



E - NEWS

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GSAT-12 reaches its home in a circular geo-synchronous orbit - Details under Current Affairs

READER'S RESPONSE

The editorial team invites your views, suggestions, to the News about Members Column and contributions to the e-news.

One More Hansa-3 Aircraft of NAL Delivered For Flight Training

One more Hansa-3 aircraft, designed, developed and manufactured by National Aerospace Laboratories (NAL), Bangalore, bearing Registration VT-HOE was allotted to the Amritsa Aviation club (AAC), Amritsar, by DGCA. This is the third Hansa-3 aircraft acquired by AAC through DGCA for training student pilots. Hansa-3 is reported to be very popular among the student pilots of the club. The representatives of AAC Capt. Rachhpal Singh Sohal, Chief Flying Instructor and Hon. Secretary, AAC and Shri. S. S. Rao, Chief Engineer, acknowledged that Hansa-3 aircraft is very economical to operate and an ideal platform to train flying students. On behalf of NAL, AAC gave flight demonstration of this aircraft at the International Air Show, Aero India 2011, held at Air Force Station, Yelahanka, Bangalore, during 9-13 February 2011. The aircraft was later ferried to AAC on 14 February 2011. The ferry flight of this aircraft was commanded by the AAC pilot Capt. Vikram Singh Toor, Asst. Pilot Instructor with Capt. Amit Dahiya, Pilot Instructor, AAC, as co-pilot

Source: CSIR News

Aerospace summit

Bangalore hosted the second Defence and Aerospace Strategic Electronics Summit at HAL Convention Centre. The conference was inaugurated by Air Marshall Jagdish Chandra, director general (systems), Indian Air Force, and Dr Ajay Kumar, IAS, joint Secretary, department of IT. India is emerging as a major market for defence and aerospace products and attracting domestic majors as well as global players as potential suppliers. The Summit brought together all stakeholders including the defence forces, R&D and Quality Assurance Organisations, DPSU's, leading private sector companies, SMEs and a few MNCs with the aim of ensuring greater value addition within the country. During the Conference on 'Opportunities for Electronics Manufacturers in Defence and Aerospace Value Chain,' the speakers discussed and made presentations on diverse subjects such as Emerging Policies for Defence Production, Quality Requirements and Certification, Role of SMEs as well as the Perspective and Expectations of MNCs who have a big stake in Indian Defence Market.

Source: Indian Express

IAF Panel to Monitor Tejas' Progress

The Indian Air Force (IAF) will soon set up a Light Combat Aircraft (LCA) Management Committee to monitor the progress of the home-grown fighter jet project, marred by constant delays and cost overruns. The proposal to monitor LCA Tejas' progress has received nod from the Defence Ministry. The move has come from the IAF as Tejas, which has been in the making for nearly 25 years now, is still far from getting a Final Operational Clearance (FOC). It is only after getting the FOC that a fully weaponised aircraft is handed over to the IAF for squadron duty. With our depleting fighter resources we need the LCA aircraft in service at the earliest. So we asked for a better interface with HAL (Hindustan Aeronautics Ltd). We have got an approval and soon the LCA Management Committee comprising IAF officers will be constituted in Bangalore," sources said.

Source: Indian Express

Foldable Twin-seater Plane to Soar High Soon

Ever dream of a plane which is able to take off and land both on water and ground, has foldable wings and can be carried it on your trailer-truck, and park it on your garage. This may not remain a dream as a prototype of the American Light-Sport Aircraft (LSA), which has been tested for the past three years, is likely to enter the production line in the second quarter of 2012. The two-seater Icon A5 is being developed by California based icon aircraft. Its wings can be folded easily from the cockpit in under few minutes while on water or land. Last week, the company announced that it had closed \$25 million round of equity infusion in June to fund the project through the completion of its ongoing engineering development programme manufacturing setup and the beginning of production of the amphibious sport plane.

