

**AIR-INDIA**

# Magic Carpet

VOL 23, NO. 8

AUGUST 1979



Air-India 747 on the assembly line at Everett.

## A BOEING IS BORN

**A**IR-INDIA's Boeing 747 VT-EFU 'Krishna Deva Raya', rolled out of Boeing's Everett Plant near Seattle late last month. After painting, installation of seats, galleys and other cabin equipment, the aircraft will be ready for delivery to Air-India this month.

Powered by the more powerful Pratt & Whitney JT9D-7Q engines with 53,000 lb take-off thrust, the new aircraft is equipped with an advanced auto-throttle system.

The aircraft also sports a new and more attractive interior and cabin furnishings. The window panels are based on the Ajanta frescoes depicting

Apsaras and Gandharvas, unlike the last four aircraft which show Indians at work. The panels in alternate zones in the passenger cabin will be in light blue and light rust brown colours with matching chair upholstery and carpets. The upper deck lounge will have a special mural.

With Boeing's order book for 747s approaching the 500 mark, the production rate has been stepped up to seven aircraft a month. According to the Boeing News, this was the 747 Division's prime goal for 1979 established last year. The goal was achieved in July with the roll out of the first 747 completed through all shops on a three-day production cycle.

The milestone aeroplane, the 386th produced at Everett was a 747-

200B built for China Airlines of Taiwan.

### OUR NEW JUMBOS

#### Expected delivery dates:

VT-EFU	Krishna Deva Raya	August 14, 1979
VT-EGA	Samudra Gupta	November 1979
VT-EGB	Mahendra Varman	February 1980
VT-EGC	Harsha Vardhana	February 1980



# RANDOM JOTTINGS

by  
Communicative Mind

I used to be very angry with my friend Ganesh Dubey. First he went about preaching about telexes being too long, then he sermonised us on cutting down on telephone bills, STD calls, trunk calls, etc. But he carefully omitted to mention that half the time the telephones are not working that all his gadgets he has introduced like three-in-one telephones, push-button instruments and so on are mere white (or red or black) elephants, reposing in solitary splendour on the side table and producing grey hair, ulcers and blood pressure. When tackled, he says its the P.T. department's responsibility, new cables are being laid, the Airport Exchange is badly manned etc. etc. etc.

And now I realise that I was being very unfair to my friend Ganesh Dubey. After all, we are running an airline, not a telephone exchange, nor a municipality, nor the Railways. A colleague of mine from Indian Airlines told me an interesting story of a visit he made to Patna and Varanasi. In Patna, he met a group of Japanese tourists who had journeyed many thousands of miles to visit Buddhist shrines two-and-a-half hours away by road. But they could not get there because there was no transport available in Patna. So would you blame Indian Airlines or the local tourist authorities? A group of Europeans had flown to Varanasi for an afternoon visit to the ghats and an over-night stay. But outside Varanasi, their vehicles were stuck for two hours on the narrow road from the airport because of a hold-up created by heavy truck traffic. So they reached their hotel after dark, too late to do any sight-seeing, and the visit to Varanasi was entirely wasted. Who was to blame? Indian Airlines or the local municipal authorities?

And so Ganesh Dubey is vindicated. With his S.S.B., you can talk from Santa Cruz to an Air-India 747 Commander crossing the Atlantic. But you can't control communications between Nariman Point and Santa Cruz. And talking of communications, why is that a letter from Nariman Point to the Old Airport (or vice versa) takes longer to arrive than our from Bombay to London? Or, for that matter, can anyone explain why a letter from the 20th to the 22nd floor takes as long as four days? I believe there is someone called a despatch

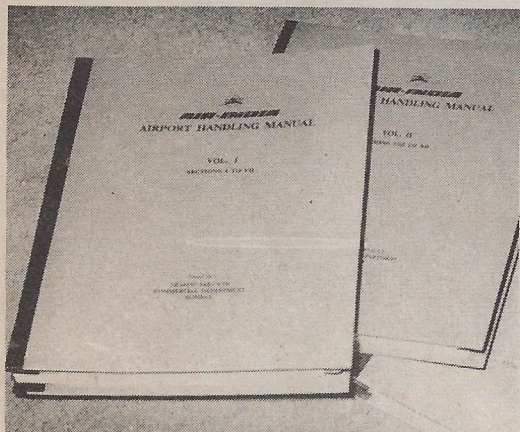
clerk through whom all intra-office mail passes. I must seek him out and find out if he so conscientious that he feels he must read every communication that passes through his hands. If so, then we might as well put him through one of those rapid-reading courses.

This delay in delivery of mail reminds me of a lady in the United States who was expecting an addition to the family and ordered a maternity dress from one of those mail-order firms. When it finally arrived a few months later, she returned it with a polite note: "Thank you, but my delivery was faster than yours."

Coming back to telexes, there was the dashing young commander of a naval destroyer bringing in his ship alongside the jetty after a day out at sea. On the bridge was an important visiting Member of Parliament. Driving his destroyer in at full speed, he neatly turned it round and brought it alongside. The signal lamp from the flag-ship flashed, and in a few minutes a young signalman came up with a 'Signal from the Admiral, Sir'. 'Read it out' said the commander, wishing to impress the M.P. 'Of all the damfool manoeuvres I have seen', read the sailor, "Yours was positively the worst". "Very well", snapped the commander, "take that signal down below and have it decoded".

Yes, communications are always a problem and are of the easiest solutions is to throw our telephones out of the window (they are all open, anyway, what with the air-conditioning being shut off). Think of all the wrong numbers we would save. The next step would be to send all telexes using the communications Manual codes. And I end this column by telling you the story of London's Trevor Turner being unable to locate a certain publisher who had sent us a questionnaire to be filled up detailing various activities of Air-India. The telex we sent T.T. after consulting the manual was intended to say that if it was not possible to investigate (the credentials of) the publisher, suggest the matter be treated as closed, and a letter would follow. It read: "INP INVEST PARTY SUGGEST MNC LETFO".

How's that, Mr Dubey!



## A Manual for All Reasons

**T**HE Airport Handling Manual, which has seen many years of hectic preparation; was recently released to all stations by the Commercial Manager-Traffic & Marketing Services, Mr S.V.N. Ranga Rao.

The Deputy Managing Director (Commercial), Mr I.D. Sethi, in the Foreword, has asked all airport managers to ensure that procedures detailed in the manual are followed to the letter. He has advised making periodic checks by in-station inspections and regular in-station training so that procedures are uniformly followed by all stations.

The major part of the work on the Manual was completed in 1976 when a draft was prepared and sent to different departments and their suggestions discussed in detail at the 1977 Airport Managers Conference in Bombay.

The Manual which took final shape in end-1977, was handed over to the Air-India Printing Press; the largest single job ever undertaken by the printing press.

The Manual has 20 sections, with multicoloured diagrams, covering over 1,000 pages in three volumes. It has an exhaustive compendium of procedures to be followed by all stations.

