



# TATA Review

Vol. XVII, No. 4, December 1982





#### FRONT COVER

(Top) Mr. J. R. D. Tata replying to the reception accorded to him on arrival at the Juhu aerodrome in his commemorative flight on October 15, 1982. Seated are (from left) Mr. R. P. Billimoria, Chairman, Indian Airlines, Air Chief Marshal I. H. Latif, Governor of Maharashtra, Mr. Babasaheb Bhosale, Chief Minister of Maharashtra, Mr. Raghu Raj, Chairman, Air-India and Dr. B. Venkataraman, Secretary, Union Ministry of Tourism.

(Left bottom) Mr. J. R. D. Tata explains how well this 'old lady,' Leopard Moth, got on with her 'old pilot.' At left, listening to him, is Mr. Raghu Raj, Chairman, Air-India. (Right) The Commemorative stamp issued by the Government of India to mark the golden jubilee of civil aviation.

#### FRONT INSIDE COVER

**HISTORIC TOUCH-DOWN:** The Leopard Moth (top) piloted by Mr. J. R. D. Tata, is coming in to land at Juhu aerodrome. (Bottom) A floral arrangement indicating the 50th anniversary of civil aviation.







The Governor, the Chief Minister and the Chairmen of Air-India and Indian Airlines are escorting Mr. J. R. D. Tata from the aircraft to the reception venue through a surging crowd.

## **CHAIRMAN'S GOLDEN JUBILEE COMMEMORATIVE FLIGHT**

(Mr. J. R. D. Tata's Karachi-Bombay commemorative flight to celebrate the golden jubilee of civil air transport in India evoked widespread public interest in the event and admiration for Mr. Tata, throughout the country. The President of India, Mr. Zail Singh, who was at the time in Houston, (USA) recouping after his heart surgery, in a special message sent from Houston said that Mr. Tata's courage and enterprise was an inspiring example for the new generations while the Prime Minister, Mrs. Indira Gandhi, sent a message saluting Mr. Tata's "spirit of adventure". Mr. Tata personally received innumerable individual congratulatory messages from India and abroad. The commemorative flight, which touched down at 4 p.m. at the Juhu aerodrome in Bombay on October 15, 1982, closed an exciting chapter in the Indian civil aviation history of half a century, replete with many significant landmarks and events. Flying was Mr. Tata's teenage dream. First, he learnt flying and then founded the Tata Airlines. From absurdly small beginnings, this airline developed into an international airline that today wings its way to most of the continents. Thus, Mr. Tata's romance with flying not only helped to put India on the world map of civil aviation but also to create a great national asset in the form of Air-India, Indian Airlines and their offspring VAYUDOOT – Editor.)



**A**N affectionate welcome was accorded to Mr. J. R. D. Tata on his arrival at the Juhu Aerodrome by his Golden Jubilee Commemorative flight from Karachi on 15th October 1982.

As he emerged from his Leopard Moth, Mr. Tata was personally received by Air Chief Marshal I. H. Latif, Governor of Maharashtra, Mr. Babasaheb Bhosale, the Chief Minister of Maharashtra, Dr. B. Venkataraman, Secretary, Union Ministry of Tourism, Mr. Raghu Raj, Chairman and Managing Director of Air-India, and Mr. R. P. Billimoria, Chairman of Indian Airlines. There was also a distinguished gathering of invitees present in the specially erected 'shamiana' on the premises of the Bombay Flying Club to welcome Mr. Tata. A large number of people had collected in the open spaces around the Flying Club premises and the aerodrome to watch Mr. Tata land.

This was the second time that Mr. Tata had re-lived his historic flight. On 15th October 1932, he had flown a Puss Moth as India's first

### INSPIRING EXAMPLE FOR NEW GENERATIONS

Mr. Zail Singh, the President of India, who was in Houston (USA) recouping after his heart surgery, at the time of Mr. J. R. D. Tata's commemorative flight, sent to Mr. Tata the following message from Houston:

"I HAVE BEEN FOLLOWING WITH GREAT INTEREST YOUR DARING FEAT IN SUCCESSFULLY RE-ENACTING YOUR HISTORIC FLIGHT FROM KARACHI TO BOMBAY IN THE ORIGINAL LEOPARD MOTH. YOUR COURAGE AND ENTERPRISE IS AN INSPIRING EXAMPLE FOR THE NEW GENERATIONS. MAY I OFFER YOU MY WARMEST CONGRATULATIONS ON THE UNIQUE ACHIEVEMENT AND WISH YOU MANY MORE YEARS OF CONTINUED SERVICE TO THE COUNTRY."

ZAIL SINGH

### PRIME MINISTER SALUTES HIS SPIRIT OF ADVENTURE

Mr. J. R. D. Tata received a special message from Mrs. Indira Gandhi, the Prime Minister, on landing at the Juhu Aerodrome on October 15, 1982.

At the reception held in honour of Mr. Tata, Air Chief Marshal, I. H. Latif, Governor of Maharashtra, began the proceedings by reading Mrs. Gandhi's message:

"I SALUTE THE SPIRIT OF ADVENTURE. MAY YOU EVER REMAIN YOUNG AT HEART. THE GROWTH OF CIVIL AVIATION OWES MUCH TO YOUR PIONEERING CONTRIBUTION."

