

AIR-INDIA

Magic Carpet

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At Madras Airport, Muhammad Ali and his wife, Veronica, pose with Air-India hostesses Helen Machado and Vanita Misra and the captain of the aircraft Capt Ravindranath Gopalrao Khot. Mr S. Srinivasan, Manager - Southern India, is seen standing behind Veronica.



THE GREATEST FLIES AIR-INDIA

AIR-INDIA has flown many 'greats' -- from our own President and Prime Minister to many Heads of State, to famous film actors, Nobel Prize winners -- you name them. We have carried them. We flew from New York to Delhi Muhammad Ali, alias Cassius Clay, who calls himself The Greatest. Until he met Madame Indra Gandhi, whom he described as the 'greatest woman'. And he admitted in a press confer-

ence at Bombay that Joe Louis was greater than him.

Ali certainly made a hit -- in Delhi, in Bombay and in Madras -- in the forcefulness of his personality, in the warmth of his feelings towards the thousands of his fans, in his quick repartee at press conferences knocking out many a veteran journalist, in his infectious grin that turned many an insult into a joke.

Ali may have disappointed his admirers in the ring. His Indian fans -- unused to the viciousness of a Madison Square Garden title-bout -- would have been content with a few flashes of genius from the three-time world heavyweight boxing champion. But that was not to be. Innocuous sparring and clowning was the order of the day. And his Bangalore, Hyderabad and Calcutta fans were disappointed when he

was suddenly recalled by President Carter to act as special envoy to various African countries.

We hear, Muhammad Ali, that you are going to have one more crack at the world title. Good luck to you! Air-India will be happy to fly you there -- and you and the trophy back!

J. R. M.

RANDOM JOTTINGS

by Unpredictable Mind

What is happening in the 1980's? I am sure all of you would want to know. So I started perusing some of the major aviation news items in the world press. And some of it was pretty interesting!

Did you know, for example, that the US National Transportation Safety Board puts most of the blame of the DC-10 crash in May 1979 at Chicago's O'Hara Airport (primarily caused by a 10" crack in the engine mounting) on 'improper maintenance', while American Airlines refuted this by saying the board had placed too much emphasis on the maintenance problem and too little on the basic design of the DC-10? Interestingly, McDonnell Douglas, whose airliners have been plagued with a series of unpredictable mishaps (remember the Turkish Airlines cargo-door accident in France in 1974?) has registered a sharp increase in the delivery of commercial aircraft boosting the sales revenues in 1979 by 27% to \$ 5.3 billion.

But for all DC-10 passengers, there is good news in the air. The FAA has ruled that the aircraft is fundamentally sound, requires no major design changes, but has proposed compulsory minor modifications to the plym which joins the engine to the hinges -- the cost of this could range 'from thousands to tens of thousands of dollars for each aircraft'. Today, there are 280 DC-10's flying all over the world.

All of us have at some time been victims of fog -- at Heathrow, Frankfurt, etc. And today, a possible method of dispersing fog from airport runways is being investigated 'high up' in the mountains of Britain (1000 m) Cumbria, Appenines where experiments are being conducted to 'spray' electrically charged particles of moisture into fog, encouraging tiny droplets to collide

or coalesce, and then fall to the ground as rain leaving the visibility reasonably clear. Good luck to them!

While we in India have been hearing of the third or feeder airline for some time, in Britain they have been trying to get the third airport started off the ground for quite some time -- the other two being Heathrow and Gatwick -- to eventually cater to 50 million passengers per year! Interestingly, a White Paper proposing Gatwick as the main alternative to Heathrow with Stanstead as reserve was prepared as far back as 27 years ago!

Is this the reason why the British Airports Authority want to increase their landing fees at Heathrow? A B747 arriving in peak time would now have to pay £ 4,568 (Rs. 1,00,000) instead of Rs. 26,000 less. London would become one of the most expensive airports in the world to land at and eventually, this cost would have to be passed on to the passenger. All this could possibly mean a boycott of Heathrow by the world's airlines.

Fuel continues to be the operative factor in airline operations in the 80's. But despite soaring oil prices and their inevitable effect in higher air fares, air transport, say the experts, will continue to grow in this decade. (With the tightening up of fuel supplies, however, these experts do not indicate from where the fuel will come.) The world's civil airliner manufacturers have had a boom year in 1979. Firm orders were placed for more than 700 jet airliners worth an estimated \$ 20 billion. Incidentally, there have been many orders for turbo-prop aircraft, presumably mainly for business and executive purposes. Much of this demand, of course, is to replace aging aircraft, many of them having been in service for more than 20 years. At the same

time, the new generation of aircraft are fitted with quieter and new-technology engines which will save 30% or more in fuel consumption. It is estimated that before the tide runs out in the early 1990's, 3,500 new jets will have been ordered at a cost of more than \$ 100 billion.

The biggest success story is that of Boeing who have over the past year had firm orders for 314 aircraft (with another 343 on the anvil) ranging from 707's and 727's, through 747's to the futuristic 767's. A close second is the Airbus -- the twin-engined jet into which six European countries have injected their expertise. Winning 30% of all firm jet orders in 1979, Airbus Industries' order book with its A-300's and A-310's stands at 396 aircraft (254 firm and 142 on option). All-in-all, 1980 will be a record year for airliner sales and deliveries.

Let us move over to the Concorde, the single biggest break-through in the aviation technology after the jet engine. How has the droopy-nose SST been faring after four years of duty with British Airways and Air France? The nine aircraft of these two airlines have carried just ½ million passengers averaging 4,500 passengers per week. Has this supreme achievement turned out to be a white elephant? The answer would appear to be yes. No new Concorde's will be built. In the meantime, the Americans are working on an Advanced Supersonic Transport (AST) which will fly not much faster than Concorde's 1350 m.p.h. but will carry 230 passengers over a 5,000-mile range.

Sir Freddie Laker made history introducing cheap trans-Atlantic fares. Today, he operates between London and New York, and the US West Coast. He has ambitions to introduce low-

cost services between Los Angeles and Hong Kong, London and Miami and between UK and Australia. Only time will tell whether these no-frills charter flights will work out but there appears to be stiff opposition from many quarters.

What else is new? Many, many things, which could fill up this entire issue of the Magic Carpet. Like the fact that nine times a week, one of the 7,500 commercial aircraft taking off every week on a US domestic flight narrowly misses hitting one of the 250,000 private aircraft registered with the FAA. Like airline pilots being warned not to swallow auto-histamine tablets for the common cold because these can cause drowsiness at the wrong moment. Like the incidence of hijacking is substantially less with increased security at airports. Like the big question-mark of which of the three giants will win the great Jet-Engine Race of the 21st century -- Rolls Royce, General Electric or Pratt & Whitney. Like the emergence of 38-year-old Peter Villa of Air U.K. -- British Island Airways, Air Anglia, Air West and Air Wales -- as a future Laker. Like deregulation, for many months the bone of contention between the European giants and the U.S. CAB, and what is going to be the eventual outcome?