The contents of the Manual indicate all aspects of airport functions. In addition to commercial subjects, there

are separate sections related to Inflight Service, Operations, Security, Engineering, Ground Service, Communications and other departments.

A special feature of the Manual is the exhaustive index. This index is designed to indicate expeditiously all relevant information: To facilitate easy identification; important diagrams are incorporated in their original colour and design:

This excellent Manual was prepared by Mr V.J. Casshyap, Asst Manager-Traffic Services, and Mr R.R. Hutchison; Passenger Service Manager, London; under the overall supervision of Mr D.N. Correa, Manager Facilitation and Punctuality. The Manual was initiated by Mr S.K. Verma presently Regional Manager-Africa.

Mr Casshyap, a post-graduate in Business Management from the University of Bombay, is an active member of the IATA Airport Handling Procedures Sub-Committee. In a recent meeting of the Sub-Committee in Singapore, he was invited to make a presentation on 'Handling Companies and Standard Procedures'.

Mr Hutchison; who joined the Corporation in 1961, has served in both Passenger and Cargo Sections at London Airport. He is presently Passenger Service Manager at Heathrow Airport.

## How Smart Are You?

We all know that the officers and staff of Air-India are a pretty smart lot. So we have decided to hold a quiz competition to decide who are the smartest of the lot. And hence a new venture: **THE MAGIC CARPET QUIZ**. Initially, this will be open only to those based in Bombay.

Essentially an inter-departmental project, the eliminations will initially be made on an individual basis from among those who apply for participation in the contest. These will be held both at Old Airport and at Nariman Point. After initial eliminations, teams will be formed within each department in a ratio depending on the number of entries received from that department. Each team will consist of three, not more than one of them being an officer.

The final rounds will be conducted on a departmental basis with a Grand Finale coinciding with a suitably

prominent anniversary of our airline.

The winning team will receive a special rolling trophy and there will be a number of other handsome prizes.

Even though questions may be difficult towards the end, we can assure all potential entrants that they will be fairly simple in the beginning, so do not hesitate to send in your names, together with designations and staff numbers.

The names should be sent in by 1700 hrs on September 14, 1979, to:

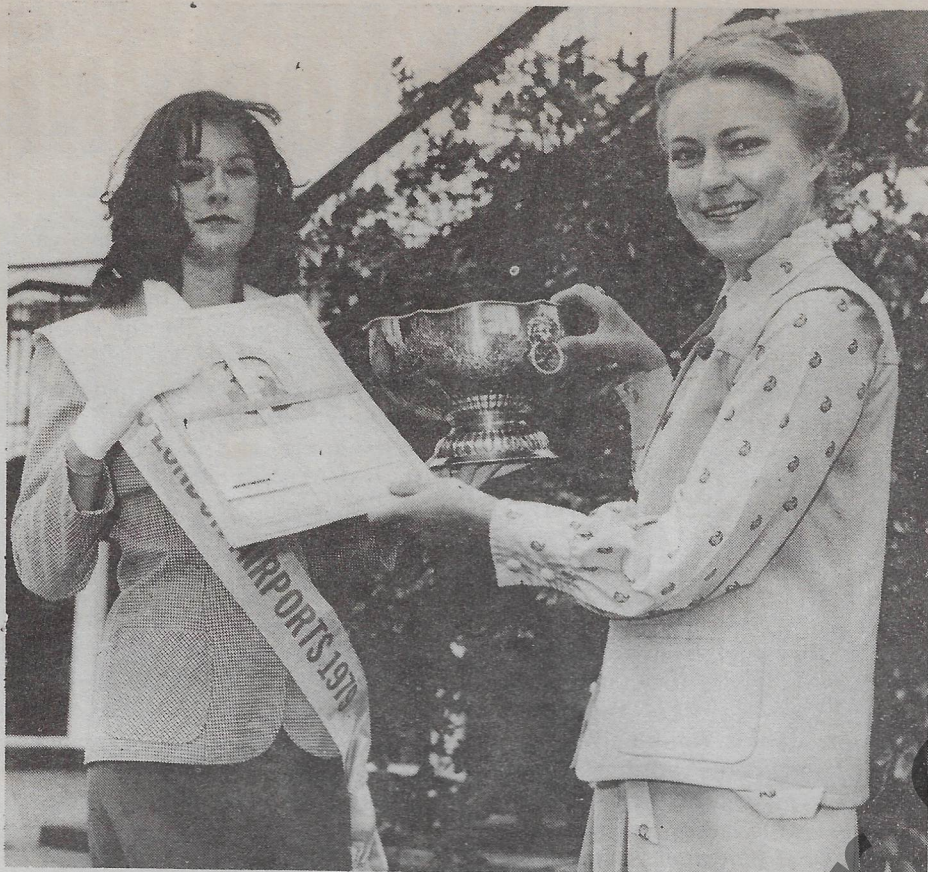
Civil Works & Properties: V.B. Chandorkar; Commercial (including Planning): Ms C. Chellaram; Communications: V.S. Katre; Engineering: T.R. Shrinivasan; Finance & Accounts: K.R. Ghatge; Ground Handling: J.R. Bocarro; Headquarters: J.R. Jagtap; Inflight Service: N.A. Turner; Management Services: K.K. Venkateswaran; Operations: V.N. Malya; Personnel: K.A. Sapat; Stores & Purchase: M.K. Karmarkar.



As this is being written, the London Summer has not been very apparent from the point of view of the weather but the visitors have been as many as ever and with the DC-10 crisis and the suspension of the Laker Trans Atlantic services, June and July brought the somewhat sad sight of despondent standby passengers, sitting, sleeping, standing, sighing and some shaving outside our Offices in Bond Street. On some days we could only help a handful of them. When such queues form, there is the inevitable queue organiser and his friends who make lists, orders of priority and this do-it-yourself organising helped disperse the queue from the area.

At the Airport, the annual Miss London Airports Competition was organised but for various reasons we did not have an entrant this year, but in place of this Air-India gave a prize of two interline tickets to the winner and this was awarded to Shena Adam from South African Airways and the presentation was made by Ivanka Kuliskova from our Traffic Department at London Airport, who was herself Miss London Airports in 1976.

Some important changes have taken place at Heathrow which well may be a sign for the future. From the 1st July the British Airways Chicago services were switched from No.3 to No.1 terminal and this is because No.3 terminal is too congested to be able to cope with all the flights which are scheduled. With the growth of air traffic, various problems face those in airport



Miss London Airports, 1979, Shena Adam from South African Airways is seen receiving a special prize contributed by Air-India. The presentation was made by Miss London Airports 1976 from Air-India Ivanka Kuliskova.

