

Magic Carpet

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APRIL 1984

AI'S NEW MD

Capt. D. Bose took over as Air-India's Managing Director on April 3, 1984. He is 55, and was earlier Deputy Managing Director of Air-India.

Capt Bose was appointed Director of Operations in May 1976. On taking up the assignment of Deputy Managing Director on April 26, 1982, he was directly responsible for the departments of operations, engineering, ground services, inflight service, stores and purchase, and civil works. During his 30 years of service with the airline, apart from the operational field, he has had vast experience in the technical, administrative and management aspects of airline operations. He has attended a number of Senior Management courses and is currently Air-India's representative on the Technical Committee of IATA. He is a Director of the Hotel Corporation of India and is a member of the Committees currently evaluating replacement aircraft for Air-India and Indian Airlines.

In 1954, Capt Bose left Indian Airlines to join Air-India. Apart from being qualified on the various types of aircraft Air-India has had since the Constellation, he has a number of 'firsts' to his credit. He was on the first flight to Australia in October 1956 when this route was inaugurated; he was the Commander on the first Air-India flight on the Moscow-London sector in October 1964; he was the first pilot to operate non-stop Delhi-London over the USSR in February 1966. He commanded the first Boeing 747 of Air-India on its delivery flight to Bombay in April 1971 and he was the first Air-India Captain to be approved by the Boeing Company as an Instructor on the 747.

Capt Bose is married and has two children. He is an avid golfer. In his spare time, he reads literature relating to the air transport industry and modern management methods. □



A friendly handshake from Mr Raghu Raj after he handed over as Chief Executive of Air-India to Capt D. Bose.

DIRECT SERVICE BETWEEN TRIVANDRUM & DHAHRAN

AIR-INDIA has started a direct weekly Airbus service between Dhahran and Trivandrum from March 27, 1984. The flight with first and economy class configuration originates from Bombay every Tuesday and operates on the route Bombay/Dhahran / Trivandrum / Dhahran / Bombay. Air-India has a total of seven weekly services to Trivandrum from the Gulf.

The new Airbus service leaves Bombay every Tuesday at 0520 hrs (Local Time) and reaches Dhahran at 0620 hrs (LT). It leaves Dhahran at 0720 hrs (LT) and arrives in Trivan-

drum at 1420 hrs (LT). The flight from Trivandrum departs the same day at 1715 hrs and reaches Dhahran at 1930 hrs (LT), from where it leaves at 2030 hrs (LT) and arrives in Bombay on Wednesday at 0230 hrs.(LT).

Trivandrum is now linked to one more Gulf city, the other destinations being Dubai, Abu Dhabi, Kuwait, Ras-al-Khaymah and Sharjah. Of the 41 flights a week to 13 destinations in the Gulf and the Middle East, 17 are with Boeing 747s, 21 with Airbus and three with Boeing 707s. The Boeing 707s are operated to Baghdad Cairo and Sanaa. □

Mr Raghu Raj's Message

31st March, 1984

Dear Colleagues,

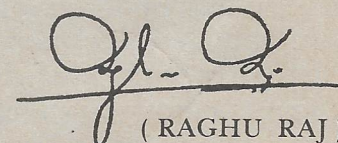
It is with a sense of deep fulfilment that I send this message on the eve of my laying down office as Chairman-cum-Managing Director of Air-India. I have held this post for a period of four years and I can say, with all honesty, that it has been the most satisfying assignment in my long and varied career.

Air-India is a fine organisation with men and women of the highest calibre. From what I have seen of the younger generation, we have the potential to do even better in the years to come given sincerity of purpose, loyalty to the organisation and the will to work hard. I, for one, am proud of the excellent team work shown by one and all -- it is this team spirit which has carried the airline through thick and thin, in good times and bad, and I will always be grateful to all of you for the co-operation and support you have personally given me over the years. I know that you will continue to keep Air-India's flag flying high.

It is hard to say goodbye, but I will regard this only as an 'au revoir'. My home is in Delhi, and I will always be happy to hear from you. My address is given below.

May Good Fortune go with you and your families.

K-36A,
Hauz Khas Enclave,
New Delhi - 110 016.


(RAGHU RAJ)

SPOTLIGHT ON AI CALENDAR

Our 1983 calendar, conceived and designed by the Air-India Art Studio, was awarded the first prize at the 24th National Awards for excellence in printing and designing function held in New Delhi recently. □

Resident Director, Mr R.K. Thadani is seen receiving the award on behalf of Air-India from President of India, Giani Zail Singh.



हिन्दी-विभाग



कैप्टन डी. बोस को कार्यभार सौंपने के बाद श्री रघुराज श्री बोस से हाथमिलाते हुए।

एअर-इंडिया के नए प्रबंध निदेशक

कैप्टन डी. बोस ने एअर-इंडिया के प्रबंध निदेशक के रूप में 3 अप्रैल, 1984 को कार्यभार संभाला। 55 वर्षीय कैप्टन बोस इससे पहले एअर-इंडिया के उप प्रबंध निदेशक थे।

मई, 1976 में कैप्टन बोस परिचालन निदेशक नियुक्त हुए थे। 26 अप्रैल, 1982 को उप प्रबंध निदेशक के पद का भार संभालने पर, परिचालन, इंजीनियरी, भू सेवा, उड़ानगत सेवा, भंडार एवं क्रय, सिविल निर्माण विभाग सीधे उनके अधीन थे। एअरलाइन में उनकी 30 वर्षों की सेवा के दौरान, परिचालन क्षेत्र को छोड़कर, उन्हें एअरलाइन परिचालन के तकनीकी, प्रशासनिक तथा प्रबंध पहलुओं का बड़ा अनुभव प्राप्त हुआ है। उन्होंने अनेक वरिष्ठ प्रबंध पाठ्यक्रमों में भाग लिया है और इस समय वे इआटा की तकनीकी समिति पर एअर-इंडिया के प्रतिनिधि हैं। वे भारतीय होटल निगम के एक निदेशक हैं और इस समय एअर-इंडिया तथा इंडियन एअरलाइंस के लिए विमान प्रतिस्थापन मूल्यांकन समितियों के सदस्य हैं।

वर्ष 1954 में, कैप्टन बोस इंडियन एअरलाइंस से एअर-इंडिया में आए। एअर-इंडिया के विभिन्न प्रकार के विमानों के लिए योग्यता प्राप्त होने के अतिरिक्त, उन्हें अनेक "प्रथम" उड़ानों को ले जाने का श्रेय जाता है। वे अक्टूबर, 1956 में, आस्ट्रेलिया के लिए पहले उड़ान-मार्ग के उद्घाटन अवसर पर थे तथा अक्टूबर 1964 में, मास्को-लंदन मार्ग पर एअर-इंडिया की पहली उड़ान के कमांडर थे। वे पहले पायलट थे, जिन्होंने फरवरी, 1966 में यू.एस.एस.आर. के ऊपर से, बिना रुके, दिल्ली-लंदन उड़ान परिचालित की थी। अप्रैल, 1971 में वे एअर-इंडिया के प्रथम बोइंग 747 विमान के बम्बई सुपुर्दगी उड़ान के कमांडर थे। वे एअर-इंडिया के प्रथम कैप्टन थे, जिन्हें बोइंग कंपनी ने 747 पर अनुदेशक के रूप में स्वीकृति दी।

कैप्टन बोस विवाहित हैं और उनके दो संतानें हैं। वे "गोल्फ" के आसक्त खिलाड़ी हैं। अपने अवकाश के समय में वे वायु परिवहन उद्योग तथा आधुनिक प्रबंध पद्धतियों से संबंधित साहित्य पढ़ते हैं।