In the ultimate analysis, the 80's will be dominated by fuel. Airline costs for fuel rose by anything from 20% to 130% last year and heavier increases are expected this year. ATW in a survey asked airlines what they were trying to do to hold back the surge in fuel costs. One lighthearted spokesman replied: Trying to arrange a marriage between my Chief Executive's daughter and a Saudi Arabian Sheik!



Fire Fighting System Installed

FOR the first time in India Air-India will make use of light water as a component for combating any major conflagration at its 747 Hangar at Santa Cruz, Bombay.

In the first phase of installation of the system, a water hydrant network of about 1200 feet length of six-inch-diameter pipe will cover vital points in the hangar and at some locations in the annexe.

At each point, three fire fighting hoses and a nozzle are stored which are connected to the hydrant outlet at the time of the incident.

Once the hydrant control valve is opened 60,000 gallons of water is discharged in about 20 minutes at the rate of 250 gallons per minute. Fire can be extinguished at a distance of 130 ft. by high capacity water jets. The system consists of two electrically motor driven fire pumps each of 240 horsepower.

Phase two consists of installing semi-automatic light water foam nozzles where as much as 500,000 gallons of foam can be discharged in 20 minutes. The light water is used to knock down flames eight times faster than any other fire fighting agent in the world.

The complete design and safety requirements were worked out by specialists of our Engineering Department while the actual execution of the job was conducted by a well-known Indian firm specialising in fire protection.

The following staff have been promoted:

HEADQUARTERS:

Mr G. N. Bhongade as Senior Security Officer.

COMMERCIAL DEPARTMENT:

As Asst Station Superintendents: Messrs A. D. Pandhar, V. Raveendran; D.C. Amariwala, Jai Ram (Delhi), M.T. Rajguru, M.N. Date, K. Kuppuswamy (Calcutta), N.H. Pathan (Anand), S. Dutta (Calcutta), R. Sundararaman

(Calcutta), K.A. Mani, B.M. Khanna (Delhi), S.S. Virk (Delhi), R.K. Harjai (Delhi), C.P. Kalra (Delhi), V.K.K. Menon (Delhi), B. Singh (Delhi), M.M. Saxena (Delhi), A.K. Ray (Calcutta), G.N. Gomes, N.V. Ramachandran; R. Nambiar, M.R. Bhide, and S.K. Salian; Ms Anita Prakash (Delhi) and Ms R. Arora (Delhi).

PLANNING DEPARTMENT:

Mr S.P. Tare as Asst Station Superintendent.

INFLIGHT SERVICE DEPARTMENT:

As Deputy Managers: Messrs R. Ireland, C. Shanker, R.N. Rai, M.P. Edekar, T. Pinto, N.N. Umrigar, D.P. Bharucha, S.R. Verma

and Ms M.M. Condillac; and Messrs A. H. Fernandes, N. M. Pardiwala and K. Dewan as Station Managers.

CIVIL WORKS & PROPERTIES DEPARTMENT:

Mr M.V. Sabhani as Secretary to the Controller of Civil Works & Properties.

PERSONNEL DEPARTMENT:

Messrs K. K. Mukundan and P. M. George as Personnel Officers.

ON THE MOVE... Up

IS LRC AN INSTITUTION?

Members discuss its role and function

THE LABOUR RELATIONS COMMITTEE met a number of times in the last three months. In a meeting held at Santa Cruz in late December, the role and function of the LRC was debated with uncanny fervour. S.V. Navre initiated the discussion supported by K. Mukundan. However, it was T.K. Chatterjee who made an impassioned speech comparing the actual functioning of the LRC to the one envisaged under the Air Corporations Act of 1953. He alleged that the LRC was not being treated as an institution and to prove his point added that it did not even have an office; this fact DPIR P.V. Gole conceded, and confirmed that space would be provided for one. Mr Chatterjee felt the need for direct communication between the elected members and the electorate and suggested special boxes put up at various places where staff could address their grievances to the LRC. Supporting his argument, he asked why minutes of LRC meetings are not being sent to foreign stations. He decried the fact that none of the nominated members were on the Air-India Board and consequently the LRC had no clout. As an interpolation on regularity of attendance by nominated members, S.R. Shenai informed the Committee that it was sometimes difficult for Heads of Departments to attend the LRC meetings since the dates were postponed very often:

Continuing his statement, Chatterjee pointed out that while LRC in Air-India bears no semblance to that in Indian Airlines, a parallel was constantly being drawn between the two carriers. He felt that this was anachronistic. He also deplored the situation that a number of issues raised by LRC were not being taken seriously by departments and as a result several issues were left unresolved. He concluded by emphasising that both the employees and the Management of Air-India must respect LRC as an institution and due weightage be given to its suggestions.

ROLE OF LRC

In reply, Dy DPIR S.K. Nanda said that LRC has always played an important role and will continue to do so. Referring to the scope of LRC, he cautioned that it was vitally important that the Unions could not be by-passed or overlooked and that subjects which need to be discussed with the Unions, must not be brought up on the LRC agenda.

Continuing with the debate, Mr Gole mentioned that in the legal sense the Corporation meant the Board. However, the Board deals with only broad policy matters and as far as executive matters are concerned, the Corporation means the Management Committee. He agreed with Mr Chatterjee that the Minutes of the LRC should be sent to foreign stations as well, and added that the number of members in the LRC be increased. He reassured members that LRC was functioning very well over the years and its role has even been appreciated in the report of the National Commission of Labour. He informed members that LRC had recently taken up the issue of encashment of leave during service and at retirement and both these suggestions had been approved

by the Government. He, however, firmly stated that LRC is an advisory body and it was for the members to advise the Management on issues excluding those that come under the purview of the Unions. He concluded that the implementation of a Management decision is a part of administration and LRC must not get involved with it.

HOLIDAY HOMES

Among the other subjects discussed was the need for a separate Solicitor to handle housing matters. The Chairman reserved his ruling for another meeting after necessary details had been col-

lected. The issue of a holiday home at Lonavala once again came up for discussion and P.G. Bhandarkar assured members that he had personally visited some of the places, both at Khandala and Lonavala, and was hopeful of taking a decision on a permanent holiday home very soon: At the same time the Committee was informed that the owner of Nedou's Hotel at Srinagar had agreed to provide two additional suites for Air-India staff and the matter is presently being negotiated. Mr Nanda confirmed Management's approval to a holiday home at Darjeeling; action would be taken very shortly.

STAFF QUARTERS

At a stormy meeting held in early January, the elected members raised the issue of irregularity of allotment of housing quarters in the Air-India Housing Colony. S.K. Nanda explained that temporary accommodation was provided to staff who were on transfer and the occupants had already been asked to vacate the flats as soon as suitable accommodation outside the colony was available. Members were assured that allotment of staff quarters was done strictly according to the wait-list and there was no exception to the rule. Only in special cases where a

staff has been transferred from another station was temporary accommodation provided.

There was a discussion on how the wait-list should be prepared. Mukundan suggested the wait-list be prepared on the seniority of the employees. Shenai and V.R. Kulkarni differed on the subject. However, the general consensus was that the allotment of quarters should be done on the basis of ranking in the wait-list, with consideration for special cases. The Committee agreed that whatever the dilemma of a particular staff, the final decision must be taken by the Housing Allotment Committee alone.

was an important aspect and the Management would go all out in helping staff in acquiring their own houses.

