



THE STORY OF I A C



INDIAN AIRLINES

TOUCHES

70 Nations regularly....

OPERATES

a network of 24,000
unduplicated route miles...

OWNS

66 aircraft of five types...

OPERATES

nearly 400 takeoffs and
landings every day...

HAS

a staff of 1,000...

INDIAN AIRLINES—HERE, THERE, EVERYWHERE IN INDIA

don't want to stretch your credulity too far but the unalterable fact remains that Indians invented the flying chariot way back in the days when the world was young and gods and goddesses gaily rivalled the birds, taking about in contraptions of their own making. After that, for some uncountable reason, interest in aviation appears to have languished for the next few thousand years, till 1877 in fact, when an intrepid pioneer took off from Bombay in a balloon and landed six miles to the North.

When did the first heavier-than-air machine first frighten the birds in Indian skies? In all honesty we do not know but it is a fact that in 1911 the Posts & Telegraphs Department proved their mettle by arranging to fly an Air Mail service from Allahabad. The experiment succeeded, the mail was flown for a distance of eight miles to Naini. In 1931 the first flying club was set up in Delhi, linked up with Imperial Airways. This was the birth of civil aviation in India. Thereafter, it developed if not wildly, at least in the right direction. Then came IAC (that's easier to pronounce than Indian Airlines).

Now please don't think that we are singing our own praise but a truthful account of ourselves would seem to be just that—one tall tale. It began on 1st August 1953. By 1966 we have acquired a modest fleet of 66 aircraft. Starting with Dakotas we have done a steady bit of social climbing to jet status—with Caravelles. All in all, IAC operates more than 100 flights per day, involving nearly 400 take-offs and landings. More facts: IAC covers a network of 24,000 unduplicated miles, touching seventy stations regularly; it carries more than a million and a quarter passengers every year and spreads its wings to Karachi and Kabul in the West, Dacca and Saigon to the East, Colombo to the South and Kathmandu to the North. Simplified in travel terms it means simply this—there is no part of India which is more than a few hours away from India's Gateway cities. So even tourists and businessmen with a tight time schedule want to go to India, either for business or pleasure, tell them of IAC—the airline that has them here, there, everywhere in no time at all.

WELCOME ABOARD IAC!



*Our traditional
greeting of welcome
is NAMASTE*

JET SET...GO!

The traveller with a taste for the exotic and leisure to spare may do India by the hoary bullock cart. He will certainly get from one end to the other—in about 3 years. But for those who wish to rush things a bit, IAC has something swifter to offer—the Jet Caravelle. Actually there are five of them on the IAC fleet, whizzing around covering 16,698 miles every day, linking the metropolitan cities in India. Bombay in the West to Calcutta in the East, *nearly* 1,300 miles in just 2 hours and 30 minutes. From Delhi in the North to Madras in the South, *nearly* 1,400 miles in just 3 hours and 45 minutes, with a brief halt en route at Hyderabad.

Sud-Aviation's CARAVELLE (84 seats) operates on all IAC trunk routes.



The DC-4 SKYMASTER (62 seats) can also be used as a freighter.



Now for those who like to go to those really outlandish
 es with strange sounding names, IAC offers the slower
 still very comfortable turbo-prop Viscounts and Fokker
 midships. There are 12 of each type on the IAC fleet
 necting over 60 Indian towns and cities.

And finally of course there are the Dakotas—not really
 th talking about but they are kept in condition primarily
 hose who like to land in the heart of the forest or a game
 etuary.

In brief, IAC really spans India, here, there, everywhere,
 can fly by IAC—jet speed very often, turbo-prop for the rest.

*Vickers VISCOUNT (48 seats) turbo-prop aircraft operating on medium
 haul routes.*



*F-27 FRIENDSHIP (36 seats) twin engine turbo-prop operating on short
 haul routes.*



*The DC-3 DAKOTA (21 or 28 seats) links up stations otherwise
 inaccessible by air.*



EXCLUSIVE ? YOU BET !

Contrary to the popular notion of an airlines pilot, the IAC chap does not really spend all his time in easy converse with the hostess, imbibing endless cups of coffee. He, poor chap, has to put in a lot of hours before he can aspire to the Captain's seat on the left. There are actually three travel weary souls on the IAC roster who have logged up 20,000 hours apiece. And the funny thing is these three, like Oliver Twist, keep asking for more. To them, of course, it's not funny at all for hard on their heels come forty ambitious men with 15,000 hours each, all wanting to do the veterans out of their job.