## SUMMER TIMES

Trevor Turner reports from London

that there may well be serious congestion problems before this completion date. Incidentally, the new terminal is scheduled, if approved, to be built on the site of our Maintenance area at Sherpa Road on the south side, which means that an alternative home will have to be found for us. It may be a surprise to a lot of readers that by itself No.1 terminal at Heathrow handles more passengers a year than the whole of Amsterdam (Schipol) Airport.

We recently said farewell to two ladies much loved and much respected and both from reservations, who have gone into retirement. They are Shirley de Prazer and Mo Mussard and we send them our affectionate good wishes.

London were honoured to receive the Annual Punctuality Trophy. This presentation was made to the Airport Manager at the U.K. Annual Marketing Conference which took place in July and was attended by over forty delegates including senior executives from Bombay headed by the Deputy Managing Director (C).

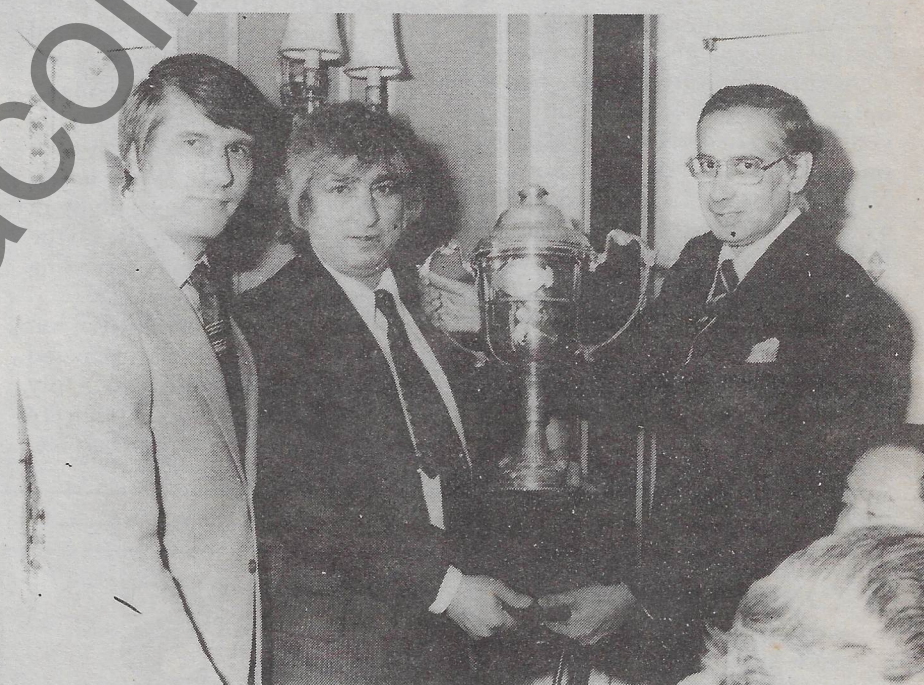
In May Air-India in the U.K. supported an Indian promotion which was held at Barkers Departmental store and eight other stores within their group in the South of England. The opening ceremony at Barkers in London's Kensington High Street was performed by the High Commissioner for India in the U.K. Mr. N.G. Goray who was garlanded upon arrival by Deputy Chief Hostess Manju Nath who assisted in the promotion. (On



Dy Chief Hostess Manju Nath welcoming Mr N.G. Goray at Barkers Department Store. Standing behind Mr Goray are Mr Eric Pereira, Regional Director, U.K. and General Manager of Barkers.

authorities in many parts of the world and the British Airports Authority in the U.K. is no exception: From the point of view of their airports in the South East of England they handled

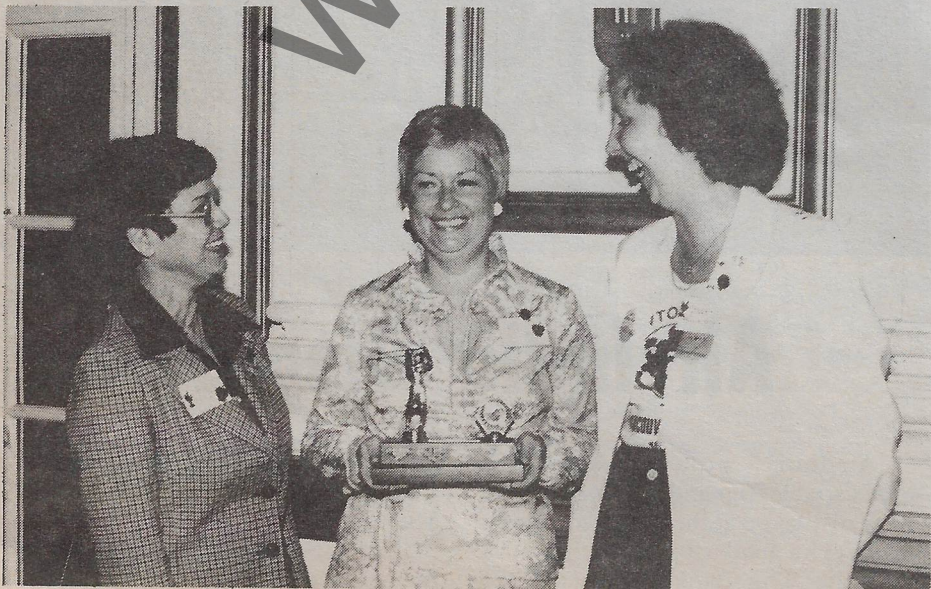
thirty-seven million passengers in 1978 and they anticipate that in 1983 this could be fifty million and in 1988 seventy million: The problem therefore is how to cope. One of the first actions



London was honoured to receive the Annual Punctuality Trophy and Award Certificate, and this was presented by the Deputy Managing Director (Commercial) to Farid Ahmed (centre) our Airport Manager and Ray Hutchinson (left) Passenger Service Manager, London Airport, at the U.K. Annual Marketing Conference which took place in July.

is the building of another terminal and a Government decision is expected on this any moment now; but if it is decided to build, it will not be in operation until 1984. It is anticipated

the right of the photograph can be seen the RD for the U.K. and on his right the General Manager for Barkers and other executives from the Stores in the background.)



## Phil's Win

Following the 10th Annual International Federation of Women's Travel Organisations Convention in Vancouver, B.C. recently, Air-India sponsored a golf tournament.

Photograph shows Phil Bocarro of Air-India, London, with whose efforts the travel organisation flies Air-India, preparing to take the Air-India/IFWTO Golf Trophy from last year's winner, Leslie Smith, while Patti Bancroft, Air New Zealand, Vancouver, B.C., and convention coordinator, looks on.

## Interline TT Champ

The Interline Club of Delhi recently won the second WACA Table-tennis Tournament in Athens. Prominent among the players was the Delhi Airport Duty Officer Pramod Gupta. Several clubs took part in this tournament and the Delhi Club beat the hosts, the Interline Club of Greece, five matches to two in the finals. Among others who participated were Ramesh Marwah of JAL, Anand Prakash and Vijay Grover of Indian Airlines, and Desmond Theophilus, Pan Am.





