

Magic Carpet

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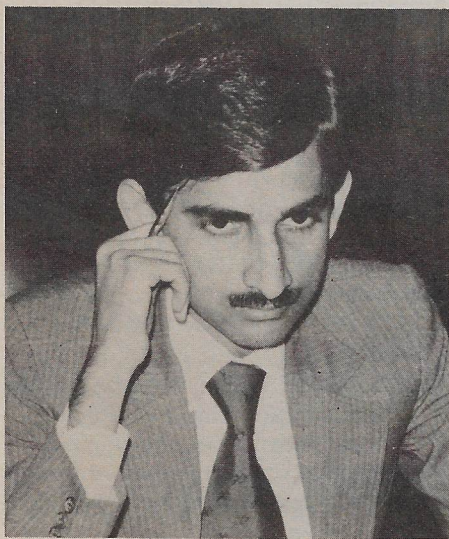
TEN PERCENT DIVIDEND

A CHEQUE FOR GOVERNMENT

Last month, Shri Khurshed Alam Khan, Union Minister for Tourism & Civil Aviation, presented a cheque of Rs 7.24 crores to the Finance Minister, Shri Pranab Mukherjee, being the dividend of 10% on the equity capital of Air-India.

Air-India's total capital, all of it contributed by the Government of India, amounts to Rs 148.73 crores, divided equally between equity and loan capital. The dividend was on the basis of the results for the year 1982-83, in which Air-India made a record profit of Rs 38.04 crores.

The Finance Minister congratulated Mr Raghu Raj, who was also present, on Air-India's excellent performance.



Harsh Vardhan Vayudoot GM

MR HARSH VARDHAN has been appointed as the General Manager of Vayudoot, which is the third level feeder air service established in India by the Government. Mr Harsh Vardhan took over his new assignment on August 4 after being with Air-India as Executive Assistant to the Chairman-cum-Managing Director.

Having started his career with M/s Sylvania & Laxman Ltd, an Indo-American organisation, as Marketing Executive, Mr Harsh Vardhan came to Air-India in September 1980. In Air-India he has been a guiding spirit in streamlining marketing strategies and yield improvement programmes. He was responsible for launching 'Decision Laboratories' and 'Efficiency Weeks'. His presence was greatly felt as the Chief Co-ordinator for Air-India and the Hotel Corporation of India during the Non-Aligned Meeting and he played a pivotal role during the recently-concluded Asian Games as a member of the General Body of the Special Organising Committee.

Mr Harsh Vardhan is a gold medalist from the Podar Institute of Management, University of Rajasthan in

Honour For Our Employees

ON the occasion of the 30th anniversary of the nationalisation of the Air Transport Industry in India on August 1, 1983, Mr Raghu Raj, Chairman and Managing Director presented long service mementoes and merit awards to the employees of Air-India at the Dinanath Mangeshkar Hall, Vile Parle.

Honouring those with 25 years of service and more, the Chairman awarded Long Service Mementoes. Eightythree staff who have completed 35 years with the airline received a special plaque and over 200 people with 25 years service received a watch and a service pin. In addition, 40 air-hostesses were also awarded a wrist watch and service pin for having completed 10 years of flying.

Among the AI sportsmen for whom special felicitations were announced, included Mohinder Amarnath 'Man of the Match' at the third Prudential World Cup Final and tennis player Sashi Menon. Besides the 51 sportsmen, 57 employees received merit awards.

Acknowledging the dedicated and loyal service of the employees, Mr Raghu Raj said, "I have always believed that in the ultimate analysis man management should be the most important thing in the management philosophy and the success of an organisation depends purely on how its human resources are utilised. You may have the latest and the best equipment, but if you do not have the human resources, then the organisation cannot attain the heights of excellence or, having somehow managed to reach there, cannot remain there for long."

Before the award giving function there was a 10-minute Naga and Pooja dance programme put up by the AI artistes group.

The names of the recipients are on page 3. □

Central India and is a recipient of the Raja Ram Deo Podar Award for outstanding academic achievements. He is a Member of the Delhi Management Association; All India Management Association; and Founder Member of the Podar Institute Alumni Association. His appointment with the Vayudoot at the age of 27 makes him among the youngest Chief Executives in the country. □

AI among top three

IN one of its recent reports, Air Transport World, the prestigious aviation publication published in Washington D.C., has ranked Air-India third among the world's airlines in terms of operating profit. Thai International occupies the first position with an operating profit of 83.26 million dollars, and US Air second with 79.34 million dollars. Air-India's operating profit is 63.72 million dollars.

It is significant that Air-India is far below the top 25 in terms of fleet size

— the first (United Airlines) having 335 aircraft and the 25th (Varig of Brazil) having 62 aircraft, while Air-India has only 18; nevertheless, Air-India occupies 23rd position in terms of operating revenue (708 million dollars).

Thanks to several strategic and well timed measures taken over the last two years, to reduce the breakeven load factor of operating its fleet, Air-India has shot up to the third position in terms of operating profit. □

GSD Headquarters at NIPTC

THE new headquarters building of the Ground Services Department at Bombay Airport was opened by Capt D. Bose, Deputy Managing Director, on July 8, 1983. He cut the ribbon amidst loud applause from the assembled staff and later lit the traditional lamp. Built as an annexe to the workshop opened last year, it will house the administrative offices of the Department at a central location in the new GSD complex near the new International Terminal Building.

Among those present on the occasion were Capt C. P. Narayanan, Director of Operations, Mr H. C. Kapoor, Director of Engineering, Mr P. D. Marathe, Controller of Stores & Purchases, Mr M. P. Patkar, Controller of Civil Works & Properties, and Mr J. J. Naegamvala, Dy Director-Inflight Service. Also present were some of the retired executives of the Department including Mr D. P. Nimkar, former Director of Ground Services who was responsible for selecting the present location for the Ground Services complex.

Speaking on the occasion Capt D. Bose said that he was happy that the

Ground Services Department was now moving into its own building. With the Transport Workshop also moving to this area soon, the GSD should be able to function better, he said. Capt Bose congratulated the Civil Works & Properties Department for completing the work on schedule.

Earlier in his welcome speech, Mr V. R. Subnivas, Dy Director-Ground Services, said that this was another milestone in the history of the GSD. With the completion of the first floor of this building which had cost Rs 30 lakhs, he continued, it had become possible to house the Technical Services Group, the Central Administration Division, Cost Control Cell, Efficiency Research Cell, all in one location and near the maintenance workshop and the Ramp Operations Division.

Mr Subnivas expressed his appreciation for the plans made by his predecessors for bringing all the GSD facilities together. He said that in the next phase a transport complex will be built nearby; also a second floor would be added to the annexe to house the training centre. □

New Chairman of S.I.T.A.

Our Controller of Communications Mr G.D. Dubey takes over as the Chairman of S.I.T.A. (Société Internationale de Telecommunications Aeronautiques) from September 1, 1983.

He was unanimously elected to the post by the 25 member board constituting representatives from British Airways, KLM, Singapore Airlines, Varig etc. Our heartiest congratulations! □



RANDOM JOTTINGS

by Smokey Mind

WHO was the humorist who said: 'Giving up smoking is the easiest thing in the world, I've done it dozens of times!' Well, I think I can safely put myself into that category, having metaphorically (and, at least on two occasions, literally) thrown my cigarettes out of the window with a firm resolve never to touch the foul weed again, at least seven or eight times. Once it lasted for nine long months. And contrary to popular supposition, one does not go back to smoking all at once. In fact, the first cigarette after a prolonged absence tastes just awful. And then I looked at this question in my cool, incisive analytical manner and I came to a really dramatic conclusion — that you could never be a really heavy smoker if you smoked only other people's cigarettes. For years I had been offering cigarettes to people who took one just because it was offered, who would not have taken umbrage if I had not done so, and who could never become heavy smokers because they had never spent a penny on tobacco.