But tough though the going is, IAC pilots do not really mind all this flying around. What really gets them is the

IAC pilots are amongst the most experienced in the world. Caravelle Commanders have at least 15,000 hours flying experience.



IAC Central Training Establishment at Hyderabad. Here they come trooping in, junior and veteran alike, for refresher courses, to learn flying anew, under the vigilant eyes of exacting instructors who are apt to throw parties every time they flunk a student.

Now you may well ask why pilots choose to remain with IAC when the Corporation demands so much from them. The answer is simple. Though snooty to some, they are jolly good-fellows who enjoy the membership of the elite IAC Corps—400 pilots with a superb record of flying that matches any in the world. And no wonder because it takes a lot of long time and experience to become an IAC Captain.

IAC Club—400 pilots with a superb record of flying.

To renew their flying licences, all pilots are subject to a rigorous medical check-up every six months.



The Redfou Trainer at the Central Training Establishment is a modern flight Simulator in which pilots receive procedural training and refresher courses.



An IAC Commander operating the Viscount. Viscount and Friendship Captains have at least 5,000 hours experience on Dakotas before conversion.

Talk of undying love ! Romeo and Juliet is cold mutton compared to what goes on in the IAC Repairs and Maintenance Establishments. Here is high Romance. IAC Engineers, Technicians, odd-job-men giving their all to keep the prima donnas of the air in ship-shape condition. Every trick of the trade, the latest technological advance is known to and applied by these men.

The Bombay engineers, of course, have taken the pick of the lot—they have the high stepping Caravelle for their love. In Delhi, Viscounts are cared for, while Friendships

Right:
A Gyro rotor
under precision
adjustment.



Below:
An IAC Caravelle
in the maintenance
hangar undergoing
major checks.



Inspection of a
Viscount's
radar antenna.

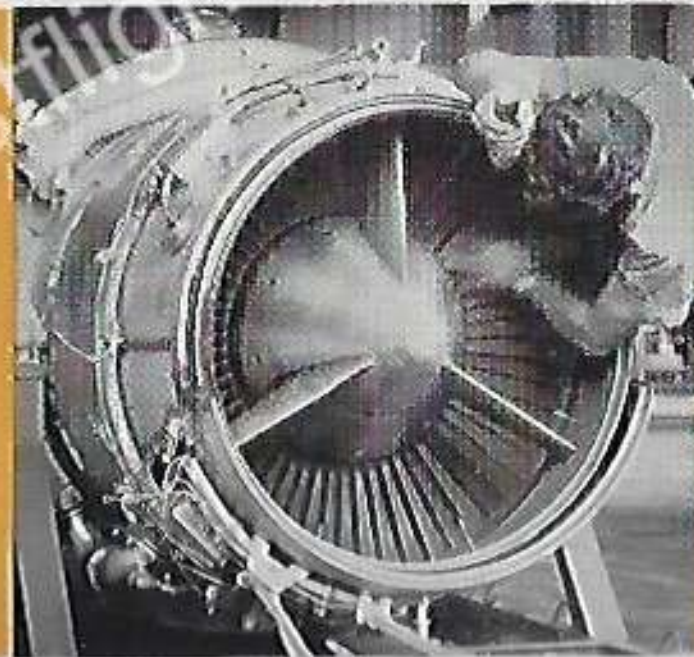


Skymasters are tended in Calcutta. The ubiquitous Dakota is accommodated in all three places. From the minutest repairs to complete overhauling, every bit of work is done by Indian engineers whether it be the Caravelle or the Dakota. They've spent a lot of time, of course, training at the aircraft manufacturers' plants—in United Kingdom, France, Holland. What have you? And what returns do these dedicated men get for their labour of love? Just this—they get the satisfaction of knowing that IAC has an impeccable record of reliability.



