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पवन हंस लिमिटेड
Pawan Hans Limited

News Clipping

INDUSTAN TIMES, NEW DELHI
FRIDAY, AUGUST 01, 2014

Aviation Minister reviews performance of Pawan Hans



The Minister of Civil Aviation (MoCA) P. Ashok Gajapathi Raju has recently reviewed the performance of Pawan Hans. Anil Srivastava, CMD, Pawan Hans has given a brief presentation to the minister in the presence of

Ashok Lavasa, Secy, MoCA and other senior officials of MoCA and Pawan Hans.

Srivastava apprised the minister about various activities, achievements and initiatives taken by the company in the

financial year 2013-14 and also discussed the future business strategies of the company.

During the review meeting, the Minister of Civil Aviation and Secy MOCA recognised the enhanced credit rating and various safety measures taken by Pawan Hans and also appreciated the award received by PHL for its operational excellence in 2013. This prestigious award was given to PHL by Padma Shri and Padma Bhushan Dr. Apathukatha Sivathanu Pillai, a distinguished scientist and Chief Controller, R&D, DRDO who is also the CEO and MD of BrahMos Aerospace organised by Indian Institute of Industrial Engineering. Raju conveyed his best wishes to PHL team for maintaining the best performance in the first quarter of financial year 2014-15.

Pawan Hans Conferred with Operational Excellence Award



Padmabhushan Dr. Sivathanu Pillai presented operational excellence award to Pawan Hans for its overall organisational effectiveness and various business initiatives at a function in Mumbai.

New Delhi
July 30

Pawan Hans bagged Prestigious Award for its Operational Excellence in Golden category for Overall Organisational Effectiveness for the year 2012-13 during 18th CEO's Conference organised by IIE.

Padmabhushan Dr. Sivathanu Pillai, CEO & MD, BrahMos Aerospace presented this prestigious award to Sh. Sanjiv Bahl, Executive Director, Pawan Hans and Sh. Himanshu Srivastava, Head (Engg), Western Region on behalf of Pawan Hans in the presence of Commander (Retd) B M Bhandarkar, Chairman, Indian Institution

of Industrial Engineering. Other Policy Makers, Business Leaders, Senior Bureaucrats, Industrialist and Academicians were also present at this mega event and recognised the leadership qualities and potential of Pawan Hans for the growth of the Helicopter Industry in India.

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दैनिक जागरण नई दिल्ली, 1 अगस्त 2014

कारपोरेट हलचल

मंत्री ने की पवन हंस की समीक्षा

केंद्रीय नाविक जहाजन मंत्री पी अशोक गजपती राजू ने पवन हंस की समीक्षा के लिए बैठक की। बैठक में पवन हंस के सीएमडी अनिल श्रीवास्तव ने कंपनी के कामकाज का बारीक फल दिया। इस बैठक पर नाविक जहाजन मंत्री अशोक गजपती राजू ने उद्बोधित थे। बैठक में नाविक जहाजन मंत्री व सचिव ने कंपनी की की हुई क्रेडिट रेटिंग और पवन हंस का इस अवसर पर से तुलना प्रदर्शित का जवाब दिया।





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अध्यक्ष एवं प्रबंध निदेशक की कलम से



मित्रो,

विगत वर्ष की सधी हुई तैयारी के सार्थक परिणाम दिखाई देने लगे हैं। वितीय वर्ष 2014-15 की पहली तिमाही की प्रगति सफलता की ओर हमारे बढ़ते कदमों को गति और उत्साह प्रदान करने वाली है। वितीय आंकड़ों के साथ ही हमारे द्वारा किए जाने वाले कार्यों की पहचान हमें एक अलग स्थिति में खड़ा करती है। पहचान हमें हमारे उत्तरदायित्वों का बोध कराती है, साथ ही चुनौतियों के लिए तैयार रहने की प्रेरणा भी प्रदान करती है।

वस्तुतः हमारे द्वारा किए जाने वाले कार्य की सार्थकता भी कहीं न कहीं एक सार्थक पहचान से जुड़ी है। उत्तर पूर्व में हमारी उपस्थिति हमें इस क्षेत्र के लिए अपरिहार्य बनाती है। विगत वर्ष में की गई पहल के रूप में कोलकाता में प्रारंभ हमारे परिचालनों के परिणाम अब दिखाई देने लगे हैं और 'सिटी ऑफ जॉय' के नाम से विख्यात इस महानगर में हमारे विविधतापूर्ण सेवाओं की जन सामान्य और कारोबारी समूह में लोकप्रियता दिनोदिन बढ़ती जा रही है। धार्मिक हेली पर्यटन की बढ़ती मांग के बीच उत्तर भारत के दो मुख्य मौसमी धार्मिक यात्राओं के रूप में श्री केदारनाथ धाम और श्री अमरनाथ धाम की यात्रा को सुगमतापूर्वक पूर्ण कराने में पवन हंस द्वारा प्रदान की गई हेलीकॉप्टर सेवाओं की अहम भूमिका रही है। इस वर्ष भी हमने अपनी सेवाएं इसी समर्पण और उत्साह की भावना से प्रदान की।

वस्तुतः हम समझते हैं कि आज हम निरंतर परिवर्तन, जटिलताओं और चुनौतियों के युग में हैं। हमें इस सबका सामना करने के लिए एक उर्जावान परिवेश बनाना होगा, फिर चाहे चुनौतियां मानव संसाधन प्रबंधन की हों, परिचालनगत अवरोध की हों या नई प्रौद्योगिकी के अंगीकरण की ही क्यों न हों।

हमारी पहल को प्रोत्साहित करने वाले कुछ दृष्टांत हमें आगे बढ़ने में सहायता प्रदान करते हैं, एक उर्जावान परिवेश बनाने में मदद करते हैं। हाल ही में पवन हंस को हासिल परिचालनगत उत्कृष्टता पुरस्कार 2013 को, मैं इसी श्रेणी में रखता हूँ। वर्ष 2012-13 के दौरान पवन हंस की उत्कृष्ट परिचालनगत सेवाओं के लिए ब्रह्मस एयरोस्पेस के विशिष्ट वैज्ञानिक व प्रबंध निदेशक के रूप में कार्यरत पद्मश्री व पद्मभूषण डॉ० सिवाथनु पिल्लई के द्वारा प्रदान किए गए परिचालनगत उत्कृष्टता पुरस्कार 2013 के द्वारा हमें भरपूर प्रेरणा प्राप्त हुई है।

