

“Unite
Goans
to help
each other”

Issue No. 29

For Private Circulation only

AAMI GOENKAR

For Goans, Of Goans, By Goans

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JULY 2013

3rd Goa Festival



Editorial Board : Shri Mohan K. Sanzgiri, Dr. Smt. Asmita S. Hegde, Smt. Sharmila Telang

Goa Festival

The third **GOA FESTIVAL** was organised by Aami Goenkar between 15th March 2013 to 17th March 2013 at Veer Sawarkar Hall, Shivaji Park, Dadar, Mumbai.

The main objectives of Goa Festival were :

- n Creating platform to present Goan art and talent.
- n Offering ready market for products of Goan entrepreneurs.
- n To preserve and promote Goan culture.
- n Main attraction were :
- n Total program design, ambience in traditional Goan style.
- n Cultural program performers were invited from Goa.
- n Presentation of Goa's traditional folk dances & folk songs by professional groups.

- n Presence of Celebrities at the Event
- n Genuine Goan products and authentic Goan food dishes were available at the stalls.
- n Goan food competition, made for each other, public speaking were new additions which drew a large crowd.
- n Goa festival was inaugurated at the hands of Dr. P. Ramani. Dy. CM. of Goa Mr.....Was the chief guest. Dinanath Dalal paintings exhibition
- n Was inaugurated by Mr. Prafulla Dahanuker. Popular book on the Goan food "Randhchi kud" was translated in English and released at the hands of.....
- n Goa festival was enjoyed and appreciated by hundreds of visitors.



गारवा

चिरतरुण कविता ही
चिरतरुण ध्यास हा
कोमेजल्या मनालाही
देतो बघा गारवा ॥६॥

छंद आगळा हा
छंद वेगळा हा
उफाळून येई वरती
मनातली विचारधारा ॥१॥

जिवा चैन पडेना
प्रकट झाल्या विना
मनाची ही स्थिती ऐसी
ज्याची त्याला ठावेची ॥२॥

अशीच राहो आम्हावरी
कृपा सरस्वतीची
इच्छा अंतर्गामीची
दयाघना पुरवावी ॥३॥

– उषा कामत
मडगाव, गोवा.

SO YOU WANT TO BE A PILOT !

Once you have tasted flight, you will forever walk the earth with your eyes turned sky ward; for, there you have been and there you will long to return.

Leonardo da Vinci

1. In this age of information overload, and considering the ease with which that information can be accessed, an article aimed at career guidance may appear to be superfluous; however, having had the experience of being a Defence as well as a civil aviation pilot, I have, in this article, attempted to summarize the options available, and thereby point out the routes to these two quite different destinations to those seeking a career in aviation.

A Brief History of Aviation

2. The human body wasn't designed by nature for flight. But mankind completely ignored that small inconvenience and reached for the skies and beyond.

3. Mankind's dream of flight is found in myths across the world. Greek Mythology has the story of Daedalus and Icarus who are said to have built wings of wax and feathers; Our very own 'Ramayan' mentions the 'Pushpak Viman'. Recorded attempts at flight by humanity date back to as early as the 6th century BC, and there have been many inventors across the globe who had various degrees of success with balloons, kites and gliders, over the last many centuries; but it was on 17 Dec 1903 that the first sustained, controlled, powered, heavier than air manned flight was made, at Kitty Hawk, North Carolina, USA, by 'Wright brothers', a name aviation enthusiasts are familiar with.

4. In India, Maharaja of Patiala is said to have imported the first aeroplanes in 1910, but apparently, they never actually flew. The foundation of commercial aviation in India was laid by Mr J R D Tata when he started his airmail service under the name of Tata Aviation, which later became Air India. He piloted the first carriage of mail from Karachi to Bombay on 15 October, 1932.

5. On the defence front, the Indian Air Force was established on 8 Oct 1932 with the enactment of the Indian Air Force Act 1932. On 1 April 1933, the IAF commissioned its first squadron, No.1 Squadron at Ambala, with four Westland Wapiti biplanes and five Indian pilots which included the first (future) Indian commander-in-chief of the IAF, Air Marshal (later Air Chief Marshal) Subroto Mukherjee.

6. The precursor to today's Army Aviation Corps was 656 Air Observation Post Squadron, RAF. It was equipped with Auster III aircraft, flown by RAF pilots trained in artillery observation duties at the school of artillery Deolali. This squadron participated in the Burma campaign during WW II, with the first operational sortie being undertaken on 25 Jan 1944. The first Indian artillery officer to qualify as a pilot was Brig F S B Mehta (then captain), in the later part of 1944.