Source: Indian Express

Boeing 787 to join Air India fleet by fourth quarter

The wait for Boeing 787, also named as Dream liner, seems to be getting over gradually. Finally, after a delay of nearly three years, State-owned Air India, battling financial hardships, is all set to receive the first ultra long haul passenger jetliner in the fourth quarter of 2011. However, the Dream liner is scheduled to land at the IGI Airport in the capital on a test flight next week and Air India pilots would start getting trained to fly this latest plane from August. It was disclosed by Boeing India President Mr Dinesh Keskar here at a press conference. While Air India has ordered 27 B 787-8s, private carrier Jet Airways has placed orders for ten of these planes the deliveries to Jet Airways would begin in 2014, while the national carrier expects at least four aircraft this calendar year one in October, two in November and one in December. Originally, Air India was to have taken delivery of its first Boeing 787 aircraft in May 2008. However Dr. Keskar did not reveal the India pilots would begin next month.

Source: Hindu

Eyeing Pak Sales, China at Work on Armed Drones

China has ramped up its research in drone technology and is in the process of building armed, jet-propelled unmanned planes, which it plans to sell to countries like Pakistan. Though much of this work remains secret, the large number of drones at recent exhibitions underlines not only China's determination to catch up in that sector by building equivalents to the leading US combat and surveillance models, the Predator and the Global Hawk but also that its desire to sell this technology abroad, a media report has said. "No country has ramped up its research in recent years faster than China. It displayed a drone model for the first time at the Dubai air show five years ago, but now every major manufacturer for the Chinese military has a research centre devoted to drones," the

Washington Post daily recently said quoting Chinese analysts. Not only the Chinese are trying to make state-of-the-art armed drones, they are also eyeing the international market. "The United States doesn't export many attack drones, so we're taking advantage of that hole in the market," said Mr Zhang Qiaoliang, a representative of the Chengdu Aircraft Design and Research Institute, which manufactures many of the most advanced military aircraft for the People's Liberation Army.

Source: Economic Times

Planes 'influence local weather when they take off and land'

Believe it. or not, aeroplanes influence local weather when they take off and land. A new study, published in the Science journal, has found that aircraft increase the chances of snow and rain during takeoff and landing, a finding based on satellite images of clouds around airports. The phenomenon occurs when aircraft smash through clouds containing "super cooled" water - or water that exists as droplets of liquid at temperatures of minus 10C or below, say the researchers. As an aeroplane passes quickly through a cloud, the air behind the wings and propellers expands and cools rapidly. These sudden drops in temperature can be enough to freeze droplets of super cooled water, turning them into a stream of ice crystals. Over time, ice crystals grow and affect neighbouring drops of water - creating a hole in the cloud that expands for several hours and increasing the chances of snow or rain on the ground underneath.

Source: Hindu Business Line

With shuttle programme ending, fears of decline at NASA

As the National Aeronautics and Space Administration (NASA) prepares to launch its last space shuttle ending 30 years in which large teams of creative scientists and engineers sent winged spaceships into orbit - it is facing what may be a bigger challenge: a brain drain that threatens to undermine safety as well as the agency's plans. Space experts say the best and brightest often head for the doors when rocket lines get marked for extinction, dampening morale and creating hidden threats. They call it the "Team B" effect. "The good guys see the end coming and leave," said Mr Albert D. Wheel on, a former aerospace executive and Central Intelligence Agency official. You're left with the B students." NASA acknowledges the effect and its attendant dangers. It has taken hundreds of steps, including retention bonuses for skilled employees, new perks like travel benefits and more safety drills. Through cuts and attrition in recent years, the shuttle work force has declined to 7,000 workers from about 17,000.