श्री रघु राज का संदेश

31 मार्च, 1984

प्रिय साथियो,

एअर-इंडिया के अध्यक्ष व प्रबंध निदेशक के रूप में अपना कार्यभार सौंपने की पूर्व संध्या पर बड़े संतोष के साथ मैं यह संदेश भेज रहा हूँ। चार वर्षों तक मैंने यह पदभार संभाला है और मैं ईमानदारी से यह कह सकता हूँ कि मेरे अब तक के लम्बे एवं विविध जीवन वृत्तियों में यह कार्य परम संतोषजनक रहा है।

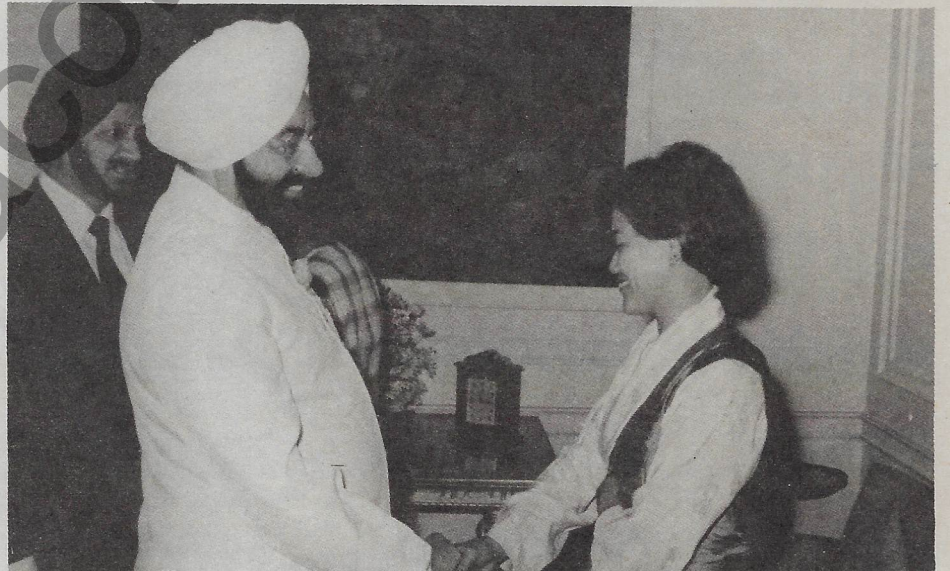
एअर-इंडिया एक उत्तम संस्था है जिसमें उच्च योग्यता प्राप्त एवं कुशल पुरुष व महिलाएं हैं। जो कुछ मैंने युवा पीढ़ी में देखा है, उससे यह प्रतीत होता है कि अगर हममें काम के प्रति ईमानदारी, संस्था के प्रति वफादारी और कड़ी मेहनत की लगन हो तो हममें इतनी क्षमता है कि हम आगामी वर्षों में और अच्छी प्रगति कर सकते हैं। जहां तक मेरा संबंध है सभी कर्मचारियों द्वारा दिखाई गई टीम भावना पर मुझे नाज़ है—यही वह टीम भावना है जिसने अच्छे और बुरे समय में एअरलाइन को आगे बढ़ाया है। आप सबने इस अवधि के दौरान मुझे जो सहयोग एवं सहारा दिया है उसके लिए मैं सदैव आप सबका कृतज्ञ रहूंगा। मैं जानता हूँ कि आप एअर-इंडिया के झंडे को ऊंचा उठाए रखेंगे।

अलविदा कहना बड़ा कठिन है परन्तु मैं इसे केवल 'ओ-रेवुआ' ही मानूंगा। मेरा घर दिल्ली में है और आप लोगों के समाचार जानकर मुझे सदैव प्रसन्नता होगी। मेरा पता नीचे दिया गया है।

मेरी कामना है कि आप और आपके परिवार सौभाग्यशाली हों।

के-३६ए
होज़ खास एनक्लेव
नई दिल्ली-110 016

(रघु राज)



अभियान आरंभ करने से पहले कु. रीता गोम्बु, भारत के राष्ट्रपति ज्ञानी जैल सिंह के साथ

हिन्दी सलाहकार समिति की 3री बैठक

पर्यटन और नागर विमानन मंत्रालय की हिन्दी सलाहकार समिति की 3री बैठक 14 मार्च, 1984 को शाम 3.30 बजे सम्राट होटल, नई दिल्ली में आयोजित की गई। बैठक की अध्यक्षता पर्यटन और नागर विमानन मंत्रालय के मंत्री श्री खुरशीद आलम खान की। बैठक में संसद-सदस्य, पत्रकार, लेखक, संपादक, प्राध्यापक तथा विद्वान समिति के सदस्य के रूप में उपस्थित थे। इस अवसर पर मंत्रालय के उच्च अधिकारियों सहित मंत्रालय के अधीन सभी विभागों के प्रमुख जो इस समिति के सदस्य भी हैं, भी उपस्थित थे। राजभाषा विभाग के नए सचिव व भारत सरकार के हिन्दी सलाहकार भी बैठक में उपस्थित थे। एअर-इंडिया का प्रतिनिधित्व हमारे अध्यक्ष व प्रबंध निदेशक श्री रघु राज तथा निदेशक जनशक्ति योजना एवं विकास श्री शशि कुमार नंदा ने किया। सर्वप्रथम मंत्री महोदय ने उपस्थित सदस्यों का स्वागत किया तथा नए सदस्यों का समिति से परिचय कराया। इसके

बाद कार्यसूची पर चर्चा की गई। एअर-इंडिया से संबंधित जिन मदों पर चर्चा की गई, वे इस प्रकार हैं :-

1. हिन्दी टाइपिंग व आशुलिपि के प्रशिक्षण में गति लाई जाए।
2. "नमस्कार" की पाठ्य सामग्री को रुचिकर बनाना। मुद्रण व अनुवाद संबंधी गलतियों की ओर ध्यान दिया जाए। लेख व लेखकों में विविधता हो। हिन्दी लेखों की संख्या बढ़ाई जाए।
3. हिन्दी के कार्य के लिए उपयुक्त स्तर के पर्याप्त हिन्दी स्टाफ की व्यवस्था की जाए।
4. एअर-इंडिया के सभी उपहारों, विमानगत मदों पर "एअर-इंडिया" द्विभाषिक रूप में लिखा जाए।

उपस्थित सदस्यों ने चर्चा के दौरान पर्यटन और विमानन से संबंधित कई अमूल्य सुझाव दिए। अन्त में धन्यवाद ज्ञापन के साथ बैठक समाप्त हुई।

कुशल महिला पर्वतारोही

कु. रीता गोम्बु हमारे नई दिल्ली कार्यालय में यातायात सहायक हैं। उन्हें भारतीय एवरेस्ट अभियान, 1984 के लिए चुना गया है। यह अभियान 7 मार्च, 1984 को दिल्ली से रवाना हुआ।

कु. रीता ने 17 दिसंबर, 1980 को यातायात सहायक के रूप में एअर-इंडिया में नौकरी आरंभ की और तब से वे पालम एअरपोर्ट पर कार्यरत हैं। कु. रीता, नवांग गोम्बु की पुत्री हैं। श्री नवांग दार्जिलिंग के हिमालयन पर्वतारोहण इंस्टीट्यूट के फील्ड प्रशिक्षण निदेशक हैं तथा एवरेस्ट पर दो बार (1963 तथा 1965 में) चढ़ने वाले विश्व के प्रथम व्यक्ति हैं। कु. रीता एवरेस्ट पर चढ़ने वाली देश की प्रमुख महिला हैं। कु. रीता ने हिमालयन पर्वतारोहण इंस्टीट्यूट, दार्जिलिंग से 1976 में आरंभिक पर्वतारोहण पाठ्यक्रम तथा 1979 में उच्च पर्वतारोहण पाठ्यक्रम पूर्ण किया। वर्ष 1981 में कु. रीता ने हिमालयन पर्वतारोहण इंस्टीट्यूट के प्रथम महिला साहसिक पाठ्यक्रम के प्रशिक्षक के रूप में कार्य किया। भारतीय पर्वतारोहण बुनियादी प्रशिक्षण कैम्प वर्ष

