache) and who is he shaking hands with?
2. Where was this photograph taken?
3. What was the occasion when the photograph was taken? (For detailed story see next issue.)



Answers to July Quiz

1. Mr N.J. Pavri, Mr John Baptist (both seated). And as far as the third gentleman is concerned, we have't the faintest idea who he is!
2. Mr N.J. Pavri, before he retired, was Air-India's Financial Controller.
3. This picture was taken in New Delhi in January 1943 outside the office of Indian National Airways. All the gentlemen in the photograph are Head Office Accounts Department staff of the Indian National Airways. John is presently Air-India's Senior Accounts Supervisor at London Airport. Indian National Airways were the principal agents for BOAC and Indian Trans Intercontinental Airways. They existed for about seven years and their main job was to carry mail from Karachi to Calcutta. The Government owned 50% of the shares and Imperial Airways 29% while Indian National Airways owned 21%. John Baptist joined them on September 1, 1934. This date makes one wonder as to whether or not he can claim to be the longest serving member of our staff in aviation. If there are any rivals, please do write to us and we will let our readers know.



Looking at LONDON

With Trevor Turner



Headliner

IVANKA Kuliskova, our Miss London Airports, since she was elected in February has been busy gaining Air-India publicity on various occasions. As previously reported she went to Sydney on our first 747 service from London to Sydney, and whilst in Australia helped promote our new wide-bodied service. Back home she has given prizes away at Sports Events, participated in some fashion photography and recently visited Bond Street when she was interviewed by a reporter. She is seen here chatting to Ann Morrow, a news reporter on the 'Daily Telegraph'.



Scooping Up

THE air-conditioning of our Bond Street Office during the hot weather in London in June was appreciated by members of the Womens Travel Club of London, who gathered together for our Annual Mango Party which we have given for them for 15 years. Phyllis Bocarro, the one time Chairman of the Womens Travel Club and indeed once President of the International Federation of Women in Travel, hosted the party, and during the evening she arranged for a Quiz Competition. Seen here tucking in are (left to right)—Joan Walker of Thomas Cook, Maggie Ward of Cooks and Vivien Shilling from the London Press Club.

On the Sail

OFF to the United States from London to compete in the Onion Patch sailing series were four British yachtsmen from the Royal Ocean Racing Club. They were (from left to right) Bill McGowan, Peter Hampshire, Richard Spencer and Dick Burge and they were welcomed on board by Purnima Yenahmadi before they flew with us to New York for their sailing races off Rhode Island, where they were hopeful of a win.



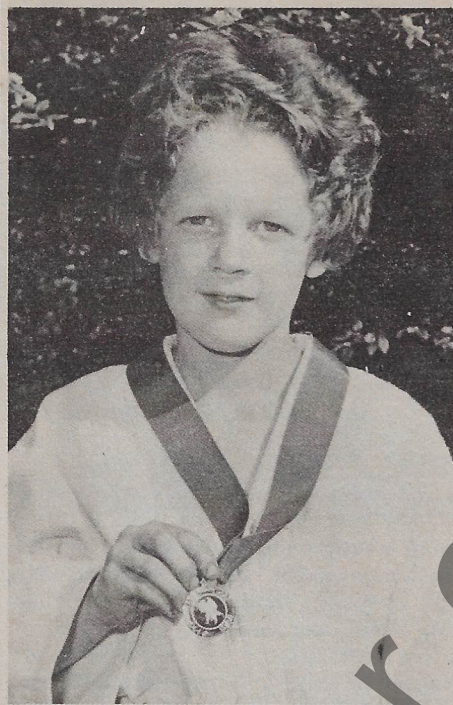
Exploring the Unknown

MAJOR John Blashford-Snell, the famous explorer (centre), recently travelled with us to New York. He was on another exploration, this time to the South American jungles, leading a sixteen-man reconnaissance mission to pave the way for an Anglo-American expedition which is to seek the remains of a lost colony of 2,000 Scots, believed to have been wiped out in 1698 after settling in the Darien Gap in the Caribbean Coast. He is seen here with two of his colleagues.



Naosherwan Nalavala

CHAIRBORNE



Judo at Seven

SEVEN-year-old Richard Vaney, son of Charles Vaney of Traffic, London Airport, recently won a silver medal in the Area Invitation Judo Championship for Under Eights.

Richard is indeed a chip of the old block, for Charles, who early this year captained the Air-India 10-pin Bowling team to Los Angeles, came back with his hands full of trophies. Elsewhere in this issue you will find Charles featured in the UK Air-India cricket team, which played a number of matches this year, and won a few of them.

Taking Wings

Air-India's Flight Navigator P. P. Varkey is the proud father of a distinguished son, Vinod, who was commissioned as Pilot Officer in June this year. He graduated from the National Defence Academy in 1974 and was commissioned from the Air Force Academy in Hyderabad after an exemplary term of training. Mr. Varkey is particularly happy since he himself was a Squadron Leader in the Air Force, which he left in 1965 to join Air-India. Photograph shows Air Chief Marshal Moolgaonkar, Chief of Air Staff, congratulating Vinod Varkey.



Beauty on Canvas

Famous Indian painter Serbjeet Singh was sponsored by Air-India to visit Austria and Germany to publicise tourism in the Himalayas. Air-India chose the artist for his exquisite paintings of the Himalayan landscape. Serbjeet Singh's exhibition generated tremendous publicity for Air-India and widespread interest in the Himalayas. Several distinguished Europeans visited his show, among them K. Vollath of the Raiffeison Zentralbank met the artist in Vienna and discussed his creations.

Flowers for the Duchess



Another youngster with pluck is five-year-old Rajen Misra, son of Mr. R. P. Misra, our Manager, Santa Cruz. During a recent visit to London, Rajen presented a bouquet of flowers to Her Royal Highness the Duchess of Kent on the occasion of the International Social Service Annual Spring Fair at Chelsea Town Hall. This organisation is a voluntary agency, which looks after family and individual problems and is spread over 94 countries. The Duchess patted young Rajen on the cheek and expressed her gratitude.

Appointment

At the 63rd meeting of the IATA Technical Committee held at Sydney recently, Mr. Om Sawhny, Director of Engineering, was elected as a member on the Technical Committee for a further period of two years. Capt D. Bose, Director of Operations, has been nominated as alternate member on the Technical Committee.

New Shopping Bag