INDIRA GANDHI

scheduled air-mail flight from Karachi to Bombay via Ahmedabad. In 1962, to the same day, he had re-enacted that flight but in a Leopard Moth,

a plane similar to the Puss Moth, to mark the 30th anniversary of scheduled commercial air services.

In repeating the flight on October 15, 1982, to celebrate the golden jubilee of civil aviation in India, Mr. Tata used the same plane, the Leopard Moth.

Earlier, he had taken off in that plane from the old airport at Santa Cruz at 8.35 a.m. (IST) on October 13, 1982 and landed at Karachi at 5.15 p.m. In re-living the 1932 flight, Mr. Tata took off from Karachi at 8 a.m. on October 15, 1982 and landed at Juhu at 4 p.m.

Before landing, Mr. Tata 'saluted' his well-wishers and admirers below, by diving a little and flying low over the aerodrome.

He brought the Leopard Moth to a halt about 100 feet from the 'shamiana' at the Bombay Flying Club premises, where Mr. Tata had taken



Mr. J. J. Bhabha, Mrs. Betty Bhabha, Mrs. Rodabeh Sawhny and Mrs. Palkhivala at the reception to Mr. J. R. D. Tata.



*Seen in the main section of the audience at the reception are (from left, front row), Mrs. and Mr. N. A. Palkhivala, Mr. S. R. Vakil, Mr. Naval H. Tata and Mrs. Bilkees Latif, wife of the Governor of Maharashtra.*

his lessons in flying and where he had landed in 1932 on mud flats to begin an aviation saga.

Mr. Tata handed over the mail-bag brought by him from Karachi to Mr. V. N. Cyril, the Postmaster-General, Bombay, and his passport to Mr. K. P. Medhekar, Inspector-General of Police, Maharashtra State, for immigration endorsement.

Included in the mail-bag were goodwill messages from General Zia Ul-Haq, President of Pakistan, to Mr. Zail Singh, President of India, and from Lt-Gen. S. M. Abbasi, Governor of Sind, to Air Chief Marshal I. H. Latif, Governor of Maharashtra.



*Another section of the audience. Seen in the front row are Miss Tara Sabavala, Mr. S. A. Sabavala, Mrs. R. S. Sabavala, Madam Lemoine and Miss Radhika Sabavala.*





*Burmah-Shell Aviation Service, which had refuelled Mr. Tata's plane in 1932, during the stopover at Ahmedabad, brought in the same personnel in similar uniforms and a bullock-cart to re-enact the 'refuelling' for the 30th anniversary flight in 1962.*

Mr. V. G. Gadgil, Mr. Peter Menezes (both from Engineering) and Mr. P. D. Tata (Accounts), who were associated with Mr. J. R. D. Tata from the early days of Tata Airlines, were presented to Mr. Tata at the reception and received from him special mementos on the occasion.

#### **EXCERPTS FROM SPEECHES AT THE RECEPTION**

##### **Air Chief Marshal I. H. Latif, Governor of Maharashtra**

"I spoke a minute ago about Mr. Tata's modesty. I think another remarkable quality of his, a quality that is widely recognised, widely admired, is his quality of courage. But his courage does not smack of bravado. Of course it is based on the spirit of adventure. This young man that we have with us today has

certainly got a spirit of adventure. But it is a spirit of adventure and courage that derives its strength from skill, from competence, from wisdom, from maturity. I can tell you, as a person who has some little knowledge of aviation, that all these qualities were required in abundant measure in completing the flight that Mr. Tata has completed today.

"An aircraft of this vintage, an aircraft made of wood and fabric, an aircraft with little or no instrumentation, an aircraft with few aids, and, a very hot and bumpy day, and worst of all, I think, for a person to undertake this flight when he is not in constant flying practice, requires not only courage but the greatest competence.

"But may I also, Sir, take this opportunity on behalf of the citizens of our State and also as a person who spent around 40 years in

aviation, to salute your courage and your competence."

##### **Mr. Babasaheb Bhosale, Chief Minister of Maharashtra**

"Perhaps no better manifestation of the repeated history could be seen than in the present occasion when the same pilot has steered the aircraft of the same make, the same day, on the same route after a long lapse of 50 years.

"Mr. J. R. D. Tata is a Bombayite and hence a Maharashtrian, and I must tell you that with a deep sense of pride that the people of this State proudly join the rest of the country to look to him with immense love, affection and admiration. He is indeed an institution in himself, the like of which can hardly be found.

"To have wealth and talent is not uncommon and there are many people who have been bestowed with such heritage, but Mr. J. R. D. has used his wealth and talent to render a human service to the society through his humility, generosity and dedication. He is really a man of the skies and to him the sky is the limit as regards his career, calibre and capacity.

"Bombay was rightly described by the Britishers as the Gateway of India by sea, but Mr. J. R. D. has made it also the Gateway of India by air through his inaugural flight 50 years ago."

