Obituary

Shri MK Vyawahare was born on the 30th of September 1944 - the eldest son among six brothers and sisters. He lived in Delhi for most of his childhood and youth years, obtaining a BSc degree in Physics from Nagpur University. He went to Nagpur on a fellowship and was placed third in Nagpur University. After a few years abroad he returned to India and joined IAM. He married Sonal M. Vyawahare in 1978. After several years of service at IAM, he moved to join DEBEL, DRDO. In 2004 he retired from service. He passed away on the 9th of December, 2006 in Bangalore after undergoing medical treatment for nearly two months. He is survived by his wife and two children.

Forever a humble, forthright man - he used to ride the same bicycle to work everyday and continued using it till the very end, even though he could easily afford a motorised vehicle. He will be fondly remembered for having introduced physics to several batches of doctors at IAM.

Members of the Society will miss his expertise in Applied Physics and his forthright views during Annual Conferences.
SUGGESTED DRUGS TO RECONSTRUCT ITS EFFECTS ON ERYTHROCYTES

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DESIGN AND CONSTRUCTION OF A UNIVERSAL AIRCRAFT COCKPIT

Introduction

The design of the universal aircraft cockpit was based on the need for a cockpit that could be adapted to fit various aircraft models. The cockpit design was intended to be modular, allowing for easy customization to meet the specific requirements of different aircraft types.

The cockpit was designed to be compatible with a wide range of aircraft models, including those used in both commercial and military applications. The design focused on creating a cockpit that could be easily modified to fit the specific needs of each aircraft type.

The cockpit design incorporated a range of features, including adjustable seating, customizable instrument panels, and a modular control system. The cockpit was designed to be easy to maintain and repair, with a focus on ensuring that it could withstand the rigors of flight.

The cockpit was also designed with safety in mind, incorporating advanced safety features such as automatic emergency descent systems and collision avoidance systems. The design was focused on creating a cockpit that would be safe and reliable, even in the most challenging flight conditions.

The cockpit was designed to be easy to use, with a user-friendly interface that made it simple for pilots to navigate and control the aircraft. The cockpit was also designed to be quiet and comfortable, ensuring that pilots could focus on their duties without being distracted by noise or discomfort.

The cockpit design was also focused on meeting the latest safety and environmental standards, incorporating advanced technology and materials to ensure that it was as safe and energy-efficient as possible.

Conclusion

The design of the universal aircraft cockpit was a significant achievement, delivering a cockpit that was compatible with a wide range of aircraft models and that met the highest standards of safety, reliability, and performance. The cockpit was designed to be easy to use and maintain, and it was focused on creating a comfortable and safe environment for pilots.

The universal aircraft cockpit was a testament to the ingenuity and expertise of the design team, and it set a new standard for cockpit design in the aviation industry. Its success was a testament to the importance of innovation and collaboration in the field of aviation, and it demonstrated the potential for future advancements in cockpit design.
DESIGN AND CONSTRUCTION OF A DISORIENTATION SIMULATOR

INTRODUCTION

The disorientation simulator is a device that models the visual and spatial disorientation experienced by pilots in various flight conditions. The simulator is designed to enhance the training of pilots by providing a realistic environment that simulates flight in adverse conditions. The system includes a control panel, a visual display, and a motion platform. The control panel allows the instructor to select various flight scenarios, while the visual display provides a comprehensive view of the flight environment. The motion platform generates realistic motion to simulate the effects of flight in adverse conditions.

METHODS

The disorientation simulator is equipped with a control panel that allows the instructor to select various flight scenarios. The visual display provides a comprehensive view of the flight environment, including the cockpit, the outside world, and the surrounding terrain. The motion platform generates realistic motion to simulate the effects of flight in adverse conditions.

RESULTS

The disorientation simulator has been tested with a group of pilots, and the results indicate that it is an effective tool for enhancing the training of pilots in adverse flight conditions. The simulator has been found to improve the pilots' ability to recognize and respond to disorientation, and to enhance their situational awareness.

CONCLUSION

The disorientation simulator is an effective tool for enhancing the training of pilots in adverse flight conditions. The simulator has been found to improve the pilots' ability to recognize and respond to disorientation, and to enhance their situational awareness. The simulator is a valuable tool for the training of pilots, and it is recommended for use in aviation training facilities.
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