इसी प्रकार की प्रेरणा हमें हाल ही में नागर विमानन मंत्रालय में संपन्न समीक्षा बैठक में प्राप्त हुई। माननीय नागर विमानन मंत्री द्वारा की गई पवन हंस लिमिटेड की समीक्षा के दौरान पवन हंस के संबंध में माननीय मंत्री महोदय द्वारा की गई सार्थक टिप्पणी हमें भारत के राष्ट्रीय हेलीकॉप्टर परिचालन के रूप में नेतृत्वकर्ता की भूमिका निभाने का उत्साह प्रदान करता है। मैं, माननीय मंत्री महोदय द्वारा पवन हंस की सुधरी हुई क्रेडिट रेटिंग और संरक्षा पहलों पर सख्ती से अमल करने जैसे घटकों के लिए बधाई दिए जाने की बात को रेखांकित करते हुए उम्मीद करता हूँ कि हम सदैव अपने प्रदर्शन को बेहतर बनाने में सक्षम सिद्ध होंगे। आइए, हम अपनी असीम सृजनशीलता को सशक्त करें। स्वयं पर और अपने भविष्य पर पूरी सकारात्मक आस्था रखें और एक बेहतर पवन हंस के निर्माण के कारक बनें।

(अनिल श्रीवास्तव)

अनिल श्रीवास्तव

अध्यक्ष एवं प्रबंध निदेशक

अनिल श्रीवास्तव

अध्यक्ष एवं प्रबंध निदेशक

हमारी पहल को प्रोत्साहित करने वाले दृष्टांत हमें आगे बढ़ने में सहायता प्रदान करते हैं। वर्ष-2012-13 के दौरान पवन हंस की उत्कृष्ट परिचालनगत सेवाओं के लिए पद्मश्री व पद्मभूषण डॉ० सिवाथनु पिल्लई के द्वारा परिचालनगत उत्कृष्टता पुरस्कार 2013 से हमें प्रेरणा प्राप्त हुई है। पवन हंस की सुधरी क्रेडिट रेटिंग और संरक्षा पहलों पर सख्ती से अमल करने जैसे घटकों के लिए मा० नगर विमानन मंत्री महोदय द्वारा बधाई दिये जाने की बात हमें अपने प्रदर्शन को बेहतर बनने में प्रोत्साहित करता है।



सम्पादकीय

नए कलेवर में हंसध्वनि का नया अंक प्रस्तुत करते हुए मुझे हार्दिक प्रसनता हो रही है। "उद्यमेन हि सिद्धान्ति कार्याणि न मनोरथैः" संस्कृत की यह एक पुरानी सूक्ति है जिसका अर्थ है कार्य उद्यम से पूर्ण होते हैं सोचने मात्र से नहीं। सोचना तो प्लानिंग अर्थात् योजना बनाने की प्रक्रिया का हिस्सा है। कार्यान्वयन अर्थात् एक्जीक्यूशन वास्तविक एवं सर्वाधिक महत्वपूर्ण है। ईमानदारी से की गई मेहनत ही सफलता की सुनहरी चाभी होती है। पवन हंस की हंसध्वनि इसी टीम भावना को प्रसारित करने में अपना योगदान प्रस्तुत करती रही है।

पूर्णतः मनोयोग से तैयार इस अंक में संरक्षा पहलुओं को महत्व प्रदान करने से जुड़ा आलेख हमारी परिचालनगत गतिविधियों का समन्वय है और बेहतर परिचालन कंपनी की आत्मा है। तकनीक से जुड़ाव व इससे जुड़े मिथकों से संबंधित आलेख जहाँ हमारा ज्ञानवर्धन करेगा वहीं विभिन्न प्रकार के गैजेट्स के उपयोग में हमें दक्षता प्रदान करने में सहायक होगा व कुछ प्रचलित भ्रांतियों का निवारण भी कर पाएगा। तनाव प्रबंधन से जुड़ी एक प्रस्तुति हमारी कार्यक्षमता को बढ़ाने में सहायक होगी। मौसम मानसून का है और वातावरण में अनेक परिवर्तन दिखाई दे रहे हैं जिनसे जुड़े आलेखों और अन्य नियमित स्तंभों को भी आपकी रुचि व कार्यालयीन परिवेश में उपादेयता को ध्यान में रखते हुए ही इसमें समाहित किया गया है।

हम उम्मीद करते हैं कि प्रत्येक अंक के साथ ही आप सभी की रचनात्मकता भी उभरकर आएगी और हमें आप सभी के फीड बैक पत्र ईमेल के रूप में प्राप्त होंगे। वस्तुतः आपकी प्रतिक्रिया हमें आगे की दिशा तय करने में सहायता करती है और यह एक प्रकार का अन्योन्याश्रय संबंध है जिसमें अंततः दोनों को ही लाभ की प्राप्ति होती है। इससे आप को जहाँ एक ओर बेहतर सामग्री प्राप्त होती है वहीं दूसरी ओर हमें बेहतर सामग्री प्रदान करने की प्रेरणा मिलती है।

पूर्णतः हिंदी में प्रकाशित विगत अंक के प्रकाशन के पश्चात् समय की मांग और कारोबारी हितों को साधने के लक्ष्य को ध्यान में रखते हुए मूलतः अंग्रेजी सहित मिश्रित भाषा में प्रस्तुत इस अंक के लिए आपकी प्रतिक्रिया की हमें प्रतीक्षा रहेगी।

आपका

आर.बी. कुशवाहा

SOME COMMON TECH MYTHS

Whether be at work or at home, I came across several people who still believe in some common tech myths. I tried telling them some facts about technology but these people will never listen. I think it is time to have these common myths busted so that people who still feel these are true, can get to know what real truth is.

Myth 1:

Switching off power without shutting down damages the PC

The first myth I came across years ago was that if you turn the power off of your computer without shutting it down, it will damage the hardware of the system. However the truth is, it will for sure affect your data that was unsaved but it will never affect your hardware or the software.

Myth 2:

Files deleted from Recycle Bin are deleted permanently

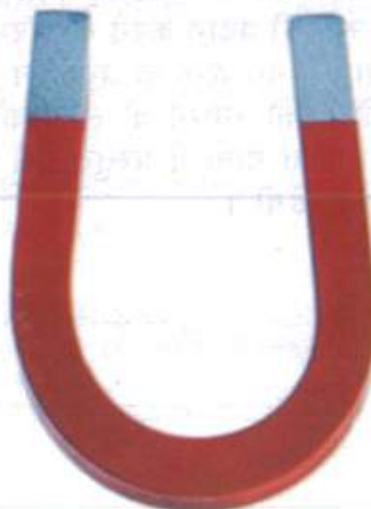


File recovery is possible using the file recovery software until the memory space has not been overwritten by some other data.

Myth 3:

Magnets can affect the data on your disk

This is true only for the Floppy Disks which were



magnetic drives but not for USB drives as those are immune to magnets. However hard disks require strong, really strong magnets to get affected. Those found at home are not capable of doing this.

Myth 4:

Safely remove USB drive before taking out



This is a good practice to safely remove it before taking out however it is not mandatory and will not damage the pen drive. To remove a USB drive just ensure that there is no data transfer going on and if there is none, then you can eject your USB drive anytime even without safely removing it.

