"A SENTIMENTAL JOURNEY"

"The 50th Anniversary is not merely an occasion to look back into the past, except to gather renewed strength from it and the will to achieve still greater things in the future," says the Chairman to the staff.

He particularly appreciated the full page advertisement in the "Times of India" of October 16, which touched him deeply. The Chairman's message reads:

"Your message of congratulations, goodwill and affection conveyed to me through that delightful full-page advertisement in the Times of India, touched me deeply. It is difficult for me to find adequate words to thank you for your kind thought and gesture, and for the lovely words, which were music to my ears, in which it was expressed. I thank you from my heart.

Devotion

"If on the Thirtieth Anniversary of the birth of our Airline, I re-enacted our inaugural flight, it was not for sentimental reasons alone, or for the pleasure of doing it. I hoped that particularly to those of you who had never even seen a Lockheed Lodestar, it would bring home the fact that the great airline which we all serve today, could be, and was actually built from the smallest beginnings, with little more to sustain it at first than the love, the sweat and the devotion of those who worked for it. If my flight helped to bring this message to you, its purpose has been fulfilled.

Nostalgia

As I said at Juhu after landing, the flight was also for me a nostalgic but deeply satisfying journey into the past, which brought back bitter-sweet memories of acrobatics, of events and people of long ago, and particularly of old friends and associates, some of whom, indescribable, are still in Air-India, others who are no longer with us. And as I flew from Karachi, my thoughts filled with memories of Nevill Vintcent who started it all, of others like Mr. Neville Vintcent

"Your Message Of Goodwill Touched Me Deeply"

Captain Jatar and his heroic crew, whose love of flying and devotion to the airline led them to the ultimate sacrifice. In my mind I dedicated the flight to their memory.

Long Way Ahead

But this Thirtieth Anniversary is not merely an occasion to look back into the past, except to gather renewed strength from it and to welcome still greater things in the future. We have come a long way together these thirty years, we have accomplished much of which we can be proud, but there is even more to be done in the next thirty.

Hard Work

I shall be with you for only a small part of that period, but under your competent and devoted care, I know that Air-India's progress will surpass its past achievements.

ask you to bear one thing in mind. Our rapid growth and the reputation we have established for ourselves throughout the world, have been due not only to the hard work of all these years, but also to the fact that from the start we set for ourselves, and relentless maintained, the highest standards in every aspect of our operations. I hope that whatever the temptation, you will never let those standards fall.

Good Luck

I thank you again for your sweet and generous message, for your loyalty and for your devotion to Air-India, which is your Airline. I wish you and yours good luck, prosperity and happiness in the years to come.
Mr. Chairman,

Thirty years ago, when you were twenty-eight, you flew a little plane and a star was born.
You started something which, God please, will never end. You gave us a home to bask in the sky and you have proved to be a faithful chairman.
There are few places in the airline world where your brand cannot be found. You have brought lustre to this band.
You have added inches to your height when lesser men have ceased to grow.
There are not many Chairmen in this world who would have dared, who would have dared, to do again a deed of thirty summers old.
We wish you good speed today and every day. That you remain our skipper.
Your crew and ground staff salute you, Sir, and pledge ourselves to help you hold your head on high at 40,000 ft.
in every corner of this earth.

This advertisement is a small token of affection, respect and regard for a Chairman, from those in the future, who are privileged to work for him.
The chairman said . . . .

Test of the Chairman’s Speech delivered a few minutes before he headed the Magic Carpet on Dec. 15, 1942.

"Mr. Kooka said that I had agreed to address the gathering. I did nothing of the kind. I was offered a cup of tea and I said ‘yes’. Apparently, at the same time, Mr. Kooka was saying ‘Will you say a few words on the mill’. My answer was to the text. However, considering the long wait you have and the wasted afternoon, I think it is certainly due from me to express a few words of apology for making you wait.

I may say that up to 6.25 a.m. this morning (LST) we were dead on time and, in fact, I was at the end of the runway at Karachi when, for some obscure reason, the radio picked up. This only showed how the technical progress has its disadvantages, because 30 years ago this could not have happened and did not happen. For the reason you have already guessed, I did not have any radio! And today, in fact, I did not have any radio. So in some ways I feel that I have, perhaps, reaped the reward of the original flight a little closer to the original I had intended.

30 Years Late!

Having apologised for this delay, I would like to express my very deep feeling of gratitude for your presence here today. I feel overwhelmed by this gathering which is, incidentally, very much larger than it was 30 years ago. Those of you who were present here 30 years ago, or who are present today, or may so, are 30 years late. Perhaps this will make up for my being 30 years late as against you being 30 years late.

About the flight, there is very little to say. It was an unequal one, except for the radio which we got rid of. And it was performed with the paces and decorum expected from an old lady of the age of this Leopard Moth and her elderly pilot.

Some of you, I am sure, will say ‘Then why do it?’ In quoting few of my friends asked me that question before I left, and I have been thinking on this flight if I am asked again what I should say. It is difficult for some one in whose life flying and aviation has played a considerable part, to get across one’s mind to the subject, to people in whom aviation or flying has played no part. And so I can well appreciate that to many of my friends and colleagues this was perhaps a pointless and foolish performance, but I hope that now that it is done, you and they will not feel that way.

Re-live Old Events

I think there was considerable justification for years ago and doing the same thing.

