

বিমান-জরীপের গুরুত্বপূর্ণ দলিলপত্র উধাও ভারত-পাক সীমান্তের ফটো-নেগেটিভ ভিন্ন রাষ্ট্রের হস্তগত

একটি বেসরকারী জরীপ সংস্থার জর্নৈক পুরাতন কর্মচারী বরখাস্ত
(স্ট্রীক রিপোর্টার)

ভারত-পাক সীমান্তের বিমান-জরীপ সংক্রান্ত কিছু গুরুত্বপূর্ণ দলিল
রহস্যজনকভাবে খোয়া গিয়াছে বলিয়া প্রকাশ। ভারত-পাক পূর্ব
সীমান্তের কোন এক অঞ্চলের যে সকল ফটো, মানচিত্র প্রস্তুতের জন্য
বিমান হইতে গ্রহণ করা হয় (বিমান-জরীপের ইহা পদ্ধতি) ঐ সকল
ফটোর কিছু জরুরী নেগেটিভ বেহাত হইয়া গিয়াছে বলিয়া জানা
গিয়াছে। বিদেশী কোন রাষ্ট্রের গুপ্তচরদের হয়ত ঐ সকল নেগেটিভ
চুরির পিছনে সক্রিয় হাত আছে বলিয়া কোন কোন মহলে সন্দেহ
করা হইতেছে।

কোন একটি বেসরকারী বিমানজরীপ প্রতিষ্ঠানের উপর এই জরীপ কার্ণের
ভার দেওয়া হয়। এই প্রতিষ্ঠান ইতঃপূর্বেও নানা অঞ্চল জরীপ করিয়া মানচিত্র
প্রস্তুত করিয়াছেন। ঐ প্রতিষ্ঠানের কলিকাতার দপ্তর হইতেই নাকি কোন একটি
বিশেষ অঞ্চলের ফটো-নেগেটিভ চুরি যায়।

আরও এক সংবাদে প্রকাশ, উক্ত কোম্পানীর পুরাতন এক কর্মচারীকে কোন
কারণ না দেখাইয়াই অকস্মাৎ বরখাস্ত করা হইয়াছে। এই কর্মচারীটিকে নাকি
মুসলমান এবং তিনি বহুদিন যাবৎ এই প্রতিষ্ঠানের মানচিত্র প্রস্তুত বিভাগের সহিত
যুক্ত আছেন। এই কর্মচারীটির সহিত ফটো-নেগেটিভ চুরির কোন সম্পর্ক আছে
কি না তাহা জানা যায় নাই। তবে ইহা জানা গিয়াছে, এইরূপ অভিজ্ঞ একজন
কর্মচারীকে অকস্মাৎ বরখাস্ত করার এবং তৎক্ষণাৎ কোনরূপ কারণ না দেখাইবার
কালে উক্ত প্রতিষ্ঠানের কর্মচারী মহলে বিশেষ বিস্ময় দেখা দিয়াছে।

আরও জানা গেল, উক্ত বিমান-জরীপ প্রতিষ্ঠানের উর্ধ্বতন কর্তৃপক্ষের
একজন "বিশেষ কক্ষে" দিল্লিতে গিয়াছেন।

BLITZ News Magazine Saturday, December 17, 1960

Aerial Spying Under Guise of Air Survey

From A. RAGHAVAN, BLITZ's Delhi Bureau

New Delhi : The Centre has directed the Controller of
Aerodromes, Calcutta, not to permit aircraft of non-scheduled

airlines to do aerial photography of Bhutan and other strategic border regions without special permission.

This is a sequel to an incident suspected to be of an act of espionage in which a twin-engined Dakota of a private company, piloted by a British national, was involved.

Flight Over Strategic Border Region

DC-3 Dakota (VT-AUI) of Airways (India) Ltd., a non-scheduled airline operating in the northeastern region of India, was chartered by the Air Survey Company of India (Private) Ltd., a private concern which undertakes air survey for specific projects.

This aircraft was assigned to do aerial survey of Bhutan for the Bhutan Government. It was piloted by a British national, Capt. F. H. Long. Soon, Long began to meander in the air wherever he wished, even beyond Bhutan.

On October 29 India's Political Officer in Sikkim sent word to Delhi about the dangerous pursuit of this Dakota. Our Trade Agent in a neighbouring country also informed the Centre about the presence of a Dakota that was running riot over the strategic border region.

Misadventures Of Private Pilots

Immediately the Indian Air Force was alerted to track down the truant plane. On November 7, four IAF Fighter aircraft chased Capt. Long who was said to be flying over the prohibited NEFA area then and forced him to land at Bagdogra in Darjeeling.

The Dakota was then sealed and Capt. Long taken for interrogation. His adventures are under careful investigation.

This incident has brought into focus the dangerous activities the non-scheduled airlines have been indulging in. Most of these private operators have employed dubious characters to man their planes on fabulous salaries.

Illegal Arms Traffic

Not long ago one of these characters helped a British Correspondent to meet the Naga rebel leaders in their hideout about which there was a question in Parliament.

Trafficking in illegal arms, smuggling of ganja and other contraband are some of the subsidiary occupations of these gentlemen. It is a profitable business. Spying for foreign powers seems to be the latest.

PLEASE NOTE

On the 1st December 1960, Shri Ahmed Mohiuddin, the Deputy Minister for Civil Aviation, said in the Lok-Sabha—that as the complaints regarding irregularities and violations of the Govt. Rules were made against one or two private independent air operators, he could not change his newly announced “Basic Policy” towards them.

We are again submitting the list of irregularities and violations of Govt. Rules affecting the conditions of operations in all the four private air operators.

1. On the 3rd August 1959, the aircraft VT-DGP, of Kalinga Airlines crashed on its way to Along in NEFA area. The aircraft dashed against a hill at an altitude of 4000 feet and crashed.

The employees complained that the aircraft failed to climb, the aircraft was overloaded and besides the crew of three there were three passengers who were not manifested. The ill-fated aircraft had its starboard engine changed on the night of 24/25th July 1959, with an old engine.

a) The Accident Investigator found out that there was “Wrong entry in the workshop records to hide the oil leak from the starboard engine,” after the engine change and/or test flight. The Kathju Committee, formed to enquire into the allegations, said in its findings, “The committee confirms the allegation. The responsibility for the Irregularity rests on Shri A. C. Sekhri”.

b) The Accident Investigator found out “Failure to swing the compass after an engine change”, The Kathju Committee said in its findings, “The swinging of the compass by Shri T. S. Sriyastave, A. M. E. if done at all, was done in a very perfunctory manner. He failed to satisfy himself that the compass and its installations were satisfactory and had not been inter-

ferred with since his last inspection. He also failed to ensure that the aircraft was empty prior to swinging the compass”.

Please note :—Shri T. S. Srivastava was an unpaid apprentice in Kalinga Airlines when he was asked to sign the compass correction card by John Brinnand. He had received his Initial A. M. E. licence on “X”—compass about a fortnight before. He was a student of A. M. E. course, which also he completed a few days before.

c) The employees complained that there were three passengers besides the crew of three, who were not manifested. The complaint was recorded as “Irregular submission of load sheets for the aircraft”, and the Kathju Committee said in its findings, “The allegation is confirmed. The first load sheet was not correct as one Ekbal Ahmed was shown as charge attendant whereas he was in fact a non-fare paying passenger. In addition 2 company staff were not manifested. Thus the aircraft was overloaded by about 920 lbs. In regard to the second load sheet and manifest the signatures of the pilot on both the documents were forged and no reliance can therefore be placed on that”.

Please note :—When the documents were forged with the signatures of the dead pilot deliberate obstructions were caused to the Accident Investigation and the Rule 76 of the Indian Aircraft Rules 1937, was purposely violated by the operator. The Govt. has not yet started a prosecution against the operator as the documents were forged to hide the deads with a motive.