##### **Mr. Raghu Raj, Chairman, Air-India**

"Mr. Tata, we are proud of you. Whatever the airline is today is due

*(Continued on page 12)*

*Mr. J. R. D. Tata receiving a silver model of the Puss Moth, flown by him from Karachi to Bombay on October 15, 1932, from Mr. K. G. Appusamy, Managing Director of Air-India, in June 1978. The presentation was in connection with Air-India's 30th Anniversary of international operations. Other A. I. Directors in the picture are (from left) Capt. D. Bose, Director of Operations, Mr. C. L. Sharma, Director of Finance, and Mr. I. D. Sethi, Commercial Director.*



## FIRST ADI BILIMORIA MEMORIAL MUSIC RECITALS



*The first Adi Bilimoria Memorial Music recital featuring Ralph D'Souza (violin) and Paul Coker (piano) was held at the Tata Theatre of the National Centre for the Performing Arts in Bombay in November 1982. This series of music recitals has been instituted by four Companies, The Tata Iron and Steel Company Ltd., Voltas Ltd., The Investment Corporation of India Ltd. and Forbes Forbes Campbell and Co. Ltd., to commemorate the birth anniversary of Mr. A. B. Bilimoria, a great music lover. Mr. Bilimoria was closely associated with the working of these four Companies.*

*A view of the distinguished audience at the Adi Bilimoria Memorial Music recital.*







Paul Coker (at left) and Ralph D'Souza who performed in the first Adi Bilimoria Memorial Music recitals held at the Tata Theatre in November 1982. Music lovers were enthralled by the performances of Paul Coker, a brilliant pianist, in Bombay earlier in September when he played with Yehudi Menuhin and also gave a solo concert, during the Festival of Music and Dance organised by the National Centre for the Performing Arts. Ralph D'Souza, who began his violin studies in Bombay at the age of 5, won a gold medal in the Royal Overseas League Competition in 1977. One of Yehudi Menuhin's most brilliant pupils, he has performed widely in America and Europe and has also played several times with Yehudi Menuhin himself, and recently played the Sibelius Violin Concerto with Menuhin conducting the Royal Philharmonic Orchestra.



The Pasir Gudang Thermal Power Station in Malaysia—a prestigious 2x 210 MW power project designed and engineered by Tata Consulting Engineers—was formally opened on December 2, 1982. Renamed Sultan Iskandar Power Station, it has been functioning successfully since August 1982. Photograph shows His Royal Highness Sultan Iskandar of Johor, who inaugurated the Station, greeting Mr. K. M.Chinnappa, Vice-Chairman and Director-in-Charge, TCE, who attended the ceremony. To Mr. Chinnappa's left is Mr. K. L. Puri, Chairman and Managing Director of BHEL.



## PANCHAYAT HONOURS EMINENT PARSIS



Fifteen eminent Parsis were honoured by the Trustees of the Parsi Panchayat, Bombay, on the occasion of its tri-centenary at a glittering function held at the Brabourne Stadium recently. Each recipient was presented with a scroll of honour and a silver salver encased in a casket as a memento. Those honoured were Mr. J. R. D. Tata, Mr. Naval H. Tata, Mr. N. A. Palkhivala, Mr. Homi J. H. Taleyarkhan, Mr. Zubin Mehta, Dr. Homi N. Sethna, Field Marshal Sam H. F. J. Manekshaw, Mr. S. P. Godrej, Mr. H. M. Seervai, Mr. Adi P. Marzban, Dr. D. J. Jussawalla, Mr. A. F. S. Talyarkhan, Admiral (retd.) Jal Cursetji, Air Chief Marshal (retd.) Aspi N. Engineer and Mrs. Avabai B. Wadia. Picture shows Mr. J. R. D. Tata speaking at the function.



Dr. Aspi F. Golwalla, President of the Panchayat, felicitating Mr. J. R. D. Tata.

