

AIR-INDIA

For Staff Only

1st APRIL '77

On the Carpet



SPECIAL



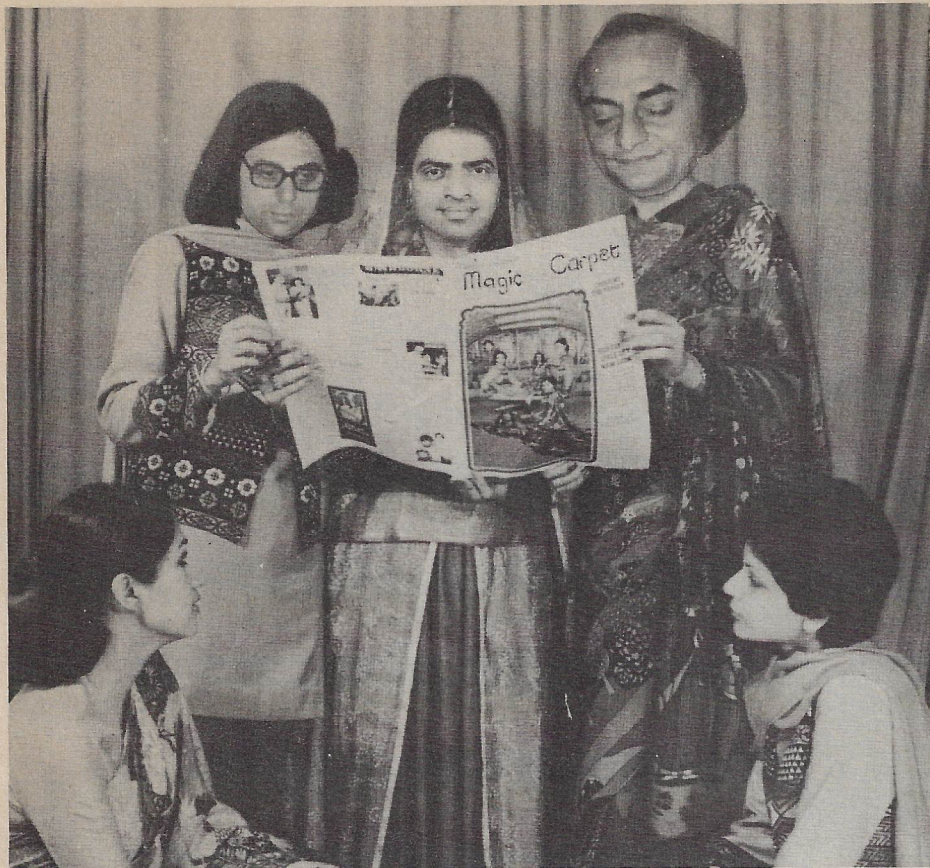
NEW PLANE FOR AIR-INDIA

The secret is out !
Air-India will shortly
put into service an
entirely new plane which
will ultimately replace
its present fleet. For
full story, see page 2.