7. The first Naval Air Station, INS Garuda, was inaugurated in Cochin on 11 May 1953. No.550 Squadron

utilising Short Sealand aircraft and Fairey Firefly aircraft was simultaneously commissioned. This was followed by the raising of 300 White Tigers squadron equipped with Sea Hawk aircraft. The year 1961 saw the acquisition of our first aircraft carrier, HMS Hercules, renamed INS Vikrant.

DEFENCE AVIATION

OPTIONS IN DEFENCE AVIATION

8. In Indian defence services, only commissioned officers can become pilots and the selection process explained later in this article, aims at selecting candidates for training as commissioned officers in all the three services.

9. When one talks of defence flying, invariably, most people think about the Air Force which is quite understandable. However, the Navy and the Army too have their own aviation branches. (I am sure most Goans are familiar with Naval Aviation because of INS Hansa, the naval Air Station at Dabolim.) I have tabulated below, the various options that male aspirants to defence flying can exercise, depending on their age and educational qualification. (The IAF has discontinued the women's short service commission for the flying branch). *(Chart Next Page)*

SELECTION PROCESS

10. The selection process comprises Union Public Service Commission (UPSC) written exam followed by a Services Selection Board (SSB) interview (only for those in the merit list after UPSC exam), Pilot Aptitude Battery Test (PABT) and last but not the least, a medical examination.

UPSC EXAM

11. The UPSC has a common syllabus for NDA and Naval Academy (NA) entrance exams. It also conducts the Combined Defence Services Exams (CDSE) for graduate entry for Permanent Regular Commission into the Indian Military Academy (IMA), Air Force Academy (AFA), Naval Academy (NA) and for Army Short Service Commission in Officers' Training Academy (OTA). The syllabi for these exams will be found on upscsyllabus.in

SSB

12. The SSB selection is in two stages spread over five days. The first stage comprises an intelligence test, picture perception test and group discussion test which are completed on the first day. Those who qualify in the first stage, advance to the second stage which comprises psychological tests, group task tests and final interview.

PABT

13. Pilot Aptitude Battery Test (PABT), as the name suggests, is an aviation specific test which any aspirant to defence flying has to pass, whether as part of initial SSB selection or subsequently during the career. Candidates/cadets/officers, as the case may be, have to undergo PABT at Air Force Selection Boards (AFSB), which are SSBs staffed and equipped to administer PABT.

SER NO	TYPE OF ENTRY	ELIGIBILITY CRITERIA	REMARKS
(a)	NATIONAL DEFENCE ACADEMY (NDA)	Academics- 10+2 for Army and 10+2 with Physics & Maths for Air Force and Navy. Age- Between 16½ and 19 years.	(i) Selection process as per Para 10 for permanent regular commission in the three Defence services. (ii) The advertisements by UPSC for NDA appear in May and December in Employment News and all national leading newspapers. (iii) Visit www.nda.nic.in for detailed info about NDA.
(b)	DIRECT ENTRY AIR FORCE PILOT	Academics- Graduation in any discipline (with Physics & Maths at 10+2 stage) or BE/B Tech Age- Between 19 and 23 years	(i) Selection process as per Para 10 for permanent regular commission in IAF. (ii) The advertisements by UPSC for CDSE appear in Mar and Aug in Employment News and all national leading newspapers. (iii) Exam schedules for NDA as well as CDSE are also available on www.upsc.gov.in
(c)	DIRECT ENTRY AIR FORCE PILOT (Through NCC)	Academics- Graduation in any discipline (with Physics & Maths at 10+2 stage) or BE/B Tech and NCC Air Wing 'C' Certificate Age- Between 19 and 23 years	(i) Air Wing NCC Senior Division 'C' cert holders are exempted from UPSC exam, but have to appear for Air Force Common Admission Test (AFCAT) followed by selection by AFSB for permanent regular commission in IAF. (ii) Advertisements inviting applications for AFCAT are released in June and December. For details, visit careerairforce.nic.in
(d)	DIRECT ENTRY NAVAL PILOT	Academics (a) General Candidates. Graduation in any discipline. (10+2 level with Maths & Physics). (b) CPL Holders. Graduation in any discipline . (10+2 level with Maths & Physics). Current and valid CPL issued by DGCA. Age. (a) General Candidates. 19 to 24 years, (b) CPL Holders. 19 to 25 years.	(i) Candidates will be called for SSB interviews based on their academic performance. If a candidate possesses higher qualification with better percentage, his higher qualification will be considered for cut off. (ii) Short Service Commission-10 years extendable to 14 years (iii) For details, visit http://nausena-bharti.nic.in/pdf/pilotobserver/Adv.pdf