Myth 5:

Your Antivirus will protect you from whatever you click or install

An Antivirus requires



update before it can detect a malicious program but whenever a new virus or Trojan comes up, it takes some days for the agencies to develop the update for your Antivirus. Also every AV can't detect all types of vulnerabilities.

Myth 6:

Continuously refreshing the computer makes it faster

Right clicking to refresh the system was developed long time back to reclaim the free RAM that has just been freed after terminating some process. This was used for old systems that didn't have enough RAM, so in case of our modern computers this is

nothing more than a useless habit.

Myth 7:

MACs never get any Virus

This is one of the famous myths that people have. However the fact is that since the Windows is used by more people and is more famous



than a MAC, virus developers have developed Trojans for this only but with the increasing popularity of MACs, we have seen virus appearing for Apple's OS too.

Myth 8:

DSLR can get a better photo than a normal camera

This is somewhat true but not completely as taking a photo depends also on the photographer and not solely on the camera used. If you can't capture good shot from a



normal camera, you won't be able to capture it from a DSLR as well.

Myth 9:

More Megapixel means better photo

Image quality depends on two things, lens used and the sensor size. Megapixels are important but up to some extent only, above which it just remains as a number. Had the MPs been important everyone around would have turned into a professional photographer.

Well these were some common myths that people have. If you also have some points to add, feel free to add your comment below.

RISHI KHANDELWAL
WESTERN REGION
PAWANHANS LTD



VASTU FOR OFFICE

SOUND VASTU PRINCIPLES FOR OFFICE brings **Fame, Fortune & Wealth**

Office is a place where you spend most of the time. Proper arrangement of the office desk and office seating results in balanced progress. Office is made in order to get success and good profit Vastu office renders helps in creating positive vibrancy and atmosphere at work place. Vastu office maintains the economic growth and removes the hurdles from the business an office room designed without following the Vastu principle will be less effective and may lead to failure of the business. Office Vastu includes several points such as right office setup, slope, direction of various departments, location of the reception, position of office desk etc.

Sometimes we see an entrepreneur newly entered into business making huge investment in office becomes hugely successful in very less time..One of the major roles played in the success is the application of right Vastu principles in the office.

Points of attention for OFFICE VASTU

- The direction of the office entrance way
- The direction and setup of the owner room
- The direction for the employees to work.

- The direction and placement of stairs.
- The direction and placement of seminar and conference room.
- The colour combination of the office walls.
- The direction of the entrance.

Tips for the office Vastu

- Office should be east facing.
- Avoid irregular shape of the plot. Square or rectangle is best suited for office structure.
- North or east sides are preferred for executive and other staff.
- Water purifiers or other water bodies can be placed in North-East direction
- Owner of the business organization should face north while dealing with clients
- Staircase direction should be in South, South-west or West. Avoid stairs in centre or Brahmsthan of office.
- Toilets should be built in West or North-west side. Pantry should be constructed in South-east.
- Reception should be in the North-East.
- Avoid sitting employees under the beam.
- Waiting room might be in North-West or in the North-East.
- Colours in office should not be bright.
- It is good to place rectangular desk for the CEO or MD.
- Marketing department in the direction of northwest is considered good
- Stairs should be in clock-wise direction.
- Avoid water body in front of any entrance door.
- The sloping of floors should be towards East, North or North-East
- Room should be placed near gates.
- Staff canteen can be in South-East.
- Staff should work by facing the north or east direction
- The accounts department should be located in the southeast direction.
- Monitor of your computer should be in the right side.
- A boring or tube well in south is very harmful for finance and it should be avoided at any cost.
- Central part of the office should be kept empty.
- Purchase department should be in south or west.
- Keep the sales file - in north-west shelf on wall and Credit purchase file - in north-west corner shelf.
- Put finished goods file - in north-west corner shelf.
- Cashier should be in north

Khari Kasauti Feature Desk



HEALTH

KAPALBHATI IS MIRACLE OF YOGA

Key To Weight Loss

Kapalbhati Pranayama is undoubtedly one of the most popular forms of breathing exercises in the yoga world. And, credit for this goes none other than Baba Ramdev who has made this a household name. It is a miraculous yoga breathing exercise for complete body fitness. It even benefits in even those diseases which are impossible to be cured by medicines diabetes, asthma. 'Kapalbhati' is a Sanskrit word. 'Kapal' means forehead and 'Bhati' means light. It refers that by this breathing exercise forehead becomes luminous and lustrous, which means all diseases disappears and body becomes pure, healthy and happy.

Kapalbhati has been described in detail in Patanjali Yoga Sutras. It has many extraordinary benefits that help in many incurable diseases.

PRACTICING KAPALBHATI

There is no age bar in practicing Kapalbhati pranayama and even children can practice this. But, pregnant ladies, heart patients and high blood pressure. As yoga and pranayama was invented in India it is more suitable to Indian climatic conditions. The best place

for pranayama is peaceful area with greenery where there is abundance of oxygen. However, the best time for pranayama is early morning when stomach is empty. But, it can be practiced five hours after taking food. Some patients of chronic diseases are advised to practice pranayama twice a day. After Kapalbhati Pranayama food should not be taken for at least half an hour. A little amount of water can be taken if needed anytime. It is very easy to practice for everyone. The primary thing is to breathe in normally and breathe out forcefully so as to influence the organs of the abdominal area.

METHOD OF KAPALBHATI PRANAYAMA TECHNIQUE

The method is very simple. Keep the body relaxed. The process is very simple. You inhale air and then exhale. While exhaling force exerted should be low and commensurate to body strength. Continue this practice till you can perform comfortably.

BENEFITS OF KAPALBHATI

Kapalbhati Pranayama also helps reduce abdominal fat, fight obesity, tone abdominal muscles and bestow core abdominal

strength and power. It also reduces stress and emotional debris. The path of purification of nadis increases the enhances vitality of life-force and rejuvenates Kundalini Shakti in the body. In addition to that there are many secondary benefits.

- Generates heat in the system to help dissolve toxins and waste matter.
- Adds luster and beauty to your face.
- Cautions for Kapalbhati Yoga Pranayama (Kapal Bhati Breathing Exercise):
- If you feel dizzy or nauseous you should slow down the force and pace of Kapalbhati pranayama or stop entirely and return to normal breathing.
- If you have acid or heat related gastric issues such as ulcers you should use caution with Kapalbhati Pranayama.
- Kapalbhati is not to be practiced by those suffering from high blood pressure, heart disease, stroke or epilepsy.
- If you need to cure your body then Kapalbhati can do wonders. It also helps in regaining poise in emotions

Khari Kasauti Feature Desk

CHAR DHAM IN SEARCH OF GODS IN HIMALAYA'S



Some call it the rejuvenation of mind, body and soul' and for some others, it is just an escape from the city's clutter to get close to Mother Nature and admire its beauty and serene landscapes. Whatever the reason, Char Dham Yatra is a must not just for Hindus because of its religious significance but for everybody who want to relish and get drenched in the beauty of nature.