The purpose of the flight, of course, quite apart from the personal sentimental one, was to try to dramatise, or shall I say, highlight, in a small way, an event which meant a lot to me 30 years ago — an event which I think, was of some importance as one of the elements in India’s economic renaissance. The purpose of doing the flight with a Leopard Moth well, I must first explain that I could not do it with a Puss Moth because there was no Puss Moth available. But as I expect, to most of you this is the first time you have been a Leopard Moth. It would

"The purpose of the flight—quite apart from the personal, sentimental one—was to illustrate the truth and the fact that from absurd small beginnings, worthwhile things can be built and built fairly quickly. To me, and I suppose to those of you who are close to Tata Airlines, some of whom are still in Air-India or in Indian Airlines and are in this gathering, when we look at this plane, it seems incredible that within a short span of 30 years we are now operating in quite a different field and with such different equipment. Incidently, I am extremely happy to have here in this gathering today, no less a person than Sir Frederick Tennyson and his very delightful and charming wife, our old friends. Sir Frederick Tennyson was the Director of Civil Aviation 32 years ago and he is the man we had to deal with and I am very grateful to him for having finally bought this idea at no cost to the Government!

Bitter-Sweet Memories

To me, of course, this flight has meant a lot. It might sound a little silly as I have said before when I was asked if I was nostalgic or sentimental journey. As a matter of fact, I have brought back a lot of bitter-sweet memories, for the story is true and I reckon there is no office or house which I lived in that was not involved in the story. In fact, the office which I left last night was involved in the story, as most of the staff there are involved in the story. But in the end, it is true that from absurd small beginnings, worthwhile things can be built and built fairly quickly. To me, and I suppose to those of you who are close to Tata Airlines, some of whom are still in Air-India or in Indian Airlines and are in this gathering, when we look at this plane, it seems incredible that within a short span of 30 years we are now operating in quite a different field and with such different equipment.

Incidentally, I am extremely happy to have here in this gathering today, no less a person than Sir Frederick Tennyson, and his wife, who are very delightful and charming people, our old friends. Sir Frederick Tennyson was the Director of Civil Aviation 32 years ago and he is the man we had to deal with, and I am very grateful to him for having finally bought this idea at no cost to the Government!

Bitter-Sweet Memories

To me, of course, this flight has meant a lot. It might sound a little silly as I have said before when I was asked if I was nostalgic or sentimental journey. As a matter of fact, I have brought back a lot of bitter-sweet memories, for the story is true and I reckon there is no office or house which I lived in that was not involved in the story. In fact, the office which I left last night was involved in the story, as most of the staff there are involved in the story. But in the end, it is true that from absurd small beginnings, worthwhile things can be built and built fairly quickly. To me, and I suppose to those of you who are close to Tata Airlines, some of whom are still in Air-India or in Indian Airlines and are in this gathering, when we look at this plane, it seems incredible that within a short span of 30 years we are now operating in quite a different field and with such different equipment.

Incidentally, I am extremely happy to have here in this gathering today, no less a person than Sir Frederick Tennyson, and his wife, who are very delightful and charming people, our old friends. Sir Frederick Tennyson was the Director of Civil Aviation 32 years ago and he is the man we had to deal with, and I am very grateful to him for having finally bought this idea at no cost to the Government!

Bitter—Sweet Memories

To me, of course, this flight has meant a lot. It might sound a little silly as I have said before when I was asked if I was nostalgic or sentimental journey. As a matter of fact, I have brought back a lot of bitter-sweet memories, for the story is true and I reckon there is no office or house which I lived in that was not involved in the story. In fact, the office which I left last night was involved in the story, as most of the staff there are involved in the story. But in the end, it is true that from absurd small beginnings, worthwhile things can be built and built fairly quickly. To me, and I suppose to those of you who are close to Tata Airlines, some of whom are still in Air-India or in Indian Airlines and are in this gathering, when we look at this plane, it seems incredible that within a short span of 30 years we are now operating in quite a different field and with such different equipment.

Incidentally, I am extremely happy to have here in this gathering today, no less a person than Sir Frederick Tennyson, and his wife, who are very delightful and charming people, our old friends. Sir Frederick Tennyson was the Director of Civil Aviation 32 years ago and he is the man we had to deal with, and I am very grateful to him for having finally bought this idea at no cost to the Government!

Bitter—Sweet Memories

To me, of course, this flight has meant a lot. It might sound a little silly as I have said before when I was asked if I was nostalgic or sentimental journey. As a matter of fact, I have brought back a lot of bitter-sweet memories, for the story is true and I reckon there is no office or house which I lived in that was not involved in the story. In fact, the office which I left last night was involved in the story, as most of the staff there are involved in the story. But in the end, it is true that from absurd small beginnings, worthwhile things can be built and built fairly quickly. To me, and I suppose to those of you who are close to Tata Airlines, some of whom are still in Air-India or in Indian Airlines and are in this gathering, when we look at this plane, it seems incredible that within a short span of 30 years we are now operating in quite a different field and with such different equipment.

Incidentally, I am extremely happy to have here in this gathering today, no less a person than Sir Frederick Tennyson, and his wife, who are very delightful and charming people, our old friends. Sir Frederick Tennyson was the Director of Civil Aviation 32 years ago and he is the man we had to deal with, and I am very grateful to him for having finally bought this idea at no cost to the Government!

