

#AIR-TRAVEL

How to Pop Your Ears on a Plane

It's very common to get that 'ear fullness' when on planes because of the change in air pressure.



The aircraft has hit cruising altitude, there's no turbulence, and you're settled comfortably in your seat, eager to give the in-flight entertainment your full attention. There's just one problem. *You're unable to clear your ears.*

Sometimes known as 'airplane ear', this condition occurs when there is an imbalance in air pressure between that of the airplane cabin and the pressure in your middle ear, causing the uncomfortable sensation of your ears, feeling full or plugged. When the pressures on the inside and outside of the eardrum aren't the same, the eardrum acts like a suction cup causing the dreaded sensation of ear fullness and discomfort that makes you want to pop the ears.

The good news? Clearing your ears can be quick and painless, and we've got several expert-recommended tips and tricks to safely put discomfort at bay. For some travellers, such as babies and young children, and anyone with sinus problems, a little extra vigilance and measures may be required.

Here, we offer a guide with everything that you need to know about one of the most common annoyances of your ears, including why your ears pop in the first place, and how to clear them safely.

Yawn or talk to activate the Eustachian tube

Anything that involves opening or closing your mouth is an easy way to ease mild discomfort. Even a fake yawn, where you simply mimic the wide stretching of the mouth, can do the trick. That's because these actions are tied to that all-important *Eustachian tube*. There are muscles around the Eustachian tube that change when you open your mouth. So, they pull on the tube and they open it up when your mouth is open versus when your jaw is closed, those muscles are contracted, so, the tube is smaller.

Chew gum, swallow liquid, or have some candy

Pop a piece of gum before take-off and landing. But not just any kind. Gum, in general, is a good idea, but mint gum causes extra saliva and extra swallowing, which can be better for the ears for plane flights. You can also multitask on hydration and keeping your ears clear by sipping water or another liquid during take-off and landing. Sucking on candy helps, too.

Try the Toynbee manoeuvre

This *ear-popping technique*, which is also popular among scuba divers, is simple but effective. Pinch your nose shut while simultaneously swallowing. It might feel a little odd. So, do it as gently as possible.

Try to stay awake during take-off and landing

Are you one of those passengers already snoring before take-off or still snoozing when the wheels hit the tarmac (or both)? You may be more susceptible to *airplane ear*. That's because when you're asleep, you won't be yawning, swallowing, chewing, or doing any of the other tricks that will help your ears pop naturally. As a result, you may wake up with the Eustachian tube already 'locked and closed.' But you can avoid this discomfort by staying awake during take-off and landing, and making sure that your ears have popped before you allow yourself to snooze.

THE TOYBEE MANEUVER



IAF in the Burma Campaign

As IAF pilots proved themselves in battle, several of its Squadrons were equipped with the latest Spitfire and Hurricane fighters. Some Squadrons like no. 8 Squadron had one flight of Indian pilots, with another flight manned by pilots from Britain and other Commonwealth countries like Australia, New Zealand and Canada. Amongst the various missions, that were flown, were daring counter-air missions against Japanese airfields in Burma by innovatively strapping on 500 and 250 lb bombs on the most unlikely of aircraft, the slow-moving Lysander, interdiction missions against Japanese logistic lines by the faster Hurricanes and Spitfires, visual reconnaissance missions, and close-air-support missions by Hurricanes and Vultee Vengeance fighter-bombers against advancing Japanese columns.



■AVM (Dr.) Arjun Subramaniam, AVSM (Retd)

The Indian Air Force truly came of age during the *Burma Campaign*. It was involved right through the campaign, from the gloomy days of early 1942, to the time when Assam was being threatened in

1943 by the Japanese advance across the Chindwin River. The stirring exploits of the IAF in the defence of Kohima and Imphal have gone down in 'aviation history' as amongst the most effective *counter-attacking aerial campaigns*, that contributed to the stirring campaign of Slim's XIV Army, that turned 'defeat into victory' for the Allies in 1944.