And so, on January 1 of this year I decided to join the happy band who only smoked the OP (other people's) Brand. For the first six weeks I went through the terrible pangs all giving-up-smokers do because I did not touch a single one. Then I magnanimously started accepting one here and another there. My daily quota was never more than three, often it was nil, and in the following months I worked out I had smoked about forty-five, which was not at all bad considering that *that* was my *daily* figure before. And then I fell badly. My family was away. I was driving home. I had to do some serious writing work which would take me halfway into the night (not, I may add something as frivolous as Random Jottings). And so — I STOPPED AT THE PAAN-BEEDI SHOP JUST OUTSIDE MY HOUSE AND BOUGHT A PACK OF 555's. And I was back at Square One. To 45 cigarettes a day. And a sheepish look on my face.

But finally my sense of determination and will-power that has won me so many admirers over five continents prevailed, and on July 4, I (with a capital I), Aye, to use Ganesh Dubey's terminology — yes, I have done it, voluntarily, arbitrarily, summarily and irrevocably. Why the Fourth of July, you may well ask. Well, it does stand for American Independence Day (and now, mine), and is it not the Americans

who have reduced non-smoking to a fine art? They have invented cigarettes that cause nausea (which, I believe, is rather a problem for expectant mothers), they have a Smokers Anonymous (who gather to smoke anonymously), who have been responsible for the mandatory caption — Cigarette Smoking is Injurious to Health, from which our over-zealous medical authorities have taken the cue-completely, of course, forgetting the ubiquitous *beedi* which is not only smoked by hundreds of millions of people in India but which is also infinitely more injurious to health.

I vividly remember travelling Bombay-Delhi on an Indian Airlines' Airbus in one of the front 'smoking' seats, gaily puffing away at a Four Square, when I was violently hit on my bald patch by an umbrella brandished by an irate middle-aged lady from the good ole U.S. of A, who in no uncertain terms informed me that the smoke from my cigarette was bothering her — and she was sitting in a non-smoking

area! Remonstrance was of no use, so I apologised to the gallant lady, who was obviously a direct descendant from the Mayflower travellers (they spent all their time fighting Indians!), and quietly smoked my cigarette in the loo. This, I understand, is now forbidden. Possibly because in my agitation on that occasion the toilet paper caught fire.

To those of my readers who worry how I will pull through this difficult stage, if at all, I can only say: have faith, have courage, have confidence. And have one for me. Or two, or three. To my detractors — and there are many — I cock a snook and say I will pull through. One young lady (ahah, wouldn't you like to know who she is!) insists that I can never do it and that she is prepared to take any, yes ANY bet to prove it. So we have decided on a weekend in Lonavala, just the two of us. She is young, so I may still puff a way.

And finally, a last word to my friends who wish to give up smoking but, short of those expensive western methods, have not yet found the answer; a last word to my many admirers who are watching with bated breath whether that weekend in Lonavala will come off. Giving up smoking, my friends, is very very easy. All that it requires is superhuman willpower. All that you have to be is superhuman. □

Talking Shop

with K. S. Mhatre

Four aircraft from McDonnell Douglas

McDonnell Douglas Corporation is designing a series of transport aircraft to be launched by the mid-1980s to compete for the 5,500 new commercial aircraft to be sold by the year 2000, according to James E. Worsham, president of the Douglas Aircraft.

Worsham told the National Aviation Club that the DC-9-90, 100-120-seat aircraft; the MD-83, a longer-range version of the DC-9-80 that is near launch; the D-3300 150-seat aircraft; and the MD-100, a DC-10 derivative, will ensure that Douglas continues to participate in the Commercial aircraft field.

Air Canada loss

Air Canada has suffered a loss after tax of \$C 32.6 million in 1982, the airline's first since 1976. Operating revenue increased by two per cent to \$ 2,306 million, but operating costs were up by seven per cent to \$ 2,332 million. The airline increased its revenue yield by seven per cent, but weight load factor was down one point on 1981, to 50 per cent. Passenger load factor was down two points to 63 per cent.

Boeing 767 order postponed

Air Canada has postponed indefinitely its options on six additional Boeing 767s. The options expired at the end of June.

Air Canada has four Boeing 767s in service with two more to be delivered this year, followed by six in 1984. In addition, it has 18 options, in batches of six to bring its fleet to 30 Boeing 767s.

Ethiopian Airlines

Ethiopian Airlines has selected Pratt & Whitney JT9D-7R4 engines to power its long-range Boeing 767ERs. The airline has ordered two aircraft with deliveries starting in May 1984, and has options on two more. Eleven airlines have ordered, or taken options on, 160 Boeing 767s powered by Pratt & Whitney engines.

Sabena : 1982 results

At Sabena's recent AGM, report for the year 1982 was adopted. Despite the fact that the carrier reported a loss of BFr 2,141 million, it was a better result than 1981 when the loss amounted to BFr 3,695 million. During the year, the turnover increased from BFr 29,800 million to BFr 35,300 million.

The improvement was brought about largely because the staff accepted graded wage cuts which enabled the overall wage bill to be reduced, by 17 per cent. Other measures included route restructuring and the closing down of some points (Warsaw-Moscow, Frankfurt and Hamburg) and the alignment of frequencies to meet actual demand.

Twins over water

Currently one of the subjects being debated all over the world is the possibility of the new twin-engined aeroplanes like the Boeing 767 and A310 being allowed to undertake long over water flights.

In a lengthy editorial, the Flight International said that :

"It is the emerging nations in the Pacific Basin — particularly South East Asia and Australasia — which form the biggest potential new market for twin turbofan aeroplanes. There, and in other areas where aircraft of passenger capacity 180-250 are most efficient for many routes, airlines will be using modern improvements in safety rates to persuade their aviation authorities to let them fly twins. They are not asking for extension of the 90 min rule.

"ICAO has recently held an informal but significant consultation with all the parties involved, and its Aif Navigation Commission is to set up a secretariat study group to look at the matter in detail.

"ICAO and spokesman for the FAA and the British CAA believe that statistical information now available on the new types is not enough to enable them to allow big twins to fly all long over-water routes without exception.

In the meanwhile the International Federation of Air Line Pilots Association at its Annual General Meeting in Dublin last April, has asked for internationally agreed safety standards for over water flights by twin-engined airliners.

INTERAVIA reporting the matter stated in its report that :

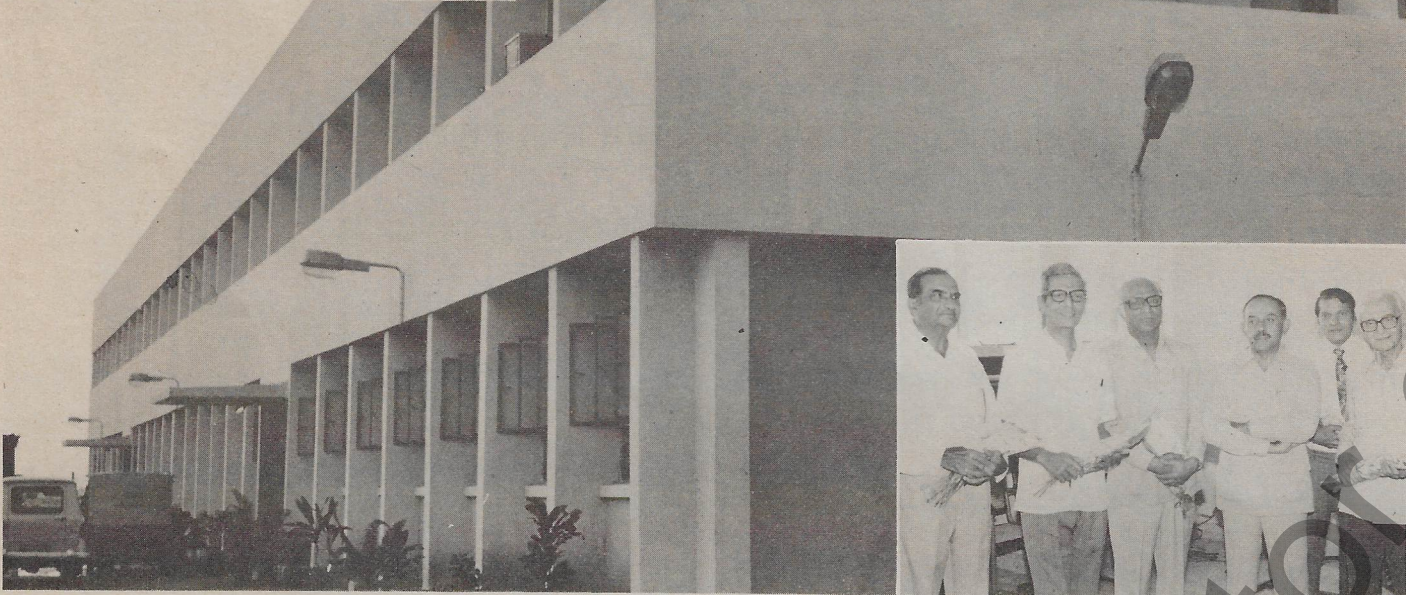
"The US legislation, contained in FAR Part 121, requires twin-engined airliners to remain within 60 minutes' flying time of an alternate airfield. ICAO, in Annex 6, stipulates a time of 90 minutes. Neither the FAA nor ICAO relate the rules specifically to flights over water, but the oceanic case is the one in which the manufacturers are keenly interested at present.