Adi Shankaracharya, the great Hindu philosopher and reformer, conceptualized the Char Dham yatra or pilgrimage to four holy abodes of Gods, to revive the Hindu religion during the 8th century. Badrinath in the north,

Puri in the west, Rameshwaram in south and Dwarka in the west were the four dhams conceptualised by Adi Shankaracharya.

However, today Char Dham yatra often refers to Yamunotri, Gangotri, Kedarnath and Badrinath in the Himalayan region of Garhwal in Uttarakhand. It is believed that a visit to the Char Dham, washes away all sins and helps a person achieve 'moksha' (freedom from the cycle of life and death). While Kedarnath is home to Lord Shiva and Badrinath to Lord Vishnu, Yamunotri and Gangotri represent Yamuna and Ganga respectively, both of whom are considered divine mothers since they are credited with bringing up and supporting the Indian civilization. It is best to plan this trip between May-October since these temples remain closed during rest of the year due to extreme weather conditions.

and supporting the Indian civilization. It is best to plan this trip between May-October since these temples remain closed during rest of the year due to extreme weather conditions.

HOW TO REACH:

BY AIR: To reach Yamunotri, Gangotri, Badrinath and Kedarnath, the nearest airport is Jolly Grant near Dehradun. Taxis, private cars, state road transport buses are available from the airport to Gangotri via Rishikesh.

BY TRAIN: The nearest railhead from Yamunotri is Dehradun. Rishikesh is the nearest railhead for Gangotri, Kedarnath and Badrinath.

BY ROAD: Uttarakhand State Transport Corporation operates bus services from Delhi-Rishikesh daily. Garhwal Mandal Vikas Nigam Ltd (GMVNL) organises package tours for Char Dham with 2X2 DLX/Coach Bus.

PAWANHANS HELICOPTER CHARTER SERVICES ALSO AVAILABLE FOR CHAR DHAM YATRA

More details information contact us at:

www.pawanhans.co.in

PRIORITY OF SAFETY : PAWANHANS

Loss of Control in Helicopter Accidents

International Helicopter Safety Team (IHST) defines Loss of Control in Helicopter operations as an event precipitated by either insufficient engine power or main rotor RPM that were NOT attributable to a mechanical failure. In each such event, the situation deteriorates as the performance demands required progress beyond what the helicopter could provide. By the time the pilot realizes the situation, the condition exceeds the pilot's ability to control the aircraft resulting in an accident. Most of the accidents in such situations follow similar sequence of occurrence. We in PHL also have faced accidents due to loss of control in history of our operations.

Accident data of helicopters



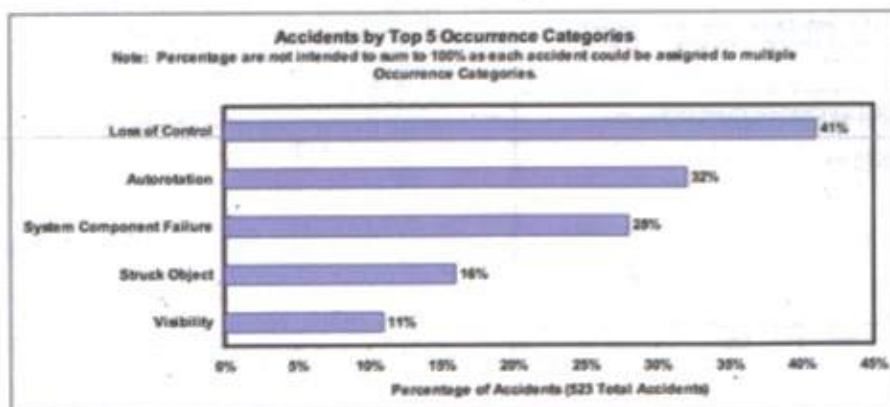
was analyzed by the Joint Helicopter Safety Analysis Team, a sub-committee of the IHST. From 2006 to 2011, the analysis team completed an analytical review of three years of U.S. helicopter accident data from 523 different accidents.

The IHST's analysis team cited Loss of Control as an accident occurrence more frequently than any other category. The team noted Loss of Control was evident in 217 (41%) of the 523 accidents they analyzed and the following chart shows how Loss of Control compared to other occurrence categories.

There were a number of more detailed sub-occurrence categories encompassed under Loss of Control. However, Performance Management was selected more than twice as often as any other (79 out of 217 Loss of Control accidents). From the NTSB investigations for each of these cases, many of the performance management problems in the accidents involved one of three scenarios:

- Low main rotor rpm during practice autorotation
- Tailwind during hovering, takeoff, or landing
- High density altitude operations

The analysis team assessed the series of problems that were evident in each event and determined that pilot judgment and actions were contributory to 99% of the accidents where Loss of Control from Performance



Management occurred.

For the three scenarios previously listed, a lapse in pilots judgment and actions manifested itself in the following ways:

Practice Autorotation

- The instructor allowed low main rotor rpm during their demonstration of the maneuver. A power recovery was necessary, but either was not attempted or delayed until it was too late.
- The student allowed low main rotor rpm during the maneuver and the instructor either chose not to intervene or intervened too late.

Tailwind

- The pilot either underestimated or did not consider the increased power demands of hovering, taking off, or landing with a tailwind.

High density altitude

The pilot underestimated the effect of density altitude on power

required during an approach and was unable to arrest descent rate with power available.

IHST has recommended a number of interventions that could prevent such accidents. The chart shows the intervention recommendations as they applied to the 79 accidents categorized as Loss of Control from Performance Management.

The analysis team has more detailed and specific intervention recommendations that expand upon the broader, high-level recommendations shown in the chart. For the 97% of Loss of Control accidents from Performance Management where Training/Instructional methods is cited as an intervention, some of the more specific recommendations the team highlighted were:

- In-flight Power/Energy Management Training
- Simulator Training - Advanced Maneuvers

- Enhanced Aircraft Performance & Limitations Training
- CFI Training and Refresher on Advanced Handling, Cues, and Procedures
- Emphasis for Maintaining Cues Critical to Safe Flight

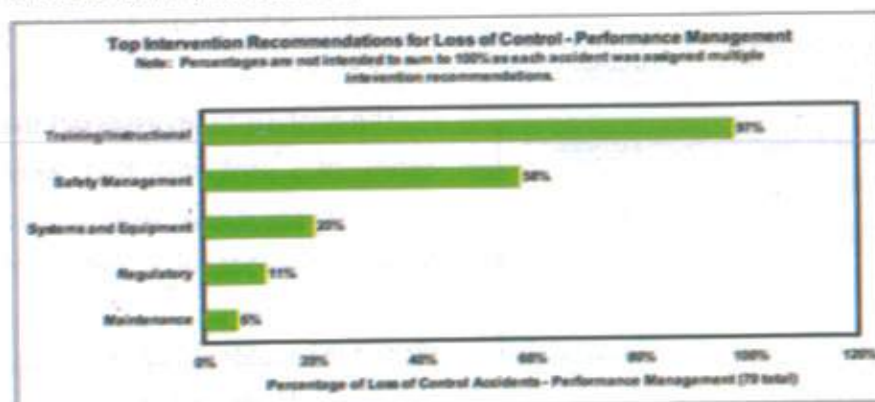
We can take some of the insight from the accident analysis and apply it to how we go about our day to day business and can be part of a change for the better.