1982 में उन्होंने कंचनजंगा पर्वतमाला के कब्र डोम से 100 मीटर कम की चढ़ाई चढ़ी। वर्ष 1983 में कु. रीता दोबारा महिला बुनियादी पाठ्यक्रम में प्रशिक्षक रहीं और उसी वर्ष उन्होंने यू.एस.ए. में 14,000 फुट ऊंचे रैनियर माउंट की चढ़ाई की। वर्ष 1983 में एवरेस्ट पूर्व-चयन के दौरान रीता ने माना शिखर से लगभग 100 मीटर कम, 23,000 फुट की चढ़ाई की।

भारतीय अभियान का नेतृत्व हिमालयन पर्वतारोहण इंस्टीट्यूट, दार्जिलिंग के प्रिंसिपल कर्नल डी.के. खल्लर ने किया। इस अभियान में 7 महिलाएं व 13 पुरुष हैं, जिनमें से 2 डॉक्टर तथा एक संचार अधिकारी हैं। भारतीयों द्वारा एवरेस्ट पर चढ़ने का यह चौथा प्रयास है। कु. रीता गोम्बु अभियान पर जाने से पहले एअर-इंडिया के अध्यक्ष व प्रबंध निदेशक श्री रघु राज से दिल्ली में मिलीं।

खेल मंत्रालय के अलावा, इस अभियान को कई संस्थाओं ने योगदान दिया, जिनमें मुख्य हैं, एअर-इंडिया, सेना, वायु-सेना तथा आयुध फैक्टरियां।

RANDOM JOTTINGS

by LAGGING MIND

I have recently been making a serious study of the effects on air-travellers of flying at high speeds across various time-zones (there are 24 of them encircling the globe). (In this study I have advisedly avoided reference to operating and cabin crew). I believe the term is "Circadian dysrhythmia", loosely known as jet-lag. The symptoms are that horrible morning-after-the-night-before feeling, the various bodily functions such as sleep and hunger becoming out of phase externally, and the neural, hormonal and metabolic processes of a few hundred oscillating subsystems getting out of phase internally. Further, the respiratory passages and ocular fluids sometimes dry out, leaving you with a scratching throat and dimming vision. And if that is not enough, a goodly consumption of alcohol and cigarettes can cause brittleness of the nails, falling hair, can induce relative hypoxia (which means oxygen deficiency leading to diminution of mental ability and accuracy), mild amnesia (I can testify to this myself) and temporary anaemia.

Having arrived at these various conclusions in the processes of my research, I wondered why shipboard life did not induce the same symptoms. The answer was obvious. Even though life on board a ship may be pretty hectic (and I can tell you landlubbers some stories that would make your hair curl!), the speed with which she (the

ship) passes through the various time-zones is so slow and unnoticeable that the body copes easily with the rate of change. With supersonic aircraft today, especially the military versions, the position is entirely different. You take off, say, from Paris, zoom halfway across the Atlantic at three times the speed of sound — and return to Paris the day before yesterday. Can you imagine the metabolistic rebellion within you with yesterday's dinner, cognac of the day before and the Gitanes of all three days?

Before I unleash on the unwary reader all the wisdom I have accumulated in my research project, let us have a quick look at the human body in flight. As I write this, there are half-a-million people all over the world hurtling through space at speeds of 800 km per hour and over, in large steel monsters, guzzling large quantities of alcohol, wolfing down vast supplies of food, ogling pretty girls across the aisle, watching 19th century movies, listening to one of eight-track stereo music channels - sometimes all of them simultaneously - or just trying to catch up on some sleep. There are three separate sets of factors that affect the physical and psychological well-being of these air-travellers who are possibly passing through many different time-zones in the process.

Firstly, there is the personal factor - age, state of health, emotional and mental state. Then there is the normal

operational factor - noise, vibration, crying babies, and trying to sit still for long periods. The third (and scientifically the most important) factor is the specific operational one, viz. duration of flight, time of day or night, number of time-zones traversed and differences of climate at point of embarkation and destination. Specifically, it means that if you fly Bombay-New York without a stopover, you have traversed ten time-zones and you must be given three days rest period before you get down to serious work.

Lest the Management think I am indulging in unfair sniping, I would like to bring to the notice of readers of this column one of the grievances cited by the signatories to the US Declaration of Independence against King George III of England. It read: "He (King George III) is in the habit of calling together legislative bodies of places unusual (Surya Patel, please note!) uncomfortable and distant from the depository of their public records, for the sole purpose of fatiguing them into compliance with his measures." And that was 200 years ago!

All that it means is that every man has his own biological clock but has not, in this jet age, worked out a way of readjusting it. When he disembarks in an alien time-zone after a long flight, he is rude, irritable, nervous, constipated, confused, tired during the day and wide-awake all night. There is an answer. Always fly west and gain time. Fly east and your time is halved. As the grizzled Westerner used to tell the beardless youth: Go West, young man.

One of the factors behind this problem is, of course, purely geographical.

Eight times out of ten, an air-traveller is flying east-west or west-east. If he were to fly north-south or vice-versa, his trip may be equally fatiguing but he need not cross a single time-zone and hence need not suffer the unnatural relationship between his body's internal time and the geographical external time. A great pity the Equator didn't run from North to South. Think of the problems it would have saved!

I could go on and on for ever. But space is limited as the Airport Manager told the passenger before he bumped him off. So I shall end this by detailing a few 'don'ts' I read in a list of "do's and don'ts" to prospective passengers by one of the newer airlines. "Don't eat too much. Don't drink too much. Don't smoke too much." To which list I would like to add my own items of prohibitives. "Don't flirt with the airhostess too much (because you will then eat too much, drink too much and smoke too much)". And, finally, if you can at all help it: "DON'T FLY AT ALL. STAY AT HOME!" And if the CD is after my blood for making this dastardly suggestion, I can always go back to sea, take my time-zones easily and leave dysrhythmia, hypoxia, amnesia, anaemia and constipation to you high-flying types!

Since writing this controversial piece, we regret to announce that the author who had permanently renounced the sea (much to the relief of the naval authorities) and had been absorbed in Air-India, is returning to matters maritime. However, he is currently under medical observation for hypoxia...Editor



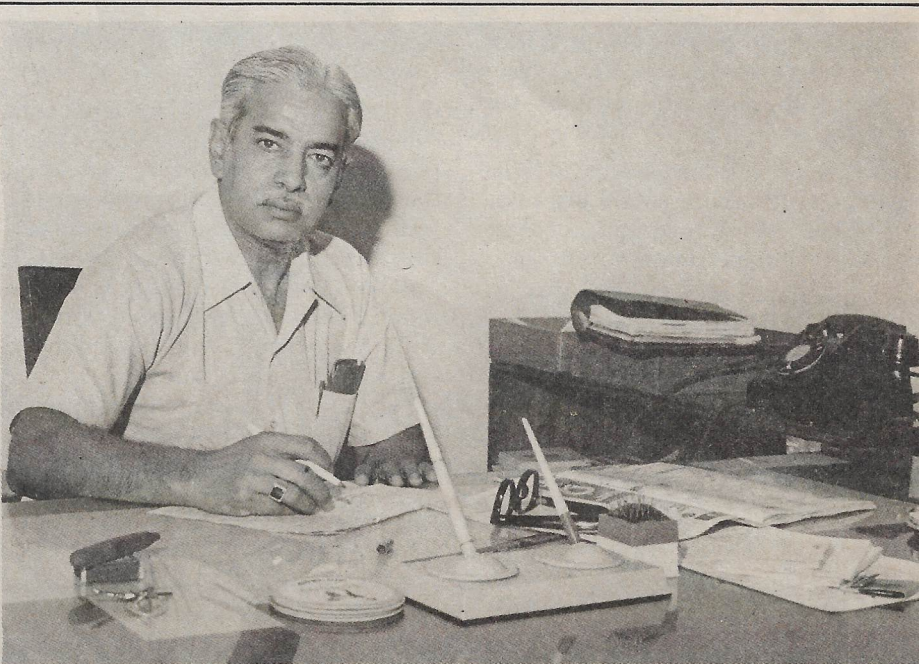
AI MEETS TANNERS

During the International Annual Leather Week held in Madras this year, Air-India's Cargo division highlighted its worldwide cargo network and operations at a pavilion set up specially for the occasion.