14. The test is aimed at assessing candidate's aptitude to be trained as a pilot. It comprises a written test to assess assimilation and the ability to read and interpret an aircraft instrument panel and two machine tests to assess psychomotor co-ordination skills. These tests are conducted on the same day and can be undergone only once in life time which implies that a second opportunity is not available in case of failure. Detailed description of the PABT can be found on careerairforce.nic.in

15. Failure in PABT only debars a person from being a pilot in the defence services; This has no bearing on the remaining SSB results, which implies that a candidate who is otherwise found to be suitable, can join Army/Navy, depending on the second choice exercised in the initial application for

NDA. A candidate applying for direct entry into IAF, can similarly, join other branches of IAF if unable to clear PABT but otherwise found suitable. Commissioned officers from Army and Navy who opt for aviation at a later stage of their career, continue in their original work profile if unable to clear PABT.

16. It is interesting to note that aptitude testing for training as a pilot is a distinctive feature of the Defence Services (The only civil flying training institute in India following this practice is IGRUA-Indira Gandhi Rashtriya Uran Akademy), Rae Bareilly.

MEDICAL EXAM

17. Successful candidates from SSB then have to go through a Medical examination, which, understandably, is

quite stringent. However, being medically unfit for Air Force doesn't necessarily make a candidate unfit for other services as some of the medical requirements are flying specific. Details of medical standards for pilots will be found on www.careerairforce.nic.in.

PREPARING FOR UPSC EXAM & SSB INTERVIEW

18. The importance of preparation for competitive exams cannot be over emphasised. Professional guidance is recommended, and many good institutes, run by retired defence officers will meet this requirement. An internet search for 'UPSC and SSB coaching' should reveal various options on this front.

DETAILS OF DEFENCE TRAINING

19. On completion of 3 years training at NDA, further one year training as per the chosen/allotted service is carried out at respective service training establishments prior to grant of commission as officers. Air Force cadets undergo two stages (each of six months duration) of flying training prior to being commissioned as officers and the third stage after being commissioned. Direct Entry Air Force cadets have to undergo an additional six months of pre flying training before the three stages of flying training.

20. Ex NDA Naval cadets opting for Naval Aviation have to undergo one year flying training at Air Force and Naval flying training establishments. Direct entry Naval cadets have to undergo one and a half years' training comprising Naval Orientation Course at the Indian Naval Academy followed by Stage I and Stage -II flying training at the Air Force Academy/

Naval establishments.

21. Army cadets (ex NDA, Direct Entry from IMA as well as short service commission cadets undergoing training at OTA) can opt for direct commission in the Army Aviation Corps; however, these vacancies are limited.

22. Army officers commissioned in Artillery/ Air Defence Artillery/ Infantry/ Mechanised Infantry / Armoured Corps, can opt for Army aviation Corps after two years of regimental service.

23. In addition to the three defence services, Indian Coast Guard too has an aviation wing. It

offers career opportunities to men as well as women. The advertisements for the same appear in the month of Jan/Feb and Aug/Sep. Visit www.indiancoastguard.nic.in for detailed information.

CIVIL AVIATION

24. Civil Aviation in India is governed by the Directorate General of Civil Aviation(DGCA). Civil Aviation Requirement (CAR) Section 7 Flight Crew Standards, Training and Licensing lays down the complete requirements for all categories of civil flying licenses, the gist of which is tabulated below:

FLYING EXPERIENCE

25. The flying experience requirements for each of the above licenses are quite exhaustive and not included in this article due to paucity of space. These can be seen under 'schedule II (Aircraft Personnel) of Indian Aircraft Rules 1937', on the DGCA web site dgca.nic.in. The CAR quoted