# AIRPORT EXTRAORDINARY

**T**HE one thing I remember clearly from ticket agent training is the instructor's promise. "If it's gonna happen at an airport it'll happen at O'Hare." You may believe the same is true of your airport. And I'll admit that during my three years at O'Hare I did see some strange things. If you're looking for strange events, however, the place to go is the smaller airport — an airport like Juneau International.

Take farewell scenes. The physical layout of big airports limits the choices of places where people can see others off. They can wave from the window in the departure lounge or they can wave from the observation deck if they have one. We don't have an observation deck at JUN but we can walk right out to the runway fence and wave from there. That in itself is, of course, not strange. But you'll have to admit that a topless jogger waving goodbye to her husband is a bit odd. It happened in Juneau a few months ago.

## Joggers

Minutes after our first jet pushed back, agents at the counter were surprised to see a lady run out of the washroom and out the side door. The lady was wearing only slacks and rubber shoes. Naturally the agents followed, and were rewarded by the sight of the woman jogging along the runway fence waving at the taxiing aircraft. I don't know what her husband's original plans were but he returned the same day.

Only a few agents and some Federal Aviation Administration

employees witnessed the jogging incident. This next Juneau happening took place in a crowded terminal. It's a story about a rat. Not a difficult passenger, you understand, but a fat furry 18-inch rat. Perhaps you've seen rats in your own terminal, running under a bag cart or along a wall. What's so special about this rat?

## Rats

This rat fell from the ceiling. On his way down he narrowly missed several very surprised people. Their combined "ohs," "ahs" and "yechs" notified others in the terminal of his arrival. Those members of a ladies' bowling team capable of movement stampeded to the baggage claim area — at the far end of the terminal. Others remained frozen in place, all but their vocal cords paralyzed. The gate agent, a normally cool individual, later confessed to momentary shock when the passenger in front of him leaped up on the podium. While the gate agent was keeping the passenger, a rather large lady, balanced on his paperwork, the rat took off for what he no doubt hoped were better prospects. Unfortunately he attempted to return to the ceiling by way of a passenger's pantleg. The man's agonized groans joined in the general confusion and the rat returned to the floor. While adults in the terminal evinced signs of panic, several children chased the rat down past the counter spreading mayhem along the way.

Searching for safety the rat made a detour up the carpeted wall under the phone bank. Only his head and a very long tail were visible when several rampservice-

men came out to find out what was causing all the noise. By now the rat realized he was not among friends and made for the door, followed by one brave rampservice-man. The rat did not return. But his story was covered by two newspapers and newscasts in several Alaskan cities.

All right, you say, that's a pretty good story but it doesn't qualify JUN for the strange event award. This next incident does. It couldn't happen at O'Hare or Los Angeles or JFK.

In many ways the Juneau airport is an easy one to work. We have only one gate and it's located in the centre of the terminal within 50 feet of the ticket counter. If that sounds convenient, it is. It's our jetway that's not. Most jetways are located at the door of the departure lounge making last minute boarding a possibility. Our jetway is located at the end of a one-hundred-fifty-foot concourse, known locally as the finger. Passengers waiting in the bar can look out the window and see their fellow travellers moving through the finger. That's how they know it's time to board. Well, some passengers know it's time to board.

## Missing

The last outbound flight was preparing for departure when the senior flight attendant told the agent at the aircraft door that three through passengers were missing. At one minute to the scheduled departure time the agent called back to the gate to see if the passengers were in the finger. They were not and the door was closed. As the aircraft pushed back the flight attendant notified the captain

about the three missing passengers. At the same time the tower advised the captain that there would be a slight delay for inbound traffic. The captain then called in to tell us we had three minutes to get the missing passengers on board — if we could find them.

The through passengers may have missed seeing the people moving through the finger, but they didn't miss seeing the aircraft push back. By the time we got the captain's call they were at the gate. We hustled them through security and out a side door to the taxiway. Two of the passengers ran out and boarded the plane. Ignoring the agent's prodding the third passenger decided to take his time.

The flight attendant controlling the stairs pushed the button to retract them. She didn't know about the third man. The stairs began to rise and the passenger decided to hurry. He reached the aircraft when the bottom stair was at eye level and proceeded to grab on and rise with the stairs. As our rampservice-men gestured frantically the man continued to hold on and continued to rise. Inside the airplane the senior flight attendant advised the one at the door that there was another passenger. You guessed it, she lowered the stairs. The passenger was now coming back down. He showed no signs of releasing his grip. When the man's legs got within reach a rampservice-man pulled him to safety. He then boarded the flight for what we hope was an uneventful trip.

It couldn't happen at O'Hare.

by Kelly Lang



Courtesy: Travel Scene

## TIT-BITS



## Sea, Sun, Sand...

The Hotel Corporation of India Limited won the Indian Airlines Rolling Trophy for excellence in publicity at the TAAI Convention held recently. This trophy was awarded for the poster on the Centaur Beach Resort at Andamans. The poster was produced by Shilpi Advertising Limited, Bombay, and photographed by Ratan Batliboi.

## Ranked First

R.S. Mani Krishnan, son of Mr. R. Krishnan, Air-India's Cargo Charter Officer, secured first rank with 76% marks in the Eleventh Standard at the D.J. Doshi Gurukul English Medium High School in Bombay.

## Successful

Shiv Raj Nagar, Stenographer in the Administration Section in New Delhi, was recently declared successful in a course in Italian Tourism by Professor Giuseppe Manica, Cultural Attache to the Italian Embassy Cultural Centre in New Delhi. He secured 88% marks.



## Air-India Display

Air-India posters, Maharajah models, table flags and hostesses cutouts were displayed at the travel corner set up by The Bank of Tokyo in Tokyo recently. The Bank designated the

month of April as "India Month". Photograph shows Mr. G.K. Kapoor, Manager-Tokyo, with Mr. Jiro Uno, Manager, The Bank of Tokyo, at the inaugural of the display.