The aircraft crashed on the 3rd August, 1959 and It was announced on the 5th August 1959, that the dead bodies could not be recovered or cremated or buried as the aircraft was a total wreck. Subsequently, PTI reported on the 23rd August, 1959 that the IAC had brought six dead bodies from Along to Mohanbari. We know that the search party was organised by Ekbal Ahmed's father, a well-to-do merchant of

Dibrugar town, after obtaining necessary permission from the Political Agency Officer, NEFA. We maintain, that a timely rescue operation could have saved six precious lives.

d) The employees complained "unauthorised material was used in carrying out repairs on the tail plane of the aircraft VT-CXR on the nights of 4/5 September and 5/6 September 1959". The Kathju Committee said in its findings, "The allegation is confirmed. In the absence of log book entries or workshop records it has not been possible to fix individual responsibility".

e) The Accident Investigator found out "Unsatisfactory stores records of the company". The Kathju Committee said in its findings, "While on paper, Kalinga Airlines have some semblance of a stores procurement and recording system, it was found that the system was not being followed. The stores of the company are in a very disorganised stage".

f) The employees complained about, "The flight of aircraft VT-AYG from Bombay to Calcutta on 26. 10. 59 was logged as a ferry flight but passengers and freight were carried".

The Kathju Committee said in its findings "The explanation of the Kalinga Airlines and the pilot of the aircraft was called sometime back. The pilot's explanation was not found satisfactory and his licence has been suspended for 60 days and a letter has been issued to Kalingas to show cause why their non-scheduled permit should not be cancelled for carrying passengers and freight between Bombay and Calcutta, the points served by Indian Airlines Corporation".

Please note :—The aircraft VT-AYG belonged to Darbhanga Aviation and was on charter to Kalinga Airlines. Pilot of the aircraft was Capt. Richards. 17 instances of irregularities or violations of the Rules were submitted and the Kathju Committee had rejected three as "The allegation is baseless".

2. On the 10th July 1960, the aircraft VT.DGS of the Kalinga Airlines mysteriously disappeared after taking off from Bahrain. On the 10th August 1960, it was reported in the

newspaper that the aircraft had landed in Afghanistan and "When Indian Civil Aviation authorities contacted Afghanistan they confirmed it but could not give any trace of the aircraft or of the passengers who were on board, nor did they know anything about the mission of the aircraft there."

We maintain, that the Kalinga Airlines wrongly informed about the actual position of the aircraft. Kalingas had said, as appeared in the newspaper on the 13 August, 1960 "The entire search and rescue action on that day as well as subsequent days, was carried out under the command of Royal Air Force Station in Bahrain in coordination with USAF, US Navy, ARAMCO, Gulf and Kalinga Airlines. The exhaustive search by the combined land/sea/air organizations failed to locate any trace of the missing airplane until this date".

Will the Hon'ble Deputy Minister for Civil Aviation throw some light on these ?

May we ask for the list of passengers, with their names, addresses and nationalities and the type of cargo that were flown on that flight ?

3. On the 24th October, 1960 the Kalinga Airlines deliberately violated the Indian Aircraft Rules 1937, while replacing the starboard wing-tip on its aircraft VT-CRA at Mohanbari, and endangered the safety of the aircraft. The Rib in the outer wing (Station 338) was badly damaged during the replacement operation. On the 22nd November, 1960 the Aeronautical Inspection Department, Calcutta, detected the serious irregularities and the IAC engineering replaced the damaged Rib (Station No.338). Ultimately, one of the A.M.E.s of Kalinga Airlines was punished with suspension for 3 months for "Inspection failure".

We would request Shri Ahmed Mahiuddin, the Deputy Minister for Civil Aviation, to note that from the 24th October 1960, to 22nd November 1960, the aircraft VT-CRA of Kalinga Airlines was allowed to fly in NEFA dropping operations, deliberately endangering the safety of the crew.

4. On the 9th may 1961, Shri Anant Singh Negy, an unpaid apprentice was killed at Mohanbari. The 100 hours scheduled inspections were carried on the air craft XT-DGR of Kalinga Airlines. The aircraft was raised on one wing jack on the port side for the inspection in the under-carriages and when the undercarriages were retracted for the purpose of clearing the wheel from the starboard undercarriage, there was no wing jack on the starboard side, collapsed and the said unpaid apprentice was crushed to death between the wheel and the nacelle.

After the accident, the Kalinga Airlines reported to have said that the said unpaid apprentice ran from a distance and took the ground lock pin of the starboard undercarriage out and got himself crushed to death.

We would like to draw Shri Ahmed Mohiuddin's attention to the fact that the starboard under carriage was not supported on the wing jack inspite of the "Bad weather" signal. When the "Latch" mechanism is in "Raised" position and the hydraulic fluid is being pumped to the undercarriage "Up" position with the landing Gear selector in "Up" position, specially when the aircraft is tilted to the starboard with the port wheel off from the ground with the port oleos fully extended, there is no earthly chance of taking the Ground Lock Pin out from the position. Even if the Ground Lock Pin was there, it would have been twisted or bent, if not broken, with the approximate empty weight of that aircraft of 16, 800 lbs. plus the fuel and oil in the tanks and one man in the cockpit retracting the undercarriages. Hence, we maintain that deceased Ananta Singh Negy was doing something behind starboard engine oil cooler when he was picked up by the retracting wheel and crushed to death.

One or two A. M. E's might have been punished or warned for this, but we would request Shri Ahmed Mohiuddin, Deputy Minister for Civil Aviation, to note that this is the con-

dition of operations in a private air operator, who was asked to show cause why the operator's permit should not be cancelled.

We demand a public enquiry into the death of Shri Anant Singh Negy, the unpaid apprentice of the Kalinga Airlines on the 9/10 May 1961, at Mohanbari.

5. On the 2nd March 1961, Capt. Quin made a forced landing with one of the Jamair Dakotas at Balurghat on its return flight from Assam reported due to the shortage of fuel. Subsequently, the Co-pilot flying with Capt. Quin was punished.

Capt. Quin, one of the directors of the Jamair Co., is a veteran pilot and was on the command of the aircraft on that date. Again, no defects were reported on the performances of the Fuel content gauge on that date and the pre-flight inspection by the captain should have assured him of fuel contents.

We maintain, that if the fuel was taken less it was taken deliberately as the reported informations said that Capt. Quin was to pick up some body from Balurghat who was to reach there from Eastern Pakistan, and as Balurghat could not be shown in the flight manifest on that day, Capt. Quin did a reported—forced landing under the pretexts of "Shortage of Fuel". We remind that the 2nd March 1961, Thursday, was a holiday in West Bengal for "Doljatra" or "Holi" Festival.

Will Shri Ahmed Mohiuddin, Deputy Minister for Civil Aviation, confirm or deny the reported information?

6. On Sunday, the 9th April 1961, it was reported in the newspaper that, "the West Bengal Excise authority recovered about 20 lbs. of contraband opium and Rs. 4,000 in Indian Currency from a Tibetan air passenger on Saturday evening. The passenger arrived in Calcutta from Siliguri by a non-scheduled operator's plane. The man is detained for further investigation".

The incident took place on the 8th April 1961. Will Shri Ahmed Mohiuddin, Deputy Minister for Civil Aviation, confirm or deny that the non-scheduled operator was Jamalr Co. ?

Now, as the section 10 of the Indian Aircraft Act; 1934 is amended, will the Government start prosecution against the operator ?

7. While answering to the starred Question No. 153 on 23rd February 1961, in the Rajya Sabha Shri Ahmed Mohiuddin, Deputy Minister of Civil Aviation, quoted the answers of Honoble Minister Transport and Communications to a starred question on 4. 8. 1959 in the Lok Sabha, wherein It was stated that "The charges against the pilot were that he flew a public transport aircraft, not holding a valid certificate of airworthiness and took off without obtaining a clearance from Air Traffic Control at Tejpur. The pilot's licence was suspended for a period of 60 days with effect from the 10th July, 1959; on the first charge and a warning was administered to him on the second one".