SER NO	TYPE OF LICENSE	ELIGIBILITY CRITERIA	DGCA EXAM
(a)	STUDENT PILOT LICENSE (SPL)	Academic: Class X Age: Min 16 yrs on the date of application	Oral examination in the subjects of Air Navigation, Aviation Meteorology, Air Regulation, aircraft and engine/instruments in general and specific
(b)	PRIVATE PILOT LICENSE(PPL)	Academic: Class X Age: Min 17 yrs on the date of application	Written examination in the subjects of Composite Paper, aircraft & engine/instruments in general and specific. The Composite paper shall contain the subjects of Air Navigation, Aviation Meteorology and Air Regulations.
(c)	GLIDER PILOT LICENSE(GPL)	Academic: Class X Age: Min 16 yrs on the date of application	Oral examination in the subjects of Air Navigation, Aviation Meteorology, Air Regulation, aircraft and instruments in general and specific.
(d)	COMMERCIAL PILOT LICENSE (CPL)	Academic: Class 10+2 with physics and maths Age: Min 18 yrs on the date of application	Written examination in the subjects of Air Navigation, Aviation Meteorology, Air Regulation, aircraft & engine/instruments in general, specific and performance (if applicable). Performance paper is applicable to heavy aeroplanes having MTOW (Maximum Take Off Weight) more than 5700 kg or Twin Engine Helicopter.
(e)	AIR LINE TRANSPORT PILOT LICENSE (ATPL)	Academic: Class 10+2 with physics and maths Age: Min 21 yrs on the date of application	Written/Oral Examination in the subjects of Air Navigation, Aviation Meteorology, Air Regulation, Radio Aids and Instruments, Aircraft & Engine/instruments in general, specific and performance (if applicable). Performance paper is applicable to heavy aircraft having MTOW more than 5700 kg or Twin Engine Helicopter.

above and other CARs may be seen under the Tab 'Rules' on the same web site.

26. Those who undergo basic flying training abroad and get a foreign license have to undergo a DGCA written examination which comprises Air Regulations and a composite paper

(meteorology + navigation) for conversion of the foreign license to DGCA license.

FLIGHT RADIO TELEPHONE OPERATOR LICENSE

27. In addition to a written exam and skill tests in flying on completion of minimum stipulated flying hours, one also has to undergo Radio Telephone Restricted to Aeromobile (RTR-A) Examination conducted by Wireless Planning Wing (WPC), Ministry of Communications, which is a pre requisite for obtaining FRTOL (Flight Radio Telephone Operator License). The details will be found in CAR Section 7 mentioned earlier.

MEDICAL EXAM

28. The complete information on various classes of DGCA medical exams can be found on <http://dgca.nic.in/medical/handbook-ind.htm>. The initial medical testing of civil aviation pilots is also carried out by IAF medical establishments such as Air Force Central Medical Establishment (AFCME) at New Delhi and Institute of Aviation Medicine (IAM) at Bangalore.

PREPARING FOR DGCA EXAMS

29. Unlike in the case of Defence entrance exams, DGCA exams are not competitive, but the minimum passing marks of 70% in all written as well as oral exams where applicable, demand a thorough knowledge of the subjects mentioned in the table above. Most good flying training institutes have a curriculum which combines flying training with preparation for DGCA Exams.

FLYING TRAINING

30. This article would be incomplete without a mention of flying training. The quality of basic training which lays the foundation for future progress, is important in any profession, but decidedly more so in aviation, for obvious reasons. The defence services have time tested flying training institutes with a proven track record; however, the sheer number of flying clubs and commercial flying training institutes, both in India and abroad, can confuse a potential student. The confusion is further compounded by the sales pitch, with each of these institutes claiming to be the best. ('Join us and get your CPL within six months' is the same as saying 'join our crash course in flying', no pun intended.)

31. Students, therefore, should carry out due diligence while choosing flying training schools; Do try to find out about the history, location, infrastructure, student/instructor/aircraft ratio, placement history, vintage of trainer aircraft, serviceability, accident/incident record etc.

32. A list of Indian flying training institutes approved by the DGCA is posted on its website.

33. Currently, Rotary Wing Academy of HAL (Hindustan

Aeronautics Ltd) at Bangalore is the only organisation in India which carries out basic helicopter flying training. Visit <http://www.hal-india.com/helicopter/trainingacademy.asp> for details. Those who want to learn helicopter flying, therefore have a limited choice and may have to undergo the training abroad.

AVIATION : IS IT A RISKY JOB?

34. It is usually the parents and some well meaning friends and relatives who may raise the issue of risk when a young boy/girl declares his/her intentions of taking up flying as a career or a hobby. The quote below will put the issue of risk in perspective.

'Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.'

- Captain A. G. Lamplugh, British Aviation Insurance Group

CONCLUSION

35. A fifth grade student from USA is said to have written the following gem of an essay:

'When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school. They just have to learn to read numbers so they can read their instruments. I guess they should be able to read a road map, too. Pilots should be brave to they won't get scared if it's foggy and they can't see, or if a wing or motor falls off. Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are. The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is. I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.'