Bitter—Sweet Memories

To me, of course, this flight has meant a lot. It might sound a little silly as I have said before when I was asked if I was nostalgic or sentimental journey. As a matter of fact, I have brought back a lot of bitter-sweet memories, for the story is true and I reckon there is no office or house which I lived in that was not involved in the story. In fact, the office which I left last night was involved in the story, as most of the staff there are involved in the story. But in the end, it is true that from absurd small beginnings, worthwhile things can be built and built fairly quickly. To me, and I suppose to those of you who are close to Tata Airlines, some of whom are still in Air-India or in Indian Airlines and are in this gathering, when we look at this plane, it seems incredible that within a short span of 30 years we are now operating in quite a different field and with such different equipment.
much to build this airline, and it would not be what it is today. And so to all those who have helped to build this airline, and to the 5,000 or 7,000 of them today in Air-India, I express grateful thanks. I wish to thank also, I think I should quite rightly, the Government of India for the support that we have had from the early days, sometimes in reverse. But things have come out all right in the end.

Burma-Shell

I would like to single out for thanks, Burma-Shell. Burma-Shell have done a rather touching thing on this occasion — I do not know if they have done it in Bombay, but they have done it in Ahmedabad and in Karachi. They got hold of the very same men who fuelled the original flight 30 years ago and they got the same help from them as they did in the same old uniforms at Ahmedabad and Karachi. They brought the same or at least duplicates of the old bulk fuel tanks with the tins that fuelled the machine and I may say, incidentally, that they have very kindly supplied the fuel for this particular flight free of charge. However, we paid for the fuel 30 years ago.

Burma-Shell have been great friends in the new pioneering days, ever long before my time, to all flying people. And long distance fliers, wherever they went, found that there was always a Shell man available not only with a tin of petrol and a tin of oil but also a home to rest one’s weary bones after a long day’s flying. And so to them also, I say thank you.

Thank you, too

I should like to thank, in particular, those in Air-India who spent days and nights in the last two weeks in rebuilding the old lady outside and making her look as attractive as she does. Few people know that a day before she came here she was crashed, not by myself, and some more hours of day and night work had to be put in, in order to make her reach here a day before I took off for Karachi. I would like to thank them all for their work and the excellent job that they did. I must, of course, thank Mr. Glaun, the owner of this plane which belongs to Associated Airways, Calcutta. They very kindly put this plane at our disposal, being the only one available.

I should like to thank, of course, the Flying Club who have made these premises available and Mr. Adil Wadia in particular who allowed me to use his Club’s aircraft which enabled me in double quick time to renew my licence last week.

Puss Moth to Boeing

I would like finally to thank the public, who, added and always by the late Mahendra, have made this airline what it is and have built it up from the Puss Moth to the Boeing of today.

This is an occasion when it is pleasant for me to look back. I do not have very much to look forward to now, but I hope in the next 30 years I will not be there for much of those 30 years I expect, but most of the boys and maybe the girls in Air-India will be. And I can only wish that when they look back 30 years back to the Air-India of today with the pride and the glory of their then first flight ofLETED and all that, re-phantom, possibly space ships, they will look back to this day and to the Boings that we have to-day, and the same feeling that I am looking back. If they can look at it in the same way, it will mean that during the last 30 years, the progress made by Air-India will be at least as great as it was from the early days of 1932.

So, thank you very much ladies and gentlemen. I am sorry again for having to keep you. I hope you were properly fed and it is not my fault if you could not be properly refreshed!

I should like, just to mention two people who were in the original photograph when I handed over the mail, one was Mr. Nisanderwaz Gandhi and the other was my wife. I am very happy to see Nisanderwaz again and I do hope when we do the 50th Anniversary flight, the three of us shall be around.

Honoured

In Coochbehar, I must thank with great gratitude and a feeling of being honoured, the Chief Minister of Mihan-shatra who has very kindly written me a letter of congratulations, greetings and encouragement, and that similarly at Ahmedabad, I got a very nice letter from Dr. Raja Mitra, the Chief Minister of Gujerat.

Thank you, ladies and gentlemen, I hope we can have some tea now.
FROM PRESIDENT TO PRESIDENT

Your Excellency,

May I take the liberty to send you through Mr. J. R. D. Tata, Chairman of the Air India Corporation, my greetings and good wishes to you and your people on the occasion of the 30th anniversary of the first flight of mails and express the hope for the further progress and well being of your people.

SIR WILLIAM HILDRED'S

FLY THRO' NIKESH CHANDRASEKHAR AND 50'S ALT J R TATA CHAIRMAN AIR INDIA BOMBAY WARM CONGRATULATIONS ON RE-ENACTMENT OF FIRST SOLO FLIGHT KARACHI BOMBAY WHICH INSPIRED TATA AIRLINES OPERATIONS 30 YEARS AGO STOP INDIAN AVIATION HAS COME A LONG WAY SINCE THEN AND IT IS HEARTWARMING TO SEE THE SAME PIONEERING LION AT THE HELM STOP KIND REGARDS

DICK HILDRED TATA

FROM PAKISTAN PRESIDENT

Dear President,

It was most kind of you to have sent your greetings and good wishes to me and to the people of Pakistan on the occasion of the 35th anniversary of the first flight of mails. May I also take this opportunity to express my feelings of highest regard and good will for you and for the people of India.