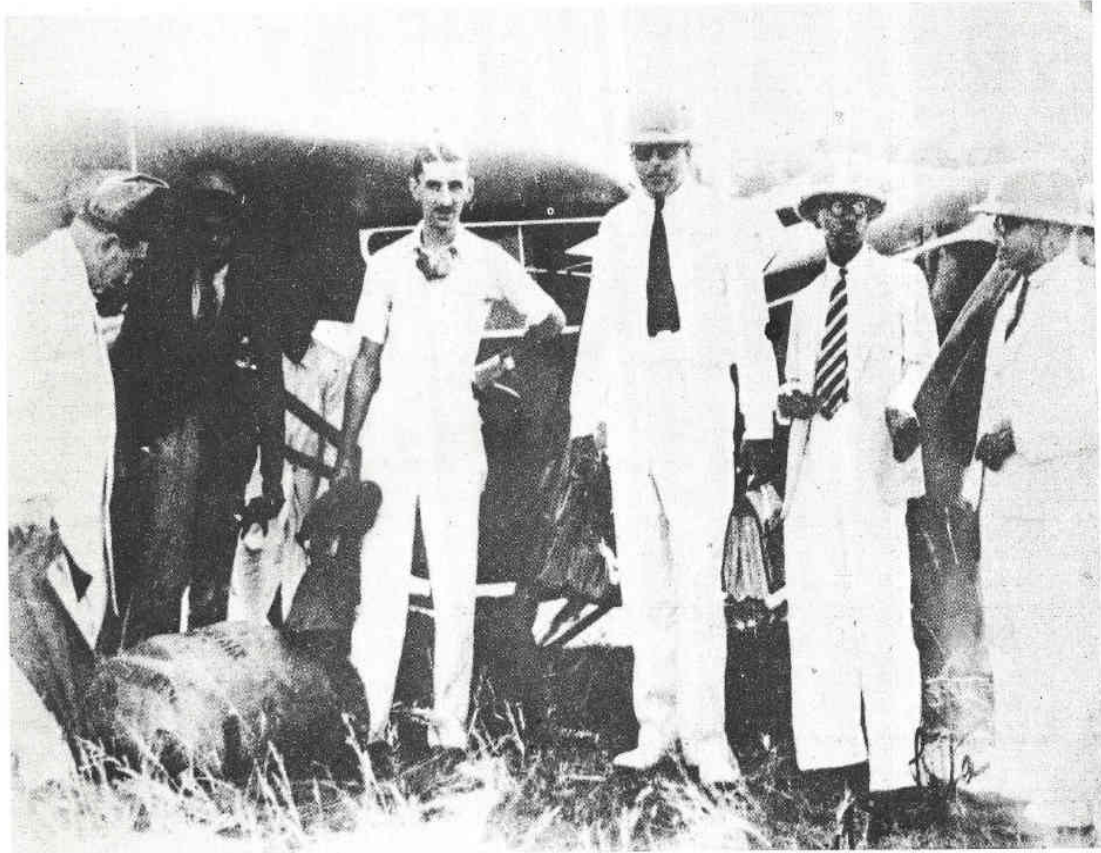


*Mr. Naval H. Tata, one of the 15 honoured, is being garlanded by Mr. J. N. Guzder, Trustee, Parsi Panchayat.*



*Mr. N. A. Palkhivala is being presented with a casket by Mr. Justice (retd.) Jal R. Vimadlal.*





*On arrival of the inaugural mail flight at Juhu from Karachi on October 15, 1932. (from left) Mr. Nusserwanji Guzder, Capt. Homi Bharucha, Mr. J. R. D. Tata who piloted the inaugural flight, and Capt. Neville Vincent.*



*A special demonstration flight of a Constellation was held in Delhi prior to the inauguration of A-I's India-U.K. Service. Amongst the guests seen in the picture are Pandit Jawaharlal Nehru, Mrs. Indira Gandhi and Mr. J. R. D. Tata.*

... **COMMEMORATIVE FLIGHT**  
(Continued from page 6)

to your single-minded pursuit of excellence. We are endeavouring to maintain those same high standards prescribed by you, while we attempt, in the turbulence of the aviation industry today, to keep our heads above water. And I am sure that you are proud that Air-India is doing well today and hopefully will continue to do so both in the matter of rupees, annas and pies and also in providing a high standard of service to our valued customers.

"You are not only the father of civil aviation in India but also the grandfather, since VAYUDOOT is an offspring of both Indian Airlines and of Air-India."

**Mr. R. P. Billimoria, Chairman,  
Indian Airlines**

"Not frequently during our lifetimes we come across a modest man who achieves much; a person more concerned with the means than the end; one as sensitive to detail as to the overall task; and one who is not afraid of calling a spade a spade and not an agricultural implement. JRD is one such person.

"Indian Airlines owes immensely to Mr. Tata for his contributions to our success over the years. I have great pleasure in presenting to you, Mr. Tata, a small token of the esteem, admiration and affection in which we in Indian Airlines—all 18000 of us—hold you and we wish you many more and eventful years of life."

**Mr. J. R. D. Tata's Speech**

"Your Excellency, Mr. Chief Minister, Mr. Raghu Raj, Dr. Venkataraman, Mr. Billimoria, Ladies and Gentlemen:

"It has been said at times that there are moments in life when one feels that if there was a nice big hole in front of one, one would gladly plunge into it. This is one such moment as I have never been so embarrassed in my life as I have been this evening listening to the speeches about me.

"His Excellency the Governor has been good enough to say that I am a modest man. I have usually felt that I had plenty to be modest about. And even today, considering the real merit of the performance that I have put in, in flying to Karachi and bringing back a perfectly safe and sound aeroplane—an old lady, it is true, but one who gets on very well with her old pilot—I did not feel, at any time, that I was doing anything that required great skill, courage or competence. I did not have to cross high mountains, or to battle with snowstorms or fog. On both these occasions, as also 50 years ago, the flight was a relatively simple one of merely staying in the air and navigating with reasonable accuracy. I must say that there was one difference this time. Fifty years ago the only way I had to navigate was to look at the map, look out of the aeroplane, follow a compass and hope that I was going to end up where I intended to. Today there was a radio to help on which incidentally there was a constant chatter. Half of the time I didn't understand what was being

said and usually gave wrong replies. Fortunately the authorities were very kind and tolerant. And, therefore, I do feel, with no sense of exceptional modesty, that the compliments and congratulations that have been showered on me are greatly in excess of the merits of my performance. But I won't say that I didn't enjoy hearing them, however undeserving I may feel and I am terribly grateful for them.

"Right from childhood I have been mad about flying and anxiously waited for the day when I would fly myself. I read about every well-known pilot from the beginnings of aviation and was enthralled by their feats. Lindberg's flight in 1927, in thirtytwo hours across the Atlantic in a single engine plane that was at least 6 years older than this one was the kind of achievement that would merit all that has been said today.