36. Well, the fact of the matter is, flying is a lot of hard work. This is probably the only profession where a person has to mandatorily prove his/her proficiency and skill every six months to an examiner (applicable to both Defence as well as Civil Aviation). Pilots also have to undergo stringent medical checkups once / twice a year depending on their age. It is a very challenging profession, which also makes it an immensely satisfying one.

37. The inevitable question, 'which is better? Defence flying or Commercial flying?' cannot be answered because it is entirely a matter of personal choice and more importantly, motivation.

38. Sir Walter Alexander Raleigh, the official historian of the RAF is supposed to have said:

'The engine is the heart of an aeroplane, but the pilot is its soul.'

So if you want to be the soul of an aeroplane, go for it.

Lt Col (Retd) Umesh R Bhatikar

GOAN JEWELS



Mrs. **Radha Bhave** has been selected for Leadership Training Programme organized by National Culture Fund, India in Collaboration with British Museums, London, UK. She will be attending this training programme from 3rd to 14th June 2013 at London.

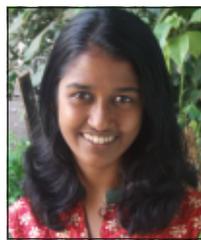
A native of Rivona, she completed her graduation from Chowgule College, Margao with History and Philosophy. She did her post graduation in Archaeology and Ancient Indian History at Deccan College Pune and worked as a Research assistant in the project "Goa through the ages". In June 1993, she joined as a Curator in Directorate of Archives, Archaeology & Museum. For last 6 years the State Museum of Goa is managed and looked after by her in the capacity of Director.



Eminent nuclear scientist Dr Anil Kakodkar was presented the 'Maharashtra Bhushan' award by the Maharashtra Government.

The award, instituted in 1997 to recognise distinguished work and achievements of eminent persons from the state, representing different walks of life, carries a cash prize of Rs 5 lakh and a citation. Replying to the felicitation, Kakodkar said India needs nuclear energy to remain ahead in the global scenario. The state government has been seeking guidance from Dr Kakodkar, former Chairman of the Atomic Energy Commission, on the issue of Jaitapur nuclear power project in coastal Konkan.

'Aami Goenkar' congratulates Dr. kakodkar for all his achievements.



Tanya Ashish Keni

Studying at Parvatibai Chowgule College of Arts And Science. Educational Qualifications - Passed 12th std with 95% and stood 1st in Goa boards in Arts stream. Marks in subjects include Logic (100), Psychology (98), Sociology (97), Hindi (96), Economics (96), English (83)

Extracurricular activities - dancing (Bharat natyam). (Completed arangetram in year 2010.)



Yash Vishwas Mhambrey

Son of Vishwas Vasant Mhambrey & Asmita Vishwas Mhambrey has Passed SSC Exam in March 2013 with 93.64% & also topped the school - St Xeviors School - Fort.

C. A. Kalpak has stood 1st in Goa Centre and has secured 37th rank in all India Merit ranking by the Institute of Chartered Accountants of India.



Professional Corner

New Model Bye-Law (for co-op Hsg. Soc) No 170(a)

Will Affect Many Self Employed Professionals

This new provision says that if any society member is found to have encroached on common areas or Used the flat for any purpose other than that for which it was allotted, then "they shall **Pay on Amount Equal to five times** the monthly maintenance charges, per month with retrospective effect for the period for which such violation is existed."

This will badly affect Insurance agents, Lawyers, Architects, Interior Designers, Chartered accountants, Tuition Teachers, etc. in spite of the fact that there are High court judgments upholding individuals' rights to peacefully carry on professions from their own premises.

Even in cases, where builders have sold stilt parking spaces to flat owners, it can be termed as "Technical encroachment" & hence invoking above-mentioned penalty.

Hence suitable modification of such byelaws is necessary in the larger interesting Common people.

DO YOU KNOW...

1. Do you know that in ancient Japan public contests were held to see who Could break wind the longest and the loudest, Winners were awarded prizes.
2. Do you know that the Irish are the greatest tea drinkers in the world .
3. Do you know that man is the only animal that cries .
4. Do you know that the punishment for homosexuality in the French army During World War I was execution .
5. Do you know animal charcoal is used for refining sugar.

GIVE ONE WORD FOR

1. The science that treats of insects.
2. A position of dangers.
3. State of marriage.
4. The science that deals with production and distribution.
5. One who is ninety years old?

1. Entomology.
2. Jeopardy.
3. Matrimony.
4. Economics.
5. Nonagenarian.

3rd Goa Festival



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To,