After almost six years in the NWFP, No. 1 Squadron, IAF, re-equipped with the slow-moving Lysander aircraft and modified to carry 500 lbs bombs, moved to the Burma theatre in February, 1942 with 12 aircraft to counter the rapidly advancing Japanese, carrying out daring missions under their young Squadron Commander 'Jumbo' Majumdar. Operating from a forward airfield called Toungoo, it was at the time, the only IAF Squadron in the area. A daredevil aviator with stirring leadership qualities, Jumbo led a series of successful offensive strikes against numerous Japanese airfields, with and without any fighter escorts against the

vastly superior Japanese Zero fighters. However, as the Allies willed against the Japanese onslaught, Jumbo's Squadron first moved to aerial Burma (Lashio) to carry out reconnaissance of the critical logistics link between Burma and China in support of Chiang Kai Shek's *Chinese 5th Army*, before finally withdrawing back to India in mid-1942 and converting into Hurricane fighter bombers. For his exploits in Burma, 'Jumbo' was the first Indian pilot to be awarded the *Distinguished Flying Cross* in WW II for his leadership and daring individual prowess.

From 1942 to 1945, nine Squadrons of the Indian Air Force (1, 2, 3, 4, 6, 7, 8, 9 and 10 Squadrons), flying a variety of aircraft including Lysanders, Vultee Vengeance Dive Bombers, Hurricanes and Spitfires, flew over 16,000 sorties and 24,000 hours in support of various battles of the *Burma Campaign*.

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#BAPTISM BY FIRE



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In, what is arguably one of the best narratives of the *IAF's exploits in the Burma Campaign*, Air Chief Marshal Lal, in his book, *'My years with the IAF'* is very generous in his praise for his contemporaries. He wrote about Arjan Singh, who preceded him as Chief of the Air Staff and later became the *first Marshal of the IAF*, "The first person to actually see the Japanese in the Northern part of Imphal was Sqn Ldr Arjan Singh. He had been out on a sortie, attacking the Japanese elsewhere and he was coming back to base, when he saw on a hilltop, overlooking his airfield, a number of men in a strange uniform. So, he went close to have a look and he recognised them as *Japanese troops*. They were on the top to have a look. He immediately called out his entire Squadron on his own initiative. He was the first to attack the Japanese, who had actually arrived on the outskirts of Imphal. He and his boys were the heroes of Imphal."

Lal himself, though, was no bystander in Burma, flying the Vultee Vengeance dive-bomber, with 7 Squadron for a year before going on to command it in 1944

Defeat into Victory' fondly recalls the performance of No. 6 Squadron led by Mehar Singh. The Squadron, flying Hurricanes in the reconnaissance and interdiction roles, were employed in the Arakan region as the 'Eyes of the 14th Army.' Viscount Slim writes, "I was impressed by the conduct of a reconnaissance Squadron of the Indian Air Force (it was none other than No. 6 Squadron)."

and converting it onto the Hurricane in early 1945, the aircraft being specially modified for the fighter-bomber and reconnaissance roles. His Squadron stayed in Burma till victory was achieved with the fall of Rangoon in May 1945. Both Arjan Singh and Lal were awarded DFCs for their inspiring leadership of their respective Squadrons.

Another IAF Squadron that operated in the shadow of no. 1 Squadron during the Burma Campaign, but performed equally brilliantly was No. 6 Squadron, led by the indomitable Squadron Leader Mehar Singh. Equipped with Hurricane fighters and comprising a bunch of free-spirited pilots and an elephant as its mascot for much of its time in Burma, the Squadron carried out reconnaissance, staffing and bombing



missions on the Arakan front. Moving from Trichinopoly in Tamil Nadu, where he raised the Squadron to Cox's Bazaar on the East Bengal coast on 1st November 1943, Mehar Singh and his boys flew over 1500 hours till the end of the war, supporting the 5th and 7th Indian divisions in their offensive and defensive operations. Mehar Singh was the only Indian pilot to be awarded *Distinguished Service Order* (DSO) during WW II for his leadership of 6 Squadron in the Burma Campaign.

Viscount William Slim of Burma, in his inspirational memoirs of the Burma campaign, *'Defeat into Victory'* fondly recalls the performance of No. 6 Squadron led by Mehar Singh. The Squadron, flying Hurricanes in the reconnaissance and interdiction roles, were employed in the Arakan region as the 'Eyes of the 14th Army.' Viscount Slim writes, "I was impressed by the conduct of a Reconnaissance Squadron of the Indian Air Force (it was none other than No. 6 Squadron, commanded by Squadron leader Mehar Singh). Flying in pairs, the Indian pilots in outmoded Hurricanes went out, time and again, in the face of overwhelming fighter superiority."