"I am a little disappointed that I have not been asked, 'Why the hell did you do it, if it was so simple?' In fact I was asked that in 1962 when I did the same thing. At that time I felt—as I feel  
(Continued on page 15)

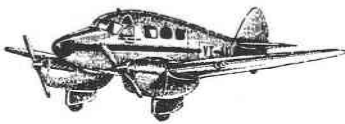


Arrival of the inaugural AI India-U.K. Service at London Airport in June 1948: Mr. V. K. Krishna Menon, the then High Commissioner for India in the U.K. receiving Mr. & Mrs. J. R. D. Tata.





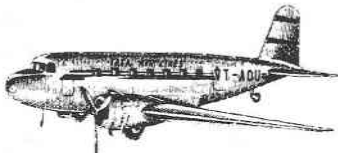
Mr. & Mrs. J. R. D. Tata with the Leopard Moth and an Air-India Boeing in the background, in 1962 when Mr. Tata re-enacted his 1932 inaugural mail flight.



The Percival Q-6.



The plane that started it all – the Havilland Puss Moth, which had a cruising speed of 100 mph and a range of 714 miles. Its wing span was 36 ft. 9 inches as compared to the Boeing 747's 195 ft. 8 inches.



The Douglas DC-2, a temperamental beast, if ever there was one.

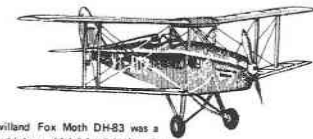


de Havilland Leopard Moth DH-85 was a development of the Puss Moth and was used by Tata Airlines between 1933-34.

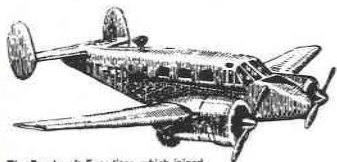
*The types of aircraft Mr. J. R. D. Tata has flown.*



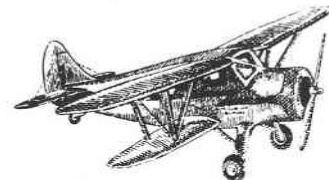
The DC-3 which was the mainstay of Air-India's fleet in immediate postwar period. Pilots called it an 'amiable cow'.



de Havilland Fox Moth DH-83 was a 4-seater biplane which joined the fleet in early 1935.



The Beechcraft Expeditor, which joined Tata Airlines during the war.



Tata Sons began Bombay-Indore-Bhopal-Gwalior-Delhi service with Waco YQC-6 on November 6, 1937. The first flight was flown by Mr Tata.



*The Taj Mahal Hotel sent a special cake to the luncheon hosted by Tata Directors to celebrate Mr. J. R. D. Tata's commemorative flight.*



*Employees of various Tata Companies in Bombay House gave Mr. J. R. D. Tata a standing ovation as he proceeded from his office to the venue of the luncheon hosted in his honour by Tata Directors.*





Mr. J. R. D. Tata photographed at the Air-India 5th Avenue Ticket Office in January 1974 with models of the Puss Moth and Boeing 747B.

### ... COMMEMORATIVE FLIGHT

(Continued from page 12)

even more so today—that the birth of civil aviation and commercial aviation in India, and the growth of air transport over a period of 30 years deserved some kind of celebration—I did not think then that 20 years later, at an age approaching 79, there would either be an aeroplane for me to fly or that I would be fit to fly. So that was the

reason then and so was it today, but for 50 years. There was a special reason for which—I must apologise to the Government of India, to the Postal authorities, to the Civil Aviation authorities and to the Chiefs of Air-India and Indian Airlines. I feared that the golden jubilee of Indian air transport and of Air-India would not be officially recognised and celebrated. I was wrong but I felt that I should do something myself to celebrate and commemorate the occasion and the

only thing I was fit for was to fly an aeroplane.

“I had also two other reasons. One was that I wanted to dedicate a gesture to those, at first in handfuls, then in hundreds and finally in thousands, the men and women who, over a period of 46 years had helped me to build up Air-India and Indian air transport. I wanted to express in some way my gratitude and pay tribute to them and I did not know of any other way of doing so and dramatising the event

than by the personal gesture of this flight. And so to them and to Air-India and also to Mr. Raghu Raj, who sponsored the flight and got the plane repaired, renewed, refurbished and made flible, I express today my very deep sense of gratitude for the enthusiasm, for the work, for the long hours, for the toil, the sweat as well as the heartbreaks of the past 50 years.

"One possible reason for which I might have wished to do the flight is that one sometimes feels like reliving a memorable occasion. For instance, one's engagement or marriage. Some people do it by marrying more than once. But now-a-days with taxes as they are very few people can afford more than one wife. In any case my wife might have taken a dismal view of any such thought on my part.

"I also had another reason. As I got older I felt distressed to feel that in recent times there was a growing sense of disenchantment in our land; that the hopes, the aspirations, the enthusiasm, the zest, the joy with which freedom was received in our country, some 35 years ago, and even before

that, the achievements that we participated in, including the creation of Air India had faded; that there was a loss of morale, a loss of belief in ourselves.

