

#RESTRO-REVIEW

Delectable Doorbeen

Over the years Doorbeen continued to serve good vegetarian fare to all those given to making healthier choices for a happier life.



Did you know that there is a rooftop restaurant on Tonk Road with an aerial view of Jaipur-Jaigarh and Nahargarh forts atop the Aravallis. Add to this the Garh Ganesh temple and Moti Doongri on the other side with the nine grid pattern that the walled city had been laid out in the centre. The restaurateur a nature conservationist even had a humongous size telescope installed for the benefit of its walk-ins. Hence the name Doorbeen.



Sadly though as the city turned into a concrete zoo gone was the 360 degree view of the walled city but the architectural sentinels on the Aravallis from the roof top restaurant still regale the customers. Over the years Doorbeen continued to serve good vegetarian fare to all those given to making healthier choices for a happier life. The mocktails made with feelings and misfiring spirit are a wide range derived mainly from fruits and the greens. The watermelon & berry punch and the cucumber cooler needs to be checked out.

The starters are tasty. A tantalising mix of Italian, Continental, Mexican, Thai and Indian. All dishes are as appetising as their painstaking presentation. Cheese fondue platter, Somtam salad, Barbaresca pasta, Garden fresh pizza are great for a chilled out evening with buddies especially when you do not want to get into the roti-sabzi mode. The crusty beetroot cutlets and the bite size hot piping samosas named "Prem



After meals we again embarked on the forest trip in his open jeep, equipped with a powerful hand held search light with Badri. Shortly thereafter we reached Kalighati and what we witnessed never fades from my memory. It was a huge tigress and her four cubs, all with their faces smeared in blood. It was a unique, unforgettable and cherishable sighting of the majestic animals lapping up blood and muscles on Kill, enjoying a late-night dinner at 11.20 PM at dead of night.



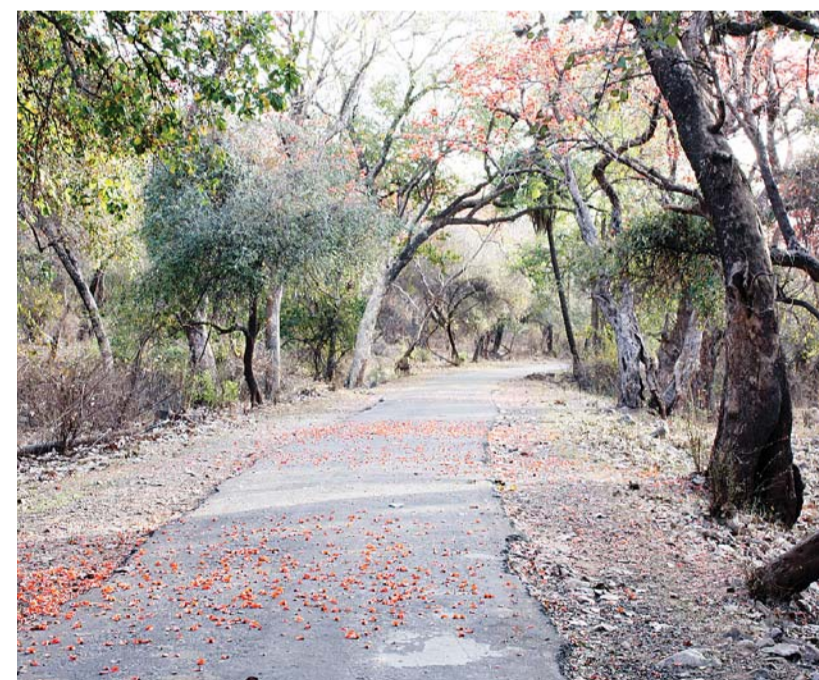
#TIGER DEKHA

Having visited Sarika in 1980, 1982 the year 1983 was the third year of our regular exploring of the habitat of tiger Sariska, the world-famous sanctuary in Alwar district. As I needed a quiet place to write Administrative Report of Sariska was the best place for this purpose.

My wife, a botanist was quite enthusiastic about exploring the wilderness of Sariska jungles, the only pure forest in 700 km long Aravalli hill system, one of the two oldest hills world over. It is this Aravalli which bears the proud seat of the President of India, on its one edge, more popularly known as Raisina hill. Motivated by her, I planned the Sariska visit.