Loss of tail-rotor effectiveness (LTE)

A precursor to complete loss of control, sometimes, is Loss of tail-rotor effectiveness (LTE) which is a very peculiar and unsafe situation in helicopters. It occurs when the tail rotor of a Helicopter is exposed to wind forces that prevent it from carrying out its function-that of cancelling the torque of the engine and transmission.

Loss of Tail Rotor Effectiveness (LTE) is a critical, low-speed aerodynamic flight characteristic which can result in an uncommanded rapid yaw rate which does not subside of its own accord and, if not corrected, can result in the loss of aircraft control.

LTE is not related to a maintenance malfunction and may occur in varying degrees in all single main rotor helicopters at airspeeds less than 30 knots. LTE is also not necessarily the result of a





control margin deficiency.

LTE has been identified as a contributing factor in several helicopter accidents involving loss of control. Flight operations at low altitude and low airspeed in which the pilot is distracted from the dynamic conditions affecting control of the helicopter are particularly susceptible to this phenomenon.

Environmental factors which can lead to LTE include higher operating-density altitudes or temperatures, and high winds. A high gross weight can also create an LTE-conducive situation.

Any maneuver which requires the pilot to operate in a high-power, low-airspeed environment with a left crosswind or tailwind creates an environment where unanticipated right yaw may occur.

There is greater susceptibility for LTE in Right Turns. This is especially true during flight at low airspeed, since the pilot may not be able to stop rotation. The helicopter will attempt to yaw to the right. Correct and timely pilot response to an uncommanded right yaw is critical. The yaw is usually correctable if additional left pedal is applied immediately. If the response is incorrect or slow, the yaw rate may rapidly increase to a point where recovery is not

possible.

Computer simulation has shown that if the pilot delays in reversing the pedal control position when proceeding from a left crosswind situation (where a lot of right pedal is required due to the sideslip) to downwind, control would be lost, and the aircraft would rotate more than 360° before stopping.

The pilot must anticipate these variations, concentrate on flying the aircraft, and not allow a yaw rate to build. Caution should be exercised when executing right turns under conditions conducive to LTE.

Causative wind-directions:

- Main-rotor vortices pushed into the tail rotor by wind. This can occur with wind coming from 10 o'clock on counter-clockwise rotors and from 2 o'clock on clockwise rotors. The wind pushes the dirty air and vortices generated from the main-rotor into the tail-rotor, preventing the tail rotor from having clean air to propel.
- Wind from the tail (6 o'clock) can cause the helicopter to attempt to weathervane into the wind. The winds passing on both sides of the tail rotor make it teeter between being effective (providing thrust) and

ineffective (not providing thrust). This creates a lot of pedal work for the pilot to eliminate unintended yaw.

- Wind moving in the same direction as the tail rotor moves air. With pusher tail-rotors, that is wind from the opposite side of the tail-rotor. With puller tail-rotors, that is wind from the same side as the tail rotor. For main rotors with clockwise rotation, that is wind from 3 o'clock. For main rotors with counter-clockwise rotation, that is wind from 9 o'clock. The wind going through the tail rotor causes an actual stall condition as it decreases the effective airspeed of the air through the tail rotor. This condition will cause an unintended yaw that may develop into a spin. Recovery from this condition may be difficult if no airspeed is available, and will require entry into an autorotation (thus removing the torque of the engine and transmission).

Factors that significantly influence the severity of onset of LTE

Gross Weight and Density Altitude. An increase in either of these factors will decrease the power margin between the

maximum power available and the power required to hover. Pilot should conduct low level, low speed maneuvers with minimum weight.

Low Indicated Airspeed. At airspeeds below translational lift, the tail rotor is required to produce nearly 100 percent of the directional control. If the required amount of thrust is not available for any reason, the aircraft will yaw to the right

Power Droop. A rapid power application may cause a transit power droop to occur. Any increase in main rotor RPM will cause a corresponding decrease in tail rotor thrust. Pilot should anticipate this and apply additional left pedal to counter the main rotor torque. All power demands should be made as smoothly as possible to minimize the effect of power droop.

To reduce the onset of LTE

- Ensure that tail rotor is rigged in accordance with the maintenance manual.
- Maintain maximum power-on rotor RPM. If the main rotor RPM is allowed to decrease, the antitorque thrust available is decreased proportionally.
- Avoid tailwinds. If loss of translational lift occurs, it will result in an increased high

power demand and an additional anti-torque requirement.

- Avoid out of ground effect (OGE) hover and high power demand situations, such as low speed downwind turns.
- Be especially aware of wind direction and velocity when hovering in low winds (about 8-10 knots) in OGE. There are no strong indicators to the pilot of a reduction in transitional lift. A loss of transitional lift results in hi power demand and increased anti torque requirement. Be aware that if a considerable amount of left pedal is already maintained, there may not be sufficient amount of left pedal movement available to counteract an unanticipated right yaw.
- Be alert to changing aircraft flight and wind conditions which may be experienced when flying along ridge lines and around buildings.
- Stay vigilant to power and wind conditions.

Recovery Techniques

Recovery is initiated by increasing forward speed, using the vertical stabilizer to reduce yaw or, if uncorrectable by application of speed or tail rotor

thrust, entry into autorotation. Note that full autorotative landing is not necessary - the mere entry into autorotation will eliminate the torque and then the spin or yaw will reduce through friction, particularly with the buildup of forward speed. At that point, power recovery (while maintaining forward speed) can be successfully accomplished.

The various wind directions can cause significantly differing rates of turn for a given pedal position. The most important principle to remember is that tail rotor is not stalled. The corrective action is to apply pedal opposite to the direction of the turn.

Avoiding LTE may be best accomplished by avoiding conditions which are conducive to LTE and taking appropriate and timely response which is essential and critical.

By maintaining an acute awareness of wind and its effects upon the aircraft, the pilot can significantly reduce exposure.

Compiled by :
M S Boora
Head Safety PHL

STRESS MANAGEMENT TIPS



What do you understand by Stress?