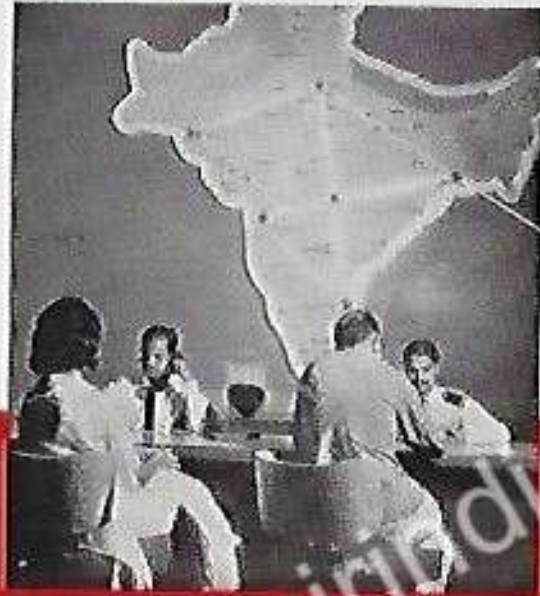
*Left:
Ultrasonic check to detect
possible cracks that are
invisible to the naked eye or
x-ray equipment.*

*Below:
A Rolls-Royce Avon jet engine
being given a final check
before installation
on a Caravelle.*



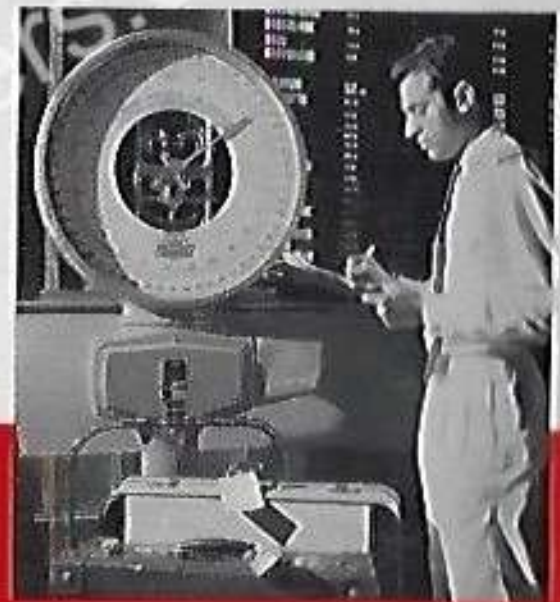
RED CARPET ALL THE WAY

Handling 4,000 passengers a day, keeping them happy and contented, takes the patience of a job and the efficiency of a computer. IAC has both. From the moment a passenger decides to travel IAC, he becomes a very very special person. We fall over backwards to keep him happy. Loaders load his luggage free. Specialists cater to his every need. Free transport takes him from the city booking office to airport and vice versa. And IAC's own kitchens tempt him with an appetising array of delicacies to suit the most exacting



In the IAC, you can enjoy a delicious meal while waiting for your flight.

IAC loaders handle passenger baggage. You don't have to carry it yourself.



At the IAC, you can check in your baggage and get your boarding pass while waiting for your flight.

What more do we offer? Why, the most convenient connections—which enable a passenger to go from one station in India to many others between sun-up and sun-down. And, if he misses his connection through no fault of his, he needn't get jittery as he will be the guest of IAC in one of the top hotels till he gets his connecting flight. Also most IAC flights from metropolitan cities connect with International flights.

Children travelling unaccompanied.



Transport between the airport and the city booking office is free at all IAC stations.



Complimentary meals and drinks are served on all IAC flights.

CONCLUSION



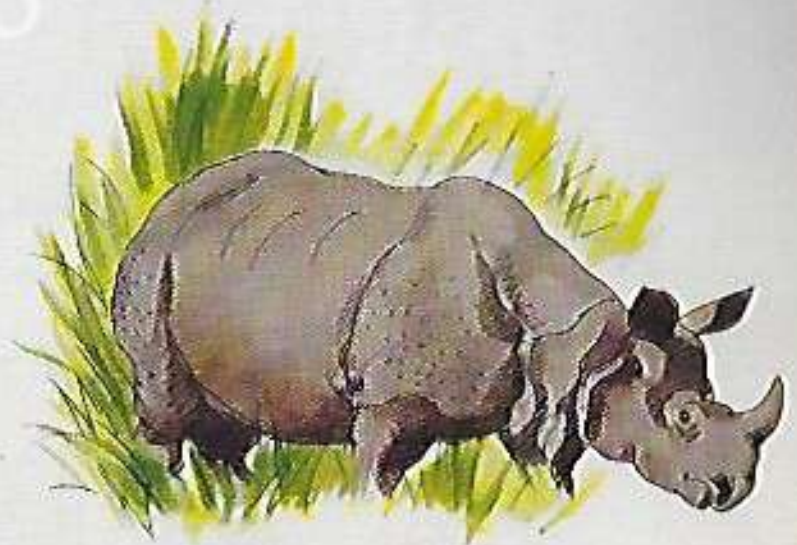
The temples at Khajuraho are famous all over the world for their erotic sculpture.