# A MATTER OF WELFARE



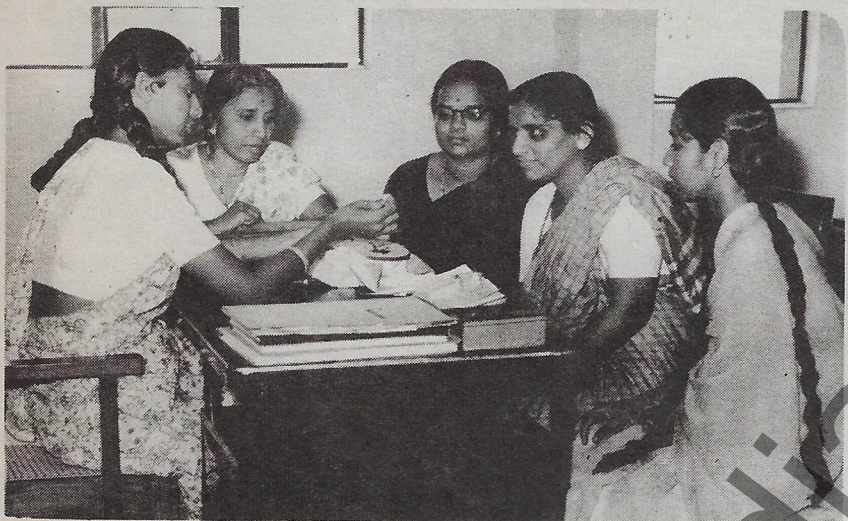
**Air-India Modern School**

To meet the needs of the residents of the Colony, a School was established in 1962. The school has classes up to the tenth standard. Besides the Principal, there are 41 teaching staff. The important feature of the school is that it is run by the Air-India Staff Colony Association. The school is recognised and has received Municipal Corporation and State Government Grants.



**Holiday Homes**

The Corporation has provided Holiday Homes at Matheran, Lonavala, Panchgani, Mahabaleshwar, Deolali, Srinagar and Gulmarg at subsidised rates.



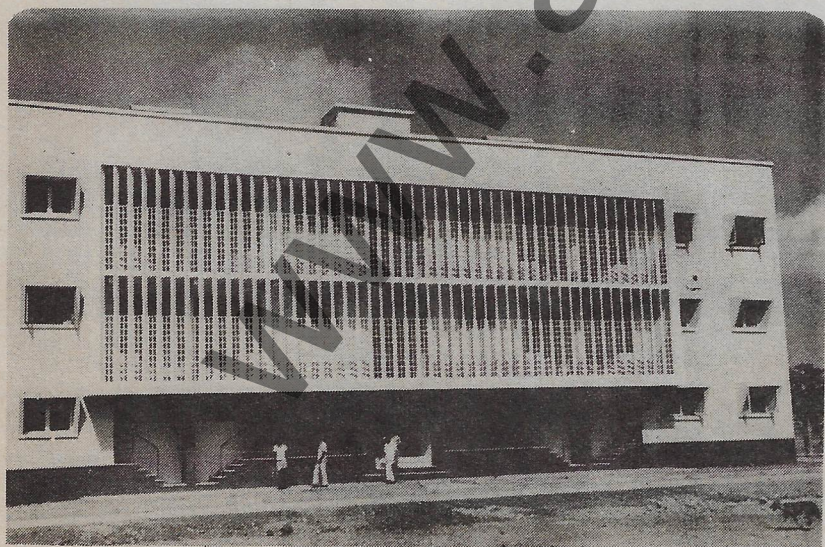
**Handicraft Centre**

The Handicraft Centre is run in the Colony since 1963 for the benefit of residents with the prime object of providing female residents useful activity during their leisure time and also an opportunity to earn money. This Centre stitches towels, pillow covers, etc against orders issued by the Stores & Purchase Department of Air-India. The Centre is headed by a trained lady, who conducts stitching and embroidery classes.



**Consumers' Co-op. Society**

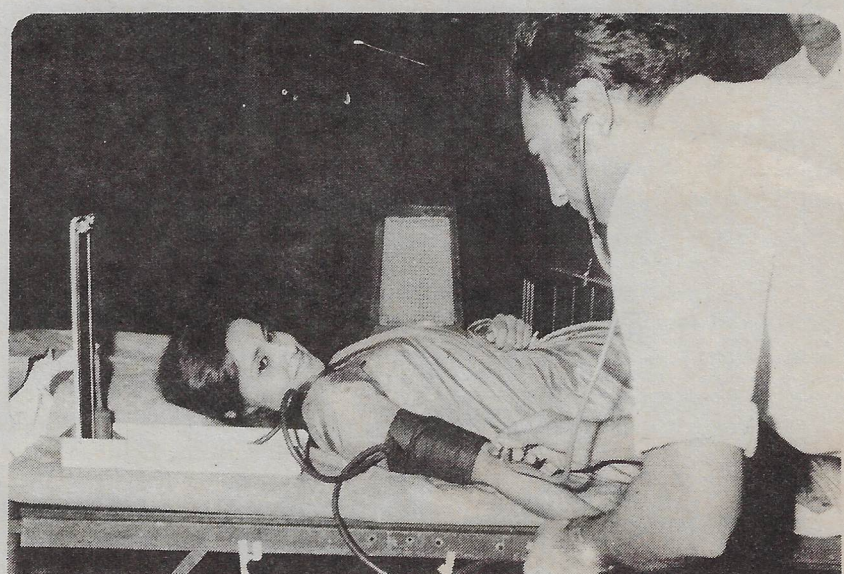
This Society was formed by the employees of Air-India in 1963. The membership of this subsidised grain shop is open to Indian Airlines and Hotel Corporation of India employees as well. Apart from provision sales, the society is maintaining a ration shop, a full fledged chemist shop and is dealing in various domestic utility items. The paid up share capital stands at Rs.2,50,280 with a total membership of 2,462 and an annual turnover of Rs.43,00,000.



**Housing**

Air-India built a Housing Colony for the staff at Bombay consisting of 500 flats in 1958 at a cost of Rs.82 lakhs. In 1971, 302 additional flats were constructed at the cost of Rs.95 lakhs in view of the acute problem of housing in the city.

Recently, 20 flats were purchased at a cost of Rs.13.18 lakhs at Juhu Vile Parle Development Scheme. The Management has already sanctioned Rs.1.15 crores for individual loans and Rs.3.72 crores for Collective Loans for constructing housing Co-op. Societies. As a result of this, 543 staff own their houses and 960 staff have flats in Co-op. Societies.



**Medical Facilities**

Air-India provides free medical facilities at Bombay in its clinic at Santa Cruz and at the Air-India Building, Nariman Point, Bombay. Similar medical treatment is also provided for employees at Delhi, Calcutta and Madras. At Calcutta and Madras, medical officers prescribe medical treatment for the employees. Hospitalisation is also provided to employees.

A Contributory Medical Benefits Scheme for families of employees has been introduced by the Corporation for India based staff.



## BIG DAY IN SEYCHELLES

By SumangaliChettur.



Mahe, pearl of the Seychelles Isles, never looked lovelier than on June 5, 1979, the second anniversary of the Liberation:

All the painstaking organisation and attention to detail paid rich dividends: the celebration was a grand success.

The festivities started with a display of colourful and imaginative floats on June 3. One that particularly caught the eye was the float with the banner, "IT IS A WOMAN'S WORLD" (WHAT sayst thou to THAT, dear gentlemen?)

By night the island was transformed into a veritable fairyland with hundreds of coloured lights.

The highlight of the Day was a parade when President Rene took the salute and presided over the cultural evening of song and dance. The Seychellois turned up in their colourful best in thousands and packed the Stadium to capacity for the march past.