Source: Hindu

IAF begins establishing first LCA squadron

The Indian Air Force (IAF) has begun the process of establishing the first Light Combat Aircraft (LCA) squadron -Tejas- and is getting help from Hindustan Aeronautics Limited (HAL) and Aeronautical Development Agency (ADA). Well-placed sources in the IAF said: "We already have our personnel in Bangalore and are working together

with ADA and HAL to form the squadron, an official announcement about the squadron will be made soon after we are fully ready." A senior retired IAF Official said that a squadron would, generally comprise of 18 pilots and will have a service aircraft, a standby platform and a trainer. However, he added that the number could vary depending on the aircraft and other variables. The first squadron of LCA will be the IAF's 45th squadron, the Flying Daggers. They would first be based in Bangalore before being stationed at Sulur, near Coimbatore, where the IAF wants the first squadron positioned. Speaking to Deccan Herald, ADA head Mr S Subramanyam, who confirmed that the IAF personnel were in Bangalore, said: "HAL, ADA and IAF together are working on raising the first squadron." He said that a team of ground support personnel and technicians, who have been identified after due diligence would assist the IAF in establishing the squadron so that there is proper product support, besides having set up labs and other facilities.

Source: Deccan Herald

Aviation Ministry Rejigs Route Norms for Better Connectivity

The aviation ministry is reworking the capacity distribution norms for airlines to ensure better connectivity for smaller cities and towns, but the move could spell problems for carriers not geared up for small airports. Experts say while the new route dispersal guidelines, which require airlines to increase flights to small cities and towns, will boost air transport infrastructure, they can also balloon costs for airlines that don't have smaller aircraft and prefer operating only on profitable metro routes. "In the new guidelines, we are trying to expand Category I by adding to its small cities from Category III, say Ahmadabad, which have good connectivity and demand," a senior civil aviation ministry official said. The new route dispersal guidelines are awaiting the aviation minister's approval and could be cleared within a few weeks. Noncompliance could lead to an airline's licence being scrapped.

Source: Economic Times

DGCA to be restructured

The aviation industry regulator, Directorate General of Civil Aviation, would be restructured and named Civil Aviation Authority. This was stated here. Mr Zaidi, Secretary, Civil Aviation Ministry while launching "India Aviation-2012", the third international Exhibition and Conference on Civil Aviation. The event will be held at Begumpet Air port from March 14 to 18, 2012. Mr Zaidi said steps were also underway to set up a full-fledged Independent Accident Investigation Board. Noting that it would be necessary to redefine the parameters of regulation, in order to assure travellers the guarantee of safety, he said to prevent recurrence of accidents, an independent Civil Aviation Accident Investigation Committee had been set up within the ministry. The panel would co-ordinate and oversee the investigation into accidents. It would also undertake effective follow up of compliance of its recommendations, he said.

Source: Deccan Herald

Chandrayaan-2 may explore water, other volatile substances near South Pole

The Chandrayaan-2 mission, carrying a Russian-built lander and a small Indian rover, could set off in 2013 to look for water and other volatile substances near the South Pole of the Moon. Chandrayaan-2 has an orbiter, equipped with cameras and scientific instruments, which will circle the Moon. The lander will go down to the lunar surface, carrying its own suite of instruments as well as the rover. The Indian Space Research Organisation (ISRO) has to develop both the orbiter and the rover. Russians are also planning a lunar mission of their own, Luna-Glob, which is likely to take place in 2014. The lander for this mission is similar to the one flying on the Chandrayaan-2 (which the Russians call "Luna-Resource.") Both landers will have a "practically identical package of scientific instruments," according to a presentation made by Igor Mitrofanov of the Institute of Space Research in Moscow and others at the 42nd Lunar and Planetary Science Conference held in the U.S. in March this year.