Now perhaps you'd like to know a little something about the country itself. We won't give you a tiresome catalogue of our architectural wonders because, as every schoolboy knows, India sports the Taj Mahal, the temples of Khajuraho and Konarak and the frescoes of Ajanta, many of which date so far back in history that even erudite scholars are a bit hazy about their age. Instead, let us tell you something of the land itself and its climate. Again, as every schoolboy knows, India is a hot place. We freely admit. Down on the plains in the summer months the thermometer may register a sizzling 115°F —(46.1°C) in the shade. But what the schoolboy doesn't know is that in those same summer months you can go up to our hill stations (wondrous holiday resorts) in the Himalayas where temperatures are a balmy 70°F —(21.1°C) at the most in the hottest months. Up towards the north are



India is a paradise for the gourmet. Each part of the country, each State in fact, has its own culinary delights. For the not-so-interpid, European food is always available in most hotels and restaurants.



The one-horned rhinoceros of India weighing two tons or more is preserved at the game sanctuary at Kaziranga. There are 14 sanctuaries full of a variety of fauna such as lions and tigers, elephants and bums, bears and birds.

potential snow slopes, the playground of skiing enthusiasts. Here, too, come that hardy breed, the mountaineers, to find out for themselves just how many laws of gravity they can break without breaking their own bones. For the trigger-happy Joe, India is an answer to a prayer. He can work up an appetite for breakfast with a tiger, follow it up with an elephant or two and retire replete with the head of an Indian bison. And what for the city slickers? We cater for their tastes, too. Large metropolitan cities, teeming with people, gay at nights with exotic oriental floor-shows and cabarets. And, above all, being a thoroughly tradition-steeped people, we hold many national festivals—the colourful Holi, the lamplit Diwali and the Grand Dussera.

All in all, India is quite a country to visit and travel through—by IAC.

The Bhangra is a colourful and delightfully rustic folk dance of the Punjab. The Government is encouraging the revival of folk dances which express the life of the common people.



One of the tallest gravity dams in the world is at Bhakra holds back a deep lake with a water-spread of 65 sq. miles in area. Bhakra is one of about 30 major hydroelectric projects that are ready or under construction at present.

Skiing at Gulmarg or Kufri belies the normal belief that India is a hot country. Golf courses, race tracks and hockey fields abound in the country.



Ashoka Hotel (exterior). Hotels in India are among the most comfortable in the world, and the least expensive. Ashoka Hotel in Delhi, for instance, is fully air-conditioned and classified as "5 Star Deluxe". Yet, daily rates are as low as 811 inclusive of food.



INDIAN AIRLINES OFFICES

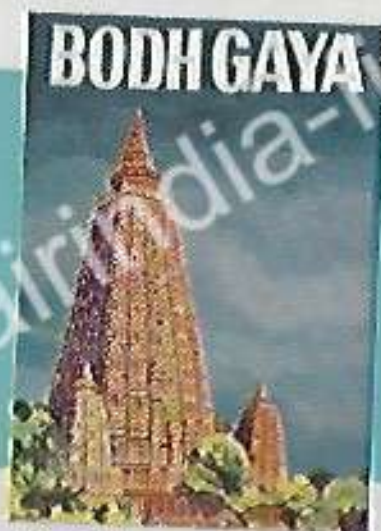
AGARTALA
 AGRA
 AHMEDABAD
 ALAHABAD
 AMRITSAR
 AURANGABAD
 BAGDOGRA
 BANARAS
 BANGALORE
 BARODA
 BELGAUM
 BHAYNAGAR
 BHOPAL
 BHUBANESWAR
 BHUJ
 BOMBAY
 CALCUTTA
 CHANDIGARH
 COCHIN
 COIMBATORE
 COLOMBO
 DABOLIM (GOA)
 Dacca
 DARJEELING
 DELHI
 GAURATI
 HUBLI (off line)
 Khoah Mahal Bldg., Central Road
 Clark Shiraz Hotel
 Old Bombay Garage, Dr. Tankaria Road
 Barnetts Hotel, 14, Canning Road
 Brij Bhawan, Gandhi Gate
 Aurangabad Hotel, Julna Road
 Hillcart Road, Siliguri
 S-20/58, Sikraul, Banaras Cantt.
 1-A, Main Guard Cross Road
 Messrs. Trade Wings (P) Ltd., Elampee Co. Bldg.,
 Opp. Baroda College, Lokmánya Talak Road
 B.C. 165 Hotel Green Camp
 Diwanpura Road
 5, Hamidia Road, Tourist Information Centre
 Unit No. 5, Type No. 5, Qr. No. 6, New Capital
 Outside Waniawad Gate, Near Bharat Oil Mills
 Army & Navy Bldg., Mahatma Gandhi Road, Fort
 "Airlines House", 39 Chittaranjan Avenue
 Ambassador Travels (Pvt.) Ltd., 5Z, Sector 22-B
 "Luiz Hall", Broadway, Ernakulam
 India House, Trichy Road
 27, Main Street, Gaffoor Bldg., Fort
 Messrs. Rao Raje Deshprihu, Rua Cunha, Rivara Street,
 Panjim
 Noor Chambers, 33 Jinnah Avenue
 Laden La Road
 Malhotra Bldg., Janpath
 Pujabari, Paan Bazar
 Hublikar Building, 51/9, Koppikar Road