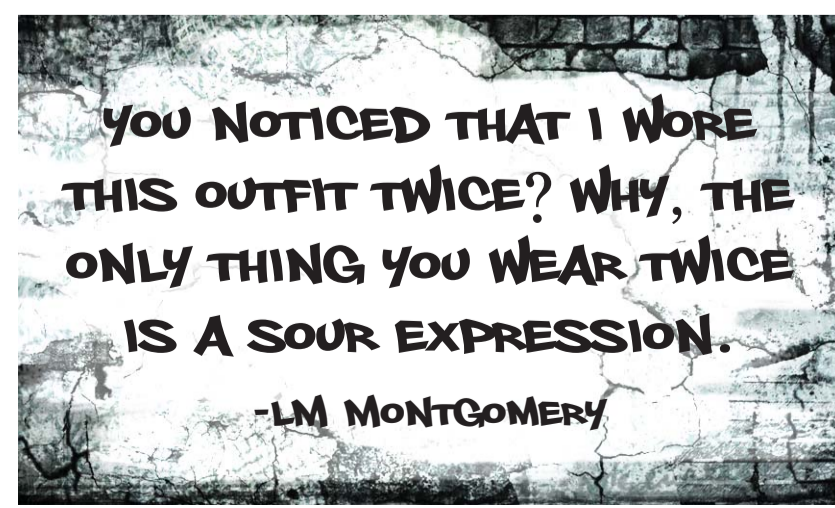
Agreeing to my proposal, Archana insisted on camping at the Forest Department's dak bungalow at Sariska. Accordingly, a day in the middle of May we started on our trip with teen aged children Snigdha and Palash, equally excited about exploring the Aravalli jungles.

Absorbing Moments of the Jungle
Reaching Sariska, to our delight, we were greeted by Mr. K. L. Saini, a highly knowledgeable forest officer. Still memories of my first meeting as Collector Bharatpur with him in 1977 at Keoladeo National Park, Bharatpur, then only a sanctuary, were fresh in mind. He was the Wildlife Warden there and now for his dedication to service and the great cause of nature conservation, he had been posted here on promotion as Field Director. It was like meeting an old trusted friend who knew every bit of this jungle and



Blooming Palash Braves harsh summer.

THE WALL



Tigress with cubs.

It was a huge tigress and her four cubs, all with their faces smeared in blood. It was a unique & unforgettable sighting of the majestic animals lapping up blood and muscles on Kill

-replica of the painted tigress with four cubs on the kill on the painting hanging on the wall of Forest Dak Bungalow where we were staying. After meals we again embarked on the forest trip in his open jeep, equipped with a powerful hand held search light with Badri. Shortly thereafter we reached Kalighati and what we witnessed never fades from my memory. It was a huge tigress and her four cubs, all with their faces smeared in blood. It was a unique, unforgettable and cherishable sighting of the majestic animals lapping up blood and muscles on Kill, enjoying a late-night dinner at 11.20 PM at dead of night. Thus Mr Saini fulfilled his promise leaving an unforgettable imprint on our memory for ever. rajeshsharma1049@gmail.com

The Promise Fulfilled

ing its troop. A few minutes later we were close to the Tarunda water-hole. Along the arterial road connecting Sariska to Tehla township via Kalighati, this place Tarunda is really in the heart of Sariska forest. A watch tower was also built here to facilitate animal watching by tourists and researchers as well as patrol parties of the reserve. It was almost evening of this season, the waterhole was expected to be full of animals but to our surprise there were very few animals and that too mostly peacocks.

After a space of few minutes we heard a sharp piercing short call of spotted deer and then shortly it emitted a panic call which it repeated a number of times. It might have seen tiger but the experienced Director said cheetal (spotted deer) is a timid animal and may get frightened even at presence of a jackal like scavenger. The langoor cat had also subsided putting a halt to the ongoing adventure and excitement at least for the time being. Animals had started returning to the waterhole changing the atmosphere altogether within minutes. Such were the absorbing moments of the jungle which had engrossed us totally into nature's spellbinding magic.

Myriad Wild Creatures
Badri with special knack of reading animal tracks, calls and other signs suggested that we move ahead towards the famous Kalighati jungle as this time of the hour there were good chances of meeting some large cats. Taking him on his words we drove ahead. Close to Brahmanth waterhole, hardly 2 kms from Tarunda, again our attention was drawn by a piercing call of a chital, followed by its copious alarm calls. Saini had stopped the jeep and instantly our eyes started screening the foothill stretched for few kilometers on our right side till it terminates at Kalighati valley, in search of the large cat. And then suddenly Badri virtually hanging by the rear gate, whispered, 'Panther hokum' in his typical style, pointing his finger towards a clump of adushta (Adhatoda vasika) shrubs. Though sun light had faded partially yet we could scan the



Tiger enjoying Siesta During summer.