FREE PASSAGES

On the subject of free passages, Mr Chatterjee argued that employees should be given priority over brothers/sisters of employees in respect to free passages. The Secretary, however, countered that since the employee transferred the passages to his immediate relatives, those relatives were equally entitled to the facility of free passages and hence there was no reason to discriminate. Kulkarni agreed with



LRC in session at Madras recently.

Taking up another item on the agenda, Navre stated that medical and canteen facilities provided at Bombay were not available at other offline stations. He gave the instance of a staff member in Hyderabad who was denied certain medical facilities. Dy DPIR Nanda however, informed him that since the medical rules were recently introduced, some of the staff as well as officers were not aware of the increase in advance towards hospitalisation expenses. He agreed to get the medical rules printed and circulated to all departments once again. Navre also mentioned that Canteen facilities at offline stations were not on the same scale as provided at online stations. Mr Gole in reply said that it was not possible for Management to give large-scale facilities as provided to online stations. However, adequate facilities are provided according to staff strength at each station:

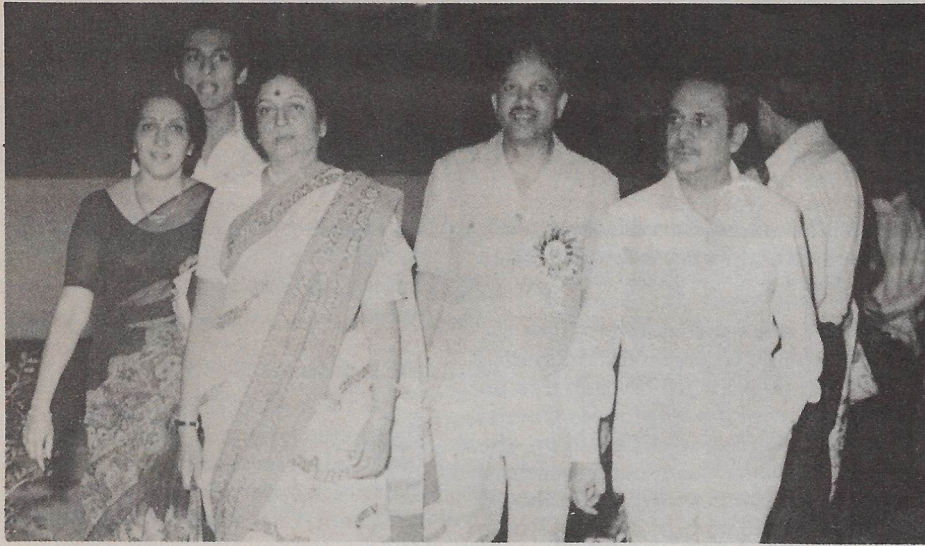
The Chairman informed the Committee that housing loan applications for allocation of Rs.2.5 crores were pending in the Welfare Section. In view of the present escalation in construction costs, the Chairman requested that a provision of Rs.2.5 crores be made in the 1980-81 budget for housing loan. It was agreed that housing

the Secretary. K.K. Gadgil, however, had a different opinion. He felt that since the employees take leave for a certain period, they should be given priority over non-employees. After a brief discussion, the Chairman informed the Committee that the matter would be examined in detail in all its aspects and decided in consultation with the Passage Committee.

The last meeting of the LRC was held in Madras early last month and besides confirmation of the Minutes of the earlier Meetings, the Committee mainly discussed local issues. Besides the Committee members, S. Srinivasan, Manager—SI and A.R. Balasubramaniam, representing the staff, were specially invited for this meeting. Among the subjects discussed at the Madras meeting were rest-rooms for traffic assistants and telex operators at the airport building as well as amenities for engineering staff. Most of the problems of the Madras staff were adequately handled by the Manager and the minor issues were settled at the meeting itself.

Naosherwan Nalavala

BOMBAY BRIEFS



MD at Gym Celebrations

AT the Golden Jubilee Celebration of Khar Gymkhana at Bombay recently, Air-India's Managing Director, Mr B.S. Das was the guest of honour. Dy Engineering Manager, Mr B.P. Baliga, who is

President of the Khar Gymkhana, along with his wife welcomed Mr & Ms Das. On one of the days of the celebrations, Dy Managing Director, Mr C.L. Sharma was the Chief Guest.

PPC Meet in Bombay

THE IATA Production Planning & Control Committee meeting was held in Bombay recently. Mr B.P. Baliga, elected Chairman of the PPC Steering Committee, presided over the function. Eleven delegates from different Airlines participated in the meeting. Photograph shows (Sitting L-R) Mr S.R. Shenai, Dy Director of Engineering; Mr K. Ahlbom (SAS, Vice-Chairman, PPC Steering

Committee Meeting); Mr M.P. Kharkar, Director of Engineering; Mr B.P. Baliga, Dy E.M.—PPD; Mr N.G. Baz (IATA, Secretary, PPC Steering Committee Meeting). (Standing L-R) Mr T.A. Flinck (AY), Mr G. De.Feraudy (AF), Mr D. Burghardt (LH), Mr D.C. Miller (EA), Mr S. Vinolo (IB), Mr A.W. Keywood (BA), Mr H. Gohara (JAL), Mr M. Houze (SN), Mr K. Benham (CP).



Beverley sprints ahead



Beverley Baptista being interviewed by the roving reporter of Delhi Doordarshan.

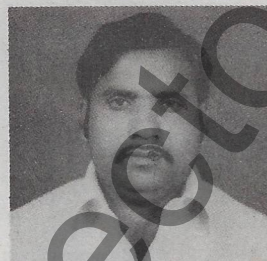
BEVERLEY Baptista, daughter of Norris Baptista of Space Control, was recently declared First Prize Winner in the 100 mts and 200 mts race and lifted the Juniors Individual Championship for Girls at a sports meet in Bombay recently. At another Athletic Meet for Schools organised by Cadbury, Beverley bettered her 100 mts sprint by point 3 seconds and stood first in the 200 mts race as well.

But it was at the National Stadium, New Delhi, where, representing Bombay, Beverley excelled herself by winning the 100 mts race in 13.3 seconds and 200 mts race in 27.6 seconds. She was declared Best Athlete among the junior girls.

She keeps her figure trim by practising Indian classical dancing.

Honour for AI Men

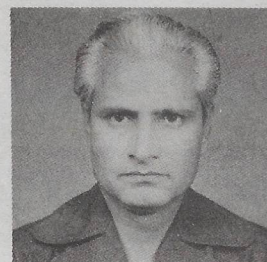
THE Government of Maharashtra honoured the following staff by appointing them Special Executive Magistrates for the metropolitan area of Greater Bombay: Mr D.S. Kamble serves in the Commercial Department at Santa Cruz Airport, Mr R.N. Gaje is a Chief Telex Operator in the Communications Department, Mr V.G. Shetty works for Commercial Manager-Industry Affairs, Mr G.R. Kotian is in the Booking Office, Mr K. D. Sharma is a Sr Works Inspector in the Facility Planning and Equipment Division and Mr M. Valsendra Balan from Engineering Department. All the recipients of the award are active social workers and have rallied to the Government's help in times of need.