An interesting fact about air operations in the Indian Theatre during WW II, that has not found much mention in the existing historical discourse, is the concept of Maritime Air Operations, which

World Art Day

Expressing emotions through colours and shapes, art captures the essence of life, sparking emotions and fostering connection without words. Art has the power to not only bring beauty and light into a world, that can often be dark, but it also can make a difference by giving a voice to political movements and social change. *World Art Days* here to show appreciation for and celebrate those who have made 'art contributions' to the world, as well as the 'everyday artist' that can be alive in all humans!



Indian Air Force Pilots after a mission in Burma during WW II.



Japanese advancing.

the RAF executed from the Arakan Sea, off the coast of Burma to the Car Nicobar Islands, right in the middle of the Andaman Sea. Mainly comprising reconnaissance missions by Catalina flying boats and Liberator bomber aircraft, these operations in early '43' were necessitated by the aggressive interest, shown by the Japanese, which resulted in their subsequent capture of the Andaman and Nicobar Islands.

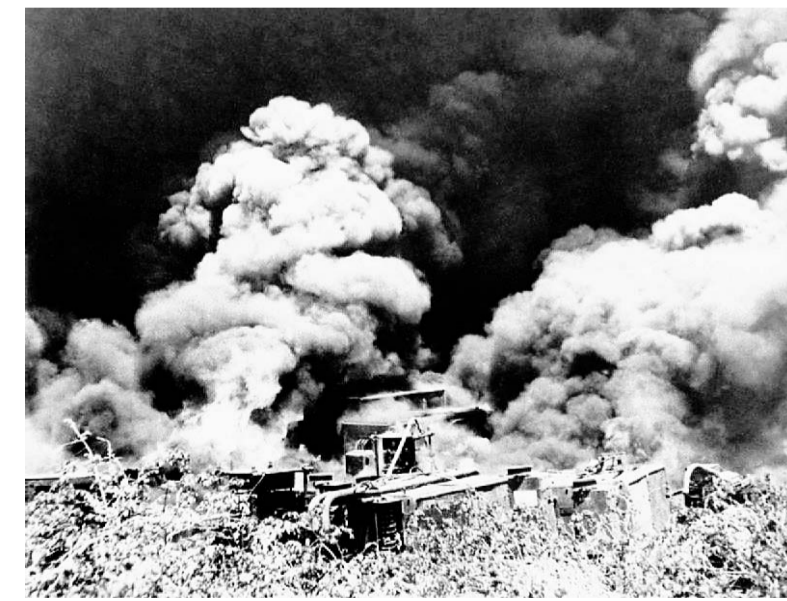
While, the main contribution of the IAF in WW II was in the Burma Campaign, the exploits of a few Indian pilots and navigators, who flew with the RAF in Europe and Africa, cannot be forgotten. 24 young Indian pilots went to England in 1940 to fly with the RAF, and most of them would take part in air operations after the Battle of Britain in Fighter, Bomber and Coastal Command. Though, there were very few Indian pilots in the RAF and USAF Transport Squadrons, who operated from airfields in Eastern India, in support of the Burma and China operations, the impact of these operations had a significant influence on future IAF commanders like Arjan Singh, P.C. Lal and Mehar Singh, who were operating in that theatre. Many illustrious fighter pilots like Mehar Singh and K.L. Bhatia would go on to spearhead the IAF's transport fleet in the years after independence.

An analysis of the air-land battle fought in the *Burma campaign*, spearheaded in no small measure by the Indian Air Force, cannot but be compared with the exploits

of Air Marshal Tedder's Royal Desert Air Force and its contribution to the victory of Montgomery's Eighth Army over Rommel's Afrika Corps. Both air campaigns were 'in the nick of time' campaigns that blunted the enemy's advantage by exploiting the critical characteristics of air power like reach, surprise, offensive action and psychological shock. Both campaigns exploited the entire range of what was called *tactical air operations*, driving home the importance of reconnaissance, deep interdiction and close-air-support in influencing the course of the land battle. While Tedder's air-land battle campaign of World War II would be used as a 'standard template' for the development of Western air-land doctrines in the years ahead, the IAF's air-land battle campaign in the *Jungles of Burma* and their experiences of mountain and valley warfare in NWFP were never built on as doctrinal development and have remained as historical narratives.