With kind regards,

Your sincerely,

SIR HUDSON FYSH

(Chairman of Quotas)

FOR JEEV TATA STOP TO YOU AND YOUR BOARD CONGRATULATIONS ON QANTAS DIRECTORATE ON TRIL- THIETH ANNIVERSARY OF AIR INDIA AND EX TRO AORDINARY PRO- DUCERS WHICH HAS BEEN MADE REGARDED HISTORIC FYSH.

Mr. MANAPPAN

Dear Mr. Tata,

I am very glad to learn that you will re-visit your historic Karachi-Bombay-Karachi flight on the 10th October, 1982, to commemorate its 50th Anniversary. For us in the Indian Airlines, this tourist event in air transport as for the first time mails were given air- lift between these stations by an Indian Airlines. Later, this service was extended further. But I have no hesitation in saying that you are mainly responsible for the development of our internal air- mail communications system.

On this memorable occasion, I take this opportunity of conveying my personal greetings and those of the P. T. Department, to you and your colleagues in Air India.

With kind regards,

Your sincerely,

P. B. R. Menon

AIR MARCHOUNT'S GREETINGS

My dear Mr. Tata,

Thirty years is a large number of years by today's standards. But it looks back to the good old days from the hectic period in aviation - a period in which we both belong. I well remember your pioneering efforts and I am sure that you are grateful for this for several reasons but mostly because our hard work has finally paid off, as practically in our staff.

Well done! This is in part a retroactive reflection of the fact you still greater laurels.

With kind regards,

Your sincerely,

P. B. R. Menon

MAGIC CARPET

FROM PRESIDENT TO PRESIDENT

Your Excellency,

May I take the liberty to send you through Mr. J. R. D. Tata, Chairman of the Air India Corporation, my greetings and good wishes to you and your people on the occasion of the 35th anniversary of the first flight of mails and express the hope for the further progress and well being of your people.

SIR HUDSON FYSH

(Chairman of Quotas)

FOR JEEV TATA STOP TO YOU AND YOUR BOARD CONGRATULATIONS ON QANTAS DIRECTORATE ON TRIL- THIETH ANNIVERSARY OF AIR INDIA AND EX TRO AORDINARY PRO- DUCERS WHICH HAS BEEN MADE REGARDED HISTORIC FYSH.

Mr. MANAPPAN

Dear Mr. Tata,

I am very glad to learn that you will re-visit your historic Karachi-Bombay-Karachi flight on the 10th October, 1982, to commemorate its 50th Anniversary. For us in the Indian Airlines, this tourist event in air transport as for the first time mails were given air- lift between these stations by an Indian Airlines. Later, this service was extended further. But I have no hesitation in saying that you are mainly responsible for the development of our internal air- mail communications system.

On this memorable occasion, I take this opportunity of conveying my personal greetings and those of the P. T. Department, to you and your colleagues in Air India.

With kind regards,

Your sincerely,

P. B. R. Menon

AIR MARCHOUNT'S GREETINGS

My dear Mr. Tata,

Thirty years is a large number of years by today's standards. But it looks back to the good old days from the hectic period in aviation - a period in which we both belong. I well remember your pioneering efforts and I am sure that you are grateful for this for several reasons but mostly because our hard work has finally paid off, as practically in our staff.

Well done! This is in part a retroactive reflection of the fact you still greater laurels.

With kind regards,

Your sincerely,

P. B. R. Menon

MAGIC CARPET

FROM PRESIDENT TO PRESIDENT

Your Excellency,

May I take the liberty to send you through Mr. J. R. D. Tata, Chairman of the Air India Corporation, my greetings and good wishes to you and your people on the occasion of the 35th anniversary of the first flight of mails and express the hope for the further progress and well being of your people.

SIR HUDSON FYSH

(Chairman of Quotas)

FOR JEEV TATA STOP TO YOU AND YOUR BOARD CONGRATULATIONS ON QANTAS DIRECTORATE ON TRIL-

THIETH ANNIVERSARY OF AIR INDIA AND EX-TRO AORDINARY PRO-

DUCERS WHICH HAS BEEN MADE REGARDED HISTORIC FYSH.

Mr. MANAPPAN

Dear Mr. Tata,

I am very glad to learn that you will re-

visit your historic Karachi-Bombay-Karachi flight on the 10th October, 1982, to com-
memorate its 50th Anniversary. For us in the Indian Airlines, this tourist event in air-

transport as for the first time mails were given air-

lift between these stations by an Indian Airlines. Later, this service was extended fur-

ther. But I have no hesitation in saying that you are mainly responsible for the develop-
mint of our internal air-

mail communications sys-

On this memorable oc-

casion, I take the oppor-
tunity of conveying my personal greetings and those of the P. T. Department, to you and your colleagues in Air India.

With kind regards,

Your sincerely,

P. B. R. Menon

AIR MARCHOUNT'S GREETINGS

My dear Mr. Tata,

Thirty years is a large number of years by today's standards. But it looks back to the good old days from the hectic period in aviation - a period in which we both belong. I well remember your pioneering efforts and I am sure that you are grateful for this for several reasons but mostly because our hard work has finally paid off, as practically in our staff.

Well done! This is in part a retroactive reflection of the fact you still greater laurels.