The pilot was Capt. Budric, the Operational Manager of the Darbhanga Aviation, and the aircraft was VT-DAA, a Bonanza. This was also reported that Capt. Badrie carried two foreign journalists to meet the Naga rebel leaders in their hide-out. Will Shri Ahmed Mohiuddin, the Deputy Minister of Civil Aviation, confirm or deny these ?

8. On the 10th May 1961, when one of the Dakota aircrafts of Darbhanga Aviation was parked outside the Hangar at Calcutta Airport for maintenance works, one of the freight transport vehicles belonging to the freight and passenger booking agents or charter parties, dashed against the wing of the aircraft and damaged the aileron.

Does this not affect the conditions of operations in the private air operators ?

9. On the 20th February 1961, Dakota aircraft VT-CZO of Airways (India) Ltd., when landing at Ambari, a private airfield licenced to Air carrying Corporation, freight and passenger booking agent of IAC, overshot the runway, went in a ditch and the aircraft was badly damaged. There were 22 passengers, on board the aircraft with freight in between the passengers, and the freight was not secured with the "Tie Down" Rings. When the aircraft nosed over after negotiating the ditch, all the passengers were thrown towards the front bulkhead in the cabin with the loose freights on them, and as a result most of them were injured.

Will Shri Ahmed Mohiuddin, the Deputy Minister of Civil Aviation, be pleased to inform the overall length of the runway at Ambari airfield, whether there is any radio communications service at the airfield, whether the runway is made of concret, grass or mud covered with PSP (perforated steel plate) ?

10. On the 10th May 1961, 800 hours wing inspection was due on the aircraft VT-AZW of Airways (India) Ltd., and when the starboard wing was being removed in the open space in front of the Hangar No. 14 at Calcutta Airport, the crane used for lifting the wing slipped as the crane was defective, and dropped the wing on the crane stand and was badly damaged. It is also to be noted that some match-angle bolts remained still to be removed when the wing dropped.

Will Shri Ahmed Mohiuddin, Deputy Minister of Civil Aviation, ascertain whether the conditions of operation were affected or not ?

11. On the 24th October 1961, the aircraft VT-CRA of Kalinga Airlines is reported to have done a heavy landing at Dafrizo in NEFA area and eight crew members and one passenger are wounded. It is also reported, both the under-carriages are badly damaged.

Will Shri Ahmed Mohiuddin, Deputy Minister of Civil Aviation, be pleased to inform under what conditions the aircraft did heavy landing and who was the passenger in NEFA area ?

These are the few specimens of the conditions of operations in the private air operators which Shri Ahmed Mohiuddin, Deputy Minister of Civil Aviation, thought as the improvements in the conditions of operations.

While answering to the starred question No. 907, in the Lok Sabha on the 14th December, 1960 on the proposal to transfer some stations of the IAC to private agencies, Shri Ahmed Mohiuddin, Deputy Minister of Civil Aviation, said "The Indian Airlines Corporation is not considering the question of improvement. This is only a proposal for decreasing its own expenditure so that the total expenditure incurred by the IAC is economised".

The employees are seriously anxious to know whether Shri Ahmed Mohiuddin is following the policy of "Earn less and spend less". The employees represented to the D. G. C. A. and the Government against the sanctions or permits any more to the private agencies for opening private airfields to divert IAC's freight business to the Private air operators. In spite of the representation it is seen two airfields at Mornal and Lakshipur, close to Gauhati are allowed to be opened very recently.

The employees maintain that these will definitely jeopardise IAC's improvement and progress.

May we know when the IAC does not consider about its improvement, why the IAC's air fare and freight charges are increased recently ? Did Shri Ahmed Mohiuddin Intervene into the increase ? Or it has happened without his knowledge ?

On the 10th October 1961, VT-CZT, a Skymaster aircraft of the IAC was chartered by Air carrying Corporation, a private freight and passenger booking agency, to carry full load of passengers to Bagdogra, booked by the private agency.

Bagdogra being the scheduled station of the IAC, why the IAC did not book the passengers? How a private agency could issue tickets for Bagdogra, the scheduled station of the IAC?

On the 23rd February 1961, in the Air Transport Consultative Committee meeting, Shri Ahmed Mohiuddin, Deputy Minister of Civil Aviation, submitted to the agenda raised by Shri Indrajit Gupta M. P. that the I. A. C. earned the Revenue of Rs. 10,927,157 in its Non-Scheduled services during the year 1959.

We maintain that the whole amount for the said period came from the foreign and inland charter services of the IAC, and NEFA contract,

BAN Private Air Operators allowed to operate with "Special Permission".

P. C. Nandi,
Secretary,

3rd November, 1961
Dum-Dum.

Aero Employees' Union,
West Bengal.

I. A. C. Freighter Services

Refusal To Carry Huge Volume Of Cargo

By A Staff Reporter

It seems all is not well with the freighter services of the Indian Airlines Corporation at its Calcutta base. The Government of India had instructed all its ministries to make use of I. A. C. freighter services and although a huge volume of cargo are offered for transport, the IAC seemed to be unwilling to carry the bulk of it and the goods are flown to the destination by privately-operated companies.

On a number of occasions goods offered to the IAC for transportation to Tripura were refused on the ground of not having 'back load' on return flights. The IAC gets about Rs. 40,000 every year from Tripura for carrying goods.

The privately-operated companies, known as associates of the IAC, operates 30 to 50 flights from Calcutta to Tripura daily while the IAC operates only one or two flights. The associates, it appears, do not have difficulty in getting goods on return flights.

Recently a number of pigs were brought down to Calcutta from Aligarh to be flown to Agratala at a cost of about Rs. 5000 for the development of a piggery in tribal areas. The IAC at first agreed to carry the livestock but later the pigs were off-loaded on May 18 and had to be kept at the Veterinary College by the Union Territory authorities till they could be flown to its destination. Another instance of the Corporation's refusal occurred in March last when it did not carry an X-Ray plant after accepting it. The plant was supplied to the Health Department of Tripura State and it was decided that the plant should reach there some days before the close of the financial year so that the allotment of the department could be utilised after proper examination of the plant. The IAC did not carry it and the supplier had to charter a plane of a private company to reach its destination in time.

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AMRITA BAZAR PATRIKA

Friday September 15, 1961.

50 Plane=Loads Of Goods Await Transhipment Cloth Bales Etc. For Assam : Dearth Of IAC Aircrafts

BY OUR AIRPORT CORRESPONDENT

About seven thousand maunds of merchandise including cloth bales and other goods, equal to about 50 plane-loads, are awaiting transhipment to Agartala and Assam for want of sufficient number of I. A. C. planes.

A meeting held on Thursday between the Area Manager, Indian Airlines Corporation, and the members of the Air Charter Association to solve the present deadlock ended without any result since the I. A. C. authorities thought that the sudden pressure for freighter aircraft was unusual and resulted from certain factors beyond the control of the Corporation.

A spokesman of the Air Charter Association in Calcutta said on Thursday that I. A. C. authorities told them point-blank that they would not be able to do

anything in this matter. I. A. C. was ready to provide only three aircraft, daily for carrying the load to Agartala and Assam whereas in last year the number of aircraft provided for the pre-puja transshipment was five.

It is further learnt that the members of the Association and the I. A. C. could not agree on several points regarding the number of aircraft, the freight and the nature of demand.

The I. A. C. authorities held that the demand of the agents was to a great extent inflated, and was reported to have told the members of the Association that 'freighter services were not the mainstay of I. A. C.'