Source: *Hindu*

ISRO's commercial arm Antrix gets new chief

National space agency ISRO began the first shot at corporatising 'mini ratna' commercial arm Antrix Corporation by naming a full-fledged Chairman and Managing Director to the body. Dr V.S. Hegde, Scientific Secretary, ISRO, becomes the first official to hold the post in the relatively independent corporation; and the first non-Chairman of ISRO to head it. The new CMD will also reconstitute the 10-member board in about a month, ISRO's Chairman, Dr K. Radhakrishnan, announced. The board would continue to have a mix of members drawn from ISRO, industry and academic but the private sector directors would have fixed tenures, he said. The board has Mr Ratan Tata of Tata Sons; Mr Jamshyd Godrej, MD of Godrej & Boyce Ltd; and Mr P. Ravindra Reddy, MD of MTAR Technologies Ltd, as industry representatives. Their companies also supply hardware for ISRO's satellite and launcher programmes.

Source: *Hindu Business Line*

GSAT-12 reaches its home in a circular geo-synchronous orbit

India's communication satellite GSAT-12, put in orbit on July 15, reached its home in a circular geo-synchronous orbit at an altitude of 36,000 km. The Polar Satellite Launch vehicle (PSLV-C17) of the India space Research Organisation (ISRO), which lifted off from the space station at Sriharikota on July 15, 2011, put the 1,410 kg GSAT-12 in a sub geo-synchronous transfer orbit (sub-GTO) with an apogee of 21,020 km and a perigee of 284 km.

Challenging operation

After the satellite was put in a sub-GTO, the liquid apogee motor (LAM) on board was fired once each day from July 16-19 to circularise the orbit at an altitude of 36,000 km. On July 16 and 17, commands were given from the Master Control Facility (MCF) at Hassan in Karnataka to the LAM to take the satellite's apogee from 21,020 km to 36,000 km when the satellite was at its perigee.

Source: *Hindu*

GSAT-12 To Be Operational In 8 Weeks

A week after the successful launch of the GSAT-12 by the Indian Space Research Organisation (ISRO) from the Sathish Dhawan Space Centre in Sriharikota, ISRO Chairman Dr K Radhakrishnan said that the satellite would be operational in eight weeks. Addressing the media at the Master Control Facility (MCF) here, he said that the spacecraft controllers at the MCF successfully deployed the 1.2 metre reflector antenna which was on board the satellite, which concludes all aspects of the deployment and was in its final orbital configuration towards earth. "The GSAT-12 satellite was on continuous radio-visibility from the MCF," he said. He said that the two MCF centres in Bhopal and Hassan had been controlling the constellation of Indian satellites and added that all control of GSAT-12 had now been taken over by the Hassan facility. He explained that the GSAT-12, carrying 12 transponders in the extended C Band was one of the heaviest launches PSLV-C17. Dr Radhakrishnan shared that the same was now in circular orbit at 36,000 kms above earth.

Source: *Indian Express*

Space shuttle comes to halt after 30 yrs

Atlantis astronauts returned International Space triumph bringing an end to 30-year shuttle journey last, rousing to - that drew cheers A crowd of 2,000 t near the landing st - thousands more packed Space Centre and others watched as NASA's longest space flight procameto a close. "After serving the world for years, the space shuttle's earned its place in history. And it's come to a final stop," commander Christopher Ferguson radioed after a ghost like Atlantis glided through the twilight. "Job well done, America," replied Mission Control. With the space shuttles retiring to museums, it will be another three to five years at best before Americans are launched again from US soil, as private companies gear up to seize the Earth-to-orbit and-back baton from NASA.

Source: *Deccan Herald*

India hopes to fly indigenous 90-seater aircraft in five years

India hopes to test fly its first indigenously-developed 90 seater regional transport aircraft in the next five years, a top official has said. The 90-seater RTA will be developed as a team India initiative led by CSIR-National Aerospace Laboratories (NAL), which could also see some global participation, CSIR Director General Dr Samir Brahmachari said here. A committee headed by former ISRO chairman Dr G Madhavan Nair submitted a feasibility study to Council