An original idea was getting the airlines operating to Seychelles to participate in the parade under the banner "AIRLINES FLY FOR BETTER TRANSPORTATION". Air-India was represented with aplomb in the march past by Ms Yasmin Mohamed and Ms Sheila Delpeche. The "young

pioneers", comprising youngsters between the ages of 5 to 10 years stole the show with their red berets and smart marching.

It was a beautiful clear day and when the balloons were let off, it certainly made a striking and memorable sight against the azure sky. The climax was provided by the INS Shakti's helicopter flying over the stadium 'in salute!' (Yes, the Indian Navy was also there.)

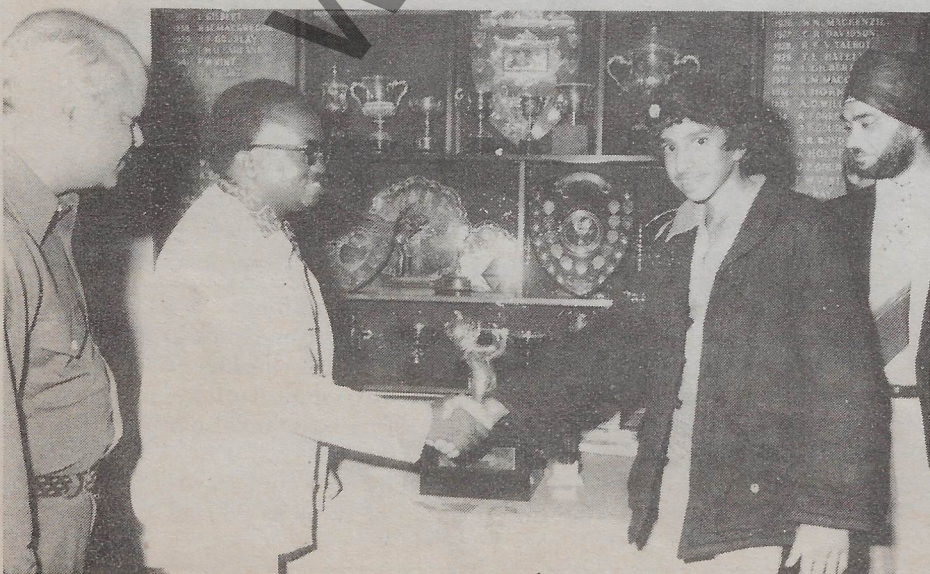
In the evening, the artistically decorated stage was the perfect setting for gay, exuberant and graceful dances from Seychelles and India. The Sachin Shankar Dance Troupe who had come specially for the celebrations, did themselves proud with their enchanting numbers. As for the Seychellois dancers, every item on the programme was scintillating, but the "show-stopper" was the dance with sparklers, reminiscent of giant fire-flies!

For all those who were fortunate to witness the celebrations many happy memories will remain, but some events will linger in the mind's eye above all others: for me it will always be the sight of a lone, white bird flying over the stadium at the end of the parade: a symbol of hope for a wonderful people.

## Golf in Nairobi

Air-India recently hosted the Maharajah Golf Tournament in Nairobi. The winner of the tournament was Shalin Punja with J. Lee as runner up. The first prize was won by Arthur Barron of Kenya Commercial Bank, Nairobi. David Mwiraria, Permanent

Secretary in the Ministry of Power and Communications, was the guest of honour who also gave away the prizes. Mr S.K. Verma, Regional Manager-Africa, and Mr R. Tewari, Manager-East Africa, and their wives were hosts at the tournament.



## FISHING

With AMBROSE ABREO

Spin-casting for game fish is thrilling. And the excitement is accentuated during offshore casting with the odds against you, jagged rocks with oyster shells and barnacles hurting your feet, the slippery moss and big waves tumbling towards you specially when you have struck a good 7 to 10 pounds Ravas - it sure is fun:

The most common fish to be taken on a casting rod is Ravas, a great game fish which can be caught almost all the year round, sometimes even during the monsoons on a clear day. The other fish on the line is the Khazra. Occasionally, you may take a grouper or a snapper, the Ravas is quite like the pacific salmon: Catching Ravas is not at all difficult. The fun starts when you see him streaking after your lure and finally when the fish has sucked your bait, you rear back and set the hook with all your muscle. The Ravas will try everything - jump off the lure, run around rocks, or under rocks to cut or snag your line and even run out into the waves. You will wonder who is fighting whom.

Recently I was invited to Dubai on a big game fishing trip. Our trawler took us out 30 to 40 miles as we looked out for sailfish and barracudas. Five minutes after we set our first line and while the second reel was being rigged, I spotted a huge fin rushing to our bait. I called my friend who grabbed the reel, used all his muscle and stuck. The sailfish did a long run; streaked out of the water and shook the bait out. We lost the game, but it was an incredibly beautiful sight. After that we had no luck with Sail, but did quite well with barracuda; as a matter of fact, we took sixteen of them.

The secret about spin-casting is the long cast, especially when the fish is feeding. Out of the 27 Ravas I have taken this season; fifteen have been on a long cast.

The rod to be used for casting should be nine feet over with a good salt water spinning reel to take about 250 to 300 yards of good monofilament line. I have been using an eleven feet diwa rod, a 'DAM 550' reel and lures

weighing about 60 gms, on a 18 lb line.

The highspots for spin-casting in Bombay is Manori Island, Madh Island, Bandra Lands and the Walkeshwar shores; good fish can be caught from the shores of Kolaba District, Ratnagiri District and the Goa coast. The mechanics of spin-casting is easy. The lure should be a wooden double-action plug, preferably with 3 sets of treble hooks. I know at least two anglers who are learning to spin-cast and on the very first day have caught some nice fish.

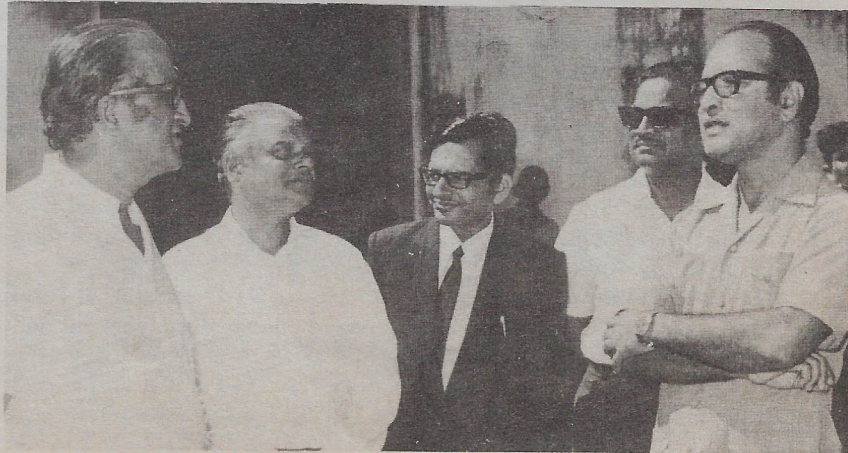


After you have rigged your rod, clock the bail-arm of your reel with your left hand, and hold your line with your right hand index finger. Now grip the rear of your rod with your left hand, your feet separated a comfortable distance both quartering to the right and at an angle say of about 45 degrees to the spot you are casting, throw back your line with your lure hanging about two to three feet from the tip of your rod with your elbows and shoulders in action and at the same time bring forward your rod and release your finger while holding the line. As soon as your lure hits the water start reeling in:

It takes a little practice, I would say the best place to practise is at the actual fishing spot - who knows your first cast might be lucky!