At present Indian Airlines Corporation could only provide two to three aircraft for the freights while about 22 flights by seven aircraft everyday were necessary. It is gathered that movement of about 100 maunds of goods per flight to Assam and Agartala would be able to clear the entire amount by puja. The Air Charter Association also, it is learnt, asked for transfer of 50 percent of the accumulated goods to the non-scheduled operators—three of which Jamair, Airways India and Darbhanga Airways operate in the Dooars and Assam—but Agartala posed a major problem. Being in the scheduled I. A. C. route the non-scheduled operators were prohibited by law from operating in Agartala and the responsibility of airlifting the goods to Agartala rested on I. A. C. solely.

Contacted on Thursday night, I. A. C. authorities clarified the situation saying that the demand of the A. C. A. was inflated and the demand for I. A. C. freighter increased as about 50 percent of the aircraft of the non-scheduled operators were grounded. Naturally the merchandise which could have otherwise been flown to Assam by these non-scheduled charters—who by the help of six aircraft operates eighteen flights a day—were diverted to I. A. C.

The spokesman of the Corporation further said that at present there were some difficulties to provide more flights for the purpose but they hoped that I. A. C. would be in a position to arrange four aircraft and eleven flights a day after September 26.

The total I. A. C. freighters for movement of goods to Assam and Tripura are eleven in number, but it is learnt only three could be operated for technical reasons.

The sudden fall in the number of flights during the last few days was attributed to bad weather condition. The I. A. C., however, pointed out that even in last month the agents who were now clamouring for aircraft could not send four plane loads of goods to these places.

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- * Is it within the jurisdictions of the IAC authorities at Calcutta to say "Freighter services were not the mainstay of IAC" ?
- * Please note, that from 23rd September to 3rd October, Kalinga Airlines operated from Calcutta — to clear the accumulated freight.
- * We maintain that the meeting with the Air Charter Associations was pre-arranged so that the private air operators could use the stations of the IAC with or without "No objection".

These timetables, air-fare and freight charges are freely used and exhibited, though a Pretended reference is made to the word "Not for Publication".—or "Private and confidential information only". This is clear violation of the Government Rules.—by Jamair Co. (Private) Ltd.

Table I

Sector : Cal/Grassmore/Telepara/Cal

Frequency :	Every Monday		
Calcutta	Dep.	0400	hrs.
Grassmore	Arr.	0555	"
Grassmore	Dep.	0610	"
Telepara	Arr.	0625	"
Telepara	Dep.	0645	"
Calcutta	Arr.	0845	"

Table II

Sector : Cal/Saugaoon/Grassmore/Telepara/Cal.

Frequency :	Every Wednesday		
Calcutta	Dep.	0400	hrs.
Saugaoon	Arr.	0550	"
Saugaoon	Dep.	0605	"
Grassmore	Arr.	0620	"
Grassmore	Dep.	0635	"
Telepara	Arr.	0645	"
Telepara	Dep.	0705	"
Calcutta	Arr.	0905	"

Table III

Sector : Cal/Telepara/Grassmore/Cal

Frequency :	Every Friday		
Calcutta	Dep.	0400	hrs.
Telepara	Arr.	0600	"
Telepara	Dep.	0615	"
Grassmore	Arr.	0625	"
Grassmore	Dep.	0645	"
Calcutta	Arr.	0845	"

Table IV

Sector : Cal/Hasimara/Cal

Frequency :	Every Tuesday & Thursday		
Calcutta	Dep.	0400	hrs.
Hasimara	Arr.	0630**	"
Hasimara	Dep.	0650	"
Calcutta	Arr.	0850	"

** As full upload for Hasimara is invariably not available, this flight will be obliged to touch an extra Station for which half-hour margin is allowed.

Table V

Sector : Cal/Hasimara/Newlands/Cal

Frequency :	Every Saturday		
Calcutta	Dep.	0400	hrs.
Hasimara	Arr.	0600	"
Hasimara	Dep.	0615	"
Newlands	Arr.	0630	"
Newlands	Dep.	0650	"
Calcutta	Arr.	0900	"

Table VI

Sector : Cal/Saugaoon/Cal

Frequency :	Every Sunday		
Calcutta	Dep.	0915	hrs.
Saugaoon	Arr.	1105	"
Saugaoon	Dep.	1125	"
Calcutta	Arr.	1315	"

	Passenger Fare		Excess Baggage	Freight
	Single	Return	Charges	Charges
Calcutta/Grassmore	Rs. 70/-	Rs. 133/-	00/20 nP per lb	00/20 nP per lb
Calcutta/Telepara	Rs. 70/-	Rs. 133/-	00/20 nP per lb	00/20 "
Calcutta/Hasimara	Rs. 70/-	Rs. 133/-	00/20 nP per lb	00/20 "
Calcutta/Newlands	Rs. 70/-	Rs. 133/-	00/20 nP per lb	00/20 "
Calcutta/Saugaoon	Rs. 70/-	Rs. 133/-	00/20 nP per lb	00/20 "
Grassmore/Telepara	Rs. 17/-	Rs. 34/-	00/06 nP per lb	00/06 "
Hasimpra/Newlands	Rs. 17/-	Rs. 34/-	00/06 nP per lb	00/06 "

- 1) Children under 3 years - 10% of adult fare.
 - 2) Children over 3 years and under 12 years - 50% of adult fares.
 - 3) Free baggage allowance - 44 lbs (Internal Passenger , & 66 lbs (International Passengers).
 - 4) Excess baggage charges over 200 lbs for persons proceeding on Home Leave or returning - 00/12 nP per lb. The concession will apply only if the intending passenger or his Agency House notify us in writing before he avails of the passage.
- 1) Special rate for Groceries and Drinks consigned to Planters' Club for their personal use 00/10 nP per lb. This special rate applies to Planters also.
 - 2) Special rate for Cold Stores 00/10 nP per lb.
 - 3) Special rate for tea from Airfield to Tea Warehouse in Calcutta 00/15 nP per lb nett.
 - 4) Transport of Cars from Calcutta to Dooars :
 - (a) Light Cars Rs. 450/-
 - (b) Jeeps or Land Rovers Rs. 500/-

- Note :
- 1) Minimum freight charges on any one consignment will be Re. 1/-
 - 2) Cash payments to be made for all freight hookings for Rs. 5/- and under.

For Private And Confidential Information Only.

Reference Time and Fare List effective 1st November, 1960.

Please substitute the following for Table VI.

Sector : Calcutta/Saugaoon/Calcutta.

Frequency : Every Sunday.

Calcutta Dep: 0400 hrs.

Saugaoon Arr. 0550 "

Saugaoon Dep. 0615 "

Calcutta Arr. 0805 "

This amendment will be effective from 27th November, 1960.

AIRWAYS (INDIA) LIMITED.

31, Chittaranjan Avenue,
Calcutta-12.

For Private use only.
Not for Publication.

The 9th August 1960.

Calcutta - Jamshedpur - Ranchi Rourkela Non-Scheduled Flights.