of Scientific and Industrial Research (CSIR) recently in this regard. The Committee, which had top bureaucrats and aerospace scientists as members, has suggested a two-pronged approach — Design Development and Production Unit — to realise the objective. "The Committee has come to a conclusion that the RTA should be a narrow body turbo fan aircraft with a seating capacity for 70-90 persons and stretchable to 80-100 persons," Dr Brahmachari said. The total project cost is estimated at Rs 7,700 crore — Rs 4,500 for the design and development

stage and Rs 3,200 for the production unit, he said. The Dr Nair Committee has also suggested that the government pick up the entire tab for the design and development state and has favoured a joint venture route for setting up the production facility. The panel has set a target of six-eight years for completion of the development and production stage of the project. "We hope to have the prototype ready in the next five years assuming that the project takes off in 2012," Dr Brahmachari said.

Source: Economic Times

BrahMos air variant to be tested by 2012

India will test the air variant of BrahMos supersonic cruise missile before the end-of 2012, a top official of BrahMos Aerospace said. "We are going to test the missile from air so that it can be inducted into the Indian Air Force. The testing will be done before the end of 2012," BrahMos Aerospace CEO Mr A Sivathanu Pillai said. BrahMos has already been inducted into the Army and Navy after successful tests. Mr Pillai said the DRDO was working on increasing the speed of its missiles. "We are also working on achieving hypersonic speed. It will take some five years from now." Former President Dr A P J Allidul Kalam had recently asked the BrahMos Aerospace to develop an hypersonic version that should be able to deliver its payload and return to base. The missiles developed by BrahMos can travel at speeds of Mach 2.8 (2.8 times the speed of sound) against US' Tomahawk at 0.8 Mach.

Source: Times of India

4th Bangalore Nano to Begin from Dec 8

The city is all set to host the Fourth Edition of the Bangalore Nano, but India's understanding is still poor", said Dr C N R Rao, President of Jawaharlal Nehru Centre for Advanced Scientific Research (JNCASR). In his remark, he went on to explain the untapped potential of Nano technology and its vast scope. Speaking at the curtain raiser event for Bangalore Nano, he said that scientists around the world did not fully understand the technology as yet. He later said that India should do all it can to catch up with the technologies being developed by China and the United States of America within the next year or will be left behind. The event hosted by the Department of IT, BT and S&T, Government of Karnataka, along with the Vision Group on Nanotechnology led by Prof Rao will be held on December 8.

Source: Indian Express

Ajai Shukla: How about a Department of Aerospace?

A number of strands are coming together in structuring India's air power capability for the second quarter of the 21st century. The indigenous Tejas light fighter, developed by the Aeronautical Development Agency (ADA), is entering production and an improved Tejas Mark II is being developed. Riding this success, ADA is developing a fifth generation medium fighter, called the Advanced Medium Combat Aircraft (AMCA). Simultaneously, the overseas acquisition of 126 medium

multi-role combat aircraft (MMRCA) is nearing a close with Dassault's Rafale and Eurofighter's Typhoon in a race to the finish line. In the heavy fighter category, the redoubtable Sukhoi-30MKI is being upgraded even as more trickle into the fleet. Meanwhile, Sukhoi and Hindustan Aeronautics Ltd (HAL) are working together on the Indo-Russian Fifth Generation Fighter Aircraft (FGFA).

Source: Business Standard

City students' Unmanned Aerial Vehicle soars high in US

It was a dream come true for five Bangalore students when their 'baby' took off on the tarmac, which is generally used by sophisticated US naval aircraft. Not just that, by flying their Unmanned Aerial Vehicle (UAV), these students also stood first in Asia and third in the world displaying their technological prowess. For the last one year, it has been the dream of students to build aero models. "We would take these aero models made out of thermocol out of Bangalore to fly it manually. UAV is made of balsa wood while its wings are manufactured using thermocol. The engine is electrically powered for which they have coded to take instructions. The instructions are sent from a laptop to the autopilot device installed in the UAV. This auto pilot, we fondly called as 'paparazzi'".

