

shortage. Whenever they require, they indent for more rice and we give them.

Shri G. P. Sinha: May I know whether separate grant or aid has been provided to different States for drought-affected areas in different parts of the country?

Shri M. V. Krishnappa: There are standing rules under which the famine-affected areas will receive aid from the Centre.

Shri G. P. Sinha: May I know the aid that has been granted to Chota-Nagpur in Bihar which has been experiencing drought conditions for three years?

Shri M. V. Krishnappa: This is about Orissa.

Shri Sarangadhar Das: May I know when the last request from the Orissa Government came and for what quantity of rice?

Shri M. V. Krishnappa : It came only last month. They asked for rice and we allotted them 18,000 tons. It is being lifted. They have got some stocks in their godowns also which they have taken last year.

ACCOUNTS OFFICE OF EASTERN RAILWAY

***1468. Shri Rishang Keishing:** Will the Minister of Railways be pleased to state:

(a) whether the charge of Foreign Accounts Office has been taken by North Eastern Railway from Eastern Railway or Southern Railway; and

(b) if so, where it has been located?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The Charge of Foreign Goods Traffic Accounts work has been taken over by the North Eastern Railway from the South-Eastern Railway with effect from the accounts for April, '56. As regards Coaching work, arrangements are being made to take over the charge from July, '56.

(b) At Calcutta.

Shri M. L. Dwivedi: I request that Q. No. 1501 may also be taken up along with Q. 1470.

Shri V. P. Nayar: Both relate to Heron aircraft.

HERON AIRCRAFT

***1470. Th. Lakshman Singh Charak:** Will the Minister of Communications be pleased to state:

(a) whether all the Heron Aircrafts were in order when received; and

(b) whether the Government of India requested the Indonesian Government to purchase some of the Heron Aircrafts which are not suitable to our needs?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Yes, Sir.

(b) No.

HERON AIRCRAFT

***1501. Shri V. P. Nayar:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the Heron Aircraft, purchased by the Indian Airlines Corporation have not come up to expectations in their performance;

(b) the ratio of engine failures of Herons as compared to other types of Aircraft; and

(c) the agency through which these Herons were acquired?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Certain defects have been observed and the Manufacturers of the aircraft are actively engaged in rectifying these defects.

(b) It is not possible to work out the ratio of engine failures of Heron aircraft with engine failures of other types of aircraft as no engine of the

Heron aircraft has completed its full life period so far.

(c) The Herons were purchased from the De Havilland Aircraft Company of U. K. who are the manufacturers of this type of aircraft.

Shri Kasliwal: Is it a fact that the entire Heron aircraft all over the country were grounded recently, and if so, for what reasons?

Shri Raj Bahadur: It is not exactly that. Four were grounded on 31-3-1956 for the provision of the rubber turbine control rod. They were put in service on 2-4-56. The other four were grounded earlier and had nothing to do with this particular turbine. They are undergoing the usual repairs and overhaul.

Shrimati Ammu Swaminadhan: Is it a fact that spare parts are not available for these aircraft?

Shri Raj Bahadur: We have got enough spare parts; we got them along with their purchase.

Shri V. P. Nayar: The hon. Minister said that the ratio of engine failures of Heron aircraft could not be calculated as they had not completed their full life period. Do I take it that engine failures are calculated only when the particular type of aircraft has outlived its utility?

Shri Raj Bahadur: If I understood the question correctly, the hon. Member wanted certain comparison—comparison of the engine failures of this particular type of aircraft with engine failures of another type of aircraft. This aircraft or this particular type of engine has not yet flown its full life hours. So, the premises are not the same and a comparison is not possible.

Shri V. P. Nayar: May I know whether it is not a fact that the Heron aircraft engine failures are more occasional as compared to the failures in Dakotas?

Shri Raj Bahadur: I do not think it is a fact. We had some troubles. I can give details also; I have got them. It will take a good deal of time. But till date, apart from the

fuel pump failures, there have been only two or three occasions when there were failures for other reasons.

Sardar Hukam Singh: Is it a fact that a particular officer advised against the purchase of these Herons at the time when it was intended to purchase these and that, since then, he has been suffering heavily? Is it his complaint that on account of that opinion of his, he has been victimised by certain officers in the Ministry?