The way our body and mind react to life changes / situations

Stress is a psychological and physiological response to events that upset our personal balance in some way.

These events or demands are known as stressors.



Stress Management

Stress is related to life events



We can't avoid it.

Why Stress Happens?

- When a situation/condition is not Acceptable to us
- When we want to do/get something but are unable
- When ego is hurt (feedback, comments, criticism...)
- When we loose something which we feel as important
- Stress is mostly due to
 - Fear (of Future)
 - Worry (about Past)
 - And not so much due to Present Moment
- It is always due to the perception of Mind
 - Different people 'feel' different stress levels for the same situations



How do we react to stress?

- Reaction
 - FFF (Fight – Flight – Freeze)



ULTIMATELY *how each person reacts* will decide how STRESS will affect YOU

This means that whether we get “stressed out or not” depends mainly on US

Signs and Symptoms of Stress

Physical

- Poor appetite or overeating
- Feeling tired and fatigued
- Nausea & abdominal Pain
- Sleep problems
- Falling sick very often e.g. fever cough cold diarrhea
(because of lowering of immunity due to stress)



Mental

- Feeling low
- Nervousness and Anxiety
- Excessive Anger or Depression
- Being easily upset
- Poor self confidence
- Lack of Concentration
- Poor performance in studies

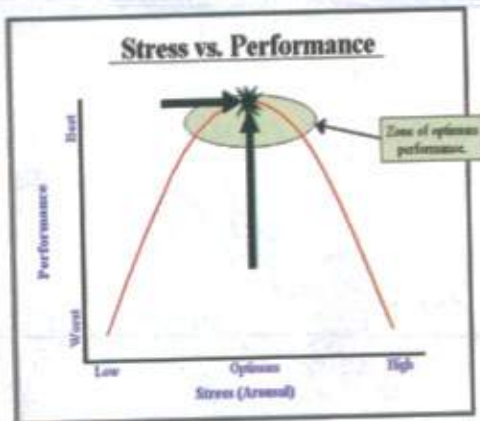


Is STRESS good or bad for us ?

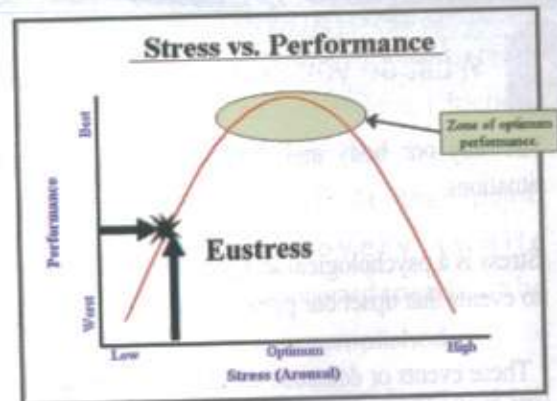
- Some amount of stress is essential for us to excel in life. This is **good stress** or “EUSTRESS”
- But when stress is too much then it **reduces performance**. This is **bad stress** or “DISTRESS”



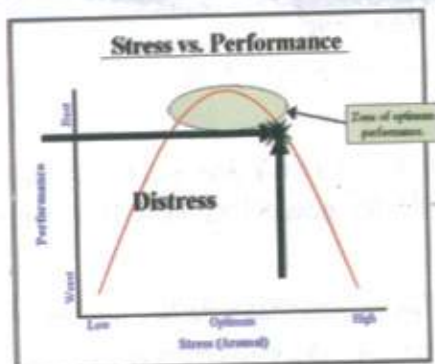
Stress and Performance:



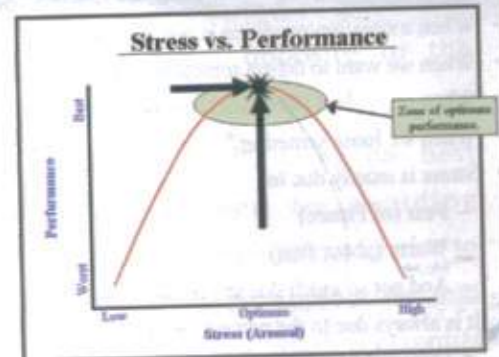
Stress and Performance:



Stress and Performance:



Stress and Performance:



Is STRESS good or bad for us ?






All stresses can be **GOOD**








So all efforts should be to convert all stresses into **EUSTRESS** – This can be achieved by stress management techniques



Stress Management Plan

- Exercise regularly – Deep Breathing 
- Be prepared for the unexpected! – Daily crisis 
- Practice time management 
- Take enough sleep. 
- Eat healthy nutritious food 

Stress Management Plan

- Learn relaxation exercises. 
- Focus on the present 
- Decrease negative self talk - Positive attitude 
- Learn to feel good with a workable result – Don't be a perfectionist. 
- Build a network of friends. 



*Carrying around useless stress is a heavy burden to both body and soul.
Remember to travel light on your journey of life.*

General Coping Statements

- I can handle these symptoms / situations!
- This too will pass!
- I'll ride this through- I don't need to let this get to me
- I can take all the time I need to let go and to relax...
- This is not dangerous!
- I cannot remove all anxiety and fear. I need to keep it manageable...
- "Don't worry" Worry usually does not help me at all!
- So what!!



A Thought....

The only difference between a diamond and a lump of coal is that the diamond had a little more pressure put on it. –



KEY POINTS

- STRESS is very common
- Use stress in a positive way
 - Limit, NOT eliminate stress.
 - Use it to improve your performance.
- Learn Coping Skills

Remember If you are not ready today, you will be even less ready tomorrow!

Stress

- Manage your stressors or the stress will find and manage you!



Stress Proof Your Life!



As best you can!

Contributed by
Ms. Reena Gupta
Deputy Manager
(I.S.) C.O

Pawan Hans Conferred with Operational Excellence Award



Padmabhushan Dr. Sivathanu Pillai presented operational excellence award to PawanHans for its overall organisational effectiveness and various business initiatives at a function in Mumbai on July 4, 2014.

Pawan Hans bagged Prestigious Award for its Operational Excellence in Golden category for Overall Organisational Effectiveness for the year 2012-13 during 18th CEO's Conference organised by IIIE.

Padmabhushan Dr. Sivathanu Pillai, CEO & MD, BrahMos Aerospace presented this prestigious award to Sh. Sanjiv Bahl, Executive Director, Pawan Hans and Sh. Himanshu Srivastava, Head (Engg), Western Region on

behalf of Pawan Hans in the presence of Commander (Retd) B M Bhandarkar, Chairman, Indian Institution of Industrial Engineering.

Other Policy Makers, Business Leaders, Senior Bureaucrats, Industrialist and Academicians were also present at this mega event and recognised the leadership qualities and potential of Pawan Hans for the growth of the Helicopter Industry in India.