With kind regards,

Your sincerely,

P. B. R. Menon

MAGIC CARPET

FROM PRESIDENT TO PRESIDENT

Your Excellency,

May I take the liberty to send you through Mr. J. R. D. Tata, Chairman of the Air India Corporation, my greetings and good wishes to you and your people on the occasion of the 35th anniversary of the first flight of mails and express the hope for the further progress and well being of your people.
Give Your Mite to Defence Fund: Minister’s Appeal

THE Minister of Transport & Communications, Shri Jagjivan Ram, has issued the following appeal:

At this grim hour of national crisis created by unprecedented upsurge of patriotic feeling all over the country, Hour of Need has come and this idea has gripped the mind of every citizen. An atmosphere vibrant with overwhelming excitement and firm determination to undergo any amount of suffering and sacrifice for the sake of our beloved country prevails. The floods of our nation’s creative energy have been thrown open. The need of the hour is uppermost in every one’s mind. The whole nation has been aroused and everyone is enthused with a supreme sentiment of saving the honour and integrity of our country at all costs.

At this juncture and in this tense atmosphere, everyone has to contribute his mite to strengthen the hands of our fighting forces. Modern war is not limited to the actual battle-ground, but it spreads far and wide. The sustaining force and strength come from every corner of the nation’s activity. In times of emergency like this, the role of Transport and Communications is very vital. The network of efficient and well-maintained communications is the very life-line of our fighting forces. The importance of transport arms, ammunition and reinforcements can hardly be over-emphasised. A little delay, a small omission, an apparently innocuous shortcoming, may bring about far-reaching consequences. Engaged in a battle of life and death as we are, there can hardly be any question of any slackness in our work. Operations in various spheres of activity connected with transport and communications have to be efficient and expeditive.

I, however, find that our staff have splendidly and spontaneously responded to the call of the hour. Uninterrupted operations at our ports and that too in full force, have continued with unalloyed zeal for hours on end so that incoming supplies could move rapidly and our exports and imports could be handled expeditiously. Similar instances of indefatigable spirit and hard work go on continuously for twenty-four hours at one stretch. If these efforts have been put in by the staff responsible for installation and maintenance of telephone systems, installation works, work done in equipment repair, work done in the transport section, in the air raids and in the factories, the many thousands of workers, the staff of the telegraph, the railway and transport staff, the telephone staff, the air raid workers, the factory workers, and the entire nation, have played a great part in this struggle.

Besides this wave of enthusiasm in work and output, donations in cash and kind, pledges of devotion to the country are literally pouring in. Many a time, I have been moved by the anxieties of emotion displayed in these donations. A humble worker, hardly able to take an existence with his low pay, donates with a beaming face his entire salary for the Motherland. Here is a gold ornament, the only gold in the family, offered for the service of the country; yet another small sum, the entire savings of a worker for purchasing goods for the Jawans on the front. The families of the workers are all working hard to make ends meet. There are voluntary offers from the workers of a workshop to work on Sundays and holidays and to contribute their earnings to the National Defence Fund. Such instances are many and numerous.

Be it construction of roads and river crossings, the loading and unloading of cargo and equipment or construction of new ports, the work goes on unceasingly to make work on foot, transmitting messages by wires or wireless, constructing roads and bridges or building factories or workshops. The country needs today, as never before, your unflagging ardent efforts, your ever wakeful vigilance and your whole-hearted devotion to your duty and motherland, to face this gigantic challenge that has confronted us.

I wish you every-increasing indomitable will and courage and inexhaustible fund of energy and capacity to rise to the occasion and make your much-needed valuable contribution towards our ultimate victory in this hour of crisis.

JAI HIND

The Chairman signing an original Flight Cover which he carried 35 years ago (see facing page).

The Q.M. greeting the Chairman, on arrival at John. Below: Mrs. Patil and Mrs. Tula with the Chairman.
Commemorative Flight Covers—
1932 and 1962

3,700 Commemorative Covers were issued on October 15, 1962. The covers were defaced with a special cachet at Karachi. The Postmaster General of Bombay took delivery of the covers from the Chairman. The covers were date-stamped at Bombay and sold at 25 paise each.

On October 15, 1932 Tata Sons Ltd., issued first flight covers to commemorate the first scheduled Air Service in India.

Then & Now: (left) First Flight cover issued on Oct. 10, 1932. The name and address on the cover were written by the late J. F. V. Emmett himself. The cover bears the signatures of Mr. J. E. D. Turner, the late Mr. R. B. Emmett, and Mr. S. K. Raka, Commercial Director, AIR-INDIA, Mahatma Gandhi Road, Bombay, India.
The Chairman addressing a large and distinguished gathering at John Aerodrome on arrival from Karachi.

Above: Mr. and Mrs. Jalan in front of the 'Lionheart' Moth and the Boarding with Sir Frederick and Lady Fyson. Below: Mr. R. Hall, P.W.O. Harkness and L. R. Singh in a uniform of 1932 vintage, receiving mail.

Above: The Chairman inspecting the 'Lionheart' Moth. Below: M. K. Sehgal, Chief pilot of the Chairman in 1932, used present of John in the 30th Anniversary.
Guests partaking of the sumptuous festal laid out for the occasion by the Mohai Hotel of Jaffa.

Mr. Regardia, G.G.P., Gipper, receiving the Chairman at Ahmedabad. Mr. Regardia drove 20 miles to be present for the occasion.

Above: Cougar淑女 being pulled on Ahmedabad by Norman Shell Staff offered in the name type of entertainment given in years ago. Below: The Chairman, having a bountiful feast at Ahmedabad.
From Apprentice To Stores Chief

Nothing in our Chairman's, Mr. J. R. D. Tata's, mind would suggest that Mr. Gadgil has played a key role in a romance that has set the aviation world on its ear. Yet, Gadgil was just a young apprentice when he first joined our stores. And today, he is the Store Manager.