HYDERABAD
 IMPHAL
 INDORE

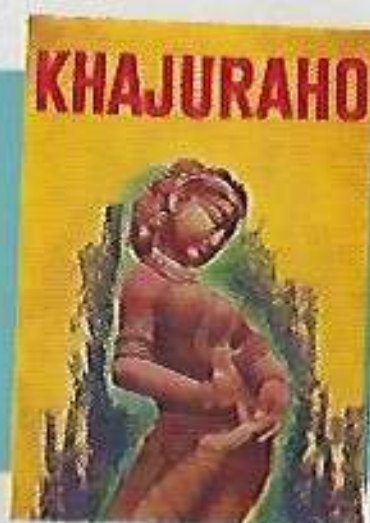
JAIPUR
 JAMMU
 JAMSHEDPUR
 JAMNAGAR
 JORHAT
 KABUL
 KAILASHAHAR
 KANALPUR
 KANDLA

KANPUR
 KATHMANDU
 KESHOD
 KULU
 KHOWAI
 LAHORE
 LILABARI
 LUCKNOW
 MADRAS
 MADURAI
 MANGALORE
 MORANBHAI
 NAGPUR
 NAINI TAL (off line)
 PATNA

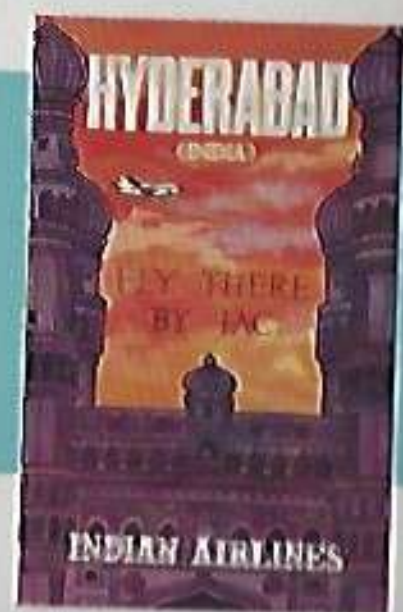
Basheer Bagh Road
 Mahatma Gandhi Avenue
 Sanghi Bros. (Indore) Pvt. Ltd., 6, Manoramagum,
 P.B. No. 1, Indore City
 2 B, New Colony
 Tourist Reception Centre, Residency Road
 Narbheram & Co., Bistapur Road
 Indra Mahal, Bhid-Bhanjan Road
 Nehru Park Road
 Deh Afghanistan Shaha Md. Khan Wad Road
 Kailashahar Airport
 South Manik Bhandar
 Kanji Jadhavi & Co., Quarter No. DBZ/S-5,
 Gandhidham
 Bellevue Hotel, 84, Cantonment
 6/36, Judha Sada
 Near Railway Station
 Ambassador Travels (P) Ltd., Dholpur Maidan
 The Airport, Khowai
 1, Daya Singh Mansions, The Mall
 Nalari, North Lakhimpur (Assam)
 Carlton Hotel
 Mount Road, Madras-2
 "Pandian House", West Perumal Maistry Street
 Sri Rang Bhavan, K. S. Rao Road
 Mancotta Road, New Khaliamari, Dibrugarh
 Assa House, Station Road
 Hotel Metropole
 The 'Heritage', Fraser Road