With effect from 22nd August, 1960, our present Non-Scheduled Flights between Calcutta, Jamshedpur and Ranchi will be extended to Rourkela as per following details :—

1. Type of Aircraft : Dakota 28 seater.
2. Days : Mondays, Thursdays and Saturdays.
3. Timing :

Mondays.			Thursdays.			Saturdays.		
Calcutta	Dep.	06.30	Calcutta	Dep.	12.30	Calcutta	Dep.	12.30
Jamshedpur	Arr.	07.30	Jamshedpur	Arr.	13.30	Jamshedpur	Arr.	13.30
	Dep.	07.45		Dep.	13.45		Dep.	13.45
Ranchi	Arr.	08.10	Rourkela	Arr.	14.25	Ranchi	Arr.	14.10
	Dep.	08.25		Dep.	14.45		Dep.	14.25
Rourkela	Arr.	09.00	Ranchi	Arr.	15.20	Rourkela	Arr.	15.00
	Dep.	09.20		Dep.	15.35		Dep.	15.20
Ranchi	Arr.	09.55	Jamshedpur	Arr.	16.00	Jamshedpur	Arr.	16.00
	Dep.	10.10		Dep.	16.20		Dep.	16.20
Jamshedpur	Arr.	10.35	Calcutta	Arr.	17.20	Calcutta	Arr.	17.20
	Dep.	10.55						
Calcutta	Arr.	11.55						

4. Fares :

	Adults.	Children. (3-12 yrs.)
Calcutta - Jamshedpur	Rs. 40.00	Rs. 20.00
Calcutta - Ranchi	Rs. 65.00	Rs. 33.00
Calcutta - Rourkela	Rs. 75.00	Rs. 38.00
Jamshedpur - Ranchi	Rs. 28.00	Rs. 14.00
Ranchi - Rourkela	Rs. 38.00	Rs. 19.00
Jamshedpur - Rourkela	Rs. 40.00	Rs. 20.00

Infant in arms (Less than 3 years.), one per Adult passenger free.

For additional Infants, fares will be same as for Children.

No rebate for return tickets.

Insurance. All fare-paying passengers travelling on above sectors will automatically be insured by arrangement with the British Aviation Insurance Co. Ltd., 'Thapar House', 25, Brabourne Road, Calcutta-1, against personal accident risks whilst flying in the capital sum of Rs. 20,000 (Rupees Twenty thousand only) including standard disability benefits in case of Adults and for Rs. 10,000 (Rupees Ten thousand only) in case of children and fare-paying Infants.

There will be no additional charge for the above insurance as it is included in the fares.

P.T.O.

5. Excess Baggage & Freight Rates.

	Cal/Jam.	Cal/Rchi.	Cal/Rour.	Jam/Rchi.	Jam/Rour.	Rchi/Rour.
Excess Baggage	16 nP	30 nP	40 nP	12 nP	16 nP/	16 nP
	per lb.	per lb.	per lb.	pre lb.		per lb.
Freight upto 99 lbs.	16 nP	30 nP	40 nP	12 nP	16 nP	16 nP
	per lb.	per lb.	per lb.	per lb.	per lb.	per lb.
Freight from 100 to 500 lbs.	14 nP	25 nP	35 nP	10 nP	14 nP	14 nP
	per lb.	per lb.	per lb.	per lb.	per lb.	per lb.

Subject to a minimum charge of Re. 1.00.

6. Embarkation

- Points :
1. Calcutta Airport, Passenger Terminal Building.
 2. Soneri Airfield, Jamshedpur.
 3. Ranchi Airfield, Ranchi.
 4. Rourkela Airfield, Rourkela.

7. Surface

Transport : Free Surface Transport will be provided at all Stations and will depart according to the following approximate timings.

At Calcutta : From Office of Air Carrying Corporation, 4B, Madan Street, (Below Majestic Hotel). Departing 1 Hr. 15 Min. prior to scheduled departure of aircraft.

At Jamshedpur - From Office of M/s. Narbheram & Co. (P) Ltd, Bishtupur, Jamshedpur. Departing 50 Min. prior to scheduled departure of aircraft.

At Ranchi - From Office of M/s. Ranchi Automobiles, Ranchi. Departing 1 Hour prior to scheduled departure of aircraft.

Rourkela - From German Social Centre to Airport via Ambagan. Departing 1 Hour prior to scheduled departure of aircraft.

8. Bookings - Bookings can be made at AIRWAYS INDIA Offices :—

- 1) 31, Chittaranjan Avenue, (Tel : 23-2602 and Calcutta-12. 23-2603).
- 2) C/o. Narbheram & Co. (P) Ltd. (Tel : 2601 and Bishtupur, Jamshedpur. 2666).
- 3) C/o. Ranchi Automobiles, (Tel : Ranchi 99). Main Road, Ranchi.
- 4) C/o. German Social Centre, Rourkela.

For AIRWAY (INDIA) LIMITED.

(S. G. Rangaswamy)

Manager.

* These timetables, air-fare and freight charges are freely used and exhibited, though a Pretendeb refereuce is made to the word "Not for Publication".—This is clear violation of the Government Rules.

Reprinted from the original in the City Booking Office at 4 B, Madan Street, Calcutta by P. C. Nandi, Secretary, Aero Employees' Union, West Bengal.

“Railways and Air Transport, Arms and Ammunition and Atomic Energy will, however, be developed as Central Government monopolies”—The Industrial Policy Resolutions, dated New Delhi, the 30th April 1956.

“AIR TRANSPORT”

has been placed in the Schedule “A”

We demand

“ONE CORPORATION”

And

“TOTAL NATIONALISATION”

Ask Air Corporations to submit
Budgets Instead of Annual Reports,

Make Air Transport Cheap.

Ban Private Independent air operators.

On the 1st of December 1960, Ahmed Mohiuddin, the Deputy Minister of Civil Aviation, Government of India, made a statement in the Lok Sabha on the policy of the Government regarding the "Non-Scheduled" operations of the private Air Operators. The Co-ordination Committee, Air Transport Employees' Organisations, Calcutta, raised serious objections to the statement of Shri Ahmed Mahiuddin, and now this Union, a member organisation of the Co-ordination Committee, places the facts about the private Air Operators before the learned public and the honourable members of the Parliament.

On the very opening day of the winter session of the Parliament, i.e., on the 14th November 1960, during the debate in the Lok Sabha on the Bill to amend the Section 10 of the Indian Aircraft Act 1934, Dr. P. Subbarayan, had stated "I can assure Hon. Members that Nationalisation is the fixed policy of the Government and we are not going to go back on it". This declaration of the "Fixed Policy" proves that the policy of Nationalising the Air Transport was declared, planned and resolved by the Government itself, and on the basis of which the Industrial Policy Resolution on the Government of India, dated New Delhi the 30th April 1956, declared "Railways and Air Transport, Arms and Ammunition and Atomic Energy will, however be developed as Central Government monopolies."

Employees' Stand :

The employees in the Air Transport were agitating on the issue of the Nationalisation of the Air Transport in India, and came to know about the Government decision to Nationalise Air Transport in June 1952. Thereupon, the All India Aero Employees met in a Delegates' Conference at New Delhi on the 10th, 11th and 12th January 1953, and submitted a Memorandum to the Government demanding Total Nationalisation on the basis of "Owned by the State, Run by the State and Earned by the State", and even represented against the formation of Corporation or Corporations. The employees through their organisations repeatedly expressed

their views that mere acquisition of the eight Scheduled Air Lines would not touch the crux of the problem.

The production side of the Air Transport had always been ignored, though a considerable amount of interests were shown towards the internal passenger amenities and facilities and the passengers also, who were increasingly becoming air minded, had to pay a very high fare ; but not much interests were shown towards the freight business which was the main potential productive resources of the Air Transport. The Rail-Road or Steamer-Rail co-ordination in the North and Eastern India were completely disrupted after the partition of the country or with the formation of Eastern Pakistan. Four of the eight existing air companies that were acquired by the I.A.C. thrived and operated from Calcutta, even with the Government subsidies, as the only possible reliable source of communication to maintain link and supply the bare necessities to the North, North-East and Eastern India. North Bengal and Assam produce Tea which had become one of the main resources for earning foreign exchange for our country. Again, after Independence North-Bengal and Assam, which were not developed in any sense during the British Regime, attained a tremendous importance by having the frontiers on both the sides of these two Regions. Nepal, Tibet, China and Burma on one side and the Eastern Pakistan on the other side. Besides all these, Assam developed some complicated problems with some of its hill tribes who did not very much like the evacuations of the Britishers from India. When the programmes of the successive Five Year Plans were taken up by the Government, Assam and North-Bengal were handicapped mostly due to lack of communication facilities. It was well known that if Assam and North-Bengal had been able to cope with the difficulties and problems mentioned, to any extent, it was because of the Communication provided by the Air Transport and such was the importance of the Air Transport in these regions.

