

of the Bombay port are applicable to the workers in the Cochin port also?

**Shri Humayun Kabir:** The whole matter is under examination and the Member probably knows that the Special Officer has submitted his report in three parts. In the third part, various measures on service conditions have been recommended. They are at present under examination, and are being treated confidentially, though a representative of labour has been taken into confidence.

**Shri Narayanankutty Menon:** My question was this; the Government announced in the newspapers that the anomalies between the service conditions, leave rules and medical facilities of Class III and Class IV employees of Bombay port have been removed, and therefore, whether that order which is applicable to the Class III and Class IV employees of the Bombay port is applicable to the workers of Cochin port also.

**The Minister of Transport and Communications (Shri Lal Bahadur Shastri):** I think so; it is applicable to all ports. I am not quite sure whether orders have already reached Cochin Port, but that is a general rule which Government has accepted and it would be made applicable to other ports also.

**Shri Tangamani:** Are we to understand that the final report of the Chaudhury Committee has been submitted and if so whether that report would be placed on the Table of the House?

**Shri Humayun Kabir:** In the reply I have already stated that the report is now under examination and it would be published after decisions have been taken on those recommendations.

**Shri Narayanankutty Menon:** After the Government has fully considered the report and orders have been passed, will Government be pleased to place a copy of the report on the Table of the House?

**Shri Humayun Kabir:** When the report is published, obviously it will be placed in the Library of Parliament.

### Regional Wheat-Seed Stores

\*185. **Shri Bahadur Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have decided to set up five regional wheat-seed stores;

(b) what is the progress made in setting up these stores;

(c) what is the place selected for this purpose in the Punjab; and

(d) the amount involved in the scheme for Punjab?

**The Minister of Cooperation (Dr. P. S. Deshmukh):** (a) A scheme to this effect has been drawn up.

(b) The draft scheme has been forwarded to the State Governments for working out detailed estimates of cost.

(c) Any suitable place which the State Government would suggest.

(d) Information is awaited from the Punjab Government.

**Shri Balarama Krishnalal:** May I know whether any similar proposal to set up regional rice seed stores in Andhra Pradesh has been approved?

**Dr. P. S. Deshmukh:** Not for the time being.

### Air Crash

\*186. { **Pandit J. P. Jyotishi:**  
on behalf of  
**Shri Raghunath Singh and**  
**Shri A. S. Saigal:**

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that an 'Aero' type plane on a flight from Bombay to Indore crashed near Bhiwandi 50 miles from Bombay on the 27th September, 1957 killing all the occupants; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) Yes Sir.

(b) Aero-45 aircraft VT-DHO, which had taken off from Bombay at 11-27 hours I.S.T. on the 27th September, 1957 for a flight to Indore, crashed in a jungle 6 miles from Bhiwandi, approximately 20 minutes after it left Bombay. The pilot and the two passengers aboard the aircraft were, unfortunately, killed. Enquiries into the cause of the accident are in progress.

Shri Gajendra Prasad Sinha: May I know whether there has been an increase or decrease in air accidents in 1957, as compared to 1956?

Mr. Speaker: This question relates to a particular accident. In regard to general questions the hon. Minister would possibly like to have notice.

Shri Biren Roy: Is it a fact that this is the fourth time that this type of plane has met with an accident in India with some casualties?

Shri Humayun Kabir: There has been some accident to similar kind of aircraft. There was one in Pakistan, not in India on the 5th April 1955 and two more in India which were minor accidents.

Shri Biren Roy: Has the enquiry as to the cause been completed?

Shri Humayun Kabir: The enquiry has not yet been completed.

Shri Tyagi: When was the plane examined for its airworthiness?

Shri Humayun Kabir: I would like to tell the hon. Member that in the case of private aircraft which is not flown for carrying passengers or hire, no certificate of airworthiness is necessary. It is not necessary under the Act. Nevertheless, in this particular case it was tested on the 21st September 1957 and a certificate of airworthiness was issued which was valid up to November 1957.

Shri Tyagi: In that case, will Government consider the feasibility of making some rule whereby even pri-

vate fliers might get their aeroplanes examined for their airworthiness?

Shri Humayun Kabir: That is a suggestion for action which we shall consider.

#### Forced landing at Kolhapur Aerodrome

\*188. Shri Assar: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that an aircraft of Indian Airlines Corporation was compelled to land on Kolhapur Aerodrome on the 3rd October, 1957;

(b) if so, the reasons thereof;

(c) whether Government are aware that such force landings are common on Cochin-Bombay route; and

(d) the reasons thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) and (b). The aircraft VT-AZH while on a scheduled flight on 3-10-1957 from Mangalore to Belgaum on the Cochin-Mangalore - Belgaum - Bombay route could not land at Belgaum due to bad weather. As the weather conditions were deteriorating it was considered risky to proceed to the alternate aerodrome at Poona. The aircraft was, therefore, diverted to Kolhapur.

(c) No, Sir.

(d) Does not arise.

Shri Assar: Have any forced landings come to the notice of Government previously?

Shri Humayun Kabir: If it is a general question about forced landings throughout the world, I am not in a position to answer. But I can give the answer with regard to this particular route. On the Cochin-Mangalore-Belgaum-Bombay route there has been no incident of diversion of aircraft for a period of one year from 1st October 1956 to 30th September 1957; and for the whole year 1956-57, i.e. from January to December, 1956 there were six cases of forced landings so far as the entire IAC was concerned.