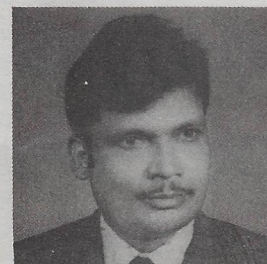
V.G. Shetty



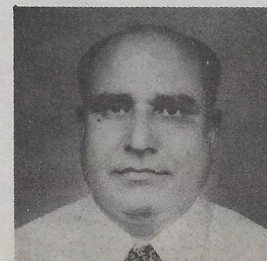
G.R. Kotian



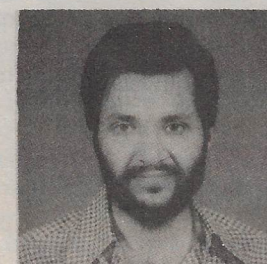
R.N. Gaje



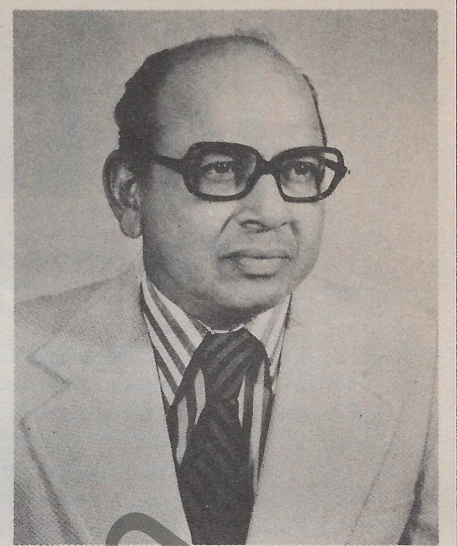
D.S. Kamble



K.D. Sharma



M. Valsendra Balan



New Director of Engineering

MR M. P. Kharkar, 54 has been appointed Director of Engineering in succession to Mr V.N. Herekar who has retired.

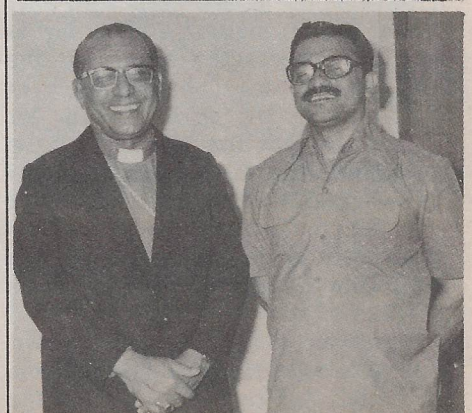
One of our most experienced engineers, Mr Kharkar joined Tata Sons Ltd in May 1943 as an apprentice engineer after passing his Inter Science examination from the University of Bombay. He has held several important appointments in the Engineering Department during the last three decades. He has been Engineering Manager—Overhaul, Engineering Manager—Quality Control and Technical Services and Dy Director of Engineering (Technical) since July 1976.

Mr Kharkar is married and has three children.



Stars on Air-India

FILM stars Rishi Kapoor and Neetu Singh who got married recently left for Hong Kong on Air-India. The Kapoors have planned a round-the-world honeymoon trip. Sales Officer, Ms Kala Banga (extreme right) was present at the airport to see them off.



Archbishop Simon Pimenta seen off at Bombay Airport before departure to Rome by Nelson D'Lima of Sales.

MEMORIES OF AN AIR-INDIA SECRETARY

THE advertisement appeared on an Indian Airlines Staff Notice Board. "Secretary required for Engineering Manager, Air-India, Bombay. Knowledge of Engineering terminology an asset". Eighteen years old, shorthand speed 120 wpm, typing speed 65 wpm and more than a little bored with the Indian Airlines 8 to 3.30 job, I was full of wistful dreams about how nice it would be to spend holidays abroad! I was also mystified about the young aviation pioneer, Mr J.R.D. Tata, who, when God said 'Let there be light' countered 'Let there be air' and lo and behold created Air-India, which evolutionised from Puss Moths, Tiger Moths and other Moths to a fleet of Constellations and mammoth jets which today zoom across continents like shooting stars.

Coming down to earth, I was surprised to receive a date for an appointment in Bombay with Mr E.H., Engineering Manager, Air-India, Bombay. Pleasant, but to my dismay, not exactly forthcoming, I instantly called him 'Rock Face' in my mind. We covered quite a bit of ground, and later I realised how much he had got out of me with a few terse questions and a lot of searching looks. I babbled like a brook, which I always do when I'm nervous, and he seemed impressed with my impeccable record, but I could form no idea of what he thought of me as a person.

My friend back home, Jean, asked me what my boyfriend would say if I went flying off to different parts of the world? I told her I felt sure my boyfriend would bear parting quite easily, and suggested she continue dating him, since he took either of us out with happy impartiality.

I scanned the post each day, to eventually find an envelope offering me the job. I rang up my sister in the evening and asked her what she thought about my taking up the job. She said it sounded very interesting. Then she told my dad, who said to me later, what was all this about my going to Bombay? What did I know about this new boss E.H.? I smoothed him down and assured him that Air-India was well-known and respected. Also, I was 18 years old, had been out in the big world for a while now and was quite capable of dealing with any situation that might arise. Dad said I didn't know what I was talking about, but warned me not to start smoking and drinking over there. If I couldn't get decent Vimto he said, stick to water.

FIRST day in the new office. Had a long hard day, cramming information into my bewildered brain. I took dictation from E.H. who made only the following remarks "Good morning, hope you are settling in well" and "Thank you, that will be all". I felt worried about his non-recognition of me as a human being, but realised he had a powerful mind hidden behind an impassive facade. Definitely a man to reckon with, and certainly a man to respect.

Next day committed a minor indiscretion and felt an utter fool. Had lunch with a Jr Typist and questioned her cautiously about E.H. Jr Typist said, "Of course E.H. is a clever man, but an absolute fiend for work. I am really sorry for you." I asked what

his wife was like, and she said, "he has a wife but he is married to the Engineering Department", I realised the conversation, was a bit out of hand and ended it by saying I had dealt with difficult men before this, and that it would take more than Rock Face (E.H.) to upset me.

I forgot this conversation, till the next day when the Office Assistant apologised for being unduly bossy, but everyone in the hangars had suddenly taken to referring to E.H. as 'Rock Face', and the rumour was that the name had started with me. I was later warned by another colleague that the Jr Typist had the brains of a bird, so I vowed to give her a wide berth.



As it turned out, I discovered, the Jr Typist was right. Rock Face was a fiend for work. One day he dictated an immensely long report, over which I took great pains. I arrived back from lunch to find the report on my desk covered with alterations in his squiggly green handwriting, with a message to say, would I please have it ready for him without fail for a meeting at 2.30. I tore into the beastly thing and finished the task - the typewriter red hot and quivering, at 2.32 precisely. I was just shuffling the pages together when Rock Face walked in through one door, said "Thank you," took the report from my hand and walked out from the other door. He returned at 4.30 and sent for me. He said he had just returned from a very important meeting and declared, "I found page 10 missing, where is it?"