While the Air-India stall won a certificate of appreciation, during the week-long tanners meeting Air-India also

made a presentation on "Air Freight Economics in International Trade - a System's Approach."

In the picture on the left Dy. MD Mr C. L. Sharma is seen at the AI pavilion with Mr V. J. Casshyap, Manager - Cargo, Marketing and Development.



Capt Raj Bhatia

AIR-INDIA'S NEW DIRECTOR OF OPERATIONS

CAPT RAJ BHATIA has been appointed Air-India's Director of Operations in succession to Capt C.P. Narayanan, who retired at the end of February 1984.

Born in Rawalpindi (now in Pakistan), Capt Bhatia joined Air-India in November 1948, after learning to fly with the Delhi Flying Club. In his 36 years with Air-India, he has flown a wide range of aeroplanes from DC-3s, Vikings, Constellations, Super Constellations to Boeing 707s and Boeing 747s.

He became Dy Operations Manager in 1971, Operations Manager in 1976 and Deputy Director of Operations in 1982.

Married with one daughter, Capt Bhatia is fond of music, both Western and Indian Classical, loves to read,

plays tennis: "for exercise only". He is fond of long walks, which he takes every morning wherever he is!



Capt C.P. Narayanan when he brought his last flight home, before laying down office as Director of Operations.

OBITUARIES

We deeply regret to announce the sad demise of the following staff:

Mr M.B. Thengadi, Asst Superintendent — Stores, Stores & Purchase

Department. Years of Service — 29.

Mr J. Harper, retired Sales Manager, Cargo, London. Years of Service — 22.

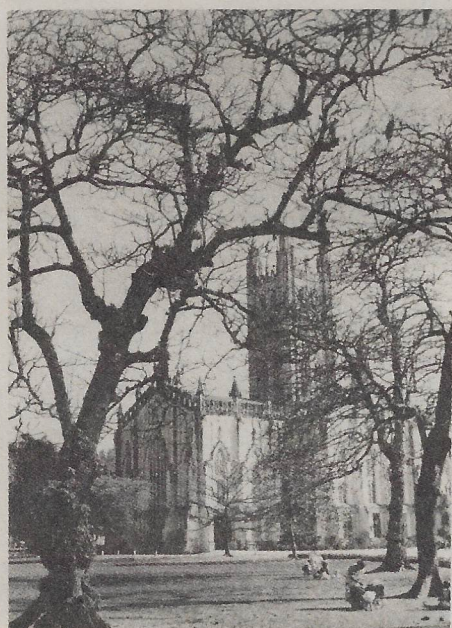


“Tourism is the second biggest industry in the world today after oil”

Shri Khurshed Alam Khan, Minister for Tourism and Civil Aviation, when he was recently interviewed by Mr S.M. Kumar, A.I.R. correspondent.

Q Tourism is an important segment of our national economy. It not only earns valuable foreign exchange but also creates job opportunities within the country both directly and indirectly. Mr Minister, sir, how do you look at the growth of tourism in the last 12 months?

A In the first instance I should like to say that I entirely agree with you that Tourism is a very important segment of our economy — in fact not only the economy of this country but of the world, because “tourism is the second biggest industry in the world today after oil.” But oil is a shrinking industry and tourism is an expanding one, so within a few years tourism will be the first industry in the world. A lot of benefits flow from Tourism. The country earns foreign exchange which is very much needed. Besides, the employment opportunities are vast. A



A cathedral in beautiful Goa.



Spice market of Bombay.

rough estimate is that about 30 lakh people are directly or indirectly concerned with, or dependent upon, the tourism industry in our country.

Q How many tourists came to India in the last 12 months? And what was the quantum of foreign exchange earned through foreign tourists?

A About 13 lakh tourists arrived in this country during the year ending December, 1983 and from these tourists we earned about Rs.825 crores of foreign exchange this year.

Q From which parts of the globe did these tourists come to India?

A Well, normally the tourist traffic emanates from Central Europe, America, Japan, Australia and some of the Asian countries. But recently the West Asian countries or the Arab countries have also shown a keen interest in India. You know that there is unprecedented prosperity in West Asia and these are high spending people and they come here as they find a great deal of attraction in our country.

Q I understand that our country offers the widest imaginable fare to tourists, but the number of visitors last year you mentioned was just a little over 13 lakhs. Is it because India's

tourist attractions have not been properly publicised abroad?

A I am afraid I do not agree with this statement because you know there is a worldwide recession, and when the recessionary conditions are in the traffic originating countries, people do not wish to travel long distances. Unfortunately, our country is located a long distance away from Europe, America or Japan and the people do not want to spend more on air-fare when there is recession in their country. They would like to save money and spend more on holidaying in Western countries. Therefore the number 13 lakhs that I mentioned earlier is not a very disappointing number keeping in view the situation prevailing in the world. Besides, we have also to consider the fact that India entered into tourism in a regular fashion rather late. In 1952, a little over 20 thousand tourists had come to this country and we earned about 10 crores foreign exchange, while in 1983 as I said 13 lakh tourists visited India and we earned 825 crores. So this is not a disappointing figure, and unless our tourist destinations and our tourist attractions are publicised and promoted abroad how could we expect such a large number to come to this country?

Q But in this connection I am reminded of certain reports—that Singapore which is a very small country, less than half the area of Delhi, receives probably the highest percentage of tourists. It is rather the mainstay of Singapore's economy, foreign tourists.

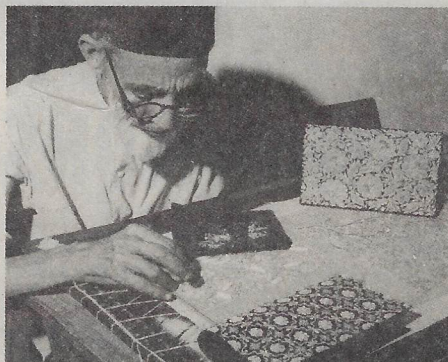
A That is true that its mainstay is tourist economy but one thing must be kept in view. Singapore or Hong Kong are not tourist destinations. Tourists break their journey for a short while for shopping and this shopping is the main attraction and particularly for textiles and electronic goods. This is all. Because the normal stay of a tourist is hardly one or two nights and you will be glad to know that in India the average stay of a tourist is about 27 days.

Q Yesterday you addressed the first meeting of the Tourism Advisory Board in New Delhi and you spoke about involving the States and private sector in the preparation of the Draft VII Five Year Plan on Tourism. Would you please elaborate as to how this is going to be possible.

A Well, in preparation of the Draft Seventh Five Year Plan paper, I have written to all the States that they should prepare their own Draft Plans and we are preparing our own papers. When the two drafts are ready, we propose to invite the Ministers of Tourism of the various States to Delhi for detailed discussions. Because my main idea is to dovetail the entire tourism network in such a manner that we do not work at cross purposes. What we should actually do is to supplement, not supplant each other. This is the main idea and as you know each State has an allocation for Tourism and, in fact, for the VI Plan the States received a total of about Rs 116 crores for Tourism while the Centre, that is my Ministry got only 25 crores. So we want that the entire tourism budget of Centre and States to be spent in a manner while the concentration is on development. We should not spend our resources so that there is no impact anywhere. We must spend the money in a selective manner. As you very rightly said, in India there are many places of attraction and these can be developed only when we have a joint action plan with the States, and even for that matter the private sector.