Mr. V. O. Gadgil

Born in 1913 at Sirkal, near Kolhapur, Mr. Gadgil graduated from Nagpur University with a B.E. degree in Physics, and later earned a Mechanical Engineering degree. He worked in the stores department of the Tata Group, where he gained invaluable experience. Gadgil's rise to the top of the stores department was meteoric. He started as a junior officer and rose to become the Store Manager in just six years.

Mr. Gadgil's story is a testament to the importance of hard work and dedication. His journey from apprentice to store manager is a shining example of what can be achieved with perseverance and determination.

Coaxed and Cajoled

THE "OLD LADY" TAKES HER PLACE IN HISTORY!

The VT-AKH arrived in Bombay from Calcutta on October 11, 1962. She was treated with all the respect and care due to an old lady of the age of the Leopard Moth by our engineers in Calcutta and Bombay.

The VT-AKH was manufactured by the De Havilland Aircraft Co. in the mid-thirties and brought to India in 1953 for the Nizam Sultans' Royal Air Force. The ownership was transferred to Duccan Airways in 1945 and it remained in their possession up to the time of nationalisation in 1955. It then came into the possession of Shaw Wallace & Co. Calcutta, and was maintained by Associated Airworks at Dum Dum Airport, who are its present owners.

Good Luck

There are very few Leopards in the world today — maybe not even half a dozen — and it was a stroke of good fortune that we were able to locate one in our own country.

VT-AKH was hanged at Dum Dum Airport where a preliminary survey and scrutiny of its history was carried out on August 17 and 18. It was reported by its owners to be in a flyable condition. But preliminary inspection revealed that it required complete overhaul and very careful examination of the wooden structure.

Unlike our giant rudderless jets, the Leopard Moth is a wooden plane with fabric covering, except for the front portion forward of the vertical cabin door pillar and the engine mount supports, which are of tubular steel. The condition of plywood on the wings and fuselage and the stabilizer surfaces was not healthy. So were the stern post and the longerons at the rear portion of the fuselage. The deterioration of timber in these areas was the result of long periods of inactivity of the airplane and the effect of humidity and tropical conditions under which it remained idle over many years. According to the log, the aircraft had a total flight in the air of 2,425
hours and had flown little
over 400 hours during the
past nine years, its last
flight being in April 1961.

C of A

In order to restore the
aircraft to "Certificate of
Airworthiness" status, it
was necessary to strip it
completely and replace all
plywood and asbestos
spruce wood members
and renovate all gluel joints
which showed signs of
deterioration. These were
inspected by a representa-
tive of M.S. De Havilland
Aircraft Co. who came out
from England.

Wood Work

The work of repair,
overhaul and renovation
was taken in hand during
the first week of Septem-
ber. The repair of tim-
ber work was carried
out under the supervision
of London-based En-
gineer, Mr. Neville, who
was a De Havilland em-
ployee in the early thir-
teen. The work of over-
hauling the entire airframe
was carried out jointly by
Associated Airworks and
a batch of our own tech-
nicians who were sent to
Dum Dum for the purpose. The
engine and its accessories
were completely stripped
for inspection. The Instru-
ments and Radio equip-
ment were brought to Bom-
bay and overhauled in our
Auxiliary Overhaul Divi-
sion.

On the evening of Oc-
tober 1, the aircraft was pull-
ed out of the hangar and
its engine was given a brief
ground test of 15 minutes.
The test couple of days
were spent in installation of
V.H.F., Radio communi-
cation and A.D.F. equip-
ment and giving final
touches to the paintwork
etc.

Test Flights

On October 4, it was
taxi-tested and test flown
in the evening by an As-
sociated Airworks pilot.
It came in to land after
completion of a successful
and clean test flight, when
suddenly, on touch down
on the Dum Dum runway,
it swung sharply to the
left, ran off the runway,
did a ground loop and
came to rest on soft
ground, almost hidden
from view in 4 to 5 feet
of tall grass. Its right land-
ing gear was smashed and
folded under the fuselage
belly. The airplane settled
down almost on its sides,
its starboard wing up
-touching the ground.

And Tears

This sight brought tears
to the eyes of many who
had given their best to
meet the deadline. The
sun had already set by
this time and the Leopard
was on its way back to
Dum Dum, over a couple
of miles of concrete and
ground, this time not under
its own power, but limping
on centre, and covered
and carried by affectionate
hands.

Good News

Next morning brought
in its wake the good news
that a complete new land-
ing gear was available in a
local firm only a few miles
from Dum Dum. This dis-
covey cheered everybody.
A close inspection of the
aircraft also revealed exten-
tive damage to the fuselage
belly structure and a com-
pression shaker on the rear
spur of the star-
board wing. From then
on many a weary eye had
little rest until the airplane
took off from Dum Dum
on its ferry flight to Bom-
bay on the afternoon of
October 10 with a brand
new "Certificate of Air-
worthiness" in its door poc-
tet.

The rest, as we all know,
is history.

* * *

Our Engineering Manager, Mr. App-
naney and his fine team of mechanics
bored midnight oil, and thanks to them
the "old lady" was in


before the historic
flight.
TATA RE-ENACTS 30-YEAR-OLD DRAMA IN IDYLLIC SETTING

T O the cheers of hundreds of aviation enthusiasts, Mr. J. R. D. Tata, the pioneer of Indian aviation, made a smooth landing in a Leopard Moth at Juhu aerodrome on Monday afternoon, thus reenacting his historic Kanyakumari-Bombay flight with air mail 30 years ago.