The Air Corporations Act was passed in May, 1953 and the two Corporations, Air India International and Indian Air Lines Corporation were formed and started functioning on and from the 1st August 1953. Section 9

of the Air Corporations Act 1953, says, "Corporations to act on business principles—in carrying out any of the duties vested in by this Act each of the Corporations shall act so far as may be on business principles". It was obvious that the Central Government was responsible for Incorporation, constitution and functions of the Corporations. The employees through their organisations also, repeatedly demanded that the I.A.C. should act on business principles. But contrary to all expectations it was found that the I.A.C.'s business on the freight services, the main source of earning revenue, dwindled away and started facing serious competitions. The Employees through their organisations alerted and warned the authorities concerned.

The I.A.C.'s management or the authorities concerned had not much to worry about the fund position, we are referring section 10 of the Air Corporations Act 1953, and development and modernisation of the internal Air Transport were given the importance it deserved though to some extent it was a speculation and adventure. When the Indian Airlines Corporation was formed and started operation on and from 1st August 1953, there were four private Air Operators but they were banned from operating to and from any stations in the States of Assam, Tripura, Manipur and North East Frontier Agency according to the conditions attached to the permit sanctioned under the Rule 134 of the Indian Aircraft Rules 1937. The Employees congratulated the Government as the employees thought that to allow the Indian Airlines Corporation to thrive and prosper and to act on "Business principles", it was necessary to ban private Air Operators from running parallel services to the I.A.C. and compete. But the vested interests after getting themselves well compensated through acquisitions by the I.A.C. started reappearing as private Air Operators, freight and passenger booking agents or charter parties. They left their trusted agents in the employment of the I.A.C. to hold responsible posts in the freight and operation sections, and these trusted men were keen to help the vested interest for their reappearances as private Air Operators. Subsequently, it was found that the I.A.C. had started facing serious competitions by the private Air Operators mainly on the freight business. When Mr. Ahmed Mahiuddin, the Deputy Minister for Civil Aviation, admitted these when he stated in the Lok Sabha on the 6th May 1959; "Private Air Operators in Assam carried about 30 to 40 per cent of the total freight carried by Air in that area. There was competition between the private operators and the I.A.C."

The employees through their organisation contacted the I.A.C. management and repeatedly protested against the competitions offered by the private Air Operators to the I.A.C. The I.A.C. managements

pleaded their helplessness on grounds that they were mere executive head and had no hand in matters relating to policy, though some of them genuinely shared the employees view points and in some cases also congratulated the employees' movements, for protections to the interests of the Nationalised Sector, the I.A.C. The employees in turn through their organisations made repeated representations to the Government and demanded immediate acquisition of the private Air Companies along with their routes of operations to make the Nationalisation complete. Series of Resolutions on the demand were adapted in several mass meetings where Journalists, Trade Union leaders, Members of the Parliament and Economists expressed their concerns at the continued existence of the private Air Operator against the National interest, and were sent to the Government. Anti-national activities and the violations of the Government's Rules by the private Operators were repeatedly brought to the notice of the Government by the learned representatives of the All India Press as well as by the employees in the Air Transport. Responsible and thinking public had submitted their demands to the Government in the form of mass representations and unanimity of the demand was established when all the Members of the Parliament from West Bengal submitted jointly their memorandum on the Demand to the Government in the month of April 1961. The National Security and the National Economy had always been in the fore front of the workers' movements in the Air Transport and the employees will always endeavour to make the Air Transport self-sufficient and prosperous in lines with the planned Economy of the Welfare State.

The private air operators are being termed as the "non-scheduled" operators. These have given rise to serious confusions. "The scheduled Air Transport Service" is defined in the Air Corporation Act 1953, but the "Non Scheduled Air Transport is nowhere defined. We maintain that one who operates the scheduled" Air Transport services can operate the "non-scheduled" air transport services and nobody else. We reproduce the Rule 134 of the Indian Aircraft Rules 1937, to explain our stand.

"Rule 134-Air Transport Services.

(1) Except as provided in the air Corporations Act 1953, (27 of 1953), it shall not be lawful for any person other than the Corporation or their associates to operate any scheduled air transport service from to, in or across India.

(2) The Central Government may permit any air

transport undertaking of which the principal place of business is in any country outside India to operate an A Transport service from, to, or across India in accordance with the terms of any agreement for the time being in force between the Government of India and the Government of that country, or, where there is no such agreement, of a temporary authorisation by the Government of India.

(3) No ~~Air Transport Service~~, other than a scheduled Air Transport Service or an Air Transport Service, to which the provisions of sub-rule (1) or (2) apply, shall be operated except with the special permission of the Central Government and subject to such terms and conditions as it may think fit to impose in each case".

Private Air Operators and "Special Permission".

The private Air operators are given sanctions under sub-rule (3) of the Rule 134 of the Indian Aircraft Rules 1937, to operate Air Transport services on hire and reward basis and which have been termed most arbitrarily as "non-scheduled" permits. We maintain that the sub-rule (3) of the 134 of the Indian Aircraft Rules 1937, provides scope only for sanctioning "Special permission" and the term "non-scheduled" permit is used to shield and protect the interests of the private Air operators much against the National interests and the policy of Nationalisation and as such, the term "non-scheduled" permit has no legal validity or status. Hereinafter, we shall use "Special permission" in conjunction with the private Air Operators instead of the pretended terms "non-scheduled" permits, or, "non-scheduled operators".

We maintain that the "Special permission" issued under subrule (3) of the Rule 134 of the Indian Aircraft Rules 1937, does not hold the mandate of a "licence" and as such is not renewable, or cannot be used for a stipulated period of one year, two years, or three years. The office of the Director General of Civil Aviation has adapted the practice of issuing a fresh "Special permission" every year or every two years in lieu of the expired "Special permission" and after retaining the expired "Special permission" in the office of the Director General of Civil Aviation. We maintain, this is virtual renewal of the "Special permission" and which is highly irregular and illegal.

We shall reproduce the section 18 of the Air Corporation Act 1953, which has clearly laid down the exempted services that can be operated other than the services of the Air Corporations. We have maintained and shall maintain that it is the I.A.C. alone who can operate the "non scheduled" services besides its scheduled services, as the I.A.C. is empowered to do so in its

"Functions", under section 7. (2), (a) of the Air Corporations Act 1953.

The Section 18 of the Air Corporations Act, 1953, Reads :

"(1) After the appointed date, it shall not be ~~lawful for any person~~ other than the Corporations or their Associates to operate any scheduled Air Transport Service from to, in or across India.

Provided that nothing in this section shall restrict the right of any person—

(a) for the purpose of any Air Transport undertaking of which the principal place of business is in any country outside India, to operate an Air Transport Service in accordance with the terms of any agreement for the time being in force between the Government of India and the Government of that country ; or

(b) to carry passengers for the sole purpose of instructing them in flying or on duties of aircrews ; or

(c) to carry passengers or goods for the sole purpose of providing an air ambulance service or a rescue or relief service during any, natural calamity, or

(d) to carry passengers or goods for the sole purpose of providing joy rides consisting of flights operated from and to the same aerodrome or place without any intermediate landing or for the purpose of aerial survey, fire fighting, crop dusting, locust control or any other aerial work of a similar nature".

The definition of "Scheduled Air Transport service" as stated in section 2 (VIII) of the Air Corporations Act 1953, reads—

"Scheduled Air Transport service means an Air Transport service undertaken between the same two or more places and operated according to a published timetable or with flights so regular or frequent that they constitute a recognisably systematic series, each flight being open to use by members of the public".