Q What do you mean exactly by the private sector?

A Well, there are certain segments of the industry in which the private



Where tradition is handed down centuries... An old man doing intricate jari work.

sector is very keen to invest. For instance, hotels. This is an industry where the private sector can usefully invest because, as you know, there are financial constraints both at the Centre and with the States. And when the capital is available in the private sector we would also like to utilise that capital if possible. And as the tourism policy which I placed before the Parliament very clearly indicates, ours being a mixed economy the Centre, the States and the private sector should join hands in developing the infrastructure for Tourism.



Dances of India



The much spoken about Dal lake of Srinagar, Kashmir.

Q Sir, there is an impression that much of what the Government is doing to promote tourism is intended for the benefit of the affluent sections. Is it true?

A I am afraid that this is not a well-founded impression because tourism in this country is not all Five Star culture. For instance, the percentage of five star hotels is not more than 20 per cent of the rooms available in the country. And there are about thirty-one thousand rooms available in this country. But at the same time when people come from abroad they want to spend money and they want to stay in

DIA IS WAITING



a five star hotel; why should we not provide those facilities — like a shop-keeper, for instance. The shop-keeper will keep everything that a person wants, from a needle to the most expensive cosmetics.

Q From time to time we read reports in the papers that public sector hotels have been running at a loss.

A There is no doubt that some of the public sector hotels are running at a loss, but you have to keep in mind the fact that we are nevertheless developing an infrastructure. If the hotels are losing, we are still earning somewhere else, and if we do not

create the infrastructure for tourists in places where the private sector is not active, Tourism in this country will suffer. Therefore we do not consider this loss in isolation, even though we may feel that the units should be self-supporting. But what about places where they cannot be self-supporting, like Khajuraho? In Khajuraho there are tourists mainly during the winter season. Can we then say that we will not build hotels in Khajuraho because the tourists do not visit it in summer? We have to build the infrastructure, even though it may not pay all the time; at other places however, it will pay. But on the whole the country gains considerably by the arrival of the tourists in large numbers.

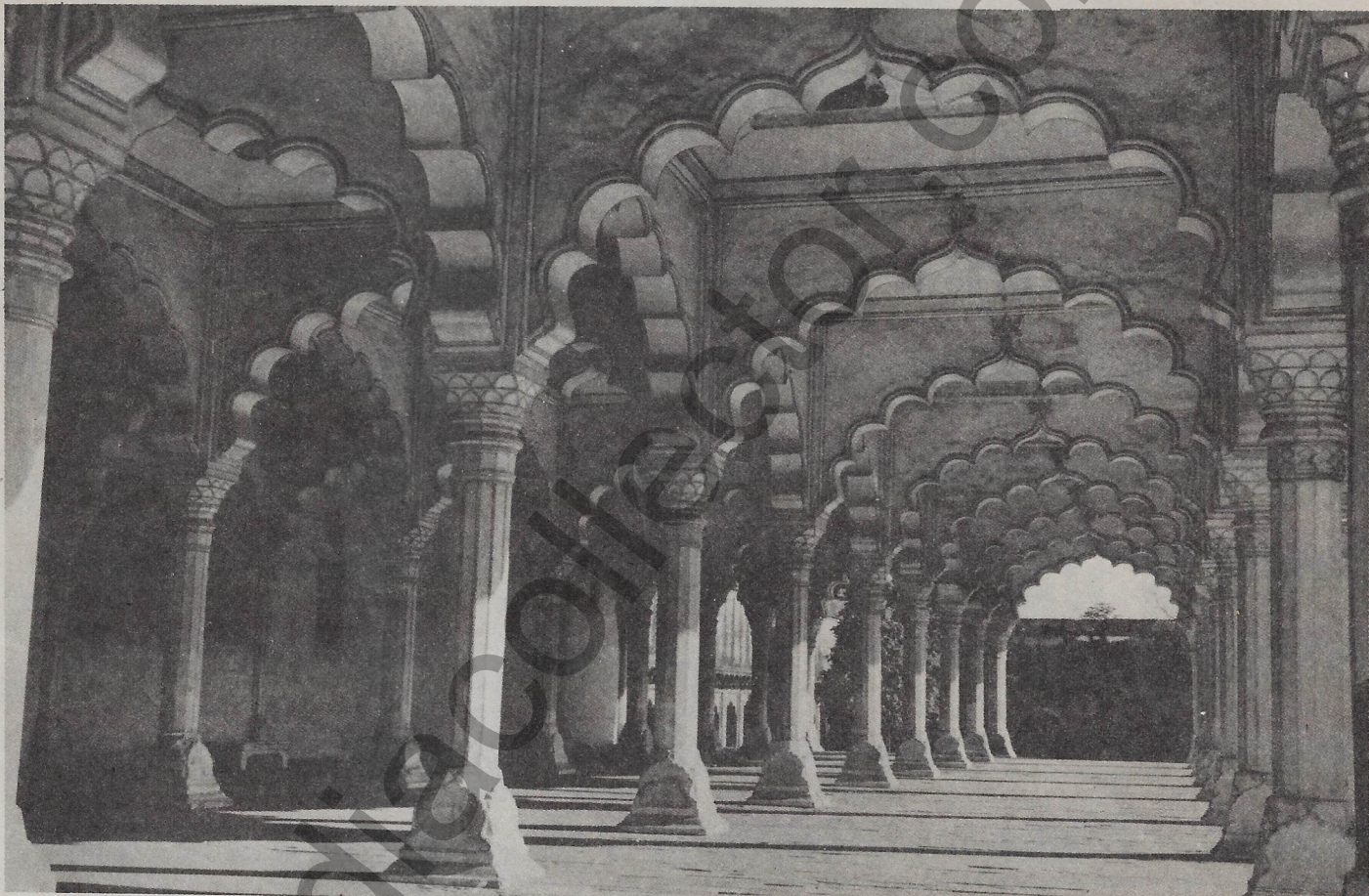
Q You said at the Tourism Advisory Board Meeting that there will be emphasis on inviting more and

as a supplement to education, and indeed it fosters a sense of emotional integration, among our countrymen. What is your department doing to strengthen this?

A Tourism is not only for foreign exchange earning. Domestic tourism helps to create goodwill and national integration, as well as fostering international goodwill with visitors of other countries. Now, as far as national integration is concerned we are trying to encourage youth travel so that our youth living say in the South, should see the North and the youth living in the East must see the West. For this purpose we have built Youth Hostels in each State. These are very comfortable places where the youth can stay at a very cheap price costing them about five to six rupees per night. To my mind, this is a very practical way



Going back in time — Khajuraho.



One of the several architectural beauties in our country.

more tourists from West Asia. Why so?

A In West Asia these days, there is unprecedented prosperity and they are almost our next-door neighbours. Besides, they find the conditions prevailing in this country more similar to their own countries rather than what they find in Europe or America. So having realised that they have got so many attractions in India they prefer to come here. We are therefore trying to promote India in West Asian countries to attract more and more tourists, and I am happy to say that we have been able to make a dent there.

Q Incidentally, you have spoken about developing regional tourism also. What is this concept of regional tourism?

A Well, the basis of regional tourism is that we want tourists from neighbouring countries to come to this country, because in recessionary conditions, tourists do not wish to travel long distances. And therefore, the countries which are located at long distances, which require long haul traffic, suffer. Therefore, we want to encourage regional tourism, tourists from the neighbouring countries. After all, we have so much to offer. We have monuments, we have our cultural heritage, we have our performing arts, we have wild life, we have beaches, we have our mountains; all these facilities are available and naturally people will come and enjoy whatever attract them.

