

may say that we will examine the matter.

Short Notice Question and Answer

DAKOTA CRASH NEAR DELHI

SNQ3. Shri Kasliwal: Will the Minister of Communications be pleased to state:

(a) the number of occupants—passengers and staff—in the Dakota Plane of the Indian Airlines Corporation which crashed near Delhi on the 25th February, 1954 at 11 A.M.

(b) the number of casualties therein;

(c) the causes of the crash; and

(d) how much loss the Corporation has sustained thereby?

The Minister of Communications (Shri Jagjivan Ram): (a) There were 3 occupants in the aircraft, 2 of whom were crew and the third an observer from the Civil Aviation Department.

(b) All the three were killed.

(c) The accident is under investigation.

(d) The Corporation has sustained no financial loss as Government now under-written the risk in respect of the aircraft.

Shri Kasliwal: May I know if it is a fact that there was a difference of 400 running hours between one overhauled engine and the other?

Shri Jagjivan Ram: Yes, there was.

Shri Kasliwal: Has the Government ever instituted a technical enquiry into the proper synchronisation in the running of such engines as have not been overhauled simultaneously?

Shri Jagjivan Ram: Sir, the experts do not think that there is any defect in the existing arrangement so long as the engines are air-worthy and are not exhausted. After an engine is overhauled it does up to 800 hours before it is again sent for overhauling.

Sardar A. S. Saigal: Is it a fact that every pilot's certificate is renewed

every month but in this case, this was not done?

Shri Jagjivan Ram: I do not think it is renewed every month.

Sardar A. S. Saigal: May I know if the pilot certificate was renewed or not?

Shri Jagjivan Ram: It was; and both of them were very good pilots with long experience.

Sardar A. S. Saigal: May I know if the engine was examined before the plane took off?

Shri Jagjivan Ram: Yes, it was.

Shri Sarangadhar Das: May I know if this plane and other planes of the Airlines Corporation are insured, against partial or total loss, with any insurance company?

Shri Jagjivan Ram: All the aircraft used to be insured. This year, after the Corporation has been started, we decided to create an Insurance Fund of the Corporation itself and we have insured only a certain percentage of the aircraft and not all of them.

श्री आर. एन. सिंह : क्या मैं जान सकता हूँ कि ८-५-५३ के बाद से जब से यह बिल पेश किया गया है, ऐयरक्राफ्ट के कितने ऐक्सीडेंट्स हुए ?

श्री जगजीवन राम : छोटे छोटे ऐक्सीडेंट्स के हमारे पास आंकड़े नहीं हैं, जहाँ तक बड़े बड़े ऐक्सीडेंट्स का ताल्लुक है हम सभी जानते हैं कि पहले दिल्ली में हुआ, फिर नागपुर में हुआ और अभी तीसरा यह है ।

Shri Raghuramaiah: May I know whether the Aviation Regulations require that each of the two engines should be able to lift the plane up in the case of failure of the other and whether our planes satisfy that regulation; and whether the Government have satisfied themselves on the point?

Shri Jagjivan Ram: Yes, they did satisfy themselves; but, as the Press Note says, after the report of the Court of Enquiry on the Nagpur accident was

out, it was decided to test the Dakotas regarding their performance under various conditions and what could be the maximum load which they can carry even in the case of failure of one engine. Therefore, all these tests are being carried out.

Shri T. B. Vittal Rao: May I know if it is a fact that a schedule of experimental flights is drawn by the Director of Civil Aviation and, if so, had they the approval of the technical experts of the ICAO?

Shri Jagjivan Ram: As has been mentioned again in the Press Note, after the Nagpur accident and the Enquiry Committee's recommendation we took up these test flights and what should be the nature of the tests was decided by the experts of the Indian Airlines Corporation and the experts of the Civil Aviation Directorate.

Shri T. B. Vittal Rao: May I know if it is not necessary that a representative of the manufacturers should be present when these experimental flights are being carried out?

Shri Jagjivan Ram: I don't think it is necessary.

Shri Ramachandra Redd rose—

Mr. Speaker: I don't propose to allow any further questions.

Shri Ramachandra Reddi: I am not asking a question, but I wish to make a submission.

Mr. Speaker: Afterwards.

WRITTEN ANSWERS TO QUESTIONS

RAILWAY RUNNING STAFF

***497. Shri Frank Anthony:** Will the Minister of Railways be pleased to state whether it is a fact that the hours of work for running staff are calculated from the starting and the terminating of a train and not from the actual time of the staff signing on and signing off?

The Deputy Minister of Railways and Transport (Shri Alagesan): No. The hours of work for running staff

are calculated from the time they 'sign on' to the time they 'sign off'.

FAMILY PLANNING

***507. Shri Gidwani:** Will the Minister of Health be pleased to state:

(a) what is the total amount of money provided in the revised Five Year Plan for family planning work; and

(b) what measures are being adopted to implement it?

The Minister of Health (Rajkumari Amrit Kaur): (a) Rs. 65 lakhs.

(b) The Government of India have opened three Family Planning Centres in India to conduct pilot studies in the "Rhythm" method of family planning. As a result of the recommendations recently made by the Family Planning Research and Programmes Committee, the question of granting subsidies to States and private Family Planning Clinics, for family planning services to the public, is under consideration.

LONG AND MEDIUM TERM LOANS

***513. Pandit D. N. Tiwary:** Will the Minister of Food and Agriculture be pleased to state the amount given to Bihar Government for the grant of long and medium term loan to agriculturists in 1952-53 and 1953-54?

The Minister of Food and Agriculture (Shri Kidwai): No amount has been given so far.

VIJAYAWADA AERODROME

***519. Shri Gopala Rao:** Will the Minister of Communications be pleased to state whether Government are re-considering the re-opening of the Vijayawada Aerodrome for regular air service?

The Deputy Minister of Communications (Shri Raj Bahadur): Experiments made in the past of operating air services to Vijayawada showed that the traffic potential of Vijayawada was very low. The Indian Airlines Corporation who are now responsible for the operation of all internal scheduled air services examined again