CONVOCATION PHOTOS



The Convocation program by RIIT, Guwahati on 22-06-14 to confer awards among students of computer course sponsored by Pawan Hans Ltd. as a CSR initiative.

एक दिवसीय प्रशिक्षण कार्यक्रम – प्रधान कार्यालय

One day Training Programme on Quality of Life & Self Development by Central Board for Workers Education, Ministry of Labour and Employment, Government of India was organized in Corporate Office on 25.07.2014 (Friday) at Training Hall, 7th Floor, Pawan Hans, Corporate Office, NOIDA. Following employees of Corporate Office and Northern Region attended the Training Programme.

Sl. No.	Name of Employee	Location	Sl.No.	Name of Employee	Location
1.	Reema Mantani	CO	1.	K. Ramesh	NR
2.	Bupinder Kaur	CO	2.	Ashok Kr. Singh	NR
3.	Pradeep Sharma	CO	3.	Jagdish Kumar	NR
4.	Archana Singh	CO	4.	Srikant Singh	NR
5.	Alka Grover	CO	5.	Srikant Singh	NR
6.	Preeti Singh	CO	6.	G. Mohd.	NR
7.	Kamal Sharma	CO	7.	AK Sharma	NR
8.	Suresh TB	CO	8.	MK Ravindran	NR
9.	Sushma Raghuvanshi	CO	9.	M. Bhandari	NR
10.	Deepak Kumar	CO	10 th	Amil Kumar	NR
11.	Rekha Rani	CO			
12.	Sonal Ali	CO			

एक दिवसीय प्रशिक्षण कार्यक्रम : स्व विकास व जीवन की गुणवत्ता

पवन हंस लिमिटेड, प्रधान कार्यालय में दिनांक 25.07.2014 शुक्रवार एक दिवसीय प्रशिक्षण कार्यक्रम स्व विकास व जीवन की गुणवत्ता (Self Development & Quality of Life) विषय पर केन्द्रीय श्रमिक शिक्षा बोर्ड से डॉ एस एम एस यादव, शिक्षा अधिकारी, सीबीडब्ल्यूई, गाजियाबाद द्वारा दिया गया।

उपरोक्त कार्यक्रम में प्रधान कार्यालय व उत्तरी क्षेत्र के अनेक कर्मचारियों द्वारा प्रशिक्षण प्राप्त किया गया। प्रशिक्षण कार्यक्रम में पहले जीवन की उत्तमता पर बताया गया। जीवन में उत्तमता कैसे लाई जाए? व्यक्ति अपने जीवन में कार्य करता है ताकि उसका व उसके परिवार का सामाजिक जीवन सुख आनन्द व सम्पन्नता से भरपूर हो। इसी लक्ष्य व उद्देश्य को प्राप्त करने के लिए वह हर समय अपने मस्तिष्क में सुविचार व कार्य करने की क्षमता के बारे में सोचता है। जीवन को सुखमय व जीवन में गुणवत्ता लाने के लिए जीवन के कुछ महत्वपूर्ण पहलुओं पर विचार चर्चा की गई।

शारीरिक व मानसिक स्वास्थ्य -व्यक्ति का शारीरिक व मानसिक रूप स्वस्थ होना बहुत ही जरूरी है। स्वास्थ्य ठीक न होने पर जीवन उत्तमता पर बुरा असर पड़ता है।

सामाजिक जीवन – शांतिमय जीवन व्यक्ति के पारिवारिक जीवन एवं गुणवत्ता पर सीधा असर डालती है। मनुष्य एक सामाजिक प्राणी है। समाज में व्यक्ति एक दूसरे का सहयोग, समझदारी व ईमानदारी सामाजिक जीवन की गुणवत्ता को अत्यधिक प्रभावित करते हैं।

आर्थिक स्तर – व्यक्ति के जीवन में आर्थिक स्तर का अच्छा होना इस बात पर निर्भर करता है कि व्यक्ति की आय-व्यय का स्तर अच्छा हो तो आर्थिक स्तर में सुधार स्वयं ही कर सकता है। व्यक्ति की आय-व्यय का स्तर प्रभावित होता है तो परिवार के कल्याण पर बुरा असर पड़ता है। उसके साधन उसकी आवश्यकताएं और इच्छाएं जीवन में कभी पूरे नहीं होते इसलिए मेहनत से कमाए गए धन का सदुपयोग ही आर्थिक स्तर को सुधार सकता है।

स्व.विकास क्या है?

व्यक्ति हमेशा अपने स्व-विकास के लिए प्रयास करता है। घर का वातावरण से सीखने की अभिलाषा और सीखी गई बातों से अपने आप को बेहतर व पूर्ण विकसित करने का प्रयास ही स्व-विकास कहलाता है। हर व्यक्ति अपने स्व-विकास के लिए दिन प्रतिदिन के कार्यों को कुशलता से करना चाहता है और कार्य कुशलता से करने का प्रयास ही व्यक्ति का स्व-विकास है। स्व-विकास में कुछ बातें महत्वपूर्ण होती हैं जैसे शारीरिक व मानसिक विकास, अपनी पहचान, कार्य से पहचान व अपने चरित्र की पहचान व्यक्ति के शारीरिक व मानसिक विकास को प्रभावित करती है। कार्य की निपुणता, प्रसन्न रहना, किसी भी कार्य को करने से पहले समय प्रबंधन करना, मन में नए विचारों को ग्रहण करना, कार्य करने की इच्छा और अपनी योग्यता को बढ़ाना।

स्व-विकास को बढ़ाने के लिए व्यक्ति को विशेष बिन्दुओं पर ध्यान देना महत्वपूर्ण है।

- दूसरों की सहायता करना व सहायता लेना।
- अनावश्यक तनाव में न रहना।
- स्वयं पर विश्वास करना।
- किसी भी महत्वपूर्ण निर्णय पर पहुंचने से पहले विचार-विमर्श करना।
- कार्य को सही प्रकार से करना व समय पर समाप्त करना।
- समय का सदुपयोग

रेखा रानी
आशुलिपिक (हिन्दी)

हिन्दी कम्प्यूटर प्रशिक्षण कार्यक्रम

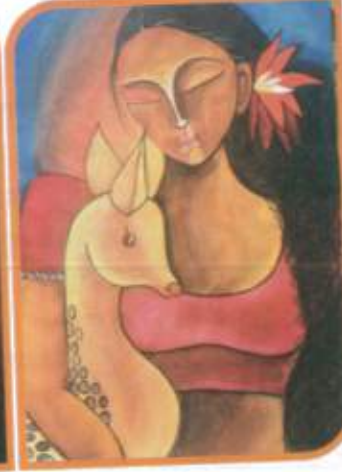


पूर्वी क्षेत्र कार्यालय, गुवाहाटी के कार्मिकों को यूनिकोड के माध्यम से हिंदी में कम्प्यूटर पर कार्य करने का प्रशिक्षण देने के लिए 19 जून, 2014 (अपराह्न) को कार्यालय के सम्मेलन कक्ष में एक हिंदी कम्प्यूटर प्रशिक्षण कार्यक्रम का आयोजन किया गया जिसमें लगभग 18 अधिकारियों/कर्मचारियों ने भाग लिया ।