Q Travel has long been regarded

in which we can encourage our youth to travel and to know and learn about not only their own region but the

entire country, and their entire heritage. □

The Charminar in Hyderabad. Each of the four minarets is 180 ft high.



SPORTS ROUND UP

TENNIS:

Davis Team All Praise For AI

At the recent AI sponsored Davis Cup tie against France held in New Delhi, Vijay Amritraj, Anand Amritraj, Shashi Menon and Ramesh Krishnan were all praise for Air-India. They consider AI as the single biggest contributor in the promotion of tennis in the country.

According to the Amritraj brothers, a number of tennis players prefer to

fly Air-India. However all four feel that to promote the game further, the airline should also sponsor juniors.

Shashi Menon who also played in the Western India Tennis Championship 1984 held recently in Bombay, suggests that we have a junior development programme. Anand on the other hand has offered his services to hold clinics whenever he is in India.



Anand Amritraj, Vijay Amritraj and Shashi Menon with Mr P.L. Reddy, Manager of the team. (extreme L.)

AI at National Hockey

Air-India enjoyed a unique distinction of being represented for the first time, by its three players at the 48th National Hockey Championship recently held in New Delhi. The three Air-Indians were Mr M.P. Singh, Mr Pargat Singh and Mr Gurdip Kumar.

While Mr Singh has been selected for the Olympic Games coaching camp, Mr Pargat Singh and Mr Gurdip Kumar have been called for the Junior India Team to be selected for the World Cup qualifying round.

GAVASKAR GLITTERS

(Reproduced below is a poem written by talented 12 year old Prashanti, daughter of Mrs P. Palekar from our Personnel department. A budding poet, Prashanti is also a very good painter with several prizes to her credit.)

Oh! its cricket time, cricket and thats all,
Cricket at Chepauk after that heavy rainfall.
India losing two wickets very quick,
But Sunny's already at that nick.
To India's aid Sunny comes in,
With a bit of zest and an upright chin.
He's all set to face any kind of ball,
From those giants under that massive Wes Hall.
In comes Marshall with a wide ball,
But our Sunny doesn't care at all.
Leaving the ball to go astride,
Sunil's enjoying a smooth smooth ride.
On the Little Master's shoulders the burden does rest,
But he too is at his very best.
But every delivery he's gone for a four,
Encouraged by the crowd's huge roar.
A four at long on, another at mid wicket,
This is been some real good cricket.
It can't be bad with Sunny at the crease,
Facing the monsters just with ease.
He's outclassed all by his fine play,
Those nostalgic moments what a memorable day.
The Little Master is really on the run,
Yes, He's batting on a glorious ninety-one.
Two more fours - on ninety nine he's there,

With bombs of excitement bursting everywhere.

Will he make it or will he not,
In so many minds that's the only thought.

That three figure mark is just so near,
And he's got it, yes its here.
Gavaskar achieving his 30th ton,
A moment to be cherished by everyone.
He's gone for every stroke you know,
Right from the start from the word go.
He's timed his shots really too good,
As a batsman of his calibre should.
There's a four, Oh! another one,
Eagerly waiting for his double TON.
He's past 150 just so soon,
Batting excellently as a typhoon.
To his score he's added every run,
And now he's batting on a magnificent 191.
Nine more runs and the goal is won,
The Little Master getting his 4th double TON.

Two more fours and a run he's hit,
With a fiery blaze the stadium is lit.
Sunil's achieved his prime goal,
Though it be Holding or Marshall to bowl.

On Indian soil records are done,
With that hundred glory he's won.
Shouts and praises fill the air,
While the puny fellow is still on there.
A great cricketer and equally a great man,

That's all I can say about that cricketing superman.



Gajapathy receiving his trophy.

Gajapathy from our Sports Section defeated his brother Ethiraj, (also with AI Sports) 6-3, 7-6 (7-5) to claim the men's singles title of the B.K. Mazumdar Memorial tennis tournament, held for

the first time at Atul, near Bulsar in Gujarat. The two teamed up to beat J.S. Rana and S. Jinwala 6-2, 7-5 in the men's doubles final.

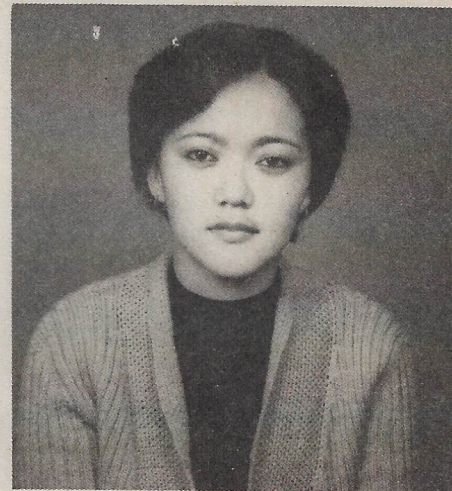
Rita Gombu Joins Everest Expedition

Rita Gombu from our Delhi Airport has been selected for the Indian Everest Expedition 1984, which left Delhi on March 7, 1984.

Rita joined Air-India as a Traffic Assistant on December 17, 1980 and has since been posted at Palam. Daughter of Nawang Gombu, Director of Field Training at the Himalayan Mountaineering Institute, Darjeeling and the first man in the world to have climbed Everest twice (1963 and 1965), Rita is one of the leading women climbers in the country.

She did her basic mountaineering course in 1976 followed by the advance mountaineering course in 1979, both at the Himalayan Mountaineering Institute, Darjeeling. In 1981 she served as an Instructor for the first girls adventure course of the Himalayan Mountaineering Institute.

During the Indian Mountaineering Foundation's training camp in 1982 she climbed 100 m. short of the Kabru Dome in the Kanchenjunga range. In 1983 she again served as an Instructor for the ladies basic course and the same year climbed the 14,000 ft. Mt. Rainier



Rita Gombu

in the USA. In 1983 during the pre-Everest selection camp, Rita climbed 23,000 ft, about 100 m. short of the summit of Mana.

Before departure Miss Rita Gombu called on Mr Raghu Raj in Delhi.

Besides the Ministry of Sports, the expedition has received support from Air-India and other several organisations and institutions in the country.

In the coming years I wish him good luck,
Many other records under his arm may he tuck.
Hats off to you Oh Great Sunny,
May records come your way Oh! many, many, many.

Sunny replies :

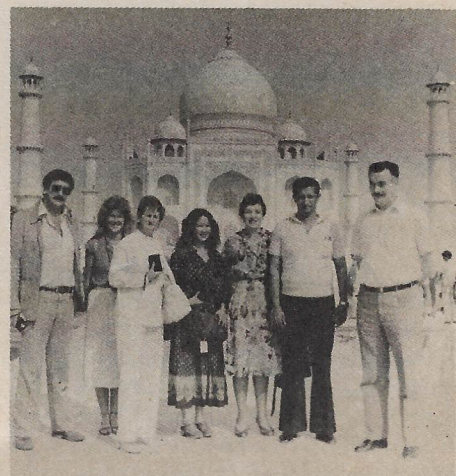
In Calcutta the crowd began to hiss
I thought I'd give Madras a miss

Thank God! I had better sense
Than make myself tense.
When the 30th came with a single
Sweat and tears did mingle
The cheers and claps were loud
As an Indian I was proud
And am eternally grateful to the crowd

* * *

Discovering India

This picture taken against the backdrop of the Taj Mahal, shows a group of Canadian Travel Agents who visited India on a familiarisation tour. Seen with Mr S.K. Tamhane, our Sales Supdt. in Toronto (second from R) are Mr Bruce Hodge, Miss Wendy Sidsworth, Mrs Andree Paquin, Miss Carol Lim, Mrs Nelli Belluz and Mr Sean Russel.