"IFALPA argues that a safety level should be determined by international agreement within ICAO, after appropriate analysis, and that manufacturers should demonstrate appropriate engine reliability to meet the standard. Also crucial to IFALPA's position is the effects of engine failure on structure, on the second engine, and on engine-dependant system.

"Also included, as integral to IFALPA policy, is consideration of the operating environment, for example the level of air traffic control and meteorological services available, the standards of flight documentation, and the implications of these on a change of flight level dictated by engine failure." □

Quit Bumpay. Fly.





The new GSD Headquarters at Bombay Airport. (Inset above) Dy Director-Ground Services, Mr V. R. Subnivi with GSD staff at the opening of the new HQ bldg. (Inset below) Dy MD Capt D. Bose with old timers. From L — R : Mr N.N. Elavia, Mr R. P. Hudlikar, Mr D. P. Nimkar, Mr J. R. Bocarro and Mr R. N. Tawadia.

Rs. 2000 TO BE WON

HERE'S a chance for you to make some quick money with no strings attached and no dotted lines to sign on. All you have to do, is think of a typically Indian name for our First Class and Executive Class, keeping in mind Air-India's traditional personalised image. There is no restriction to your creativity except that the name should be easy to pronounce.

The lucky winner whose entry will be selected, will be presented with a cheque of Rs 2000. In the event of more than one person coming up with the same title, a draw will be held to decide the eventual winner. So get cracking and rush your entries by 15 October, '83 to :

The Editor, Magic Carpet,
Air-India Public Relations,
20th Floor, Nariman Point,
Bombay-400 021.

P. S : Competition open to Air-India personnel only.

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Mrs. S. S. Telang
Miss K. C. Uttamsingh
Miss D. Uberoi
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Miss A. Varma
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MERIT AWARDS — 1982-83

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Mr. G. V. Iyer
Mr. M. Gyanichand

CIVIL WORKS & PROPERTIES

Mr. D. M. Mogre
Mr. Suresh Kumar

COMMERCIAL (Including Planning & International Relations)

Miss S. Iyer
Mr. N. V. Ganapathy
Miss S. M. Osman
Mr. K. Krishnan

Commercial (Outstations)

Mr. V. Bakaya
Mr. K. Showkathali
Mr. Rakesh Chandra
Mr. S. K. Roy
Mr. N. Jogaiah

COMMUNICATIONS

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OPERATIONS

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Miss R. K. Singh

PERSONNEL

Mr. C. N. Kudgavkar
Mrs. A. Travasso
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STORES & PURCHASE

Mr. V. V. Deshmukh
Mr. B. C. Gujran
Miss Shanta Kumari Nair
Mr. P. T. Pinjo

“गर्जियन” शिक्षा

इस वर्ष के आरंभ में हमने गर्जियन की ग्राम अनुभूति निबंध प्रतियोगिता के तीन विजेताओं के नाम घोषित किए थे। इन तीनों ने, जिन्हें 600 प्रविष्टियों में से चुना गया था, लाखों छोटे-छोटे गांवों में से एक में जीवन के विकटर जोर्जा द्वारा लिए गए नियमित साप्ताहिक छायाचित्रों से प्रेरित हो कर अपने विचार लिखे थे, जो भारतीय जीवन का एक बड़ा हिस्सा है।

ये तीन भाग्यशाली विद्यार्थी थे १८ वर्ष के क्रिस्टोफर स्टील, जो वैलिंगटन कॉलेज, बर्कशायर में पढ़ते हैं; उर्नगेट हाईस्कूल नार्थैम्प्टन की रिबेका सुलिवन और ब्रिस्टल में फेअरफील्ड ग्रामर स्कूल की कै करस्लेक, दोनों की उम्र 14 साल है। यहाँ प्रस्तुत है, जो कुछ उन्होंने देखा।

उनका इनाम था भारत में दस दिनों की छुट्टियां, जो उन्होंने एअर-इंडिया और होटल कार्पोरेशन ऑफ इंडिया के सौजन्य से बिताई।

गांवों की अनुभूतियां

क्रिस्टोफर स्टील

भारत के जिस रूप ने मुझे बहुत प्रभावित किया है, वह है वहाँ के लोग। भिन्न-भिन्न जातियों और धर्मों तथा ऐतिहासिक पृष्ठभूमि के इन लोगों का अपना-अपना आकर्षण है। पश्चिमी देश का वासी पहले तो भारत के दर्शन और धर्मों को समझने में कठिनाई महसूस करता है, लेकिन वहाँ के लोगों और पर्यटक के बीच पारस्परिक बंधन शुरू से ही जुड़ जाता है।

मेरी राय में, भारतीय लोगों में जीवन के जो विभिन्न मूल्य विद्यमान हैं, वे दुर्भाग्य से पश्चिमी जिंदगी में नहीं पाए जाते हैं, जैसे एकता और पारस्परिक सहयोग की भावना, जिसके साथ जुड़ी है सभी प्राणियों के प्रति सहानुभूति। पशु और लोग साथ-साथ जीते हैं और बम्बई के चहल-पहल भरे राजमार्गों पर भी पशु निश्चिन्त घूमते दिखाई देते हैं।

अत्यन्त कठिनाई भरी जिंदगी के साथ-साथ वहाँ एक ऐसी सौम्यता है जिसकी मैं सराहना करता हूँ। जैसे, भारत में अपनी दूसरी रात को मैं बहुत बीमार था और अगले दिन सुबह होटल की कुछ महिला कर्मचारियों ने मुझे फूल भेंट किए। मैंने इस देश के लोगों में अहंकार नहीं पाया और इसने भी मुझे प्रभावित किया है।

भारत में जितने भी महत्वपूर्ण लोगों से हम मिले, वे सभी अत्यन्त सज्जनता से पेश आए, चाहे वे लंदन में भारत के उच्चायुक्त और नई दिल्ली में प्रधान मंत्री हों। ज्यादातर लोग बड़े उत्सुक थे और उन्होंने हमारे समाज के बारे में बहुत-सी

बातें पूछीं। विदेशियों में इस प्रकार की रुचि, कई विदेशी राष्ट्रों में नहीं दिखाई देती है। भारतीयों में सीखने और शिक्षा के प्रति कितना लगाव है, यह उन दो स्कूलों में अत्यन्त स्पष्ट था, जिन्हें हमने देखा था। ये दोनों स्कूल उल्लेखनीय रूप से आपस में भिन्न थे। जहाँ एक स्कूल नई दिल्ली का अपेक्षाकृत संपन्न और उन्नत निजी स्कूल था, वहाँ दूसरा कारला के एक गरीब गांव में था। पहले स्कूल में सबेरे-सबेरे दुनिया की खबरें सुनाई जा रही थीं, तो दूसरे में विद्यार्थी ज़मीन पर पालथी मारकर बैठे हुए परीक्षा दे रहे थे, ऐसा लग रहा था, मानो ध्यान करते हुए योगियों का कोई दल बैठा हो।