इस अवसर पर महाप्रबंधक श्री संजय कुमार, उप महाप्रबंधक श्री आर पी सिंह, श्री ए के यादव और संकाय सदस्य के रूप में प्रधान कार्यालय के हिंदी अधिकारी श्री रजनीश कुमार सिन्हा विशेष रूप से उपस्थित थे। उन्होंने कार्मिकों को कम्प्यूटर पर यूनिकोड टूल को सहजता से डाउनलोड करने तथा माइक्रोसॉफ्ट इंडिक लैंग्वेज इनपुट टूल द्वारा ट्रांसलिट्रेशन के माध्यम से कम्प्यूटर पर हिंदी में टाइप करने का प्रशिक्षण दिया। साथ ही उन्होंने प्रतिभागियों को हिंदी में उपलब्ध आधुनिकतम ई-टूल्स की भी जानकारी दी। अपनी प्रस्तुति द्वारा सभी प्रतिभागियों को उन्होंने बताया कि हिंदी की टाइपिंग जाने बिना किस तरह से यूनिकोड टूल द्वारा सहजता से कम्प्यूटर पर हिंदी में काम किया जा सकता है। उन्होंने प्रतिभागियों को इसका अभ्यास भी कराया।



Contributed by
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(12-Years)
Class - VII



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MY HIGHWAY HORROR

In the shimmering dusk of September me and my family were driving down from Ambala to Delhi on a holiday. We were laughing giggling, talking and enjoying the drive. It was a pleasant evening but we still decided to keep the windows up on the highway as it had become dark. At 2000 hrs. a darker patch came after Karnal. It was little scary. We climbed a bridge at the peak of the bridge; supposedly one of the safest zones on highways as there is no trespassers. We were at a reasonable speed of 70 – 80 km/ph. suddenly my husband noticed a carcass of cow (dead cow) on the road. My husband applied break and to my horror our SUV started skidding and turned 180 and was heading towards the pavement of the bridge. The more he would try to move more it would skid. But now the vehicle moved almost towards the edge of the bridge. Before we realized what is happening four goons came towards the co-driver seat and with gestures they conveyed me to role down the window which I was about to do but my husband's presence of mind worked and he cautioned from the other end "Hey! Don't – Don't role down the window. Let's leave this place" By then the car was fully under control and we reversed the car and sped from there. Later we came to know that it was a well planned trick by the highway tricksters. As they brought the carcass on the bridge then applied grease or mobile oil on the road so that any driver of the vehicle after seeing the carcass applies breaks would definitely skid on topple and these goons in the disguise of gentlemen would rob the highway commuters. For rest of the distance from Panipat to Delhi there was a complete lull amongst us as God had saved us from the storm. We drove the car in fear, such goons may spread their wings as policing on highway appears to be defunct. When we entered Delhi we had a sigh of relief. Now it seems Delhi is slightly a safer zone.

-Wing Commander Sanjay Seth

Hon'ble Minister of Civil Aviation reviews Pawan Hans Performance

Hon'ble Minister of Civil Aviation Sh. P. Ashok Gajapathi Raju has reviewed Pawan Hans performance on 22/07/2014. Sh. Anil Srivastava, CMD, Pawan Hans, has given a brief presentation to Minister in the presence of Sh. Ashok Lavasa, Secretary, MOCA and other senior officials of MoCA and Pawan Hans. CMD PHL apprised the Hon'ble Minister about various activities, achievements and initiatives taken by the company in the Financial Year 2013-14 and also discussed the future business strategies of the company.

During the review meeting Hon'ble Minister of Civil Aviation and Secretary MOCA recognized the enhanced Credit Rating and various safety measures taken by Pawan Hans & also appreciated the Award received by PHL for its Operational Excellence in 2013. This prestigious award was given to PHL by Padma Shri and Padma Bhushan Dr. Apathukatha Sivathanu Pillai, a distinguished scientist and Chief Controller, R&D, DRDO is also the CEO & MD of BrahMos Aerospace organized by Indian Institute of Industrial Engineering (IIIE). Hon'ble Minister conveyed his best wishes to PHL Team for maintaining the Best Performance in the first quarter of financial year 2014-15.

GIVING WINGS TO DREAMS!

Today seven „rookie“ pilots joined Pawanhans Ltd (PHL), the largest helicopter company in India. Hailing from tier 2 towns like Varanasi, Rudrapur, and Mysore, these young pilots are privileged to join an ELITE group of highly experienced pilots, operating from the plains to extreme high altitudes. A visibly excited Rajesh Lal said – "Flying the ALH was awesome – what an aircraft it is!"



THE YOUNG CAPTAINS – WINGS OF GLORY & HOPES FOR THE FUTURE

PHL is one of the very few companies giving such opportunities to freshers, in an industry dominated by retired pilots from the Defence Forces. "Such opportunities are very encouraging for us as well as for the industry" – gushed young Captain Nikita, just 21 years old and now with a secure future!

"As India's flagship helicopter company, it is our duty to provide such opportunities and to maintain the highest standards of safety and quality. These young pilots are the future of our company and have been through a rigorous selection process. I wish them a wonderful future in the Company" – said Mr Anil Srivastava, CMD of PHL.

Appreciation Letter For Pawanhans



Outward No. **640** Ops/2014
O o Supdt Of Police Gadchiroli
Date: **23** 05 2014

Mohd. Suvez Haque, IPS
Supdt. of police

To,

✓ *Shri. Aniruddha Bose,*
Base Manager,
PHHL Gadchiroli

Sir,

The service you and your team rendered on 12 05 2014 was crucial in handing over the mortal remains of the martyred jawans to their respective families. I on behalf of the entire Gadchiroli district police force put on record our sincere gratitude and appreciation towards your team for the same.

I would like to mention that you have more or less becomes part of the Gadchiroli police family. We expect the same kind of service and synergy in the future as well.

With Warm Regards


(Mohd. Suvez Haque)
SP Gadchiroli

Flying with Pride from the City of Joy



Government of
West Bengal in
association with Pawan Hans
launched regular helicopter services
to link various strategic towns and
spiritual places easily and efficiently.
Helicopter services from Kolkata
connect various destinations like
Gangasagar, Durgapur, Malda,
Balurghat and Shantiniketan. **This
heralds a new beginning for Pawan
Hans in commercial venture.**



पवन हंस लिमिटेड
Pawan Hans Limited

(A Government of India Enterprise)
www.pawanhans.co.in