"When you talk to young people today, their main worry is to get a job. I don't blame them. It is a real worry. But also, there seems no longer to be the feeling that we can do things as well or better than others or even things that others haven't done. So I thought that, perhaps, this flight would rekindle a spark of enthusiasm, a desire to do something for the country and for its good name and that it would show that even in these days, when aviation is no longer an adventure but only big business, the times for pioneering are not gone. There are many other things that can be done and many things that the young of this country can do and must steel themselves to doing, however difficult, however discouraging at times the environment, the conditions may be. And so, in a small way, this flight of mine today was intended to inspire

a little hope and enthusiasm in the younger people of our country. I want them to feel, those who are today at a stage of their life I was at in 1932 (50 years ago), that when they are 78—and I hope they all will live to at least 78—they will feel like I do, that despite all the difficulties, all the frustrations, there is a joy, not necessarily in actual achievement, for you can't always achieve great things, but in trying to achieve, in doing something as well as you can and better than others think you can.

"I thank you all for your presence. I am absolutely overwhelmed by the magnitude of the welcome, the warmth of what has been said, by the presence of our Governor, of our Chief Minister, of the most distinguished people of this city. I thank you all for your generosity towards me and for ready acceptance of the excessive compliments that have been paid to me.

"I thank Air India, Indian Airlines and Pakistan Airlines for their support.

*(Continued on page 21 col. 2)*



*At the luncheon hosted by Directors in honour of the Chairman from left are Mr. D. S. Seth, Mr. Ratan Tata, Mr. Ajit Kerkar, Mr. S. A. Sabavala, Mr. J. J. Bhabha, Mr. S. Moolgaokar, Mr. N. A. Palkhivala, Mr. J. R. D. Tata and Mr. Naval H. Tata.*





*Mr. J. J. Bhabha, Vice-Chairman and Trustee-in-Charge of the National Centre for the Performing Arts, welcoming the guests at the reception held in honour of Dr. V. K. Narayana Menon (extreme right), on the eve of his retirement as the Executive Director of the National Centre. Seated are (from l) Mrs. Rekha Menon, Mr. J. R. D. Tata, Chairman of the National Centre, and Mrs. Betty Bhabha.*

## FAREWELL TO DR. NARAYANA MENON

**D**R. V. K. Narayana Menon, Executive Director of the National Centre for the Performing Arts was given a reception on the eve of his retirement from the National Centre at the end of December 1982. A number of NCPA benefactors, artistes, music lovers and the employees of the National Centre were present at the reception. Dr. Narayana Menon has taken over as the Chairman of the Sangeet Natak Akademi in the Delhi.

Welcoming the Trustees, Mr. J. J. Bhabha, Vice-Chairman and Trustee-in-Charge of the National Centre, said that it was a sad responsibility to bid farewell to Dr. Narayana Menon, who had been associated with the Centre as its Executive Director for over fourteen years.

Mr. Bhabha said that it would be almost impossible to find a person as well-equipped in all respects as Dr. Menon to head the National Centre. He hoped that Dr. Menon would continue to be associated with the Centre and to give it the benefit of his advice and experience even after he left. One of the projects with which he wanted Dr. Menon to be closely associated was the organisation of an annual international festival (on the lines of the Edinburgh Festival) to be held at the National Centre for the Performing Arts. Such a festival would greatly enhance the cultural life of Bombay.

Mr. J. R. D. Tata, Chairman of the National Centre, presented a gift to Dr. and Mrs. Menon on behalf of the

Trustees of the N.C.P.A. Mr. Tata said that he shared Mr. Bhabha's view that it would be very difficult to find a worthy successor to Dr. Menon. He added that Dr. Menon had played a very significant role in the development of the Centre.

Expressing his gratitude to Mr. Tata, Mr. Bhabha, Trustees and employees of the National Centre, Dr. Menon said that his association with the Centre was one of the most memorable periods of his career and that he would greatly miss his colleagues in the National Centre and friends in the city of Bombay.

The staff of the National Centre also presented Dr. and Mrs. Menon with a memento on the occasion.

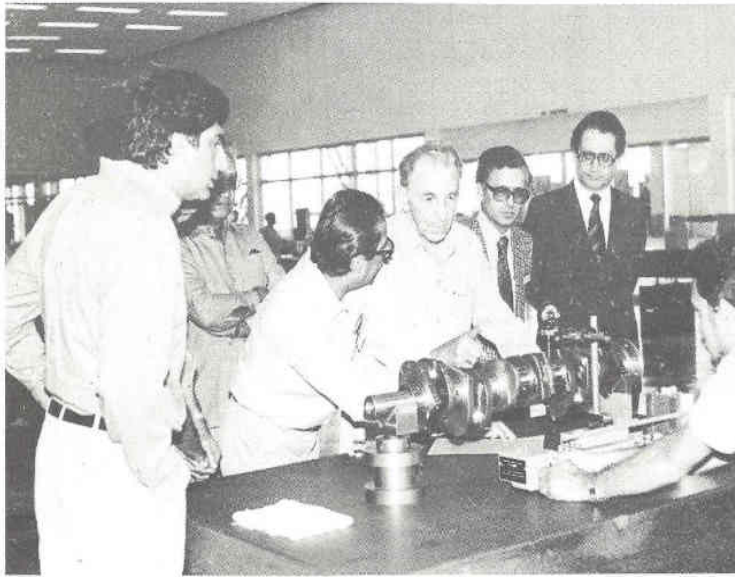


*A member of the staff garlands Dr. Narayana Menon.*

*On behalf of the staff members of the National Centre for the Performing Arts a gift is being presented to Dr. Menon and Mrs. Rekha Menon.*