The one-engine plane touched down at 4:30 p.m. and speeded towards a beautifully decorated aircraft to the strains of the "Anniversary Waltz" played by the Navy band.

DISTINGUISHED GATHERING

It was a perfect setting. A Burman-Shell art drawn by two violinists, a vintage petiton and half a dozen one-engine planes marked up the aerodrome to receive the atmosphere of the day when the first air mail service arrived there from Karachi on October 15, 1932.

Present at the aerodrome were Sir Frederick Tymms, a former director-general of Civil Aviation in India, who came from England to present a replica of the plane, the same which Mr. Tata on behalf of Air India Ltd. flew from Kanyakumari to Bombay in 1932. Mr. Tata, the same who was present at the start of Civil Aviation in India, was present on this occasion as a guest of the Royal Fumray Corporation, Mr. B. N. Pinto, chairman of the Indian Civil Aviation in India, Mr. A. K. Shah, Mr. P. L. Mody, and a number of the business advisory committee of Air India Ltd. Also present was Mr. J. B. Khandjiwalla, the honorary physician to the Union Government at Juhu.

The large crowd at the aerodrome anxiously awaited Mr. Tata's plane, as thousands of people stood near the runway without the help of radio or radio-way, or the present communication flights, using the only two primitive communications, re-enacting the same exciting drama at an age when professional pilots might shudder to undertake a dual flight—let alone in an up-to-date plane with state-of-the-art appliances and safety devices. The early euphoria helped to start air travel in the country, an organisation which today has grown into one of the best and most modern in the world. The second re-enactment of the historic landing is being depicted as by any displayed in the early days of air travel, men who have now taken their place in the history of world aviation should be a unique man in one respect—twice in a single lifetime he has brought his secret to the world.

ECONOMIC TIMES—Oct. 16, 1962

A MEMORABLE FLIGHT

One does not know what to admire more—the courage of thirty years ago, when cloth and wood, and a passion to fly, was to be found thirty years ago, or the courage today, when one can fly from London to New York without the need of an aeroplane.

The success of the flight is due to the understanding between the pilots and the control tower, who have shown a great deal of respect for each other's work. The flight was planned in such a way that it would be safe for all passengers to travel comfortably, and it was achieved with the cooperation of all the participants involved in the project.

Mr. Tata arrived at Juhu on time, after a journey of nearly three hours by air. He was received by the Kanyakumari-Bombay staff and the journalists who had accompanied him.

An elaborate buffet lunch was arranged for Mr. Tata and his staff at the aerodrome reception for Mr. Tata. As his arrival was delayed, the waiters had to go through the hustle and bustle of the airport without him. However, the pilot, Mr. R. R. Tulsi, made his landing very well, with a standard old planter.

In 1932, the first flight from Kanyakumari to Bombay was made by Mr. Tata, who was accompanied by Mr. D. K. R. Tulsi. This flight was made to test the feasibility of air travel, and it was a great success. The plane had its share of difficulties, but the crew managed to overcome them and make the flight successful.

The present flight, which was made by Mr. Tata, had been a great success, except for the radio trouble. It had been, however, smooth because of the cooperation between the pilot and the ground crew. Mr. Tata's plane was one of the most modern and was equipped with the latest radio equipment.

Mr. Tata and his staff were received with a great deal of excitement, and they were congratulated on their successful Kanyakumari-Bombay flight.

AHMEDABAD HALT

"The Times of India" News

AHMEDABAD, October 16

The 1932 Kanyakumari-Bombay and vice versa flight was successfully completed on Monday. The flight was completed without any incident.

Mr. Tata, who had been very excited before the flight, was now very happy and satisfied with the performance of the flight.

The flight was operated by Air India Ltd., and the crew was very professional and efficient. They ensured that everything went smoothly and that the passengers were well taken care of.

Mr. Tata's flight was delayed by two hours due to technical problems, but the crew managed to complete the flight successfully.

Mr. Tata arrived at Ahmedabad on time and was received by the Ahmedabad airport staff.

Mr. Tata's flight was delayed by two hours due to technical problems, but the crew managed to complete the flight successfully.

Mr. Tata arrived at Ahmedabad on time and was received by the Ahmedabad airport staff.

Mr. Tata's flight was delayed by two hours due to technical problems, but the crew managed to complete the flight successfully.

Mr. Tata arrived at Ahmedabad on time and was received by the Ahmedabad airport staff.

Mr. Tata's flight was delayed by two hours due to technical problems, but the crew managed to complete the flight successfully.
30 Years Ago

October 16, 1962

The Statesman

ARRIVAL IN BOMBAY
Chief Pilot Takes Over Charge

Bombay — Oct. 15.

The first Karachi-Bombay airmail plane piloted by Mr. J. D. Tata touched down at 11:45 p.m. Mr. Tata was given a historic fly-by of the city to a cheering and distinguished gathering. At the end of the flight, Mr. Tata commented on the success which the enterprise has so far achieved.

Mr. N. Vincent, Chief Pilot of Mr. Tata & Sons, took off at 2 p.m. for the historic flying起了 the mail to Mumbai from Karachi. The plane left Karachi at 2 p.m. with an empty weight of 3,000 kg and 300 kg of mail. Mr. Tata took over the pilot's seat and flew the plane to Mumbai where it landed at 5:30 p.m.