Apart from expanding in 13 years from a force of four aircraft to 160 aircraft and experiencing vital battle experience in joint operations, the development of airfields, infrastructure, maintenance philosophy, communications and air defence systems in the north-eastern parts of India, to support Allied operations, gave Indian officers the much-needed exposure to build a modern air force.

rajeshsharma1049@gmail.com



#J'ADORE

Latest Haircut Trends For Men

Whether you prefer a short classic vibe or want to push the boundaries with curly hairstyles, this year's trends have something for every style-savvy man.

In the world of men's hairstyles, 2024 is ushering in a plethora of trends that redefine the classic notion of short hairstyles for men. From timeless favourites to the contemporary allure of short hairstyles for men, the spectrum is wide and

exciting. This year, men's haircuts are all about versatility, offering options for every taste and lifestyle.

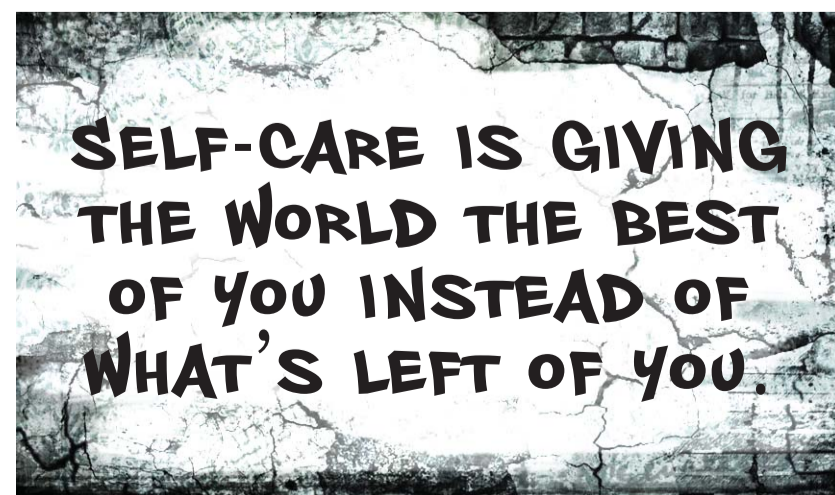
Short fade haircut for men continues to dominate the scene, seamlessly merging traditional styles with a contemporary twist. Whether you prefer a short

classic vibe or want to push the boundaries with curly hairstyles, this year's trends have something for every style-savvy man. Keep up with the times and rock a haircut style that not only reflects your personality but also puts you at the forefront of contemporary men's fashion.