## STORES ANNEXE COMING UP

Mr M.K. Karmarkar, Sr Dy Controller, Stores & Purchase Department, performing the ground breaking ceremony of the Stores Building Annexe at Old Airport, Santa Cruz. A priest assists him with the rituals. (Below) Mr Karmarkar seen with (from L to R) Mr R.V. Damle, Stores Manager (N.A. Stores), Mr A.A. Kotnis, Sr Technical Officer, C.W.& P., Mr A.J.F. Dias, Sr Engineer, C.W.& P., and Mr P.G. Bhandarkar, Controller of Civil Works & Properties.





## The Maharajah's Heart

Our 31-year-old 'Maharajah' was born on March 8, 1948 and was recently subjected to a thorough Medical check-up by eminent doctors on the present state of his health. He was prescribed several types of drugs with vitamin tablets for further improvement of his health on the basis of the findings of the final clinical report.

However, the conspicuous absence in the Medical Panel of a 'Cardiologist' during the examination is keenly felt, since the heart-condition of the Maharajah is sound despite stress and strain involved in making Rs.96 crores profit since inception. The profit-situation and the income from foreign exchange does not surprisingly find a place on the Medical Bulletin. Findings of the E.C.G. report and treadmill exercise report would have revealed symptoms of 'angina pectoris', but this factor is totally absent, and he is hale and hearty to earn more money, take care of himself and also contribute to the national exchequer.

Let us pray for the continued sound functioning of our beloved Maharajah's heart known for his large-heartedness in providing welfare measures to his family members. His practical approach in implementing the recommendations of Labour Relations Committee has created a sense of belonging among members of his family and this has paid dividends in all these years. In fact, his approach in this aspect is worthy of emulation by other Public/Private Sector Undertakings.

Let our Maharajah's moustache grow in spite of it becoming grey with advancing age and may he continue serving the country in his inimitable style in the coming years.

V. Pichumani  
Asst. Accounts Officer  
Accounts Department  
Santa Cruz

## A Gesture

In my opinion we should offer a cup of tea or coffee to candidates who have been called for test/interview by Air-India, irrespective of the Department/Section and the post the candidate is appearing for.

These candidates are always in a state of tension and if they are offered a cup of nourishment they will certainly feel better to face the panel. Sometimes these candidates wait for a long time without even a glass of water.

S.N. Vyavaharkar  
Duty Officer  
Cargo Complex

**We entirely agree. A cup of tea would go a long way, especially for those candidates who have come a long way. Would the Personnel Dept. please examine this proposal?**

— Editor.

## Cross-Word Again

Mr. S.R.R. Chawali of Accounts Department has suggested in his letter to the Editor appearing in the May/June 1979 issue that the solution to the Crossword Puzzle be published in the next issue.

As an avid crossword fan; I firmly believe in taxing my brains to the maximum and it has been my experience that whenever solutions to the Crossword are given in the same issue, the temptation of looking into the solution are far greater if the solver is unable to get a correct word to the clue. Though the Editor opines restraint, it is impossible.

It would be ideal to publish in the successive issue a mini-proforma of the crossword block along with the clues and the solution in the block itself.

Another way of retaining interest amongst the crossword fans is that Magic Carpet give away attractive prizes. There will then be greater initiative to solve the crossword.

It would be nice to keep our fingers crossed till we see the solution in the 'next' issue.

Alphi D'Souza  
Income Tax Section  
Accounts Dept.  
Santa Cruz

**Nothing is impossible — except putting toothpaste back into the tube. However, let us compromise. We will print the solution in the same issue, but upside down!**

— Editor.

## Proud Passenger

To have entered once again Air-India at the New York end was a welcome relief. A smiling welcome with folded hands, of a simple and well dressed air-hostess, was nostalgic and invoked respect and regard for the service. The aircraft was clean and soothingly decorated.

It has become a fashion with a few to criticise the Air-India staff. Over-expectation leads them childishly into irate behaviour and disappointment. There is a fund of humanity in our boys and girls. Against trying and competitive circumstances, they are giving their best with devotion. My good wishes to them and I appreciate their courage and fortitude. We are proud.

K.P. Anantaraman  
Passenger  
On AI-106  
NYC/LON

## Together



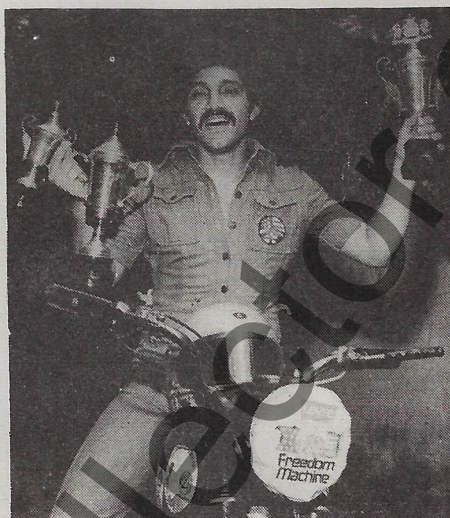
Vilas, son of Ramchandra Dhondiba Belwate of Headquarters, got married to Nanda, daughter of Shankar Dhondiba Kahadne at Kalambe, Poona, recently.

# LETTERS



## Young Talent

### Rough Rider



At the recently held Rough Riding Championship Air-India's entry, Asst Flight Purser Ehsan R. Shah was declared Champion Rough Rider in the 'A' Class Motorcycle category, on his 1.75 cc Enfield Motorcycle.

There were four events in all to decide the champion: The first was a scramble, where our rider could not participate, the second was trial riding, where Ehsan stood third at the Godrej Hill Quarry. The third event was a Hill Climb, where Ehsan stood first at the Goregaon Film City Hills. The fourth event was "Massed Start Scramble" at Godrej Compounds at Vikhroli where Ehsan stood second, scoring a total of 61 points out of 75.