A Late-Night Dinner
On second day we visited several other parts of this luxuriant jungle which had turned brown-khaki in this season but for some evergreen shrubs, not a good season from food availability point of view for the herbivores. But this was the best time from tourists' point of view as large congregations might be easily seen these days, close to waterholes in the main Sariska-Kalighati valley. We also visited the Kankwadi fort, located in the heart of the reserve and believed to have been built by the Mughal emperor Aurangzeb to keep his rival brother Dara Shikoh imprisoned here. Afterwards having made a mandatory trip to Pandu Pole, on way back to Sariska we were blessed with sighting of a huge tiger lying alert on a culvert parapet wall below the Observation Point. The excitement and exclaiming aloud 'tiger dekha' by children prompted the tiger to move ahead and jump into water in the dusk and move off in the forest night. However, our appetite for sighting tiger was whetted all the more by the glimpse of this vanishing tiger. On the third day, my wife Archana sarcastically complained that the Field Director gave us several thrilling stories but just a single sighting that too of a fleeing tiger. Shall we go back tomorrow without seeing tiger properly? Luck would have that Mr Saini had good news of a kill by tigress that evening and he confidently assured us of showing us a tigress with cubs

desired area but the camouflaged spotted animal had concealed itself so cleverly that it could not be located by any of us but for the sharp eyed Badri. I was trying to quiet the impatient children especially Palash who had become more noisy in excitement of searching out the cat and then Badri spoke again, in a bit high pitch this time --'Wo raha hokum'. Now the leopard was in open grassland, providing unobstructed view to all. A sambar male all alone decked in rugged pelage was feed by the rear gate, whispered, 'Panther hokum' in his typical style, pointing his finger towards a clump of adushta (Adhatoda vasika) shrubs. Though sun light had faded partially yet we could scan the

turbed by us, the intruders, finally decided to give up on the unruly sambar and took a right turn towards the hill to try his luck on some weaker prey. Our eyes kept following the cat till it finally vanished in the darkness of the jungle. At Brahmanth we saw myriad wild creatures on the water hole. Here we saw a herd of more than 100 sambar, unbelievable. But no carnivore seemed nearby and so no alarm calls except few typical shrill calls from a lone chital from the further north of the valley. Discarding it Saini said it did not denote presence of any large carnivore, may be animal witnessed some small cat.

A Late-Night Dinner
On second day we visited several other parts of this luxuriant jungle which had turned brown-khaki in this season but for some evergreen shrubs, not a good season from food availability point of view for the herbivores. But this was the best time from tourists' point of view as large congregations might be easily seen these days, close to waterholes in the main Sariska-Kalighati valley. We also visited the Kankwadi fort, located in the heart of the reserve and believed to have been built by the Mughal emperor Aurangzeb to keep his rival brother Dara Shikoh imprisoned here. Afterwards having made a mandatory trip to Pandu Pole, on way back to Sariska we were blessed with sighting of a huge tiger lying alert on a culvert parapet wall below the Observation Point. The excitement and exclaiming aloud 'tiger dekha' by children prompted the tiger to move ahead and jump into water in the dusk and move off in the forest night. However, our appetite for sighting tiger was whetted all the more by the glimpse of this vanishing tiger. On the third day, my wife Archana sarcastically complained that the Field Director gave us several thrilling stories but just a single sighting that too of a fleeing tiger. Shall we go back tomorrow without seeing tiger properly? Luck would have that Mr Saini had good news of a kill by tigress that evening and he confidently assured us of showing us a tigress with cubs



Silberri Nullah- lifeline for wildlife here.



Langoor sentinel on job.



Sambar in rough pelage and molted antlers.

By Rick Kirkman & Jerry Scott

BABY BLUES



ZITS



#AVIATION

Triple Decker Plane: The Present & The Future

Currently, the largest normal commercial aircraft are considered double-decker aircraft.

Aviation history has given us the opportunity to see marvelous pieces of engineering. From the very beginning, daring minds have worked on designing and engineering machines that could make the human dream of flying a reality.