जिस बात ने मुझे सचमुच अचरज में डाल दिया था, वह थी, लोगों की उम्र। गांवों में करीब आधे विद्यार्थी 15 साल की उम्र से कम थे और जहाँ भी हम गए वहाँ वे हमारा स्वागत करते हुए मिले। हमारे दल के एक सदस्य के पास टेप रिकार्डर था, जिसे देखकर वे जिज्ञासु व स्तब्ध लगे। जिंदगी में इससे पहले उन्होंने कभी भी टेप पर अपनी आवाज़ नहीं सुनी थी और उनकी पहली प्रतिक्रिया थी संकोच और भय की। लेकिन जल्दी ही वे हमसे घुल मिल गए और ऐसा लगा मानो वे जल्दी से जल्दी अपने कलाप्रेमी पक्ष को दिखाना चाहते हों। क्रिस सुलिवन और उनके रिकार्डर के पीछे एक काफ़िला जमा हो गया, जो हैमलिन के “पाइड पाइपर” के एक दृश्य की याद दिला रहा था।

भारतीयों में हास्य की एक उल्लेखनीय भावना है। यह कुछ उन नारों से स्पष्ट हो जाती है, जिसे लोग वहाँ देखते हैं। वे तेज़ गाड़ी चलाते हैं, जो अपने-आप में एक अनुभव है। सड़क पर एक जगह लिखा

था, “एक मृत व्यक्ति से अच्छा है, देर से आनेवाला व्यक्ति” दूसरा नारा बम्बई के एक घर पर लिखा था, “हम तो पूरे साल ही मूर्ख हैं, अप्रैल भर से क्या होता है?”

हमारी यात्रा के दौरान कई और रोचक घटनाएँ हुईं। कारला की प्राचीन बौद्ध गुफाओं की ओर जाते समय हमारा एक फ्लास्क टूट गया। वहाँ रहने वाले एक आदमी ने हमसे कहा कि चूँकि इसमें शराब ले जाई जा रही थी इसलिए देवी ने श्राप दिया है। जबकि वास्तव में उसमें सेब का रस रखा था। बाद में हमें वहाँ की एक गुफा में खाली शराब की बोतल दिखी। सड़क पर डाइवरों के बीच संचार का माध्यम शीशा नहीं, बल्कि हॉर्न बजाना है। दूसरा वाहन देखते ही ऐसा अपने आप हो जाता है और इसकी वजह से बम्बई जैसे बड़े नगर में कान फोड़ने वाली आवाज़ खूब सुनाई देती है।

भारत एक उन्नत देश नहीं है और उसमें वातावरण का मनमौजीपन योग देता है। देश को समझने के लिए धैर्य और संवेदना की जरूरत है। जैसे हमें बताया गया था कि बम्बई से बाहर एलिफैंटा द्वीप के लिए नावें हर 15 मिनट में जाती हैं। कुछ समय बाद हमने महसूस किया कि मौझी तब तक रुका रहा जब तक कि नाव पूरी नहीं भर गई, जो हमारे लिए एक घंटे का समय साबित हुआ। जयपुर के पास एक लेवल क्रॉसिंग पर हमें 20 मिनट रुकना पड़ा। अचानक फाटक खोल दिये गये और हम आगे बढ़े, जबकि आसपास कोई ट्रेन नहीं दिखाई दी। यही वह अव्यवस्था है जिसके बारे में ई.एम. फॉस्टर ने अपने उपन्यास “ए पैसेज टू इंडिया” में लिखा है और जो मेरी पूरी यात्रा के दौरान मुझ पर छाया रहा। एक

होटल में हमारे आरक्षण में लिखा था “विलेज बॉयज़ (वॉयस के स्थान पर बॉयज़ लिखा था) एस्से कॉन्टेस्ट” जिसने मुझे उपन्यास में स्वर्गीय श्रीमती मूर के स्मारक चिह्न की याद दिला दी जिसमें लिखा था “God si (is के स्थान पर si) Love”

वैसे ज्यादातर लोग खुशानज़र आये, एक ऐसी विशेषता जिसे अत्याधुनिक पश्चिमी विश्व में धन से कभी नहीं खरीदा जा सकता।

भारत की मेरी यात्रा ने मुझे आश्चर्य कर दिया है कि जातिवाद अज्ञान पर आधारित एक गलत धारणा है। मैं अब यह भी महसूस करता हूँ कि वर्तमान पश्चिमी नेतृत्व किस तरह से विश्व का संकीर्ण दृष्टिकोण रखता है और उसे कम भाग्यशाली इंसानों के लिए संवेदना पूर्ण नीति शुरू करनी चाहिए। विश्व के गरीब लोगों को एक बड़ी शक्तिवाले शतरंज के खेल में प्यादों के समान समझने के स्थान पर हमें उन्हें ज्यादा चिकित्सा, शिक्षा और वित्तीय सहायता देनी चाहिए। तीसरी दुनिया के देशों का सम्मान पाने के स्थान पर वर्तमान पश्चिमी नेता, अपने समान कठोर और अटल रूप से उन लोगों को विलग करते जा रहे हैं, जिन्हें मानवता का सुखी भविष्य बनाने में हमारे राष्ट्रीय सहयोगी होना चाहिए।

मैं एअर-इंडिया को, विशेष रूप से लुई डि'सोज़ा को जो हमारे साथ रहे और होटल कार्पोरेशन ऑफ इंडिया को अपनी इस यात्रा को संभव बनाने के लिए धन्यवाद देता हूँ।

विभाग



चित्र में बायें से दायें (खड़े हैं) किस सुलिवान (सुश्री रिबैका सुलिवान के संरक्षक), लुईस डि सूजा (यात्री विक्रय अधीक्षक, एअर-इंडिया जो वल के साथ आए), कैथे चामर्स (के करस्लैक के संरक्षक) तथा लार्नेल स्टील (किस्टोफर स्टील के संरक्षक) चित्र में बाएं से दाएं (बैठे हैं) विजेता रिबैका सुलिवान, श्रीमती गांधी, के करस्लैक, किस्टोफर स्टील.

के करस्लैक

भारत की धरती पर अपना पहला कदम रखते ही मुझे अनेक अप्रत्याशित अनुभव हुए। एक अभिन्न किस्म की महक ने मुझे प्रफुल्लित कर दिया। मैंने कभी यह नहीं सोचा था कि दो देशों की महक इतनी अलग-अलग हो सकती है। यहां गर्मी थी और धूल भी और हर सांस लगता है दम घुट रहा है। मैंने सोचा था कि धरती जली हुई और उजाड़ होगी, लेकिन यहां पर तो पेड़, घास और फूल हैं।

मैंने भारत की सुंदरता वास्तुशिल्प में देखी। भारत के मंदिर अत्यंत अलंकृत हैं और आकाश में ऊंचे और भव्य रूप में खड़े हैं। उन सभी में चारों ओर उत्कृष्ट नक्काशी हैं। उन्हें देखकर सोचना पड़ता है कि उन्हें बनाने में आदमी को कितना समय लगा होगा। वे मन में प्रेम और शांति की भावना जगाते हैं।

सबसे सुन्दर मंदिर ताजमहल है। मैं निश्चित रूप से यह कह सकती हूँ कि उसे "दुनिया के सात आश्चर्यों में से एक" क्यों कहा जाता है। वह सफेद संगमरमर से बनाया गया है और भीतर और बाहर अद्भुत ढंग से सुसज्जित है। सुंदर फूल बनाने के लिए वहां कितनी ज्यादा सावधानी बरती गई होगी? प्रत्येक दीवार एक जैसी है। अपने बनाए हुए चित्रों के बारे में मैंने सोचा, पर इस कलाकृति को देखकर मैं स्तब्ध रह गई। मैंने उम्र की भावना और महक को चाहा। बोले गए शब्द की प्रतिध्वनि 15 सैंकिंड तक आती है। इससे मैं रोमांचित हो उठी। मैंने अपने को एक दूसरी ही दुनिया में पाया। ताजमहल के चारों ओर का फर्श अपनी पच्चीकारी सुंदरता के कारण अनोखा था।

चारों दिशाओं में किसी भी एक में खड़े होने पर, एक अलग ही पैटर्न दिखता है।

जब मैं भारत में थी, तब जिस दूसरी बात ने मेरा ध्यान आकर्षित किया, वह थी गरीबी। इतना सौंदर्य और गरीबी दोनों एक ही समय कैसे विद्यमान रह सकती हैं?