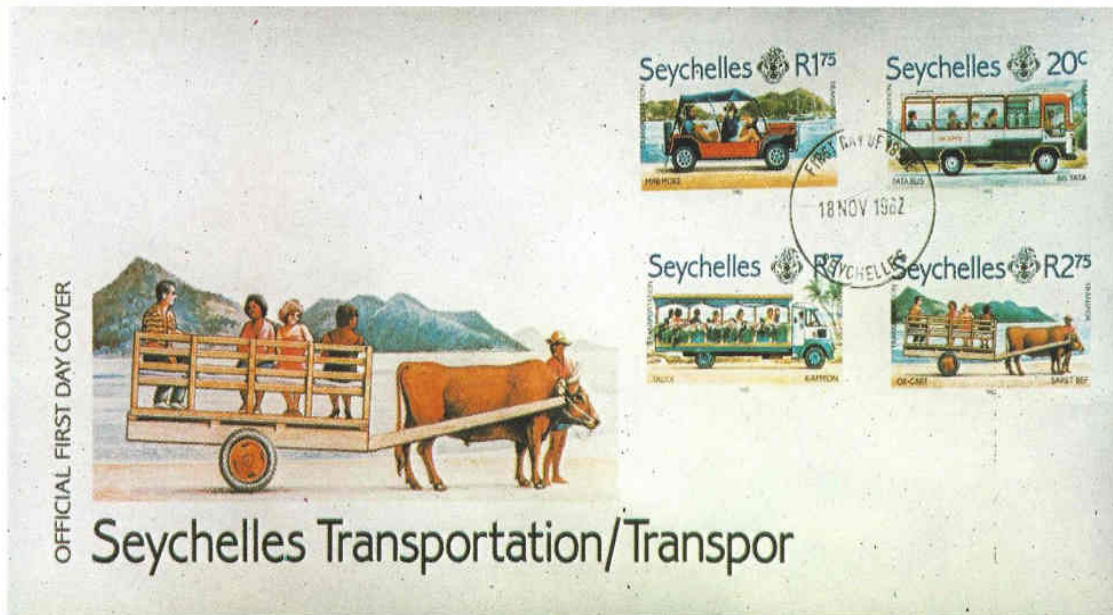




Mr. J. R. D. Tata and other members of the Board of Directors of the Tata Engineering and Locomotive Company visited the Poona Engineering Complex of Telco and saw the working of various Divisions.



Mr. J. R. D. Tata is seen appreciating the memento made in the Training Division and presented to him by Mr. V. T. Kavi, master craftsman. Other Directors seen in the pictures are Mr. Ratan Tata, Mr. Sarosh Ghandy (picture at top), Mr. S. Y. Jakatdar, Mr. N. A. Palkhivala, Mr. S. Moolgaokar and Mr. Naval H. Tata (bottom picture).



## GOVERNMENT OF SEYCHELLES APPRECIATES SERVICES OF TELCO

A TATA luxury bus has been featured prominently on one of the four commemorative stamps issued by the Government of Seychelles recently on transportation.

The gesture of the Seychelles

Government in giving prominence to a TATA bus was in appreciation of the help and services rendered by the Tata Engineering and Locomotive Company Limited in launching the transport service in Seychelles. The bus shown is one of the first 85 buses supplied by Telco.

Seychelles is an archipelago comprising 92 islands stretching across 600 miles in the Indian Ocean near the Equator.

Since 1977, the Government of Seychelles has been looking towards India for assistance and support in various areas of its planned development. Transportation is one area where the Government of India and Telco have rendered assistance to the Ministry of Transport, Government of Seychelles.

The Seychelles Public Transport Corporation (SPTC) is a Government owned transport company established in 1977. Telco was the first to provide support to this Organisation by supplying a total of 85 TATA buses in two lots. The first lot was supplied against severe international competition, specially from manufacturers in Germany, Japan and the United Kingdom, the traditional suppliers of commercial vehicles to Seychelles.







Another section of employees of Tata Companies in Bombay House cheering the Chairman as he proceeds to the luncheon hosted by Tata Directors.

Together with the buses, Telco has provided a comprehensive package of assistance to SPTC to enable them to effectively run these buses, in an organised transport system for the country. The package of services included—

- Assistance in establishing a modern and full-fledged workshop-cum-depot, where daily and routine maintenance work and major repairs of vehicles could be carried out. The workshop is intended to carry out work on Tata vehicles and also other commercial vehicles.

- Establishing a training school in the workshop complex so that batches of local Seychellois can be trained periodically in the operation and maintenance of TATA vehicles by experienced instructors deputed from India.

- Loaning the services of a factory trained engineer to work with local workshop manager and assist him in effectively running the workshop on a day-to-day basis.

- Loaning the services of experts in the use of machines installed in the workshop and training the local Seychellois in operating the sophisticated equipment.

- Assistance in establishing a warehouse and in organising spare parts warehouse, including ordering, stocking, control and distribution of spare parts.