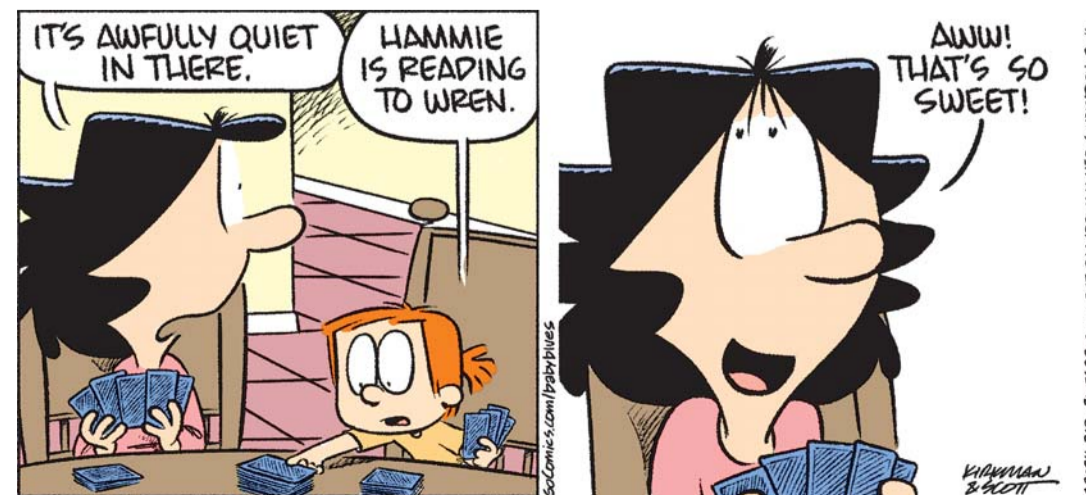
Slicked Back Cut	Crew Cut	Taper Fade Cut
A Slicked Back Haircut is a hairstyle with fade on the sides and back and let the hair on top remain as it is. Slick it back using hair wax or pomade for men. This short hair styles for men is one of the most polished and sophisticated hairstyles in the world of men grooming and styling. But we want to debunk the myth that Slicked Back Haircut is only suitable for certain face shapes. If you want to try, you can customize it as per your look and preference and give it a try!	A Crew Cut is among the best short hairstyle for men, with respect to low-maintenance and hassle free haircuts. It's the same as a Buzz cut, but with slightly longer hair on top. The length of the hair can vary but generally, it is quite shorter or faded. The name 'crew cut' is presumed to have originated from the hairstyles worn by members of rowing crews, back in the centuries ago, who needed a low-maintenance for men's short haircut styles.	One of the coolest and trending hairstyles is Taper Fade. It's a combination of two hairstyles, a Taper and Fade and suits best for men short hairstyle. Generally, this short hairstyles for men features short hair on top and a "Taper" that transforms into a "Fade" at the bottom. From a casual day out to a formal event, the taper fade haircut effortlessly complements any occasion, making it a go-to choice for men, who appreciate both fashion and functionality.

Buzz Cut	Quiff Cut
A Buzz Cut can be defined as the short hairstyle for men in which the hair is cut close to the head. Buzz Cut is known for its simplicity and low maintenance. It's perfect for men who prefer neat and tidy hairstyles, without the hassle of long hairstyles. The length and style of a Buzz Cut can be customized as per personal preference.	A Quiff Haircut is a classic and timeless men's haircut, which has long hair on the top, creating a voluminous look, especially in the front, and trimmed hair at back and sides. It's a popular choice to be one of the stylish and fashionable options for men in the world of grooming.

THE WALL



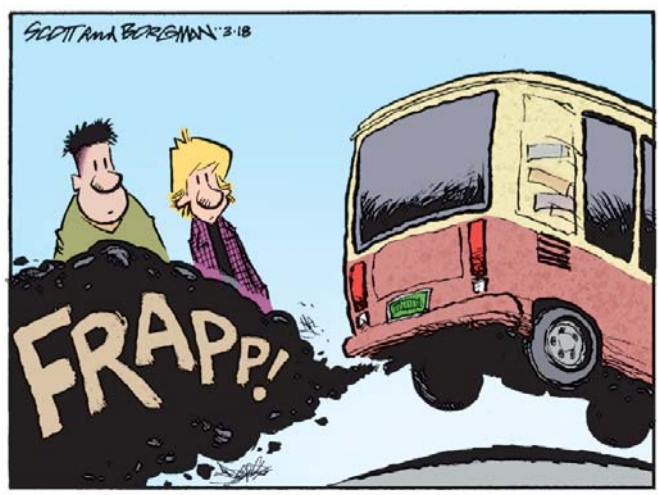
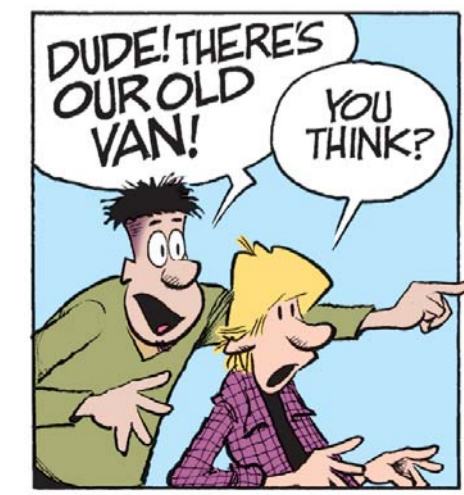
BABY BLUES



By Rick Kirkman & Jerry Scott



ZITS



By Jerry Scott & Jim Borgman