जब हम ताजमहल देख कर चल रहे थे, तो हमने लड़कों के एक समूह से पेय पदार्थ खरीदा। बाद में हमें पता चला कि वे भाई-भाई हैं और अनाथ हैं। वे पेय पदार्थ से कमाये गए पैसों से ही अपनी जिंदगी बसर कर रहे थे। मुझे लगा कि यह कितना कठिन जीवन है, क्योंकि यदि वे पेय पदार्थ नहीं बेच पाएं तो उन्हें खाना भी नहीं मिलेगा। हमने उन्हें कुछ पैसे दिए थे। वे अत्यधिक रोमांचित हो गए। कम से कम आज की रात तो वे खाना खा सकेंगे।

पूरे भारत में 'सुख-शांति का साम्राज्य' है। इस बात ने मुझे आश्चर्यचकित कर दिया कि "ये लोग हमेशा प्रसन्न रहते हैं जबकि हम एक चॉकलेट के न होने पर ही दुखी हो जाते हैं।" हम कितने एहसान फ़रामोश हैं। ये लोग जिनके पास कुछ भी नहीं है, वे हमारे साथ अपना जो कुछ भी है, उसे बांटना चाहते हैं।

इससे मुझे शर्म महसूस हुई और मैं इस सोच में पड़ गई कि एक दुनिया में जीवन के दो अलग-अलग तरीके कैसे हो सकते हैं? हमारे पास बहुत कुछ है और हम उसकी कदर नहीं करते हैं। हमारे पास जो कुछ है, हम उससे कभी संतुष्ट नहीं होते हैं और हमेशा और अधिक पाने की कोशिश करते रहते हैं। भारतीयों के पास इतना कम है, लेकिन वे संतुष्ट हैं।

मैंने भारत-यात्रा का आनंद उठाया है और मुझे उम्मीद है कि मैं एक बार फिर भारत आ सकूंगी।

रिबैका सुलिवान

जिस बात ने मुझे सबसे ज्यादा प्रभावित किया था वह थी कि वहां के लोग कितने स्नेही हैं। इंग्लैंड छोड़ने से पहले, हमें भारतीय सत्कार की एक झलक तभी मिल गई थी, जब हमने लंदन में भारतीय उच्चायुक्त से मुलाकात की। उनकी मित्रता ने हमें सहज बना दिया और उनका सत्कार अभिभूत कर देने वाला था। लेकिन यह तो भारत के स्नेह की केवल झलक मात्र ही थी। आगे और भी स्नेह मिलने वाला था।

उदाहरण के तौर पर, हम आगरा से जयपुर जाते समय रेल के एक फाटक के पास रुके। वहां हमें आधा घंटा रुकना पड़ा। हमारे वहां रुकते ही पास के कुछ बच्चों ने हमें देखा और जैसे ही हम अपने पैर सीधे करने के लिए गाड़ी से उतरे कि उन बच्चों ने "हेलो-हेलो" कहते हुए हमें घेर लिया। वे हैरान थे कि हम कौन थे? करीब 20 लोग हमारे इर्द-गिर्द जमा हो गए। पिताजी ने एक से पूछा कि क्या पर्यटक वहां अक्सर रुकते हैं और वे नहीं? उन्होंने कहा कि उन्हें ऐसे कोई भी पर्यटक नहीं मिलते हैं, जो अक्सर रुक कर उनसे बातें करते हों। हम सभी ने बातचीत करने की कोशिश की। उनमें से कुछेक तो काफी अच्छी अंग्रेजी बोले। जब हम कार में वापस बैठे और आगे बढ़े तो मैंने पीछे मुड़ कर देखा—वे हमारी तरफ गौर से देख रहे थे और हाथ हिलाकर विदाई दे रहे थे।

लेकिन केवल रेल के फाटक पर ही लोगों ने मित्रता नहीं दिखाई, जब हम दिल्ली के एक स्कूल में गए, जिसका नाम है एपीजे स्कूल, वहां भी सत्कार वैसा ही था। प्रधान अध्यापक, अध्यापक और मुख्य विद्यार्थी तथा बच्चे बहुत ही मैत्रीपूर्ण थे। जब हम कक्षाओं को देख रहे थे, तो छोटे-छोटे बच्चे हमें देखकर शरमा रहे थे और मंद-मंद मुस्कुरा रहे थे। 'हेलो' कहकर वे हमारा अभिनंदन कर रहे थे।

अन्य भाषाओं में अंग्रेजी एक ऐसी भाषा है, जिसे भारत में काफी लोग बोलते हैं। मुझे यह देखकर आश्चर्य हुआ कि विशेष रूप से नगरों में दुकानों के सभी नाम अंग्रेजी में लिखे हुए थे और उनके नीचे हिन्दी में नाम लिखे थे। इसलिए भारत में विचारों का आदान-प्रदान हमारे लिए बहुत आसान हो गया था।

मुझे भारत में हर स्थान की विशेष रूप से सड़कों की चहल-पहल बहुत प्यारी लगी। हरेक के पास एक बाइसिकल है। कुछ के पास कारें हैं। भारत में सड़क पर चलना काफी मजेदार है। किसी गाड़ी से आगे बढ़ने के लिए हॉर्न बजाना पड़ता है। लारियों के पीछे लिखा रहता है, "कृपया हॉर्न बजाइए"। कभी-कभी सड़क पर सिर ऊंचा किए ऊंट चलता हुआ नज़र आता है और दिल्ली में हाथी भी मंथर गति से चलते दिखाई दिए।

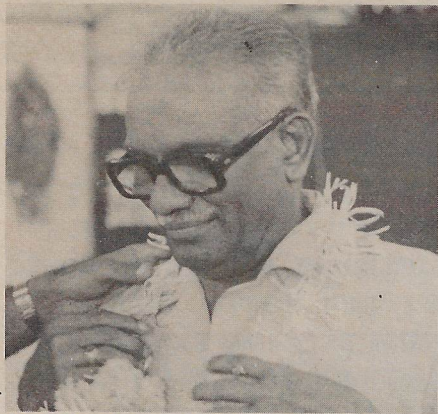
लेकिन गांववालों के लिए बैलगाड़ी बहुत जरूरी है। जब हम कारला गांव, लोनावला गए, तब हम सभी ने एक बैलगाड़ी पर सफ़र किया। यहां भी दोस्ती की भावना वैसी ही थी। जैसे ही हम गाड़ी पर चढ़े और वह आगे बढ़ी, मुस्कराते हुए चेहरों के साथ कई छोटे-छोटे बच्चे हमारे पीछे-पीछे गांव तक चलते रहे। वहां भी हमारा शानदार स्वागत हुआ।

गांव बिल्कुल वैसा ही था जैसा मैंने सोचा था। औरतें नदियों में कपड़े धो रही थीं और कुएं से पानी खींच रही थीं जिनके चारों ओर बच्चे पत्थरों से खिलौनों की तरह खेल रहे थे। एक छोटी-सी बच्ची टहनियों के चारों ओर रस्सी बांध कर इस तरह से चलती जा रही थी मानो किसी कुत्ते को पकड़ कर ले जा रही हो।

गांव गरीब नज़र नहीं आता था। वहां एक दवाखाना था, जहां हफ्ते में दो बार डॉक्टर आता था। किसी और की जिन्दगी को देखना और यह देखना कि वे किस तरह जीते हैं, अपने आप में एक अनुभव था।

कहीं-कहीं लोग कच्चे मकानों में रहते हैं। लेकिन भारत में मैंने जिन परिवारों को देखा, उनमें कोई भी भूखा नहीं था। सड़कों पर निकलते ही बच्चे आपको देखते हैं, मुस्कराते हैं और आपकी ओर इशारा करते हैं। कभी-कभी वे हाथ हिला कर अभिवादन करते हुए हेलो कहते हैं। इस तरह चाहे वे लोग गरीब हैं पर बड़े स्नेही और मित्रतापूर्ण हैं।

FAREWELLS



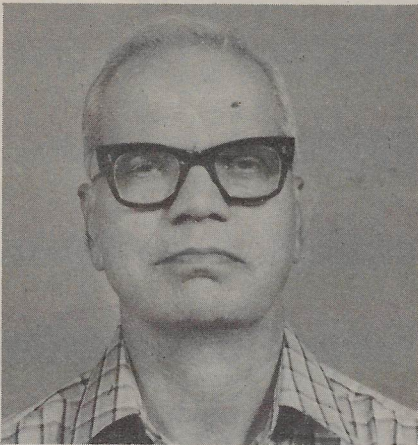
Mr S. Y. Sapte, Chargehand, Ground Services Department, Santa Cruz, Bombay.