पर्यटन : एक भेंटवार्ता

(पर्यटन और नागर विमानन मंत्री श्री खुरशीद आलम खां के साथ आकाशवाणी के संवाददाता श्री एस.एम. कुमार की भेंटवार्ता से उद्धृत अंश)

प्र. पर्यटन हमारी राष्ट्रीय अर्थव्यवस्था का एक महत्वपूर्ण अंश है। इससे न केवल अमूल्य विदेशी मुद्रा अर्जित होती है, बल्कि यह प्रत्यक्ष और परोक्ष दोनों रूपों से देश में नौकरी के अवसर प्रदान करता है। माननीय मंत्री महोदय, पिछले 12 महीनों में पर्यटन का विकास आपकी दृष्टि में कैसा रहा?

उ. सबसे पहले मैं यह बताना चाहूंगा कि मैं आपकी इस बात से सहमत हूँ कि पर्यटन हमारे देश की अर्थव्यवस्था का एक बहुत महत्वपूर्ण अंश है वस्तुतः हमारे देश की अर्थव्यवस्था का ही नहीं बल्कि विश्व का भी। क्योंकि आज तेल के बाद पर्यटन ही विश्व का दूसरा सबसे बड़ा उद्योग है। लेकिन तेल उद्योग अपने आप में सिमटने वाला है और पर्यटन में विस्तार है। इस तरह कुछ ही वर्षों में पर्यटन उद्योग विश्व में पहले नम्बर पर होगा। पर्यटन से कई लाभ होते हैं। देश, विदेशी मुद्रा अर्जित करता है, जो बहुत आवश्यक है। इसके अतिरिक्त नौकरी के बहुत अवसर हैं। हमारे देश में मोटे तौर पर लगभग 30 लाख लोग प्रत्यक्ष या परोक्ष रूप में पर्यटन उद्योग से जुड़े हुए हैं या उस पर निर्भर हैं।



हिमाचल प्रदेश की गोरखा महिलाएं

प्र. पिछले 12 महीनों में कितने पर्यटक भारत आए और विदेशी पर्यटकों से कितनी विदेशी मुद्रा अर्जित की गई?

उ. दिसंबर, 1983 को समाप्त होने वाले वर्ष के दौरान इस देश में 13 लाख पर्यटक आए और इन पर्यटकों से इस वर्ष हमने लगभग 825 करोड़ रुपये की विदेशी मुद्रा अर्जित की।

प्र. दुनिया के किन-किन हिस्सों से ये पर्यटक भारत आए?

उ. सामान्यतः पर्यटकों का आवागमन मध्य यूरोप, अमरीका, जापान, आस्ट्रेलिया तथा कुछ एशियाई देशों से होता है। लेकिन, हाल ही में पश्चिमी एशियाई देशों या अरब देशों के निवासियों ने भी भारत के प्रति दिलचस्पी दिखाई है। आप जानते ही हैं कि पश्चिमी लोग काफी समृद्ध हैं और ये लोग यहां आते हैं क्योंकि ये लोग हमारे देश में कई प्रकार के आकर्षण पाते हैं।

प्र. महानुभाव, यह आम धारणा रही है कि पर्यटन के विकास के लिए सरकार जो कुछ कर रही है, वह समृद्ध वर्ग के लाभ के लिए कर रही है। क्या यह सत्य है?

उ. मेरे विचार से यह धारणा सही तथ्यों पर आधारित नहीं है क्योंकि इस देश में पर्यटन पांच सितारा संस्कृति ही नहीं है। उदाहरण के तौर पर, पांच सितारा होटलों का प्रतिशत देश में उपलब्ध कमरों का 20% भी नहीं है और इस देश में लगभग 31,000 कमरे उपलब्ध हैं।



श्री खुरशीद आलम खां

लेकिन साथ ही साथ जब लोग विदेश से आते हैं, वे पैसा खर्च करना चाहते हैं और वे पांच सितारा होटल में ठहरना चाहते हैं; हम क्यों न उन्हें वे सुविधाएं दें, उदाहरण के रूप में एक दुकानदार। दुकानदार, सुई से लेकर अत्यधिक महंगी प्रसाधन-सामग्री तक वे सभी वस्तुएं रखेगा, जिसकी आदमी को आवश्यकता हो सकती है।

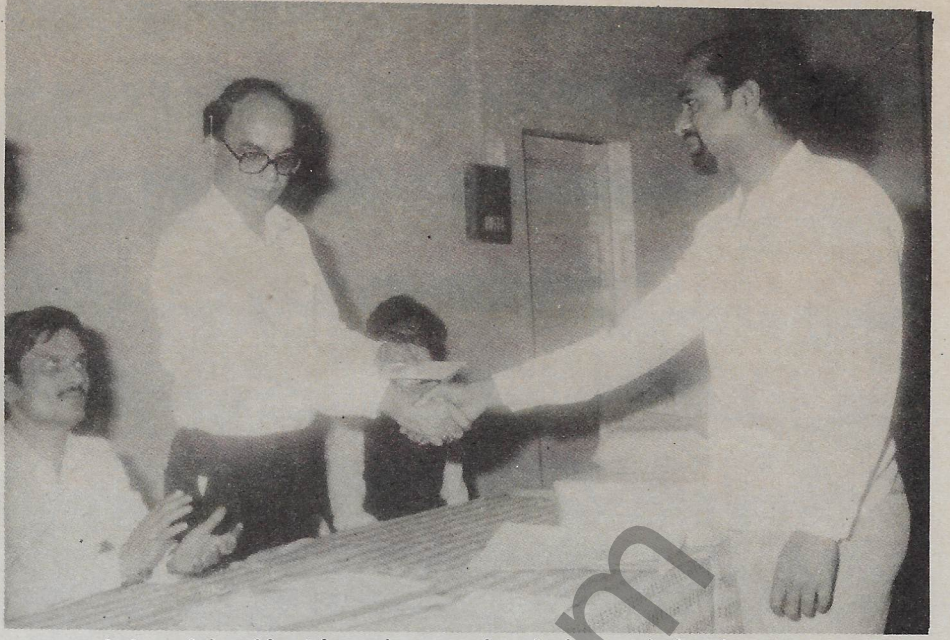
प्र. अक्सर अखबारों में हम ये समाचार पढ़ते हैं कि पब्लिक सैक्टर के होटल घाटे में जा रहे हैं।

उ. निःसंदेह कि पब्लिक सैक्टर के कुछ होटल घाटे में जा रहे हैं लेकिन आपको इस बात को ध्यान में रखना होगा कि हम फिर भी एक अवस्थापना का विकास कर रहे हैं। यदि होटल

घाटे में जा रहे हैं, तो भी हम कहीं अर्जित कर रहे हैं और यदि हम उन स्थानों में, जहां पब्लिक सैक्टर क्रियाशील नहीं है, पर्यटकों के लिए अवस्थापना नहीं बनाते हैं, तो इस देश में पर्यटन प्रभावित होगा। अतः हम इस घाटे पर अलग से विचार नहीं करते हैं, हालांकि हम ऐसा महसूस कर सकते हैं कि एकक स्वाश्रयी हों। लेकिन उन स्थानों का क्या होगा, जहां वे स्वाश्रयी नहीं हो सकते, जैसे खजुराहो? खजुराहो में पर्यटक मुख्यतः सर्दी के मौसम में ही आते हैं। तो क्या हम तब कह सकते हैं कि हम खजुराहो में होटल नहीं बनाएंगे क्योंकि वहां पर्यटक गर्मियों में नहीं आते हैं? हमें आवश्यक सुविधाओं को जुटाना है, यद्यपि वह हमेशा लाभदायक न हो, तथापि अन्य स्थानों पर इसका लाभ होगा। लेकिन समग्र रूप में, पर्यटकों के बड़ी संख्या में आने से देश को काफी लाभ होता है।

प्र. पर्यटन सलाहकार बोर्ड की बैठक में आपने कहा था कि पश्चिमी एशिया से अधिक से अधिक पर्यटकों के आमंत्रण पर बल दिया जाएगा। ऐसा क्यों?