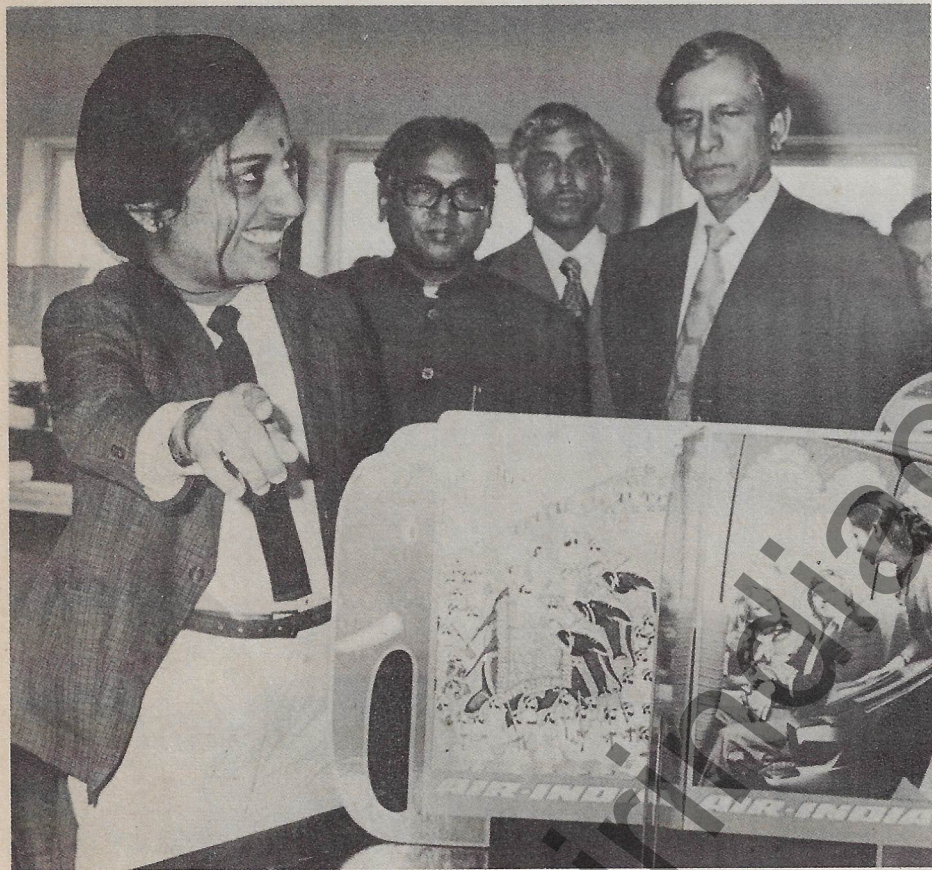


Chief test pilot of SE-EX,
Barry Gilhooley (left),
ready to board the
aircraft under cover for
the first test flight. At
right chief engineer,
Jimmy D'Zine—the man
who reveals all.





The three hairdyenamists of SEx at work—from left, Naosher Nullenvoid, Kama Maitre d'motel and Ramesh Battatawala. Two admirers look on.



Uttara Cowasji shows visitors the interior decor of the new plane.

Five visiting UAL hostesses in the upper lounge of SEx. "United we stand" say the girls; but, says Sukhi, "with these United girls, I'd rather fall!"



AI ORDERS NEW PLANE IN-HOUSE DESIGNED PERFORMANCE

An entirely new aircraft, the Supersonic Express (short title : SEx) has been designed by a team of secretly-trained aeronautical experts from amongst Air-India's Public Relations staff. "We have a winner in SEx", claimed Jimmy D'Zine, the chief engineer who revealed the full story when tackled by the aviation correspondent of 'On the Carpet', "it can outfly anything in the air today." (Jimmy also designs swimsuits in his spare time.)

The sudden appearance on the scene of a new wide-bodied supersonic plane with a fantastically superior performance to any other commercial aircraft in the world today will give Air-India an edge over other competitors and will ensure even greater success than this, our most successful year, said one highly-placed official.

SEx was designed and built in a disused hangar at Juhu Airport under complete secrecy. Although it may have some familiar features, it is totally new and different in concept and performance, according to its designer.

The plane can carry 350 passengers in an all-first class layout — "there will be no economy class; you will not need it because the fares will be so low" — at speeds of over 2,000 miles per hour over a range of 8,000 miles or more. The later version of the plane will have an even better performance. "You can leave Bombay at breakfast time and arrive in New York the previous night. There is no jet lag because you can have two nights sleep in one day."

These spectacular results were achieved through several ingenious solutions to problems of supersonic flight, including heat, noise and high fuel consumption. "Designers of aircraft, like those of swimsuits, are often the same people."

"Well done little girl", says JAL QANTASJI to him. Miss Julie Meher Homji coyly looks away.



PLANE HAS BETTER E, experts say

suits, have always had to compromise, but they have also been terribly short sighted in not seeing solutions right under their noses. So, we kept looking under our noses all the time", said Mr D'Zin.

The plane on the ground and in the air are two different birds. All sorts of things happen to it once it reaches its cruising altitude. Those high-aspect ratio wings, so ideal for gliding to a smooth and noiseless landing, fold neatly back transforming the plane into a dart-like shape for supersonic flight; the piston engines – they are not piston engines really – retract like the landing gear leaving the wing clean, except for the three ram-air turbines which propel the plane at supersonic speeds with air acting as fuel. And that ungainly jumbo nose elongates into a needle shape.

Without the need to carry much fuel, it has been possible to make the plane extremely light. "We've used a lot of cardboard coated with asbestos and plastic, a new composite material that has solved problems of kinetic heating at high speeds".

The new plane is so flexible that it can be used in any role either short-haul or long-haul, without suffering any economic penalty.

Mr Mike MisFitz, Asia Director of Toeing Airplane Co, when told of the tremendous development of SEx in India, said in a telephonic interview with our aviation correspondent : "This is truly astonishing. India has jumped far ahead of us in the matter of design.

Their sense of planning and timing is tremendous. SEx has undoubtedly come to stay."

the young lady who had designs on
ay from the jovial jumbo.



