

Shri V. P. Nayar: In view of the importance of certain radio-active minerals to be produced in this factory is it the policy of the Government to associate foreigners in this industry?

Shri K. D. Malaviya: We do not need to associate foreigners in this now. We want to do things by ourselves.

Shri N. Sreekantan Nair: May I know, Sir, how much monazite is used by the factory every month, and what is the price of the monazite?

Shri K. D. Malaviya: I cannot give exactly the quantity of monazite that is being used by the factory. But the factory is normally equipped to produce 1650 tons of rare earth chlorides or 1150 tons of carbonates.

Shri N. Sreekantan Nair: What is it used for?

An Hon. Member: Ask for notice.

Mr. Deputy-Speaker: Such observations are unnecessary. The hon. member may do that when he becomes a Minister.

Dr. Lanka Sundaram: May I know, Sir, the capital cost of this factory and its maintenance charges?

Shri K. D. Malaviya: Eighty lakhs is the running capital.

Dr. Lanka Sundaram: Its maintenance charges?

Shri K. D. Malaviya: I am not aware of it just now.

Shri A. M. Thomas: May I enquire whether it has not gone into production before the formal opening by the Prime Minister and whether it is going into full production now?

Shri K. D. Malaviya: Well, I cannot exactly give you the programme. But I have just now said that we have produced about 77 tons of rare earths chlorides in January.

Shri R. K. Chaudhuri: Arising out of the answer that a fairly good quantity is internally consumed, may I know, Sir, if this commodity is fit for human consumption?

Shrimati Renu Chakravartty: Sir, the Statement laid on the Table does not answer the question I asked. I asked what would be the amount internally consumed and if there would be anything left for export, and if so, to which country and in what quantity. That is not answered.

Shri K. D. Malaviya: That is answered. More than that I am not in a position to answer hypothetically.

Shrimati Renu Chakravartty: It is not a hypothetical question, Sir.

Mr. Deputy-Speaker: It is only a small quantity. It was opened only last month and the production is small.

Sardar Hukam Singh: Would this factory restrict itself to rare earth chlorides or whether there is arrangement for production of rare earth carbonates as well?

Shri K. D. Malaviya: It is designed to produce carbonates as well.

Shri Matthen rose—

Mr. Deputy-Speaker: I have spent six minutes over this question. Next question.

HINDUSTAN AIRCRAFT FACTORY,
BANGALORE

*63. **Sardar Hukam Singh:** (a) Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the first aircraft trainer of India took off at Bangalore on the 3rd January, 1953;

(b) whether this was designed and built in the Hindustan Aircraft Factory at Bangalore; and

(c) whether all the parts were of indigenous manufacture?

The Deputy Minister of Defence (Sardar Majithia): (a) The first Indian designed and manufactured prototype aircraft H. T. 2 took off on official test flight during August 1951. The "Type Certificate of Airworthiness" of the aircraft was formally handed over by the Minister for Communications on the 3rd January 1953.

(b) Yes, Sir.

(c) Most of the parts are of indigenous manufacture.

Sardar Hukam Singh: What are the parts, Sir, that have to be imported yet?

Sardar Majithia: Instruments—for instance, air-speed indicator, altimeter, revolutions per minute indicator, all temperature gauge, all pressure gauge, fuel contents gauge etc.

Sardar Hukam Singh: May I know, Sir, whether the trainer would cater to the requirements of Air Force and Civil aviation both or whether it would be only for one purpose?

Sardar Majithia: The intention is that this will be used as a basic type of trainer for both Civil aviation and Air Force.

Sardar Hukam Singh: May I know whether mass production has begun?

Sardar Majithia: It has very nearly begun.

Sardar Hukam Singh: Can I know the comparative cost of trainer that used to be imported and the comparative cost of the indigenous product?

Sardar Majithia: The cost will depend upon the number of aircraft produced, and at the moment we are not in a position to come out with the exact cost.

Shri Jaipal Singh: The Minister has just now said that it is the Defence Ministry that is going to take up all this H.T. 2 type produced. May I know why the Ministry of Communications has rejected this for the time being and what are the reasons therefor?

Sardar Majithia: I did not say that it is only meant for the Air Force. About the second part of the question, probably they are still considering about the number to be ordered.

Shri Jaipal Singh: May I point out that the second part of my question has not been answered? His predecessor at the last session gave a categorical reply to the effect that the Ministry of Communications had found H.T.2 unsuitable as a basic trainer for civil aviation. At that time I had asked the question whether the Defence Ministry had undertaken the entire project of development, manufacture and everything connected therewith by itself or was it something that was co-ordinated with the requirements of civil aviation in this country.

Mr. Deputy-Speaker: The question has already been answered. Why is it put again?

Shri Jaipal Singh: No, Sir. The Minister has just now said that temporarily the entire production is going to be used by the Ministry of Defence. I want to know whether it is a monopolistic off-take from the factory or whether civilian requirements will in due course also be considered.

The Deputy Minister of Defence (Shri Satish Chandra): May I know, Sir, which predecessor of the hon. Defence Minister said this. The hon. Minister was not present in the last session and I did not say it. What does he exactly mean by saying that the predecessor said this?

Shri Jaipal Singh: I may tell my young friends, the Ministry of Defence is always there whether they themselves are present or not present.

Shri B. S. Murthy: May I know, Sir, what steps are being taken in order to produce some of the parts that are being imported?

Mr. Deputy-Speaker: Are any steps being taken to produce those parts which are imported?

Sardar Majithia: Every effort is made, Sir, to produce as much as we possibly can do. These being precision instruments, we have not been able to do them so far.

Shri Jaipal Singh: May I know, Sir, what are the operational costs of H.T.2 as compared with Piper Cub; is it dearer or not?

Sardar Majithia: Well, Sir, the two aircrafts cannot be compared because there is such a lot of difference between the power of the one and the power of the other, the flying characteristics of the one and the flying characteristics of the other. We cannot compare them because a lot depends upon the suitability; for instance, this aircraft can do a lot of aerobatics which the Piper Cub cannot do.

Shri V. P. Nayar: The hon. Minister said that we are still importing certain parts. May I know from him Sir, what is the percentage cost of the imported parts to the actual cost of the entire aircraft?

Sardar Majithia: Well, I have not got the percentage, Sir. But that is very very small.

Shri Joachim Alva: Sir, may I know whether the engine of this aircraft is being manufactured in this factory, or whether an engine manufactured in other factories is used?

Sardar Majithia: The engine of this aircraft is imported.