But the pretended "non-scheduled" service is nowhere defined or explained. Can an implied meaning of the term "Scheduled Air Transport Service" be ever used as a basis by the Government to sanction the permits to the private Air Operators? We know that the private Air Operators operate Air Transport services which are open to use by members of the public regularly or, frequently and their Air Transport Services do constitute a recognised systematic series. We also know that the private Air Operators do publish their timetable and freight and passenger charges about which we shall deal later when we shall deal with "freight and passenger booking agents and charter parties". One of the conditions attached to the "special permission" sanctioned under sub-rule (3) of the Rule 134 of the Indian Aircraft Rules 1937, to the private Air operators is that

AIRCRAFT MANUFACTURING DEPOT, KANPUR.

AIRCRAFT EXHIBITION.

Model of Proposed Factory

The proposed lay out of the factory for the series manufacture of Avro 748 aircraft is on display. This essentially consists of 4 hangars, spaces between these hangars and a 2 story building. The work services for the construction of these buildings, except hangars which already exist, is expected to be taken up shortly and will be completed by the end of next year.

It is considered that this space will be adequate to meet the manufacturing requirements of a medium transport aircraft.

The lay out has been planned basing on modern production engineering concepts. An attempt has been made to eliminate use of imported or scarce materials.

Pictorial Display.

Photographs depicting the main events in the history of A.M.D. and stage by stage progress in the manufacture of jigs, fixtures and of the Avro 748 aircraft are on display and provide a graphic story of what dedicated human endeavour can accomplish.

AVRO 748 Components.

Some of the components manufactured by A.M.D. are on display. The manufacture of an aircraft employs specialised techniques very different from industries like automobile manufacture etc. Thousands of small detail items have to be erected correctly in different Jigs and Fixtures thereby making a component. An example being the fuselage former which is on display. A number of these components have to be put together in a jig and made into a sub-assembly, like an aircraft wing. These sub-assemblies have to be put together/.....

together to make the shell of the aircraft. Then the work of putting life into this shell commences. This is accomplished by fitment of different systems like power plants, under carriage, electrics, hydraulics, pneumatics, instruments and wireless etc.

Ground Equipment.

When an aircraft is under manufacture a number of items of ground equipment like compressors, ladders, trestles, etc. are required. Farther towards the completion of an aircraft very many costly and intricate items are essential to test the multifarious systems. Similarly ground handling equipment is necessary for routine maintenance of the aircraft.

From the very beginning Aircraft Manufacturing Dept has endeavoured to manufacture these items in its own workshops thereby saving very valuable foreign exchange.

Aero Tooling - (Tools manufactured out of Wood and other soft metal)

Where possible as a measure of economy metal is replaced by wood, plastics, cement etc. in the manufacture of jigs, fixtures and tools.

Even in the large assembly and sub-assembly jigs fair use is made of these techniques.

Besides this, there are about 10,000 detail tools such as coating plates, hydraulic press blocks, trimming blocks stretch form blocks, Drop hammer tools and drilling jigs etc. which are also required side by side for the mass production of various intricate components of the Avro 748 aircraft.

We are exhibiting some examples of Aero-Tooling items to illustrate the complexity of the operations involved.

Tool Development (Metal Tools).

Manufacture of an aeroplane is an intricate job which requires a large number of tools. On display are 20 such tools manufactured to precise dimensions. Over 18,000 similar tools are required for mass production of components parts of an 'Avro 748' aircraft. The cost of all these items of tooling exceeds the total cost of ten finished aeroplanes. These items of tooling are employed to manufacture various detail components that go into the assembly of a full aircraft. The entire requirement of tools, which are being developed from detail component drawings, will be manufactured in Aircraft Manufacturing Depot, Kanpur.

283

IS I A C BEING FAIR TO THE PUBLIC?

★ ★ ★

*With the compliments of the Editor,
Wing Commander R. Vaughan-Fowler, RAF Retd.*

★ ★ ★

Aeronautical Publications of India Private Limited
Gandhigram Road, Juhu,
Bombay 54.

Is IAC Being Fair to the Public?

The Indian Airlines Corporation is a public service! It is more, it is a national necessity as a major section of the country's transport system. Whenever there is any suggestion of labour trouble the Government of India does not hesitate for one moment to point out that the employees are Government servants engaged in public service so any strike is illegal.

According to public statements by the Minister for Transport and Communications, also the General Manager of IAC, it is the intention of the Corporation to increase air fares in September this year, by 10% on the Viscount services and 5% for Dakotas. Unfortunately, the public is not organised to strike — the passengers least of all have any interest as they are all either expense account travellers, international visitors for business or pleasure, and the very well to do. Cost of travel means nothing to them.

This class of traveller is not in the sphere of Indian life that urgently requires air transport for its daily affairs but is not in any position to afford it because it is too costly. Has any effort been made to devise ways and means whereby the small industrialist and the higher bracket income earner can use air services? As far as we are aware nothing has been done in this

Now let us take a look at the facts that can be gathered from a study of the Indian Airlines Corporation annual reports. We use their own figures so the management can have nothing to complain about. We present this editorial review because we wish to know if the figures we are about to quote have anything to do with the high operating cost of IAC services, and are in fact the basic cause of IAC having to increase air fares to make both ends meet. Or at least close the gap between income and expenditure.

Before going any further it is necessary to glance back to the months just prior to the introduction of nationalisation, which occurred on August 1st 1953. The Minister for Transport and Communications at that time was Shri Jagjivan Ram, so it fell to him to announce the Government policy in respect of employees of the private airline operators to be nationalised. He made it clear, several times, in several places, that even though it was the intention of the Government to introduce nationalisation so as to effect economy of operation, not one employee would suffer any loss of pay, or reduction of pay, or be discharged as redundant. All that is on record.

It was known that with the joining of the companies under one administration there would

places within the Corporation to be. The plan was to expand the air services so as to spread more work around thereby finding work for idle hands.

When IAC was formed it had a fleet of 99 aircraft all but one or two were serviceable and in use. Just over seven years later the aircraft on the active list have been reduced to 73 which is quite a sizeable reduction. These aircraft are flying 3,000 hours per annum more than the private airline operators. To achieve this not spectacular increase in working hours of the aircraft fleet the Corporation has had to adjust its number of employees. Nobody wishes to grudge a little job finding for friends and relations but it so happens that IAC being a public service, owned by the public, it is not unnatural the public gets a trifle touchy if operating costs go so high the tax payer has to make good the losses at the end of a financial year.

On formation IAC had 7,107 employees. That was the number taken over from the private airline operators and any of these employees who are still with the Corporation are covered by the original promise of the Minister of Transport and Communications that they will not be discharged unless found guilty of some serious offence. Quite a number have actually left the Corporation for one reason or another so the actual number of employees with "guaranteed permanent jobs" is less than 7,000.

The total employees at the end of the financial year 1959-60 was 9,552 an increase of 2,446 or

a percentage increase of original number employed of less than 34.4%

Employees are divided into six main heads, Engineering, Operations, Traffic, Accounts and Audit, Stores, and Administration and Miscellaneous. We will examine them in order.

The original engineering started at 2,408 and increased to the end of the second report to 3,327. In the third year there was a slight decrease but in the fourth year the number employed started to increase only 9 were added in the fifth year the number was 63, in the sixth year 100 were added and in the seventh year 100 more were added last year for which figures are not available the increase was 100 making the total engineering employees 3,527. This is a total increase of 1,119 or 46.6% of the original number. This is quite a real increase when it is remembered that the number of employees maintained has fallen by

Even looking at it another way the number of flying hours formed it appears peculiarly high having increased to 3,000 per annum which is nearly as no matter, 2 hours extra flying for each employee near employed. Quite a high figure and we imagine it is unique in airline operation. The Chief Engineer's report is congratulated on the original.

Operations has remained constant, except that in the annual report, we are told that surface transport personnel

included under this head instead of under Administration and Miscellaneous.

Traffic started with 1,491 and has risen to 1,967 an increase of 476 which may be accepted as not too unreasonable in view of the increased number of passengers handled.