The stampede for the first flight on SEx. Who are Zeenat and Colleen chasing—Rushing Ram or Smiling Sam?



The five lucky ones selected for the first flight on SEx. In foreground, Chief hairdresser Firdausi. L to R Misravi, Marathewalla, IRMala Sapat and Pat Wah Wah!

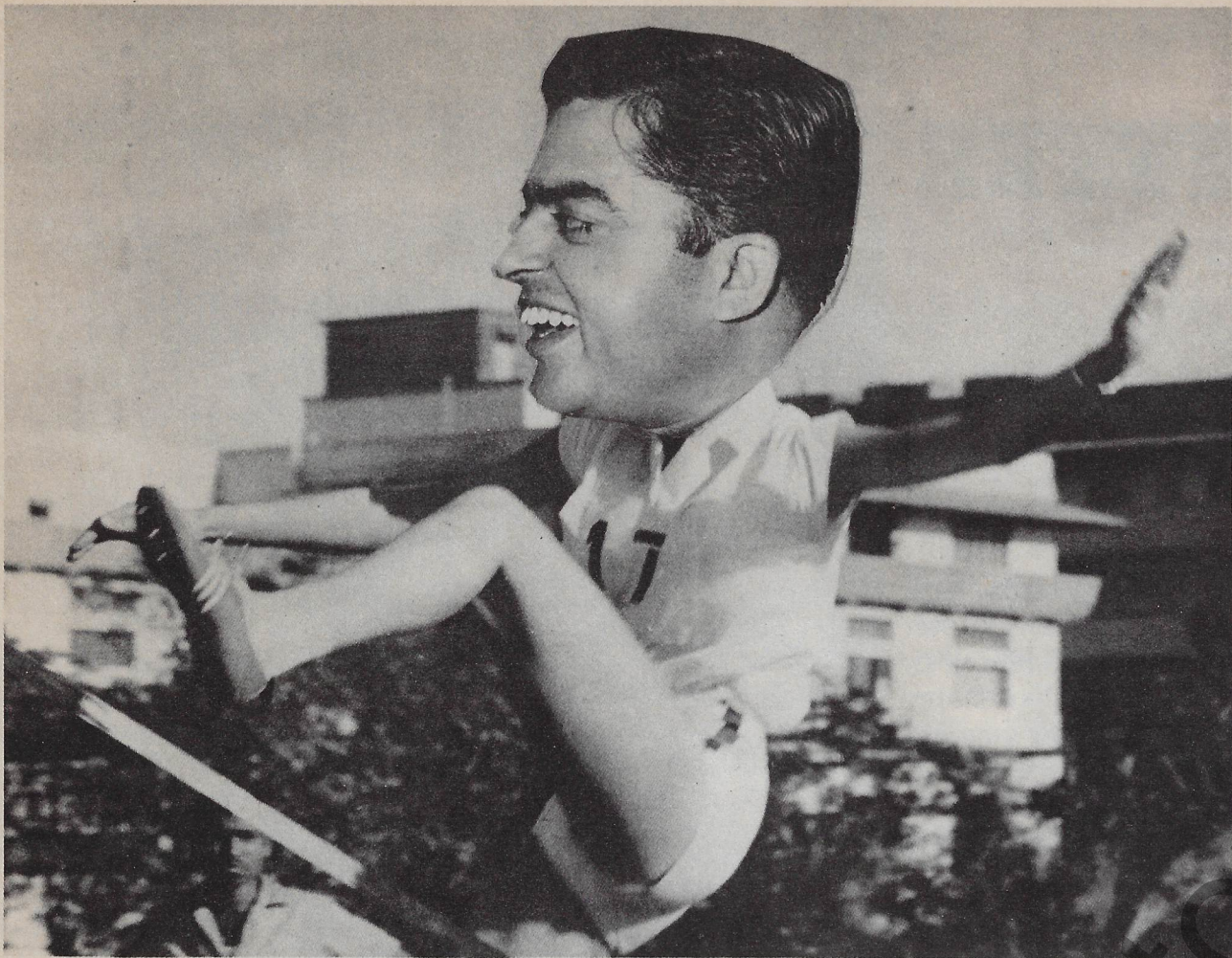
HOW NICE!

THE Personnel Department on learning of the imminent success of the new plane built by Air-India staff, has put up a proposal for setting up a new Holiday Home in Nice, in south of France, according to a reliable source.

In a confidential report to the management, the Personnel Department has proposed that Air-India should take over one of the big five star hotels in Nice, where staff could enjoy a free holiday.