उ. आजकल पश्चिमी एशिया में, अभूतपूर्ण ऐश्वर्य है और वे हमारे सबसे निकट के पड़ोसी हैं। इसके अतिरिक्त उन्हें इस देश की परिस्थितियां, अमरीका या यूरोप की अपेक्षा, बहुत कुछ अपने देश जैसी लगती हैं। वे भारत के प्रति आकृष्ट हो यहां आना अधिक पसंद करते हैं।



श्री वी.एल. ज़िटे, इंजीनियरी विभाग के स्थापना अधिकारी, श्री एन.ए. कोचरेकर से पुरस्कार प्राप्त करते हुए, श्री कोचरेकर के दाईं ओर हैं श्री जी.पी. कदम

कैरम टूर्नामेंट

हमेशा की तरह, ओपन कैरम टूर्नामेंट का आयोजन स्पोर्ट्स क्लब, सांताक्रूज़ में किया गया। इस टूर्नामेंट में तीन इवेंट्स थे:— 1. पुरुष एकल, 2. ओपन युगल तथा 3. महिला एकल टूर्नामेंट का परिणाम इस प्रकार रहा:—

1. पुरुष एकल

इस वर्ष कैरम के पुरुष एकल के फाइनल मैच के खिलाड़ी थे—श्री वी.एल. ज़िटे (जी.एस.डी.) तथा श्री जी.पी. कदम (इंजीनियरी)। श्री ज़िटे ने श्री कदम को हराकर पुरुष एकल फाइनल जीता। जी.एस.डी. तथा इंजीनियरी विभाग के सर्वश्री एन.पी. कदम तथा डी.एम. कारखानिस सेमी फाइनल में हार गए।

2. पुरुष युगल

इस इवेंट में, फाइनल मैच के खिलाड़ी थे—जी.एस.डी. विभाग के सर्वश्री वी.एल. ज़िटे तथा बी.बी. काले तथा इंजीनियरी विभाग के सर्वश्री जी.पी. कदम तथा पी.डी. वालिंजकर। इस कठोर संघर्ष और जोरदार मुकाबले में सर्वश्री ज़िटे तथा काले ने मैच जीता।

सेमी फाइनल में हारने वाली टीमों में थे:

इंजीनियरी विभाग के सर्वश्री एस.बी. शेट्टे/ए.डी. वरलीकर तथा सर्वश्री वी.बी. रेवंडकर (कार्मिक)/बी.एस. विरकर (ट्रांसपोर्ट)

3. महिला एकल

वित्त एवं लेखा विभाग की श्रीमती ए.जे. कानिटकर तथा इंजीनियरी विभाग की श्रीमती एस.पी. डांगले के बीच महिला फाइनल खेला गया। श्रीमती कानिटकर ने मैच जीता।

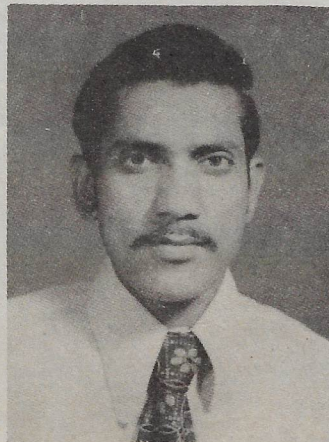
वित्त एवं लेखा विभाग की श्रीमती वी.एस. फाटक तथा श्रीमती एन.एम. जाम्भेकर की सेमी-फाइनल में हार हुई।

महाराष्ट्र स्टेट कैरम एसोसिएशन के दो सर्वश्रेष्ठ खिलाड़ी, श्री अरुण केदार तथा श्री जगन बेगले की उपस्थिति में पुरस्कार वितरण समारोह का आयोजन किया गया तथा इंजीनियरी विभाग के स्थापना अधिकारी श्री एन.ए. कोचरेकर ने समारोह की अध्यक्षता की।

कामगार शिक्षण योजना

एअर-इंडिया में कामगार शिक्षण योजना का आरंभ वर्ष 1960 में हुआ था। तब से यह योजना सफलतापूर्वक चल रही है। केन्द्रीय सरकार द्वारा चलाई जा रही इन कक्षाओं में रजिस्टर्ड ट्रेड यूनियनों द्वारा नामित कर्मचारियों को कामगार शिक्षक के 3 माह के प्रशिक्षण पाठ्यक्रम के लिए भेजा जाता है। बाद में यहां प्रशिक्षित शिक्षक अपनी-अपनी कंपनियों में यूनित लेवल पर ये कक्षाएं चलाते हैं। यह प्रशिक्षण कर्मचारी को एक अच्छा कार्यकर्ता और नागरिक बनाने में तथा ट्रेड यूनियन के लिए नेतृत्व का विकास करने में और आत्म चेतना के प्रति जागरूकता पैदा करने में सहायक है।

श्री आर. डबल्यू. शिंदे



श्री एस.बी. हवलीकर



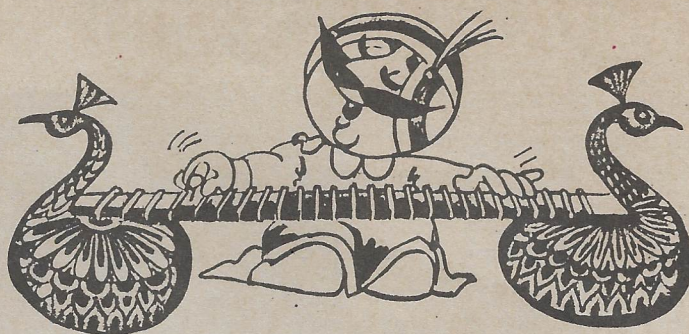
हाल ही में, हमने अपने दो कर्मचारियों को 90 वें कामगार प्रशिक्षक प्रशिक्षण पाठ्यक्रम के लिए भेजा था। उनमें से एक थे लेखा विभाग में लिपिक के रूप में कार्य करने वाले श्री आर.डबल्यू. शिंदे और दूसरे इंजीनियरी विभाग में मास्टर तकनीशियन के रूप में कार्य करने वाले श्री एस.बी. हवलीकर। केन्द्रीय कामगार शिक्षण बोर्ड द्वारा आयोजित अंतिम परीक्षा में श्री शिंदे ने प्रथम श्रेणी के साथ तीसरा स्थान प्राप्त किया है। श्री हवलीकर ने प्रथम श्रेणी में परीक्षा पास की।

मार्च, 1984 में समाप्त हुए सत्र में यूनित स्तर कक्षाओं का हिन्दी सत्र-III श्री शिंदे द्वारा संचालित किया गया।

THE delegates attending the International Exposition of Rural Development Conference held recently in Delhi went "ra-ga" over Air-India when the Air-India Artistes' Group staged a scintillating performance of variety entertainment. The 500 IERD delegates from all over the world were in India for obtaining first hand knowledge on village projects under the rural development programme.

The evening's fare included traditional Indian renderings and skits. The key Air-Indians associated in organising this programme were Mr A. Kulkarni of Stores, Mr C.D. Beloskar of GSD, Mr N.S. Venugopal and Mr G.S. Kamble of Engineering, Ms B.S. Shah and Mr A. Sukhija of Traffic and Mr P.D. Kulkarni of Space Control. □

You'll go ra-ga over me!



After a successful performance, the artistes pose for a group photograph.