After a brief mental blackout, I said I would look into the matter. Went back to the office, looked into my wastepaper basket, Jr Typist's wastepaper basket, my 'In' tray, her 'Out' tray, filing cabinet, under desk, under typewriter - no page 10. I went back to Rock Face and told him that either page 10 had disappeared into thin air or else in a moment of stress, I had omitted to re-type it. Rock Face said this seemed to be the most likely explanation, and he hoped this sort of thing would not happen too often. If work at this level of pressure was too much for me, now was the time, he said, to say so. I fixed my eyes just above his head and said I was quite sure the work would not be too much. I would see to it there was no further cause for complaint and retreated feeling like a parlour-maid apologising for breaking a plate. I went home filled with black depression, took an aspirin and went to bed.

I arrived in the office early next day to find a sheet of paper, lying on top of my typewriter with a pencilled note attached: "Dear Miss, I found this in E.H.'s cloakroom and thought it might be something you didn't want thrown away. Signed: Peon". This was of course page 10. I took page 10 plus the Peon's note and placed it on Rock Face's desk. He entered the office, picked up page 10, read the note and looked slightly ruffled for once. He apologised, and I weakened and said, not at all, etcetra, and he said he had had a yellow fever inoculation the day before, which was giving him hell, and could we make a fresh start.

It was nice, but reminded me I last wore a navy-blue dress in school. I confided my worries about Rock Face to Dad, who said he must be shy and I must try to put him at ease. The mind boggles!

DAYS passed with Rock Face and I advanced cautiously towards better mutual understanding. Or so I hoped. One day he asked me to put up suggestions on day-to-day working at the offices. He spoke quite meekly, but I had a feeling he was amused. I came back from the hangars burdened by stacks of highly confidential papers, entrusted to me for conveyance to the Office Confidential Filing Cabinet. If only Rock Face knew how the B.E.S.T. made steady profit out of my lost handkerchiefs and umbrellas, he would not be so confiding.

The years passed, typing memos, cables, making lunch reservations, attending meetings and also twiddling my thumbs - the last not covered by the Secretary's Handbook! Times have changed and so have Managers but I feel calm, contemplative and successful. Now I begin to wonder whether success is really that important, and like Lord Mancroft says in Punch, when he shares the views of the late W.C. Fields - "If at first you don't succeed, try, try again. Then give up. There's no point in making a damn fool of yourself".

I don't know what luck contributed to my first success, but I do know what degree of luck entered my last success, the details of which are to be found in the Marriage Register for April 23, 1955.

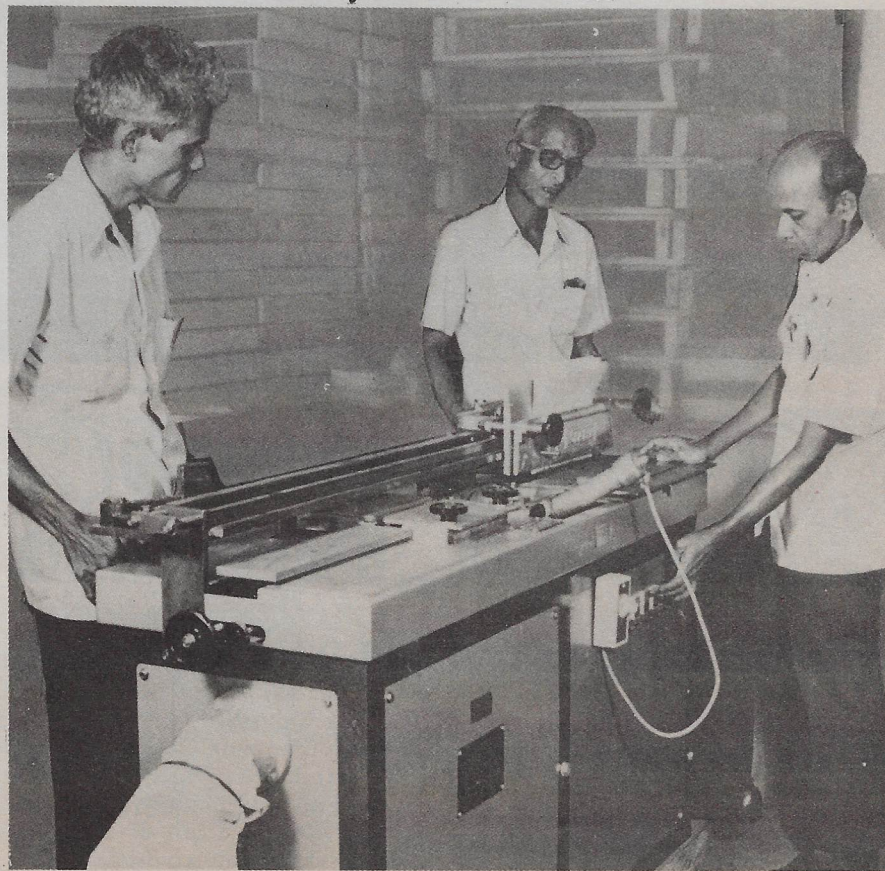
PRESS INSTALLS BINDING MACHINE

AIR-INDIA PRESS has recently installed a Minabinda Perfect binding machine from Sulby, UK. The new machine automatically binds reports, manuals, brochures and other items of any length up to 432 mm (17"). In just fifteen seconds any thickness of paper up to 45 mm (1 3/4") can be securely bound with or without covers.

An adhesive control enables the volume of glue applied to be adjusted to match the width and nature of the spine. A thermostatic heating system brings the adhesive to the correct operating temperature.

With a cycling speed of 250 books per hour, almost anything that's printed and needs a cover can be bound by this Sulby binder.

Shivram Tawate from the binding section operates the new machine. Assisting him (L to R) are Manohar Jadhav and Mahadeo Taikare.



New Boeing 747 Arrives

AIR-INDIA'S ninth Boeing 747 "Mahendra Varma" VT-EGB landed in Bombay at 0450 hours (local time) on February 22, 1980 after a non-stop flight from London. The aircraft, which was accepted on behalf of Air-India by the airline's Technical Manager, Mr Om Sawhny, left Seattle at 1400 hours (LT) on February 20.

On the Seattle-London sector of the delivery flight Capt Z.K. Lalkaka, Deputy Operations Manager (Central Division) was in command. After a six hour halt in London; the aircraft took off for Bombay under the command of Capt S.S.N. Razdan, Deputy Operations Manager (Training Division).

With the addition of "Mahendra

Varman", Air-India now has nine Boeing 747s and nine Boeing 707s. The tenth Boeing 747 VT-EGC, "Harsha Vardhana", is expected to join the Air-India fleet in the first week of April. This will mark the completion of Air-India's current fleet expansion programme.