The report recommends that the Hotel Corporation of India should run the Holiday Home on behalf of Air-India. It also recommends a new direct SEx service to Nice to avoid the inconvenience of changing planes at Paris.

In anticipation of acceptance of this proposal, applications for reservation may be sent to the Chief Personnel Manager with the envelope superscribed: "Nice Holiday."



I'll break all records in cargo uplift, promises Harish Malik, in proof of which he gaily uplifts himself.

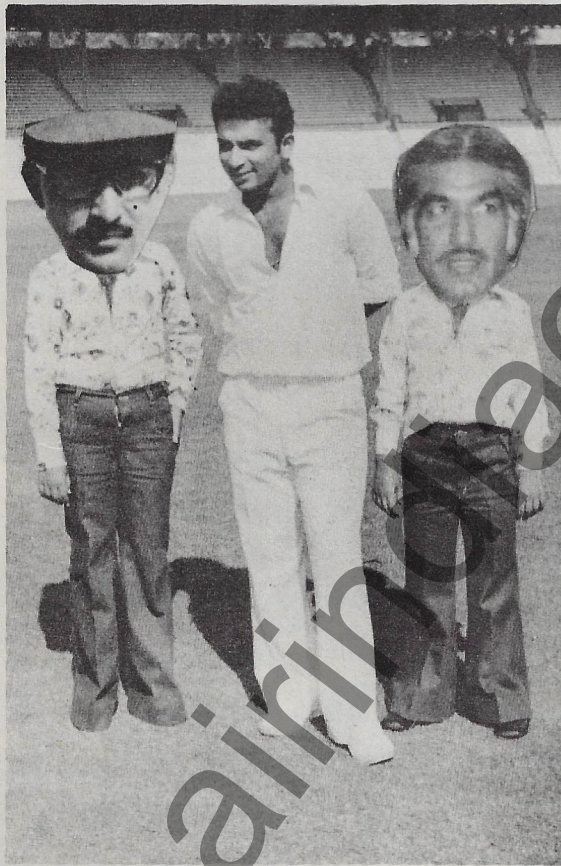
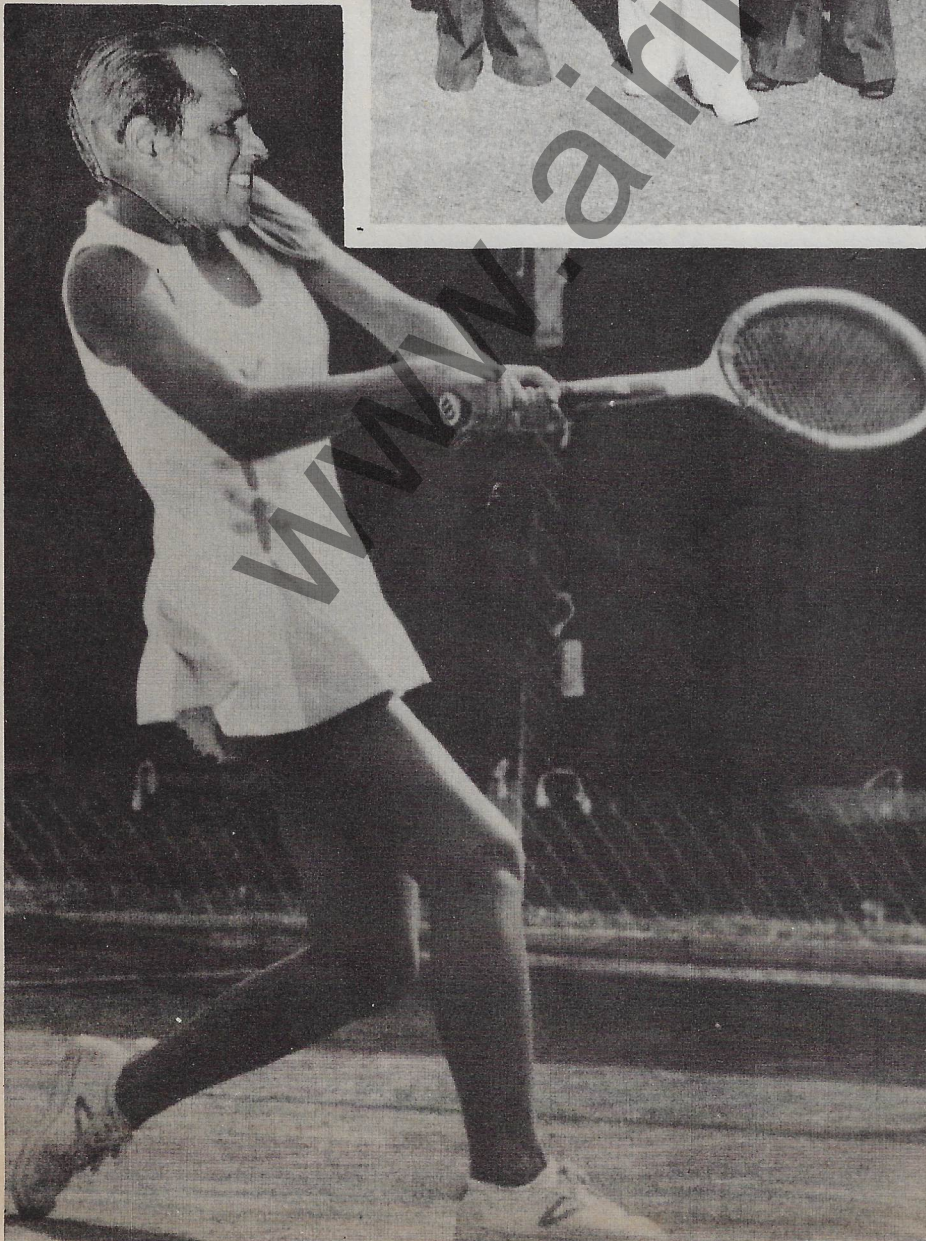