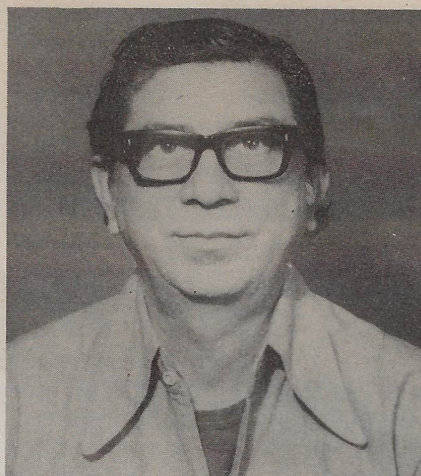
Mr R. M. Patel, Signals Officer, Communications Department, Bombay.



Mr V. Ramalingam, Asst Accounts Officer, Finance and Accounts Department, Santa Cruz, Bombay.



Mr G. R. Bhat, Dy Manager-Administration, Communications Department, Bombay.



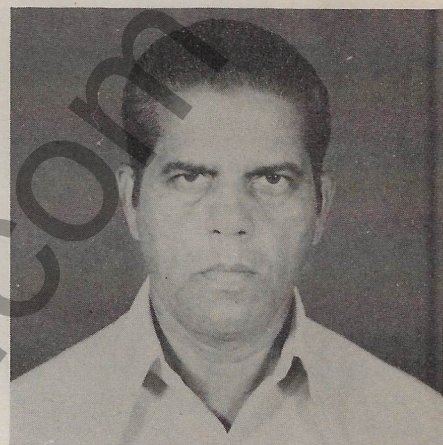
Mr T. D. Kalwachia, Inspector, Engineering Department, Santa Cruz, Bombay.



Mr R. H. Gorimar, Asst Manager International Relations, Planning Department, Bombay.



Mr Akbarshah, Sr Driver, Ground Services Department, Ahmedabad.



Mr P. H. Gomes, Foreman, Engineering Department, Santa Cruz, Bombay.

ON THE MOVE UP

The following staff have been promoted :

ACCOUNTS :

Mr K. Raghunathan as Asst Financial Controller and Messrs S.D. Ambike, S.R. Krishnamoorthy, M.S.L. Narasimhan, P.K. Jain, K. B. Patel, N. A. Krishnamurthy, R. Rajamani and Ms D. K. Bhadha as Asst Accounts Officers.

COMMERCIAL :

Messrs M. Ramanathan, E.B. Gopakumaran, R.P. Khandelwal, A.K. Goyal, M.S. Sawhney, P.K. Dey, M.T. Selvarajan, R.F. Pinto, N.N. Nambiar, J.S.A. D'Couto, T.N. Rao, M. Anwar Ali, R. Sitapathi, P. Mukerji, S.N. Rite, G. Singh, G.V. Bhalerao, Z.A. Kanthawala, S.V. Dighe, T.N.J. Patterson, V.D. Patil, K.K. Unnikrishnan, A.D. Ahire, H.M. Chowdhury, K.K. Sachdeva, V.A. Tamhaney, S.K. Hingorani, C.K. Kamble, Ms V.P. Lokhande, Ms L. Luthra, Ms I. Araujo and Ms K. Choksi as Asst Station Supdts.

CIVIL WORKS & PROPERTIES :

Mr P. N. Karmarkar as Sr Engineer.

ENGINEERING :

Mr R. A. Gokhale as Dy Engg Manager, Messrs N. D. Patil, D. Subramanyam, S. Subramanian, R. C. Choksey, A. Sharma, R. Sridhar, A. K. Subramanian, R. R. Rao and R. F. Chothia as Asst Supdts; Messrs P. M. Pendharkar, D. M. Borkar, A. K. Panchal, S. S. Shetty, K. K. Anand Kishore, S. E. Potdar, C. V. Raguraman, H.P. Gurg, S.A. Prabhu, A.V. Kulkarni, P.M. Kantak, M.J. George, M.R. Sannakki as Sr Tech Officers and Messrs P. Y. Sahasrabudhe, K.N. Iyengar, T.M. Subramanian, Bapsy Philips, P.S. Chatterjee, Masood Hussain, M.R. Saha, V.K. Verma, G.D. Thakur, K. Unnikrishnan, D.R. Tribhuvan, V.W. Gaikwad, A.V. Joshi, Dilip Joshi, A. Gopikrishna, A.S. Kumaravel, S.K. Verma, A.T. Bhange, A.M. Ambekar, R.B. Mehta, Y.B. Parmar, G.M. Bhavne and V.L. Menon as Tech Officers.

GROUND SERVICES :

Messrs S. K. Deshmukh, Naresh Sobti, K. S. Kohli and A. Srinivasan as Technical Officers.

MANAGEMENT SERVICES :

Mr R. V. Ramana Murthy as Sr Programmer.

OPERATIONS :

Mr J. I. Macmull as Asst Supdt (Simulator Maint.) and Mr P. P. Rege as Sr Simulator Maint Engineer.

STORES & PURCHASES:

Messrs P. S. Joshi, V. V. Desai, Y. S. Gajare, S. Banerjee and M. L. Thatte as Dy Stores Manager.

OBITUARIES

We deeply regret to announce the sad and untimely demise of :

Mr K. K. Akre, Chargehand, Ground Services Department, Santa Cruz. Years of Service — 22.
Mr. G. H. Chougule, Cleaner, Catering/Cabin Service, Inflight Service Department, Santa Cruz. Tenure of Service — 2½ months.
Mr S. B. Chandalia, Jr. Operator, Ground Services Department, Santa Cruz. Years of Service — 4.
Mr A. R. Vartak, Plant Technician, Ground Services Department, Santa Cruz. Years of Service — 5.
Mr G. S. Jadhav, Head Cleaner, Civil Works & Properties Department, Santa Cruz. Years of Service — 25.
Mr R. Upadhyay, Engineer II, Engineering Department, Santa Cruz. Years of Service — 4.
Mr B. D. Ambekar, Master Technician, Engineering Department, Santa Cruz. Years of Service — 38.

The phone-in show

HERE are a number of things I have been planning to write about for some time and I haven't gotten around to them because the stories have not jelled or because there wasn't enough in them to make a full column. As a result, the folder in the bottom drawer of my desk labelled "Observation Deck Ideas" is getting bulky and I think it is time to clean it out.



Reducing no-shows. One of the items in the folder, which has been there for some time, is a note to myself to write something about a simple way of reducing the number of no shows on airline flights.

I put that in the folder after I had had a difficult time getting through to an airline to make a reservation. Everyone has experienced the frustration of getting repeated busy signals — or recorded announcements that "all agents are busy" followed by canned music — when trying to call airline reservations. But few people have the patience to wait it out and see how bad it can get.

I decided to do it recently, cradling the phone on my shoulder and reading a book while taking notes on what happened. You won't believe this, but it actually went this way :

8.52 pm Dialed toll free reservations number of a major airline. Recorded announcement in two languages. Canned music.

9.42 pm Connection suddenly cut off.

9.43 pm Redialled. Announcements. Music.

10.02 pm Hung up to get a drink.

10.18 pm Redialled. Announcements. Music.

10.45 pm Connection cut off.

10.46 pm Redialled. Announcements. Music.

10.58 pm Hung up and went to bed.

11.47 am Dialed. Got reservations clerk who said we had a bad connection and she couldn't hear me. Hung up.

11.48 am Redialled. Got recorded announcements and music and, within a minute, a clerk. Started to ask my question and we were cut off.

11.50 am Redialled. Got reservations clerk and was cut off again.

11.52 am Redialled. Got reservations clerk. Got information on schedules and fares — after 15 hours and eight telephone calls.