Scott's Attempt



FOLLOWING the successful climb of Nuptse by Doug Scott, he and his family returned from India on our services together with Brian Hall (left) one of his team members. After his successful ascent of Nuptse, Doug Scott attempted the West Ridge of Everest with a group of four companions. They tried to do this without oxygen and without sherpas, but sadly their attempt was abandoned because of the weather conditions encountered by them. Doug Scott and his family travelled Air-India on their outward and return journeys.

BAGTRAC Launched

A worldwide automated baggage tracing service, jointly developed by IATA and SITA, will be offered to the air transport industry as of March 1, 1980.

This service, to be known as "BAGTRAC", will facilitate the speedy recovery of misrouted passenger baggage for all participating airlines. The need for such a standardized system, which will allow information exchange both within a given airline as well as between airlines throughout the world, has long been in evidence.

IATA will be responsible for the overall administration of the service, while SITA will provide the technical support using its GABRIEL data processing centre located in Atlanta, Georgia, connected to all Member airline offices through its worldwide telecommunications network.

In its preliminary phase, the BAGTRAC system will be based on teleprinter messages indicating lost and found baggage. In a second phase, to be implemented later this year, real-time service will be provided utilizing airline agent set display terminals, as already in use for passenger seat reservation functions.

Golf Tourney, Weisbaden

THERE was a great deal of excitement at the annual 'Maharaja' Golf Tourney held at the Rheinblick, Weisbaden, recently.

A special thrill was provided by famous Golf Pro Tony Jacklin who gave away the trophies and also demonstrated some of the finer points of a Golf Swing at a workshop held immediately after the tournament.

"All you have to do", he said, "is to swing easy and finish high and the ball will fly like an Air-India Jumbo Jet!"

Photograph shows Tony Jacklin (extreme right) presenting the trophy to the winner, Peter Elpelt. Low profile 'hole-in-one' Sydney Fernandes, our Manager-Germany tries to look as if it wasn't a fluke.



Prize for Bhopal Couple

MR and Mrs V.S. Muley were judged the best dancing couple at the Rotary - Air-India Dancing Competition held in Bhopal recently. The couple happily accepted an Air-India Bombay-Delhi-Bombay ticket. The programme was organised by the Rotary Club of Bhopal in collaboration with Air-India.



Swinging with Father

"LADIES and Gentlemen: Please fasten your seat belts and extinguish your cigarettes. We will be landing at Honolulu International Airport in a few minutes". Hence began my week long vacation at this paradise city. Green as ever Honolulu is completely surrounded by the crystal blue waters of the Pacific.

My first stop at Honolulu was the world famous Waikiki Beach. It is crowded with people at any time of the year. The sea here is not steep and there are no underwater currents. The water is also extremely clean and clear. This is what has made the beach famous. Sunset does not mean the end of the day on Honolulu. Surrounding the beach are an infinite number of restaurants all of which have a Hawaiian band as well as the Hawaiian dances which are feast to watch. After dinner one can take a walk down Waikiki, I mean the main street also called Waikiki. Here you will be dazzled by lights and Hawaiian music. Shopping centres are open till midnight and restaurants open for God knows how long.

It is impossible to stay in Honolulu without making friends with a few of the Islanders. They are a happy-go-lucky people, and enjoy themselves as much as the tourists. Anyway, when one comes to Honolulu it is customary to visit Pearl Harbour. It's a short cruise from Honolulu harbour and an experience one can never forget. It takes you past the "Arizona Memorial" named after the ship that was sunk there by the Japanese. It takes you right into "Battleship alley" showing you one of the actual ships that was sunk there in World War Two.

A tourist visiting Hawaii can never miss seeing "Paradise Park". Situated in a valley an hour's drive from the city it is a Botanist's Paradise. A tourist can never forget the speciality of Paradise Park, the Macaws. These birds infest the Park and they are the firm opposition of the rule "Silence is golden". There is also a parrot show in which the parrots perform certain remarkable deeds.

I tell you friends, the day I left this paradise city I left with tears in my eyes, swearing to come back one day.

*Neville Parakh,
(Son of Jangoo Parakh,
Manager-Tourism)*



ON THE BAT Mr K.G. Appusamy (who needs no introduction), was invited to give away prizes at the first Air-India Agents/Interliners Table Tennis Tournament held in Madras recently. Ms Prabha Narasimhan was the winner in the Women's Singles while Mr K. Gururajan was the winner in the Men's Singles. Photograph shows Mr Appusamy (extreme left) and Mr S. Srinivasan, Manager-Southern India along with Mr J.V.J. Subramaniam, Secretary of the Air-India Sports & Recreation, pose with the winners.

SOS: Calling all Hostesses

(Editor's Note: After much thought, we decided to publish this entirely authentic letter in the Magic Carpet, with-holding only the identity of the author, who hails from Madhya Pradesh. All replies marked 'Confidential' and addressed to "Mr S.N. C/o Editor, Magic Carpet" will be forwarded to him).

PLEASE forgive me this unusual Personal Request. But, my LIFE needs very kind attention of your good self and your officers.

The Real Favour that I seek from your goodselves is to very kindly handover this letter to any Airhostess who is about to leave you for a married life. I trust a beautiful, cultured and sweet girl from your organisation can save an introvert intellectual like me. NO DOWRY. I would like to settle down with her — anywhere she likes, by any type of marriage she chooses. I am an admirer of beauty. I shall never forsake her, whatever she does.

I expect her to be 5'-6" (160/170 cm) high, God-fearing and willing to live vegetarian life. No bar of province, language, divorcee (Religion). Age 28-38. I want only non-brahmins. I am a bachelor. I am a strong man of nearly 50, as active as of 35 years. I am a silent, peaceful, non-smoking honest man — I sing Bhajans and lead a pure life. I earn enough in my work; I teach yoga, Thought-Power and Science & Control of Mind. She can teach many ladies, once she learns from me. I have no property. My parents have left this world. I am terribly alone — a sentimental man. I need her protection. I once lived in the Himalayas. I addressed several Rotary Clubs and few Universities. Will she/they be kind enough to write by Regd Post? I have visions of Dieties every day (also in dreams). Do kindly favour me with plenty of sweets — if you kindly tell the girls to handle the gem in me carefully.

Culture on Display

MY congratulations to Air-India for having selected an excellent theme for the 1980 calendar.

This calendar has not only projected India's cultural heritage and traditions,

but has also revived nostalgic reminiscences of bygone days. The Mughal kings invariably encouraged the growth of these arts and thus paved the way for artisans to excel themselves as superb craftsmen. And even today India is renowned the world over for its superb skill and craftsmanship in Jewellery.

The calendar also needs to be appreciated for its excellent colour combination and layout. There has been a harmonious balance of coloured space and the printed matter. The introductory sheet with explanatory notes bring forth a detailed study and research on the theme, and gives an opportunity to the layman to learn.

Hats off to Air-India, especially at a time, when the price of gold jewellery has been zooming.

Surendra S. Gupte
Finance & Accounts Dept.
Santa Cruz.