A letter from a lady employee: "Now that he is being posted to Perth, I just have to say that Mr Madan Lall is the best-dressed man in Air-India. And so handsome too...."

SPORTS ROUND- UP

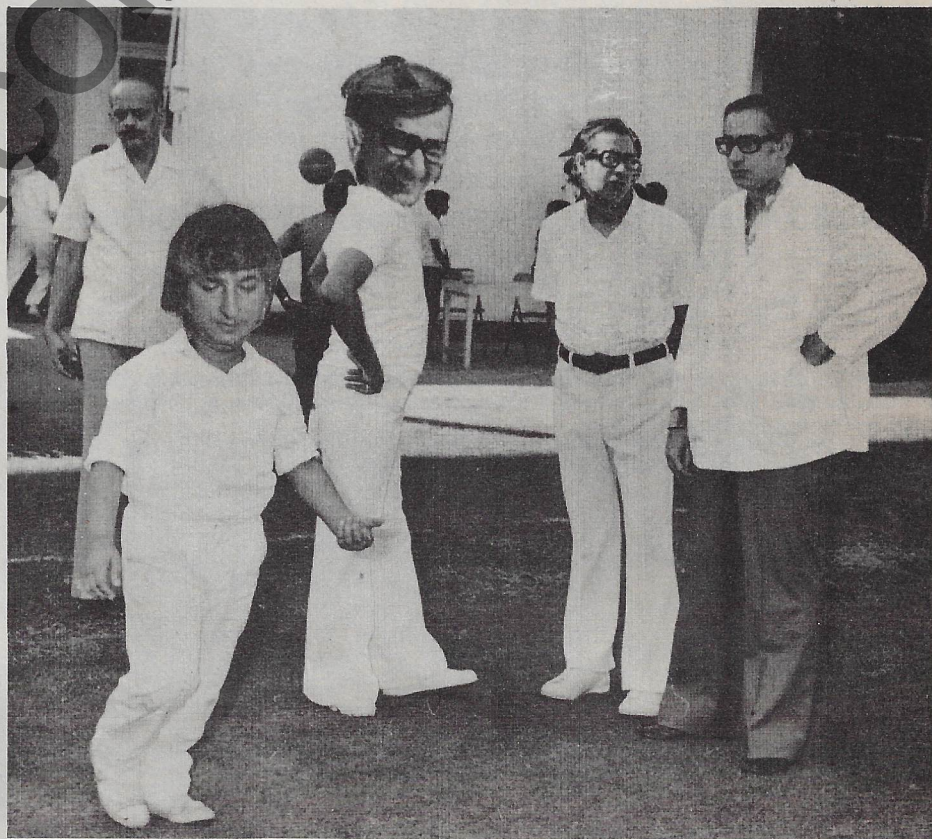
**Pictures
you
never
saw**

A sportsman for ever and evert. This is no panty-mime, but Vaman Bhagwat putting all his weight behind the stroke.



Cricketers three. Test batsman Sunil Gavaskar with Chhatrapal Singh and G. S. Ramchand.

Triple-distilled chhota peg. Three CD's watch Master Farid Ahmed disport himself.



Aspi Jussawalla in flight.