Passengers may fight their way through such obstacles when they have to make a reservation or, more likely, go to a travel agent. But why would anyone bother to try more than once or twice if he has a reservation and wants to cancel it? No wonder there are so many no shows.

The solution seems simple. Why not have a completely separate number to call for cancellations and print it prominently on ticket envelopes? Then make sure that the cancellation number is staffed, or connected with answering machines, so that a caller can get through immediately and leave the word that he does not plan to use his reservation?

This obviously would not completely solve the no-show problem. But it would be interesting to find out how many passengers would cancel if the airlines made it easy for them to do it.

The only argument I have heard against this is that it is "negative marketing" to "encourage" people to cancel. That's nonsense. I can't conceive of anyone cancelling a reservation and not going on a trip he had planned just because it is easy to notify the airline. It is even easier now : you just don't show up.

Courtesy : Warren H. Goodman,
US correspondent,
Airports International.

SPORTS ROUND UP

It was a tremendous triumph for Air-India at the third Prudential World Cup Final held at Lords recently, when our man from London, Mohinder Amarnath was awarded the 'man of the match award.' Thanks to his brilliant performance, India was able to dismiss twice champions West Indies for 140 runs in 52 overs and win the match by 53 runs.

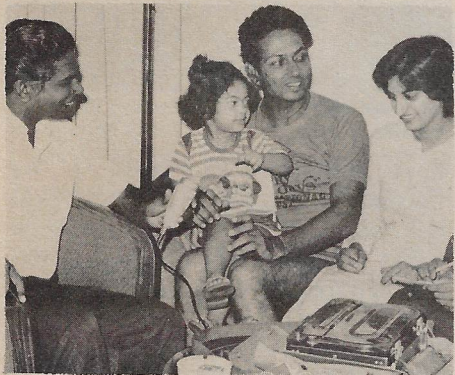
At a most crucial stage, Mohinder returned for his second spell of bowling and clean bowled Dujan, the last recognised batsman of the West Indies with a lively inswinger from well outside the off stump. He followed it up by having Marshall edging a beautiful outswinger, allowing Gavaskar to neatly take the catch at slip. And soon after

he wound up the innings by trapping last man Holding, leg before wicket and became the star of the show, with his remarkable score of 7-0-12-3.

On their return home, the team had a short stay in Delhi when in an interview on All India Radio Mohinder confessed that had it not been for AI's support he would not have been able to achieve such heights of success on his own. "I must thank AI for everything they have done for me — right from the time I joined," he said.

Honouring him for his excellent performance the management recently felicitated him together with 50 other sportsmen. Our heartiest congratulations Mohinder!

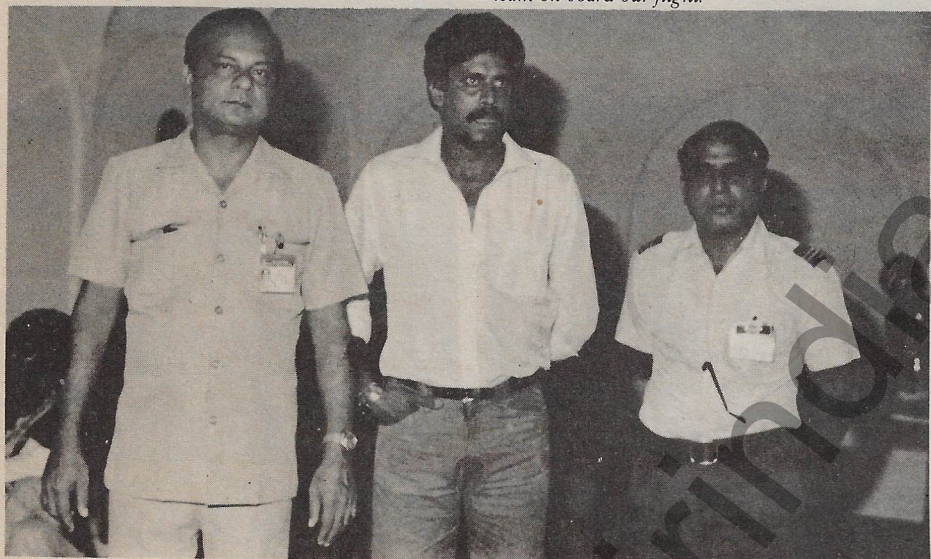
—Hema Kumar



The Amarnath family with John Churchill of All India Radio during the AIR interview in Delhi.



Capt C.L. Gupta, IFS B.B. Sabherwal, F/P P.K. Khanwate and Pravin Shah, Engineering, offering a specially baked cake to the victorious Indian Cricket team on board our flight.



Kapil Dev at Bombay airport with Duty Manager Mr M. C. Pereira (L) and Duty Officer Mr D. R. Mehta.

FOOTBALL

THIS year Air-India Football Squad has performed with true grit. With a team which included players with mere club standard capabilities, we had participated in the latter part of 1982 in the eastern region tournaments amid a highly volatile partisan crowd and yet our players earned popularity with the local crowd while playing against star-studded teams.

We started training for the present season with a depleted team. With last-minute reinforcements, Coach John Victor put the team through its paces in time to enter the Nadkarni Cup tournament — primarily to assess our weaknesses and also our capabilities.

Given a bye in round two, we met Tata Electric who had won the 1983 Maitra Cup. After a listless 66 minutes, H. D'Souza cashed in on the goal keeper's lapses to tap the ball home bringing us to round three against the popular and seeded Orkay Mills side whom we edged out with a first half goal by inside forward L. Anil. It is from this game onwards that our squad started emerging as a strong and tough team with a four-man defence.

However, when Air-India met versatile Mafatlal in the next round, the crowd expected Air-India to be humbled. With the highly experienced Mafatlal team, only a miracle could allow us to stay with our winning streak. The crowds and the Mafatlal players were in for a big shock! We put Mafatlals out of the Nadkarni Cup (6-5), with newspapers screaming "Another AI Shock".

In the semi-finals we met the Union Bank. A fine piece of opportunism by left striker M. Sarkar late in the second half, and we conquered Union Bank with a solitary goal. This is how the Press described our victory: "Air-India who had just about escaped relegation in the Harwood Football League last year are an improved lot this season. At the Cooperage today they maintained their giant-killing sequence by conquering yet another Super League outfit — Union Bank in the Nadkarni Knock-out tourney."

In the finals we lost to Tata Sports Club side by 0-2 after relentlessly pounding Tata's defences, but we had made our mark in the Indian football scene and now we are a team to reckon with.



The Vth All India Public Sector Athletic Meet in progress at Bangalore.

Athletic Meet

The Vth All India Public Sector Athletic Meet held in Bangalore drew over 400 participants. The Meet was organised jointly by Air-India and Bharat Electronics Ltd. We won a Bronze in the 4 x 100 event for men and bagged the coveted rolling march past trophy.

Table Tennis

In the 1983 Maharashtra State Inter Office Table Tennis League matches, Air-India 'B' team registered a well-merited 5-2 victory over Bombay Municipal Corporation 'C' team to take the 3rd Division (Zone III) title and thus earn a promotion to a higher Division.

The members of the AI team were: V.K. Darne, Capt, Commercial; V. K. Jose, Personnel; D.S. Shanbaug, Commercial; and P. M. Panarker, Revenue Accounts.

Bridge

Air-India, Nairobi, sponsored a Duplicate Bridge Tournament in collaboration with the Kenya Bridge Association and Hilton International. The tournament attracted a record number of 40 entries which was the highest number ever to participate in a Bridge Tournament held in Kenya.

The Tournament was held over three sessions and, at the end of the second session, sixteen pairs qualified for the final session and the balance played a

consolation tournament. The final winners of the main tournament were Mr C.D. Shah and Mr M.P. Shah from Mombasa and the runners-up were Mr C. Wilkes and Mr N. Ajanja.

The tournament was the brain child of Mr R.A. Watve our Accounts Manager-EA, who is a keen bridge player. He justified his standing in local Bridge circles by winning the consolation event together with his partner Mr Deepak Sheth.

FISHY NEWS



Amrose Abreo from our Bombay District Office is seen here with his latest catch — a hefty 33 lb silver grey Khazra fish caught near the Sea Rock hotel in suburban Bombay.