Accounts and Audit started with 546 and by the end of the second year had risen to 1,041 reaching a peak in the third year at 1,158 since when it has fallen to 1,093. It is understood that the audit system is the cause of this fantastic increase in the number of accounts clerks employed. It is known that most of their work is totally unnecessary so it is obvious that a tremendous saving could be made in this department if the management would get down to it. A large number of those employed are not holding safeguarded jobs under the Minister's promise.

Stores which we clearly understood were being simplified, partly by merging the private operators' units into one at each base, started with 315 employees to look after stores for 99 aeroplanes. With the reduction in the number of aeroplanes, and the simplification of the stores system under the brilliant management, it has been found possible to increase the number of employees in the Stores by 297 making the total 612 at the end of the seventh year. It must be a bitter disappointment to the management that it has not been able to make the increase exactly one hundred per cent. A jolly good try any-

Administration and Miscellaneous has actually achieved a saving in the number employed, starting with 1,652 at the end of the seventh year the number employed stood at 1,578.

The examination of these figures suggests to us that there must be some extraordinary factors inside IAC which are totally different from any other airline in the world. The fewer aircraft to look after the more engineers and storemen are required. The thing seems to be working in reverse or perhaps we are standing on our head. It could be that the IAC annual reports have been written by Lewis Carroll.

The General Manager defending the increase the air fares policy talks about increased cost of maintenance as a heavy item, this can well be imagined when engineering and stores staffs increase as they have. At the same time fuel prices increase and spares prices rise, we entirely agree, but it is to be noticed that the General Manager in all his statements has failed to remind the press or the public that traffic has steadily increased year after year at approximately 13%. It could be increased considerably more if the IAC got down to business and managed its affairs economically and encouraged industry to use air transport.

In the background there stand the ghosts of the Vikings which were taken out of service when the Viscounts were introduced. These twelve aircraft were all serviceable at that time. Today they could be earning good money. In fact all these years

they could have been kept in service. Instead they have been allowed to rot in the open till they have become scrap.

If the Vikings were not wanted when they came out of service why were they not sold at that time? Today the air services are overcrowded as the record of revenue loads indicates,—so any aircraft that could be got into the air could help bring in money. There are still a number of operators who find Vikings very profitable to operate. The same applies to Dakotas which are operated at such a heavy loss by IAC. One wonders if the poor utilisation is the basic cause of this loss. Too much time spent on the ground undergoing maintenance and overhaul. With so many engineers it would be thought that IAC aircraft would spend very few hours in the workshops.

Apart from these major operational flaws in the IAC structure there is ample room for tightening up on a variety of financial leaks such as pilferage of aviation fuels, wrongful distribution of passenger service amenities including food, and a variety of other drains through which IAC income is reputed to pour in considerable quantity.

Another peculiar source of actual loss to the Corporation is to be found in the management's attitude towards booking agents, who are used quite unnecessarily in many instances, which means that the IAC has to pay out unnecessary commissions. These would not be a charge against the Corporation income if the sales had been carried out by the IAC booking offices. A perfect

example of this occurs when a passenger holds an approved credit card, issued under agreements with the International Air Transport Association. These credit cards are in common use by the majority of regular passengers so the loss through not accepting these cards becomes considerable. It works in this way. The holder has to go to another airline member of IATA who accepts the credit card, so the IAC bookings made through this other member who naturally receives a commission on all the journeys in IAC aircraft by the holder. Why is it not possible for IAC to perform as a member of IATA?

The Corporation undoubtedly loses a considerable amount from excess luggage for which charges are not collected. The system of collecting excess luggage charges is so cumbersome it is obvious that traffic agents are unable to fill in the forms and record the amounts of excess luggage delaying the departure of aircraft. Delays in handling ordinary tickets are quite sufficient to irritate passengers if those with excess luggage are further delayed four or five minutes each, the whole becomes intolerable for the passenger. A simple cash charge could clock up the amount charged at the same time as a slip for the passenger would be a receipt as well as a luggage ticket. This method of handling collections of this nature is quite against the business ability of the Corporation. Or so it appears a result much income that would help to make both ends

is never collected. On two recent journeys we endeavoured to pay for excess luggage, but no charge was made obviously for the above reasons. The staff can hardly be blamed, it is the management or rather mismanagement.

We suggest that the figures and facts given in this review are basically the root of the Corporation's financial troubles

and explain why the General Manager of IAC finds his airline costs going up and up faster than his steadily increasing income which, at more than 13 per cent per annum should be more than sufficient to meet the higher costs as they are today. It is very difficult to find any sympathy for an airline operator whose approach to business is so peculiar.

Madras,
Dt. 16th May 1961.

From

Staff Employers,
C.L.R.I.,
Adayar, Madras.

283-A

A. I. T. U. C.
Received... 18.7.61 MAY 1961
Replied.....

To

Dr. Hamayun Kabir,
Minister of Scientific and Cultural Affairs,
Government of India, NEW DELHI.

Sir,

The following incidents at the C.L.R.I. will reveal how the affairs of the personnel are being conducted and grave injustice is being wrought.

There is an eminent Chemical Engineer in the Institute in the person of Sri Lakshminarayana who is in charge of the Pilot Plant. When the time had arrived for recommending a man for higher studies on Government Scholarship in Pilot Plants, another man M.A. Gani, S.S.O. who was in charge of the Chemical Laboratory was recommended and he returned after training abroad, but was put in charge again in the Chemical Laboratory - a sheer waste of public money.

2. One Sri J.B. Rao was condemned by the previous Director, Mr. B.M. Das. He appeared for Ph.D. degree of the University of Madras, but failed. This useless man has been appointed as S.S.O. and put in charge of T.C. Unit, because he happens to be the relation of the present Director, Dr. Nayudamma.

3. There was a staff club and some officers had misappropriated a sum of Rs.2,000/- but the clerks D.S. Sarangapani and Natesan were made scape goats and surcharged. Dr. Nayudamma is the President of the Staff Co-operative Canteen in C.L.R.I. and recently there was a turnover of Rs.46,000/-, but a net loss of Rs.1,600/- has been shown when there is an actual gain of Rs.15,000. When any member of the Co-operative Canteen questions this atrocity in the General Body meeting Dr. Nayudamma, as the President frowns at that member and stops him from talking. Dr. Nayudamma refused to have the accounts re-audited. On a previous occasion, one Kmjukuttan, a member of the Canteen Committee had lost Rs.200/-

P.T.O.

worth of token books and the same Dr. Nayudamma recovered the amount from this poor man within 24 hours, on a threat of dismissal from service.

There was one Miss Nagasriemanti, Senior Laboratory Assistant and Dr. Nayudamma promised her to get a foreign scholarship and enticed her and seduced her. She tried her best to get away from his clutches, but could not. While the man was away on business to Calcutta, this poor girl committed suicide, after leaving letters behind her, about her pregnancy but all such letters were suppressed by him.

A notification was issued calling for applications for clerkships in the Publicity Department in the Institute. Many graduates applied and one girl, a Malayalee by name Leela, a failed S.S.L.C. had also applied. Dr. Nayudamma interviewed all the candidates and rejected and appointed this failed S.S.L.C. beautiful girl. After seducing her kept her in the appointment for six months. When it came to know that he had appointed a failed S.S.L.C. girl, he terminated her service.

No researches are being done. Dr. Nayudamma appointed a Committee for the Selection of the personnel and instructed them to select a particular candidate. An intensive investigation into the above crimes by an officer in his position will cast a gloom on the Central Government.

Yours faithfully,
Staff Employers.

Copy submitted to:--

1. The President, C.S.I.R., New Delhi.
2. The Director-General, C.S.I.R., New Delhi.
3. Leader of the Opposition Party, Lok Sabha, New Delhi.
4. The Editor, 'BLITZ', Bombay.