Farewells

ALL farewell parties given to staff on retirement have left a very sad impression on my mind. It makes me think of the lonely journey which my colleagues are going to undertake. Most of us tend to feel that our responsibility ends, when we offer a cup of tea on retirement day.

I suggest the entire staff contribute a small sum of money from their salary each month. In a short time this will accumulate into an enormous fund. A part of this fund can be presented to each staff on retirement.

V.R. Sreedharan
Commercial
Calcutta

Putting Curbs

THE greatest attraction of Air-India is the facility of free air passages. Compared to 1958, when I joined Air-India, the staff has increased four-fold. Due to the facility being extended to brothers and sisters of staff, the number of people eligible for travel on subject to load basis becomes enormous. Considering the above fact I have some suggestions:

- * No passage facility should be given to brothers and sisters.



- * Only once in three years passage to be given on either Hong Kong and Singapore sectors.
- * Not more than two trips on these sectors be allowed in 10 years.
- * No advance passages to be given for these sectors.
- * Fool-proof method to be followed for this facility, in order to have no complaints from staff.

D. V. Kashalkar
Inspector 'A'
Engineering

Interesting

ON going through the January 1980 issue of the Magic Carpet — I read an article by Mr M.S. Balasubramanian, Engineering Manager, about "the methodical man". It made interesting reading. I would welcome more of such light-hearted articles.

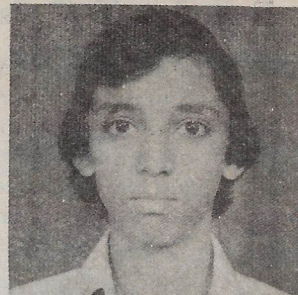
Gratitude for GI Scheme

I was very happy to read the circular about the Group Insurance Scheme recently introduced by the Management.

I would like to convey my personal gratitude to the Management for having introduced this Scheme for staff family welfare. With this scheme, I am sure, every staff member must have heaved a sigh of relief to know that there is somebody to look after his family in the event of an unfortunate happenings.

Shreeram Halbe
Senior Dy Manager, Crew Scheduling
(Operations) HQ.

ACHIEVERS



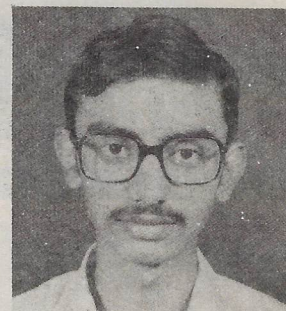
Govind K. Charaniya, son of Mr K.B. Charaniya of the Communications Department, passed the Secondary School Certificate Examination with distinction.



Mr Bhagwant Rai, Stenographer in the Commercial Department, New Delhi, has passed B.Com Examination from the University of Delhi in the second division.



Sumita, 13, and Madhumita, 11, daughters of Mr S. Ghose of Reservations, Calcutta, have passed "Sangeet Bisharad", 4th year degree course examination in the second division, and "Sangeet Bhusan" diploma course, 2nd year examination in the first division with distinction in sitar from Pracheen Kala Kendra, Chandigarh, respectively.



Manu Kant Sood, Son of Capt R.K. Sood, was ranked twelfth in Maharashtra at the H.S.S.C. (Std XII) Examination, securing 87% marks, and has topped Bombay in the medical group subjects with 96% marks. Academically consistent, he was ranked 22nd at the S.S.C. Examination, and was first in Jai Hind College in the F.Y.J.C. (Std XI).

CROSSWORD

CLUES

ACROSS:

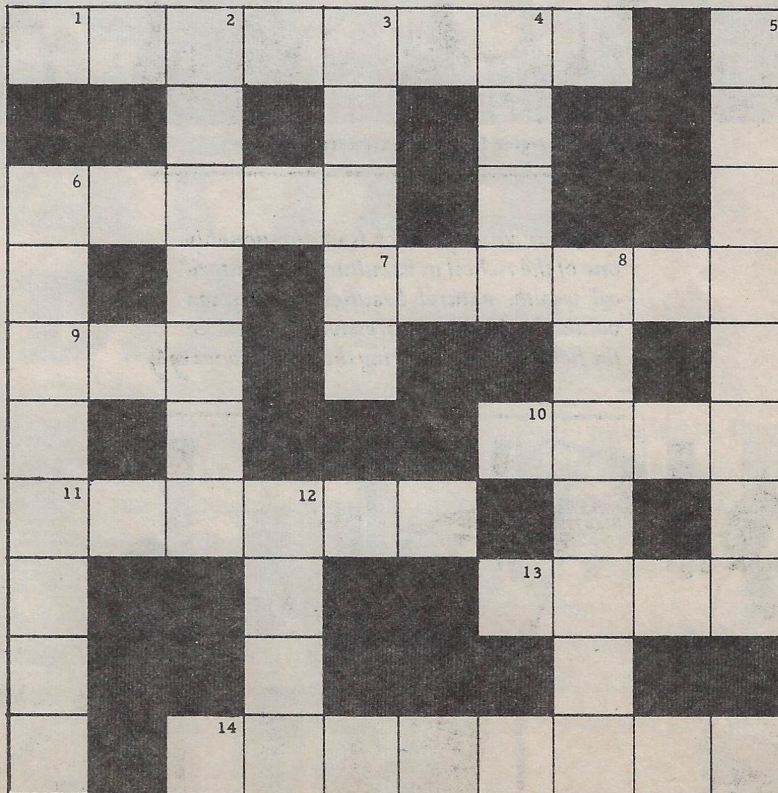
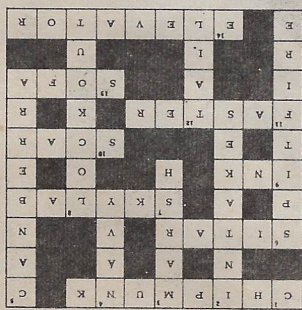
1. North American squirrel for trainees.
6. The heavenly body is musical when I am in it.
7. American spaceship causes panic.
9. It records, it stains and, with a pea in front of it, it blushes !
10. Chartered Accountant in Southern Railway may leave a mark.

11. A fighter pilot mixes it to be speedier.
13. This and no farther makes you relaxed!
14. Does it make an aircraft taller?

DOWN:

2. Not outside receivers.
3. Hurts all over to bog you down.
4. Yvan returns to keep afloat.
5. This bomber capitalises in Australia.
6. This fighter ejects flames from its mouth.
8. The fastener is not in; causing agitation and drastic action.
12. Can a Jumbo wag it, if pleased?