Each event was more thrilling than the other. Trial Riding was to test a

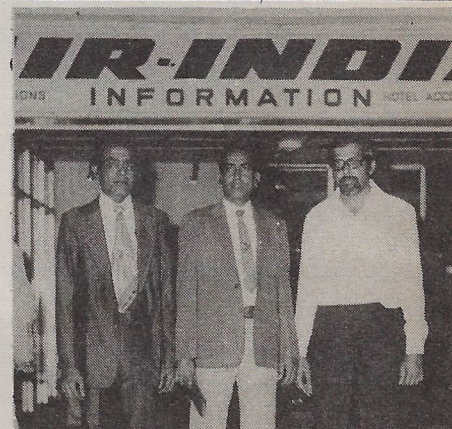
rider's skill to the maximum, the Hill Climb was like a tight rope walk on a mobike with riders having to negotiate steep climbs dangerously through very rough and rocky terrain: Shah completed the Hill Climb in 1 minute 14.1 seconds to bag the first prize, the prestigious Four Square Trophy.

The Massed Start Scramble was probably the event of the year, with the scorching heat, rough and raw course of 1.5 miles, a narrow track with a steep slope 20 yards from the finishing line and thorny shrubs making it a hair-raising event. Here our rider proved his skill with high speed riding and control over the cross-country track.

Starting from behind, he overtook all the rest, maneuvering his Enfield beautifully, lying on his side on the sharp dusty turns, letting the bike skid and shoot on turns and leaping up to 10 feet in the air skilfully. After leading up to the last lap, he had a landing in the rocks and was almost thrown off the bike, but for superb control, finishing seconds and winning the title. Other well-known names in motorcycle sport like Dilawar Khan, Rajiv Bhale, Abdul Samad, Shreekant Apte and Farib Roz Irani also participated.

## REPRESENTATION

Mr M. Ghalib, Secretary, and Mr M.M. Rajpal, Treasurer of the Air-India Employees' Guild, were recently seen off at Bombay Airport by Mr A.V. Patankar, Vice President of the Guild. The two members went to Paris to attend the Section Conference of the Civil Aviation International Transport Workers Federation.



## Top Honour

Anita Haldipur, daughter of Navigator S.B. Heble, has been awarded "Best of Show" title in the Greensburg Art Club's fourth annual amateur art exhibition, now on view at the University of Pittsburgh at Greensburg. Her winning entry is an oil painting entitled "Curiosity".

A Youngwood resident, the 24-year-old artist has been painting for about five or six years and has one word about her first-time win — "fantastic"! With her "Best of Show" goes a \$ 100 award. "I'll probably



spend it on more art supplies," the winner said. Anita has earned a Bachelor of Fine Arts degree from the University of Bombay.



# AIR-INDIANS AT WORK



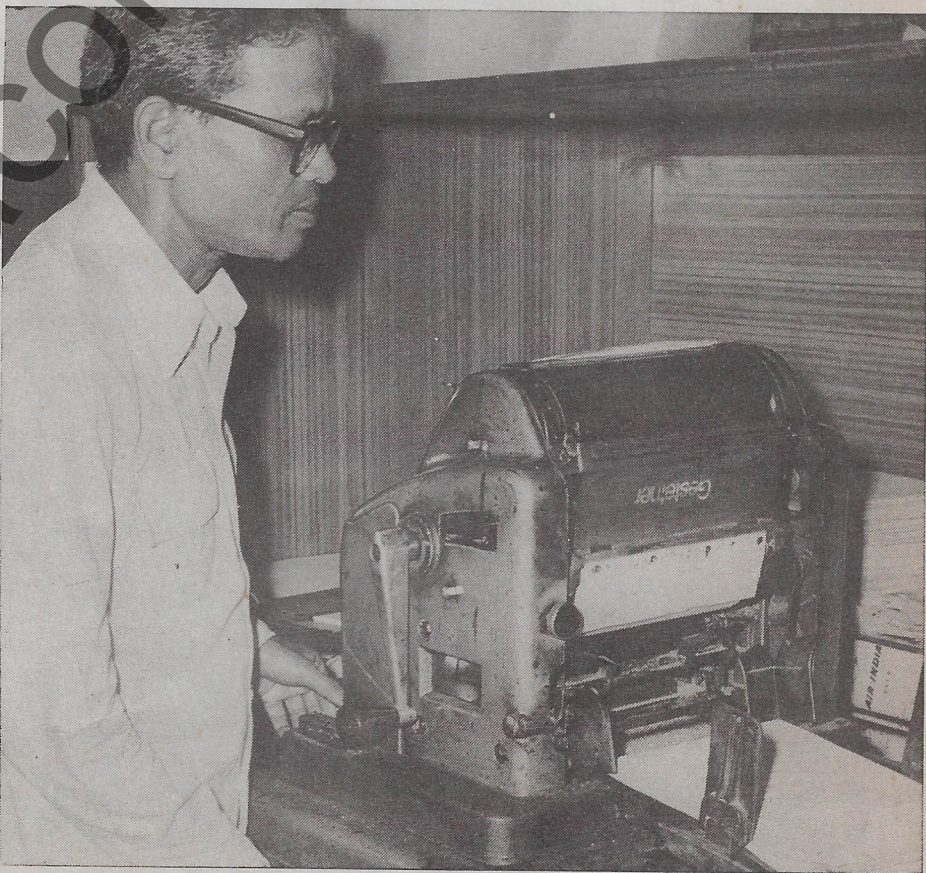
Who is the lucky victim of Prabha Patil's tender care? In the Medical Clinic, she is a woman for all reasons. A Senior Nurse, she administers first-aid, injections, short wave diathermy, takes ECGs, handles emergency cases, the list is endless. At 31, our Doctor's Woman Friday from Monday to Saturday.



A disciple of Vedanta, N.V. Ramachandran is in the Industry Affairs Division. While feverishly working on figures, whether real, imaginary or curvy, he convincingly explains how Vedanta can elevate a person from the lowest depths to the highest level of perfection.



23-year-old Kalpana Rao from the office of the Assistant Regional Director. Vivacious and nimble-fingered, Kalpana is as fast (60 words a minute) on the typewriter as she was years ago hitting a table-tennis ball in college (70 miles per second).



R.B. Manjrekar has always been a sought-after man. Since 1957, he has been assisting officers in Commercial with the trans-migration of files and duplicating papers. He stoutly claims he has never lost a file, only temporarily misplaced it!



No girl in Air-India receives more calls than Madhu Tyagi, 26. As a Telephone Operator, she handles 500 calls a day and is breathlessly busy during her 5-hour stint. Graceful on her toes, she attributes her agility on the switchboard to years of practising Bharata Natyam and doing folk dances on stage.



D.D. Chavan joined Air-India in 1946, about the time when some of us young ones were still being hatched. Popularly known as 'Dhondhu', he has seen the Air-India art studio build up its excellent collection of paintings and objets d'art. He is the keeper of the 'crown jewels', for he knows exactly where each antique is kept and preserved.



C.L. John is our Chief Teleprinter Operator who joined us in 1962. Having achieved Chiefdom at 39, he is never alarmed, even if he receives signals from outer space.