INDIAN AIRLINES



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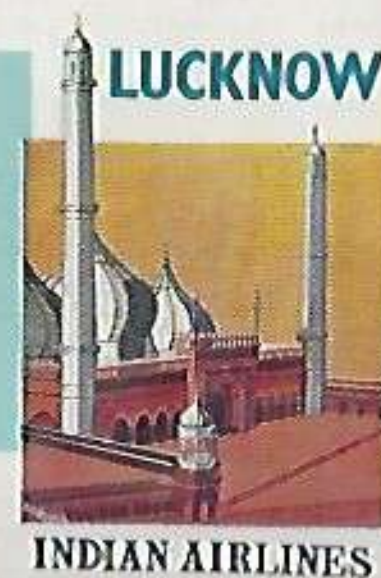
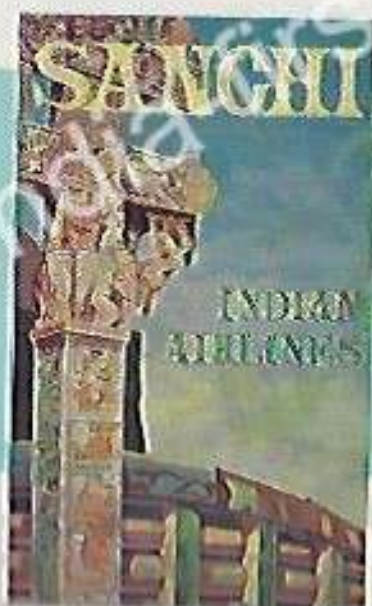
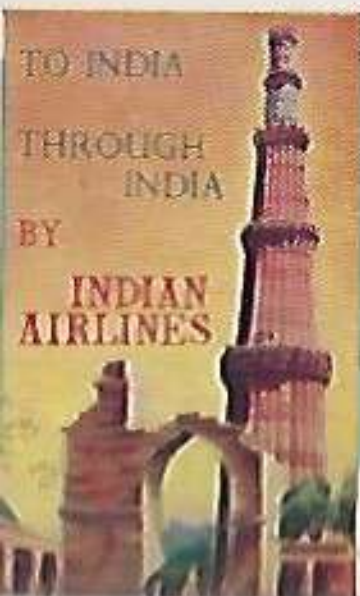
INDIAN AIRLINES

PUNJAB	The Airport, Phoolbagh Western India Services P. Ltd., 202, Mahatma Gandhi Road
PURBACHAL	Havish Mansion, Opp. Cultex Petrol Pump
PURCHUR	Secretariat, Andaman & Nicobar Islands
RAJASTHAN	Hie Mahal, Coronation Gardens
RANCHI	The Ranchi Automobiles, Main Road
RANGOON	Randoria Bldg., 533, Merchant Street
REHMA	Hill View Hotel, Sector IV
SECHER	Club Road
SHIMLAGH	Tourist Reception Centre
TEHERAN	Bhabani Kutir, Opp. Academy School
TIRUCHIRAPALLI	Ashoka Bhawan, Junction Road
TRIVANDRUM	Trivandrum Air Centre, Main Road
UDHAPUR	Tourist Guide Service, Chetak Circle
VIJAYAWADA	Rao Sons, Bunder Road
VIKRAMPATNAM	20/18, Thompson Street

GENERAL SALES AGENTS FOR :

ADEN AIRWAYS LTD.	States of Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan & Uttar Pradesh.
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AIR CEYLON	District of Tiruchirapalli & States of Maharashtra, Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan & Uttar Pradesh.
AIR INDIA	Afghanistan, Nepal, India (excluding the cities of Bombay, Calcutta, Delhi and Madras).

AIR NEW ZEALAND LTD.	States of Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan & Uttar Pradesh.
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GIBRALTAR AIRWAYS LTD.	-Do-
IRANIAN AIRWAYS	India
IRAQI AIRWAYS	India
MALAYSIAN AIRWAYS LTD.	States of Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan & Uttar Pradesh.
MALTA AIRWAYS	-Do-
QANTAS EMPIRE AIR- WAYS LTD.	-Do-
TRANS AUSTRALIA AIRLINES	-Do-
WAAC (NIGERIA) LTD. (NIGERIAN AIRWAYS)	-Do-





INDIAN AIRLINES—one of the largest domestic airlines in the world