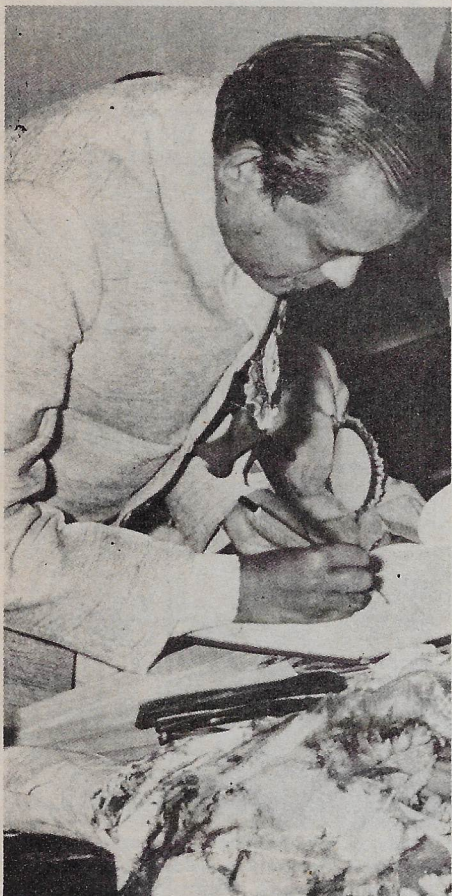
(Compiled by A.K. Basu)



MINISTER VISITS AIR-INDIA

MR J. B. Patnaik, our new Minister for Tourism & Civil Aviation, paid his first visit to Air-India headquarters in the last week of February. He spent two days meeting the Managing Director and senior Air-

India officials with whom he discussed the activities of the Corporation. He also went round our complex at Santa Cruz. Capt D. Bose, Director of Operations, took Mr Patnaik for a brief ride to Hong Kong and back in the 747



Mr J. B. Patnaik, minister for Tourism & Civil Aviation, signing the visitors book

“Tourism itself as an industry is relatively young although travel and man's urge to travel beyond his immediate surroundings is as old as man himself. The Upanishads exhort man to leave his narrow surroundings and travel on and on to realise his destiny.”

J. B. Patnaik

simulator. Mr K. L. Ramchander, Dy Director, Inflight Service, showed Mr Patnaik round the training area including the 747 mock-up. The Minister spoke to a few hostesses under training. The 747 hangar was visited briefly and Mr M. P. Kharkar, Director of Engineering showed Mr Patnaik the interior of our latest acquisition, “Mahendra Varman”.

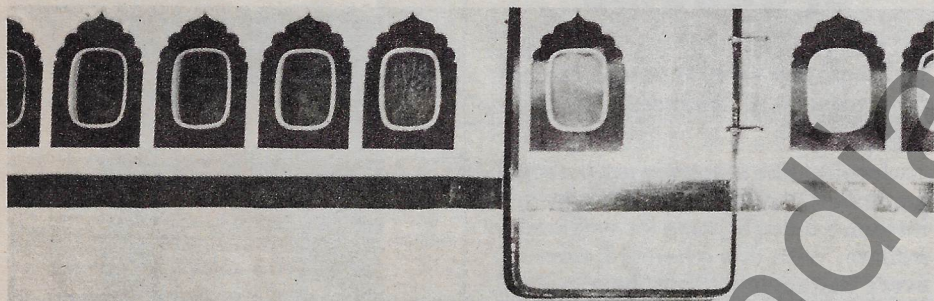
Finally, the Minister visited the computer centre, the intricacies of which were explained to him by Mr P. Jayant, Dy Director, Management Services.

The Minister also delivered the keynote address at a Seminar organised by the International Tourism Council in the Air-India auditorium.



Disembarking from “Mahendra Verman”.

“From tourism our foreign exchange earnings jumped from Rs.45 crores to Rs.338 crores during this decade. In 1978 tourism ranked 6th in order of India's earning through exports. The important thing is that tourism is the only industry which earns huge amounts of foreign exchange for this country without depleting the country's resources and without actually exporting any material goods.”

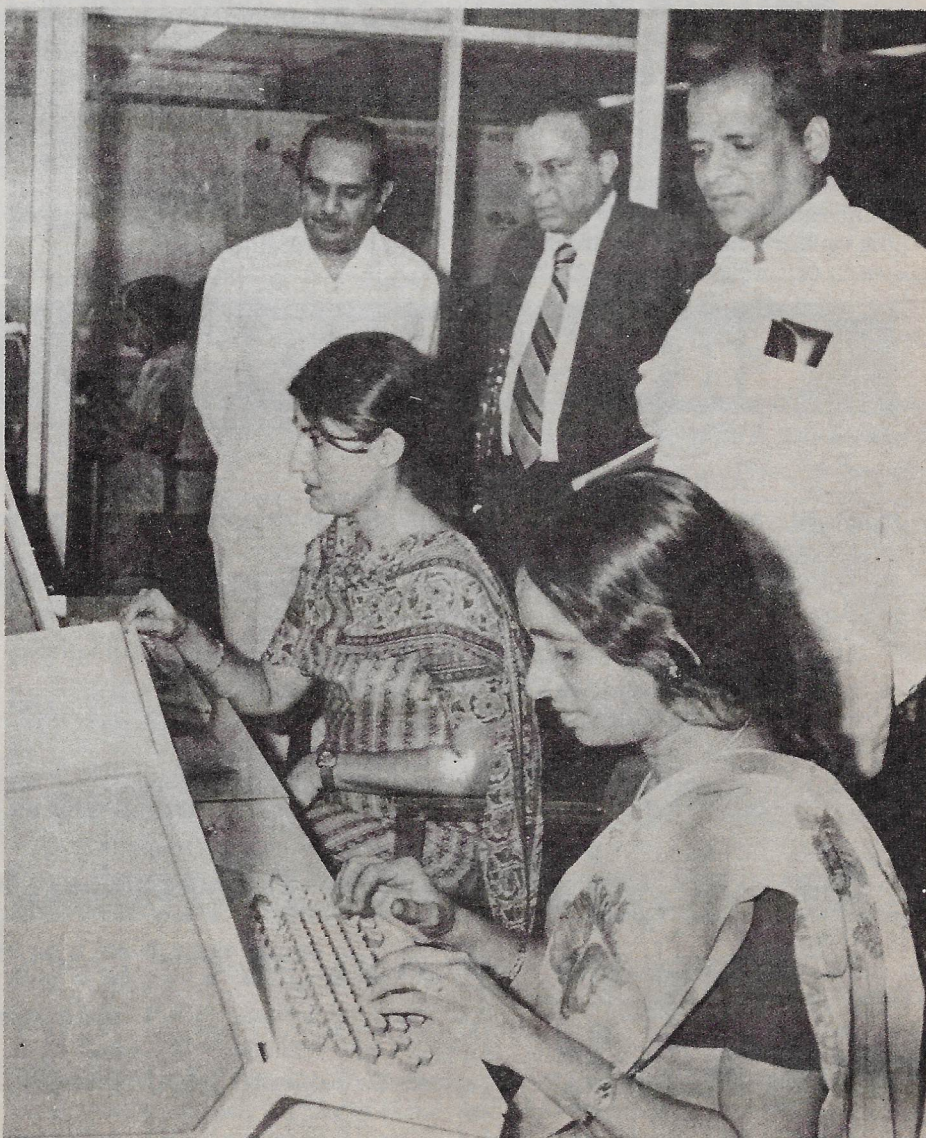


Emerging from cabin crew training area.

“Our country which is unquestionably one of the richest in its cultural and historical wealth, natural beauties and human values has made impressive progress in the field of tourism during the past decades.”



Besides the 747 simulator.



Watching computer reservation staff in action.