A good example of this could be a triple-decker plane, and we will share details of the triple-decker design within this guide. So, if you want to learn more, keep reading to find out.

What is a triple-deck aircraft? Technically speaking, a triple-deck aircraft is one that is divided into three levels called decks, with each deck prepared for a specific purpose.

Currently, the largest normal commercial aircraft are considered double-decker aircraft. However, they are actually designed with three decks. The top and middle deck are used to accommodate the passengers, and the bottom cargo deck to carry luggage and any other form of cargo. Good examples of this type of design are the Airbus A380 and the Boeing 747.

Now, new aircraft could modify those cargo decks to accommodate as many passengers as possible. Both Boeing and Airbus considered the production of aircraft larger than the existing ones, but they faced the challenge of selling them in a difficult environment where airlines naturally look to decrease their costs when demand gets hit as happened during the recent pandemic.

However, the concept of a fourth deck in a passenger aircraft already exists, but not as a whole new level inside the aircraft. Instead, it is more like a fourth cargo area to increase how much payload the aircraft can carry.

The fourth cargo area in large passenger aircraft is becoming more prevalent as air traffic increases and airlines look for ways to improve structural efficiency. These areas are usually located in the aft section of the aircraft, providing additional space for large or awkwardly shaped items that do not fit in the main cargo hold.

Additionally, the double-decker configuration allows for more aerodynamic efficiency since the airflow around the aircraft is less disrupted. This results in less drag, which again translates into better fuel economy.

Ultimately, the double-deck configuration is advantageous for both airlines and passengers alike because it provides greater capacity and increased efficiency. This way, airlines can provide a smoother ride for passengers, thanks to the additional space between the decks.

As we have already mentioned, technically speaking, the Airbus A380 and the Boeing 747 are triple-decked aircraft when including the cargo decks. Now, if we are speaking about the new aircraft reducing cargo capacity to probably accommodate economy class passengers in the third deck, the answer is no. At least not yet.

The triple-decker plane is a popular myth within the aviation industry. The idea of a passenger model with three levels has been proposed multiple times over the years, but no such aircraft has ever been built.

The need for passenger planes with three levels has never been demonstrated, and the potential drawbacks of such a design, including high costs and increased difficulty of evacuation in case of emergency, make it unlikely that we will ever see a triple-decker plane in the skies.

Another reason that has made it difficult for a commercial plane to be designed as a triple-



Final Remarks

It is hard to predict what the future will bring. Such a beast like the Sky Whale will need so much fuel to move with the engine's current technology that no airline CEO would allow its operation. However, the Sky Whale is designed to run on hybrid engines, so time will tell if technological developments will allow us to see one of these giants across the airspace in the near future.

Both Boeing and Airbus considered the production of aircraft larger than the existing ones, but they faced the challenge of selling them in a difficult environment where airlines naturally look to decrease their costs when demand gets hit as happened during the recent pandemic. However, the concept of a fourth deck in a passenger aircraft already exists, but not as a whole new level inside the aircraft. Instead, it is more like a fourth cargo area to increase how much payload the aircraft can carry.

The fourth cargo area in large passenger aircraft is becoming more prevalent as air traffic increases and airlines look for ways to improve structural efficiency. These areas are usually located in the aft section of the aircraft, providing additional space for large or awkwardly shaped items that do not fit in the main cargo hold.

Additionally, the double-decker configuration allows for more aerodynamic efficiency since the airflow around the aircraft is less disrupted. This results in less drag, which again translates into better fuel economy.

Ultimately, the double-deck configuration is advantageous for both airlines and passengers alike because it provides greater capacity and increased efficiency. This way, airlines can provide a smoother ride for passengers, thanks to the additional space between the decks.

As we have already mentioned, technically speaking, the Airbus A380 and the Boeing 747 are triple-decked aircraft when including the cargo decks. Now, if we are speaking about the new aircraft reducing cargo capacity to probably accommodate economy class passengers in the third deck, the answer is no. At least not yet.

The triple-decker plane is a popular myth within the aviation industry. The idea of a passenger model with three levels has been proposed multiple times over the years, but no such aircraft has ever been built.

The need for passenger planes with three levels has never been demonstrated, and the potential drawbacks of such a design, including high costs and increased difficulty of evacuation in case of emergency, make it unlikely that we will ever see a triple-decker plane in the skies.

Another reason that has made it difficult for a commercial plane to be designed as a triple-

By Jerry Scott & Jim Borgman