"I had a delightful flight from Karachi to Bombay despite the strong wind from the north. The pilots were well trained and the plane was well maintained," said Mr. Tata after the flight.

Mr. Tata added that he had a good experience and that the pilots were well trained. The flight was successful and the pilots were able to deliver the mail on time.

INDIAN EXPRESS

Chapter in Aviation

There have been many achievements in aviation throughout history, but one that stands out is the success of the Indian Airlines (IA) system. In the 1960s, the Indian government decided to establish a national airline to connect the major cities of the country.

Mr. J. D. Tata was appointed as the Chief Pilot of the new airline and his expertise and leadership were crucial in the success of the project.

He received a hero's welcome upon his arrival in Mumbai and the plane was greeted with cheering and applause.

The plane was loaded with mail and was ready to depart for Karachi. Mr. Tata was at the controls and the plane took off from the Mumbai International Airport, now known as Chhatrapati Shivaji International Airport.

The flight was successful and Mr. Tata landed the plane safely in Karachi. It was a proud moment for everyone involved.

Mr. J. D. Tata was later appointed as the Managing Director of the airline and continued to lead the company for many years.

The success of the Indian Airlines was due to the hard work and dedication of Mr. Tata and his team. It was a significant achievement for the country and set the foundation for the future of aviation in India.
<table>
<thead>
<tr>
<th>Year</th>
<th>Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>1932</td>
<td>13th October: Maharajah of Travancore introduced in India by a special flight.</td>
</tr>
<tr>
<td>1934</td>
<td>3rd October: First flight of the new Super Constellation 600.</td>
</tr>
<tr>
<td>1935</td>
<td>1st December: Flight of the first regular service to New Delhi by Tata Airlines.</td>
</tr>
<tr>
<td>1936</td>
<td>1st December: Flight of the first regular service to New Delhi by Tata Airlines.</td>
</tr>
<tr>
<td>1937</td>
<td>1st December: Flight of the first regular service to New Delhi by Tata Airlines.</td>
</tr>
<tr>
<td>1938</td>
<td>1st December: Flight of the first regular service to New Delhi by Tata Airlines.</td>
</tr>
<tr>
<td>1939</td>
<td>1st December: Flight of the first regular service to New Delhi by Tata Airlines.</td>
</tr>
</tbody>
</table>
1958

1st January:
Enlargement of National Service reduced to twice weekly.

2nd January:
First trans-Pacific service by Qantas via Manila and Hong Kong.

3rd January:
First successful test flight of the new Concorde supersonic jet.

4th January:
First successful test flight of the new Concorde supersonic jet.

5th January:
First successful test flight of the new Concorde supersonic jet.

6th January:
First successful test flight of the new Concorde supersonic jet.

7th January:
First successful test flight of the new Concorde supersonic jet.

8th January:
First successful test flight of the new Concorde supersonic jet.

9th January:
First successful test flight of the new Concorde supersonic jet.

10th January:
First successful test flight of the new Concorde supersonic jet.

11th January:
First successful test flight of the new Concorde supersonic jet.

12th January:
First successful test flight of the new Concorde supersonic jet.

13th January:
First successful test flight of the new Concorde supersonic jet.

14th January:
First successful test flight of the new Concorde supersonic jet.

15th January:
First successful test flight of the new Concorde supersonic jet.

16th January:
First successful test flight of the new Concorde supersonic jet.

17th January:
First successful test flight of the new Concorde supersonic jet.

18th January:
First successful test flight of the new Concorde supersonic jet.

19th January:
First successful test flight of the new Concorde supersonic jet.

20th January:
First successful test flight of the new Concorde supersonic jet.

21st January:
First successful test flight of the new Concorde supersonic jet.

22nd January:
First successful test flight of the new Concorde supersonic jet.

23rd January:
First successful test flight of the new Concorde supersonic jet.

24th January:
First successful test flight of the new Concorde supersonic jet.

25th January:
First successful test flight of the new Concorde supersonic jet.

26th January:
First successful test flight of the new Concorde supersonic jet.

27th January:
First successful test flight of the new Concorde supersonic jet.

28th January:
First successful test flight of the new Concorde supersonic jet.

29th January:
First successful test flight of the new Concorde supersonic jet.

30th January:
First successful test flight of the new Concorde supersonic jet.

31st January:
First successful test flight of the new Concorde supersonic jet.
On the 17th day of October 1922, 30 years ago, a Puss Moth took off from Karachi on its flight to Bombay via Ahmedabad. The pilot of that plane was a man by the name of J.R.D. Tata. He landed on a grass strip at Juha and Indian Air Transport was born. This was the first scheduled air service in our country.

But the man with the flying goggles is still here. And he who flew that aeroplane 30 years ago, has flown his company ever since, in the cockpit, at the controls. For he is the Chairman of his Corporation.

And the Aviation Department of Tata Sons is now Air-India, with 97 offices throughout the world, with 5,000 faithful men and women of 40 nationalities, who help to fly the flag of India from Moscow to Sydney, from Tokyo to New York.

And as the 30 candles flicker on our cake, we express our gratitude to those who have dedicated their lives to the cause of Indian Aviation.

And to you dear passenger, to you our agent friends, and to you our well-wishers, we say, thank you for everything—for our 30 years are your 30 years.