Source: Bangalore Mirror

Surface-to-surface missile test-fired

India successfully test fired a new surface-to-surface short range missile - "Prahaar"- from the DRDO-run Interim Test Range at Chandipur in Balasore district in north Orissa. The 7.3-metre-long missile weighing about 1,280 kg was test fired from a mobile launcher parked at the launch pad number three of the premier missile testing centre at 8:20 am. "The missile equipped with state-of-the-art high accuracy navigation, guidance and electro mechanical actuation systems with latest onboard computer achieved terminal accuracy of less than 10 metres," a statement released ITR, Chandipur said. The flight path of the indigenously developed missile was tracked and monitored by radar and electro optical systems located at different places along the Orissa coast. A ship of the Indian Navy anchored near the target point in the Bay of Bengal witnessed the final event. A ship of the Indian Navy anchored near the target point in the Bay of Bengal witnessed the final event. Aimed at providing the Indian Army a cost effective, quick reaction, all weather and all terrain high accurate battle field tactical support system, the newly launched missile which has the capability to hit a target at a distance of 150 km carrying different types of warheads up to 200 kg has been developed by Defence Research and Development Organisation scientists in a short span of less than two years.

Source: Deccan Herald

Association with NAL 'development partnership' only: Mahindra

The Mahindra group today said their association with National Aeronautics Laboratories (NAL) was a "development partnership" and was confined to produce five seater aircraft only. A company spokesperson said the components business and the other aircraft programmes were "completely outside" their relationship with NAL. On the Mahindra Group acquiring Australian Companies GippsAero and Aerostaff, he said the total investments were of the order of Rs 175 crore spread over a period of many years. The deal was closed last year in June, he added. As per the agreement, Mahindra would retain the existing managements of GippsAero and Aerostaff Australia, securing the services of the founders who had developed this technology. Mahindra Aerospace has planned to manufacture utility aircrafts with seating capacity of five, eight, ten and 18. The company's Chief Technology Officer Mr Karthik Krishnamurthy had recently said the aircrafts would be used for tourism, cargo and adventure sport than as commercial aircraft. The prototype of the five-seater aircraft, expected to be released shortly, would be jointly developed by Mahindra along with National Aeronautics Laboratories, which is a first in public-private partnership.

Source: *Business Standard*

Tata bid to take off in aerospace

The \$70-billion Tata group is quietly building its presence in the aerospace industry that has recently seen significant investment from the private sector. It is in the process of applying for licences from several central government ministries, predominantly the defence ministry, to sell helicopters that it plans to assemble at its joint venture with Italian conglomerate Finmeccanica's AgustaWestland. Speaking to The Telegraph, Tata Services Ltd resident director Mr Bharat Wakhlu confirmed that the group had applied to the defence ministry as well as other government agencies for licences. The Tata group and AgustaWestland decided in early 2009 to form a joint venture that would establish a plant to assemble the AW 119 helicopter - an eight-seater utility copter meant for both defence and civilian uses. The deliveries were supposed to start by 2011, but the deadline has since been pushed back by a year. Sources said the joint venture was concurrently applying for licences as it went about putting up the assembly unit in Hyderabad. At the time the joint venture was formed, the production target was fixed at 30 units a year.

Source: *The Telegraph*

Cabinet to take up Mirage 2000 upgradation

The over \$3 billion deal with France for upgrading the Mirage 2000 aircraft, in the Indian Air Force (IAF) fleet, is likely to be considered at the next meeting of the Cabinet Committee on Security (CCS) here. "Two proposals related to upgrade of the 51 Mirage 2000 aircraft in the Indian Air Force fleet are expected to be considered CCS at its next meeting," a Defence Ministry official said. The two proposals under the government consideration include one for the upgrade of systems of the aircraft and the other for over 400 MICA missiles for the upgraded fleet. Under the contract, French firms Dassault and Thales will upgrade engines, avionics, navigation systems, mission computers, electronic warfare

systems and radars and will help bring the aircraft to the Mirage-2000-5 standards.