The SPTC authorities are pleased with the performance of Tata vehicles and have shown a deep appreciation of the unstinted support given by Telco. Today, SPTC is a model transport system providing an efficient service to the public, and the Government's gesture shows their deep faith and trust in Telco with whose cooperation they have successfully launched the transport system. □ □

*(Continued from page 16)*

PIA were most helpful and courteous in Karachi. Possibly it helped a little that the head of PIA had been an employee of Tata Airlines early in his career and later with Air-India and Indian Airlines and today the Managing Director of PIA. In a way they are all my children—in fact, my grandchildren!

“I would like to thank the Bombay Flying Club. I was particularly happy to end the flight back here in these premises, at the same spot where I landed 50 years ago.

I would like to thank particularly the Postal authorities of the Government of India, the Director-General of Posts & Telegraphs. You may not know but I was entrusted even with some ordinary mail on these two flights going to Karachi and coming back. Personally, I felt somewhat taken aback because although there were not many letters in those bags, there were a few which were written

by ordinary people, who had bought and put a stamp on them and who had a right to expect that their precious letters would be handled with care by the best airlines available and in the hands of very skilful pilots. I was overwhelmed at finding that the new stamp that is brought out bears a resemblance to a young man who existed in 1932 and who somehow reminds me of someone I knew.

“I would like to thank the Flying Club for another reason. Although I intended to do this flight solo—and I did do the Ahmedabad/Bombay sector—I felt a little lazy and bored at the idea of spending 14 hours alone flying a plane to Karachi and back and also having to listen to and answer the radio calls. And Capt. Chauhan, the Chief Instructor of the Flying Club was kindly released to accompany me.

“I would like to thank some individuals. Mr. Baliwala, Deputy Chief Engineer of Air India in the old days and from the days of Tata Airlines. Mr. Baliwala came back from retirement to look after this plane which he did like a mother hen looks after its chicks. He followed it to England; he looked after it while it was rebuilt, brought it back here and I think was frightened all the time it was flown by me. Thank you Mr. Baliwala, you did a wonderful job.

“I would like finally to thank the Tata Iron and Steel Company for lending an aeroplane and a pilot to escort my flight to Karachi and back. Evidently everybody thought that this old man and this old plane needed to be nursed along. And it was, I must tell you, a matter of considerable pleasure and amusement for me when this plane failed to complete the flight to Karachi owing to some electric trouble.

“And so thank you all very much. I hope you all get home safely. I don't know what the conditions in Bombay are today and whether there is any traffic. I bless you all for your presence and thank you all for your kindness to me.” □ □



Several public and private sector corporations, airlines and public institutions published commemorative advertisements and utilised hoarding space for highlighting Mr. J. R. D. Tata's Karachi-Bombay Golden Jubilee Flight. The combined advertisement by Air-India and Indian Airlines took the people on an 'exciting flight' through 50 years of Indian civil air transport. The PIA described the flight as a landmark in the sub-continent's aviation history. The State Bank of India said: "There are few who create history. There is one who has re-created it." General Electric (USA), which was celebrating its 40th anniversary of Jet flight in America at the time, said: "Aviation in India has grown from moth into a mammoth industry in fifty years." In greeting India on the 50th anniversary of civil aviation, General Electric said: "KISMAT TUMHARE SATH HAI". Among the popular hoardings in the city that came up with imaginative slogans and layout on the event was the one by the manufacturers of 'Amul' butter (picture above).



## CHAIRMAN'S THANKS

BOMBAY HOUSE,  
FORT, BOMBAY-400 023.

26 October 1982

The number of congratulatory messages sent to me on my commemorative flight from Karachi has grown to such proportions as to make it virtually impossible for me to reply to them all individually within a reasonable time.

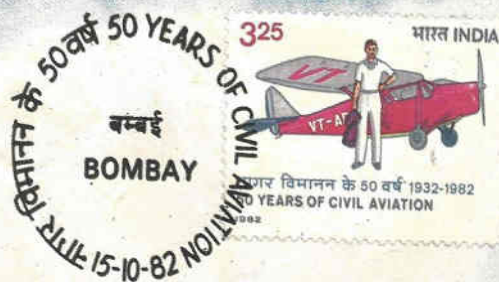
I hope you will understand my difficulty and accept through this note, along with my apologies, my very sincere thanks for your kind message which I greatly appreciated

J.R.D. Tata

A reception was given to Mr. J. R. D. Tata by the Parsi community at Karachi on 14th October, 1982, on the eve of the Karachi-Ahmedabad-Bombay Commemorative Flight. (Right) Mr. J. R. D. Tata is being welcomed by Mr. Dinshaw Avari. Seated are Mr. Behram Rustomjee, Mr. Tata and Mrs. Goshpi Avari. (Left) The audience at the reception.



नागर विमानन के 50 वर्ष 1932 - 1982  
50 YEARS OF CIVIL AVIATION



Indian and Pakistani Postal Authorities issued commemorative stamps to mark the golden jubilee of civil aviation. Indian stamp (top) and two Pakistani stamps (below) with their respective cancellations, on the Indian First Day covers.

नागर विमानन के 50 वर्ष 1932 - 1982  
50 YEARS OF CIVIL AVIATION



G.P.O. KARACHI 15 OCT. 1982

THE PRESIDENCY POSTMASTER  
PHILATELIC BUREAU  
BOMBAY GPO 400 001.