Congratulations to AI Soccer Squad: V. Swamy, GSD; L. Sathish, GSD; L. Khattri, Personnel; Anil Kumar, Welfare; L. Salil, Personnel; R. Pillai, Commercial; B. Baretto, Personnel; Santan D'Souza, Personnel; Rozario Fernandes, Personnel; C. Gurung, Welfare; M. Sarkar, Personnel; K. Anil, Commercial; Bimal Ghosh, Personnel; Hermigel D'Souza, Personnel; C. Raju, Personnel; F. Gabriel, Inflight Service;

Praveen Bangera, Personnel; Larry Simoes, Inflight Service; L. Athma, Welfare; Dilip S. Bhatkar, Engineering; Coach John Victor; Manager, P.T. Jacob, Commercial; and Tech Advisor, Capt S.G. Maulik, Operations.

(Prepared from material sent to the Magic Carpet by Moni Mathews, and V.B. Jog from Bombay and S. Sen Gupta from Nairobi.) □



Our football squad seen with Dy MD Capt D. Bose, Dy Director-Personnel Mr Sapat and Dy Director-Engineering Mr B. P. Baliga.

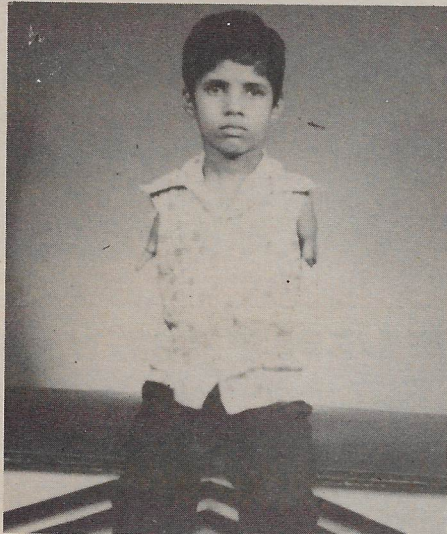
Magic Carpet Miscellany

Compiled by R. K. Sattawalla

U. S. A.

Alabama's Birmingham Festival Arts Association bestowed a unique honour on Air-India when it called upon the airline to pitch in along with Government of India trade officials, to present a ten-day spectacular, featuring a vast spectrum of India's life and culture.

In his report to the Magic Carpet, Mr Naosherwan Nalavala writes that the festival was inaugurated by the Indian Ambassador to the United States, Mr Kocheril Raman Narayanan. In his address he stressed the role of Festivals in promoting understanding



Manish Joshi.

among nations which "will give a firm basis to our economic and trade relationship." He lauded Air-India's efforts to project India's rich cultural heritage through the performing arts.

A seminar was also held where Mr. Nareshwar Dayal, Minister for Commerce and Supplies, spoke on recent trends in India, while at another venue, Indophiles heard Professor Rosette Renshaw from the New Paltz College speak on 'The Krishna Story'.

At the Governor's luncheon, our RD Mr Nani Mital explained to the visitors at the Festival the significance behind Air-India's participation in promoting this cultural activity throughout the world. "It is not as odd as it appears at first, because an airline has to sell not only transportation, but the concept of travel to a destination — in our case, primarily to India and also to the United Kingdom and other places on our network around-the-world. . . When you sell travel, as we have been doing for over 50 years, you are selling dreams — dreams with

substance — that don't fade away in the light of day, but take on the ethereal reality of the Taj Mahal, the tranquil beauty of Kashmir, and the majesty of the Himalayas." He concluded by saying, "And we in Air-India would be happy to make that dream a reality".

This Festival, according to Mr Nalavala, was a recreation of India, hailed by both visitors and the media. Ms P. Shah of Air-India, New York, assisted the festival organisers in making this event successful.

DOHA & KUALA LUMPUR

The Indian Food Festivals were once again in the lime light at Doha and Kuala Lumpur. In Kuala Lumpur the event was presented by the Hotel Equatorial in collaboration with the Government of India Tourist Office, Singapore; India Tourism Development Corporation (Ashok Group of Hotels); and Air-India. The Festival at Doha's Sheraton Hotel was inaugurated by Mr Ahmed Mohd. Al Suwadi, Chairman of the Qatar Chamber of Commerce. The opening ceremony was attended by a large number of Qatar Government officials, heads of commercial houses, travel agents, the Indian Ambassador Mr J.S. Doddamani, Air-India's Regional Director-ME, Mr Ajit Singh, and Mr K.N. Kudesia, Director, India Tourist Office, Kuwait.

LONDON

Ms Josette Blonski from our Passenger Handling Section at Heathrow Airport, represented Air-India in the Miss London Airports 1983 contest held at Heathrow Airport. Josette has been with us for nearly a year and she gets a great deal of satisfaction from her work; off duty she enjoys modern ballet and volley ball and keeps trim with aerobics. Our Correspondent Ms Lillian Fonseca informs us that Josette is French, has green eyes and a lot of Gallic charm!

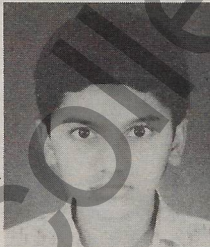
INDIA

A remarkable feat has been accomplished by Manish Joshi who has bilateral phocomelia since birth. He writes with his foot. In spite of this handicap, he came out first in his class in standard V this year. It is indeed a great achievement, and the Magic Carpet wishes Manish, son of S. K. Joshi of GSD, Delhi, many more years of success.



Dhondoo Chavan — looking after Air-India's art collection as if they were his own treasure trove.

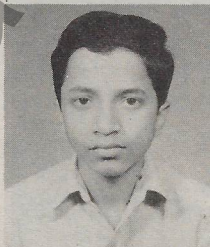
Other achievers in this month's column are : Vishnu and Lakshmi Lekha (children of P. G. Sudhakaran of GSD, Bombay); P. Girish (s/o V. Chandra-sekharan from Engineering, Bombay); Uma Krishnan (daughter of A.K. Krishnan of Cargo Delhi); Mahendra (s/o G.R. Parulekar from Engineering, Bombay); and Kiran and Sudha Khot (children of Capt R. G. Khot of Operations). Vishnu and Lakshmi Lekha have secured first ranks in their respective classes for the year 1982-83. Vishnu had earlier won honours by bagging the first prize in the painting competition arranged by the Suburban



Mahendra Parulekar.



Uma Krishnan



Kiran Khot.



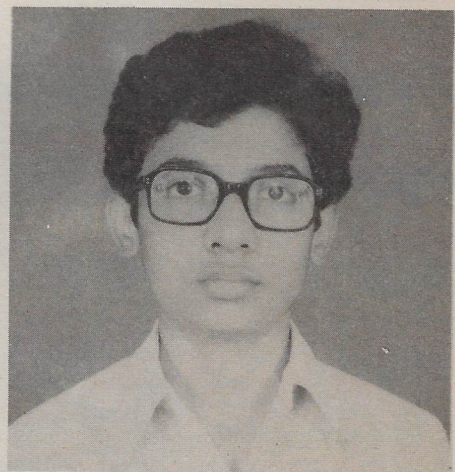
Sudha Khot.



Our green eyed beauty from London — Ms Josette Blonski.

have performed meritoriously by passing the High School Scholarship and SSC examinations respectively. Kiran won the Merit Scholarship and Sudha obtained 88.3% marks in SSC.

Before concluding this column, Magic Carpet's Editor would like to



P. Girish.

bid farewell to Dhondoo Chavan. For 37 years in Air-India Dhondoo lived in a world "bereft of ugly files; safely removed from the precincts of human beings, who spend their lives pushing press buttons." Although these words are borrowed from a remark made by former CD Mr S. K. Kooka on a similar occasion, we cannot help but repeat them because that is precisely what Dhondoo did — looking after Air-India's art collection, antiques and art objects as if they were his own treasure trove. Good luck, Dhondoo! □

Inaugurating the Indian Food Festival at Doha is Mr Ahmed Mohd. Al Suwadi. To his L is Mr Ajit Singh, AI's RD-ME.



India's Ambassador to the U.S. Mr Kocheril Raman Narayanan and his wife studying the Nehru Photo exhibit at the Birmingham Arts Festival.