Source: *Deccan Herald*

Two More Transport Aircraft Arrive from US

Two more Super Hercules C-130 J airlifters, purchased from the US, have arrived in India taking the number of these transport aircraft in the IAF to four. The remaining two aircraft will reach India by September. The aircraft, flown by IAF pilots, have already reached Hindon airbase in Uttar Pradesh. 'The aircraft have been flown in by IAF pilots after getting trained in the US,' a senior IAF official said. India has contracted for six of these aircraft from the US firm Lockheed Martin for \$962.7 million with an option to buy six more whenever the need arose. The acquisition has been done to replace the ageing fleet of the Russian transport aircraft. The first two aircraft were inducted earlier this Year. C-130J is the upgraded version of the C-130 Hercules; with new engines, fight deck and other systems.

Source: *Indian Express*

Mirage Upgrade Deal Cleared

The Cabinet Committee on Security (CCS) cleared the \$3.8 billion upgrade deal for French-built Mirage-2000 fighter jets, which has been in limbo for long due to disagreement between the two sides over price. The high value deal would entail up gradation, of 52 Mirage combat jets by French company Dassault Aviation leading to an addition of 20 years in the life of the aircraft inducted in 1980s. "The deal has been cleared by the CCS chaired by Prime Minister Dr Manmohan Singh and a contract would be signed soon," Defence Ministry officials said. The deal will include cost of weaponry and setting up of facilities at Indian defence major Hindustan Aeronautics Limited (HAL). The deal was earlier expected to be signed during French President Mr Nicholas Sarkozy's visit in December last year. But the issue of price remained unsolved.

Source: *Indian Express*

Time we privatised Air India

The Air India saga goes on endlessly. There is no possibility of the airline's continued survival except on the basis of open-ended and unlimited budgetary allocations. Its accumulated losses (before tax) for the three years, 2007-08 to 2009-10, are more than Rs. 15,000 crore. Its net worth, despite repeated capital infusion by the government was negative to the tune of Rs. 4,481 crore in 2009-10, and it employs 256 personnel per aircraft against the industry average of 156!. The various turn around plans prepared by outside agencies and experts are virtual non-starters as their implementation requires a modicum of normal corporate behaviour that is apparently not possible in a politically vitiated and demoralised environment. The Maharaja is not just

sick; it seems to have entered a stage of terminal decline.

Source: *Hindu Business Line*

Aviation min wants Rs 42K cr for AI

It might turn out to be the mother of all bailouts with the civil aviation ministry set to pitch for a Rs 42,000 crore succour for Air India. The ministry, which is being blamed for turning the Maharaja sick due to a merger of Indian Airlines and Air India, is going to tell the group of ministers next week that the national carrier will need Rs 42,000 crore over the next eight to nine years and over 130 more planes on lease. And, in suggesting the requirements, the ministry seems to have simply lifted the recommendations of SBI Caps without putting much thought to the overall

implications. Even if the funding is spread over nine years, the government would need to earmark nearly Rs 5,000 crore annually to Air India, which has already received several bailouts in addition to guarantees to fund its fleet expansion plan. Besides, the airline is seeking fresh guarantee to get a loan restructuring from banks. Air India's fund requirement is significantly higher than the mega bailouts provided to financial institutions such as UTI, IDBI and IFCI a decade ago, where retail investors' funds were involved. In recent years, the government has provided equity support to public sector banks to ensure that it retains over 51% stake. Since 2008, the government has provided over Rs 30,000 crore for this.

Source: *Times of India*

IUTAM SYMPOSIUM ON BLUFF BODY FLOWS

Date: December 12-16, 2011

Venue: IIT Kanpur, India

For Further Details : <http://www.iitk.ac.in/blubof2011>

SAROD - 2011

5th Symposium on Applied Aerodynamics and Design of Aerospace Vehicle

Date: 16-18 November 2011

Venue: Eagleton Resorts, Bangalore, India

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