Shri Raj Bahadur: That is not at all a fact. I think the hon. Member is confusing the purchase of Herons with the purchase of Ansons. The particular incident to which he seems to refer took place round about 1947 and that pertained to the purchase of Ansons which were recommended by certain British officers. So, that does not relate to the purchase of Herons and the so-called victimisation or injustice does not arise from that.

Shri M. S. Gurupadaswamy: Is it a fact that the Government is negotiating with the English company which sold this to India for the re-sale of this at half the price?

Shri Raj Bahadur: I think the hon. Member claims to know much more than I do about this matter. I do not think there is any such thing in the offing.

Shri Sarangadhar Das: With regard to engine failures, we know that the Herons are new and the Dakotas are old. Will the hon. Minister please explain why it is not possible to compare the failures of the Herons with those of the Dakotas? If anything, it should be much less than the number of failures in the Dakotas.

Shri Raj Bahadur: I need hardly repeat what I have already said.

Mr. Speaker: You cannot make a comparison unless the grounds are the same.

Shri G. S. Singh: May I know whether certain reports appearing in certain sections of the Press referring

to the fuel pump failures referred to by the hon. Minister show that they are due to excessive sulphur content in the petrol supplied by a certain oil company?

Shri Raj Bahadur: That is right. Chemical analysis has shown that there was excess percentage of sulphur and the fuel pump failures resulted therefrom.

Shri Jaipal Singh: In view of the fact that the Herons have been admitted to be unsuitable for Indian commercial purposes, is it true or is it not true that the Ministry have made a serious endeavour to palm these eight Herons off to the Air Force?

Shri Raj Bahadur: We have never tried to palm them off the Indian airports, but I should like to explain that the problem before us was, to provide medium-sized aircraft which would be sufficient to cope with the traffic emanating on a particular line or route. If the traffic is not so much as would be sufficient for a Dakota it would not be economical to run a Dakota and not run a comparatively smaller aircraft when we have got to spend about Rs. 650 per hour of flight on a Dakota and only about Rs. 530 per hour flight on a Heron. Therefore, if the number of passengers is only 10, 11 or 12, a Heron can take it for one hour at a cost of about Rs. 530 whereas a Dakota will cost, for the same number of passengers, and for the same amount of revenue, about Rs. 650. That is the whole question.

Mr. Speaker: Shri Kamath.

Shri Sarangadhar Das: He has authorised me to put that Question, Sir.

Mr. Speaker: That will come at the end.

दुधारु जानवर

*१४७३. श्री के. सी. सोधिया : क्या साक्ष और कृषि मंत्री यह बताने की कृपा करेंगे

कि दुधारु जानवरों की नस्लें सुधारने के लिये पंच वर्षीय योजना में निर्धारित लक्ष्य किस सीमा तक पूरा हो गया है ?

कृषि मंत्री (डा० पी० एस० बेशमुख): दुधारु ढोरों की नस्लों का सुधार कृत्रिम गर्भाधान केन्द्रों और आदर्श ग्रामों के द्वारा करने की योजना है। प्रथम पंच वर्षीय योजना के १५० कृत्रिम गर्भाधान केन्द्रों और ६०० आदर्श ग्रामों के लक्ष्य में से क्रमशः १५१ और ५७४ वास्तव में स्थापित किये गये हैं।

श्री० के० सी० सोधिया : क्या मैं जान सकता हूँ कि इससे कियना फायदा हो रहा है ?

डा० पी० एस० बेशमुख : काफी फायदा हो रहा है।

Shri V. P. Nayar: May I know whether the Government have any target for the average production per milch cattle and, if so, what is the target set in the Second Five Year Plan?

Dr. P. S. Deshmukh: Sir, I am afraid this does not, according to me, arise out of the question. In any case, I would like to have notice for it.

Shri Achuthan: Has the Government any information as to whether the required number of Artificial Insemination Centres have been opened in all the States provided for in the First Five Year Plan period?

Dr. P. S. Deshmukh: Yes, Sir. As I have already stated, we have exceeded the target by at least one centre.

श्री भक्त बर्शन : क्या इस बात का पता लगाने की कोशिश की गई है कि इन प्रयत्नों के फलस्वरूप देश में दूध का उत्पादन कितना बढ़ा है और इससे कितना लाभ किसानों और कंज्यूमर्स को हो रहा है ?

डा० पी० एस० बेशमुख : इससे जो फायदा होता है वह एकदम दिखाई नहीं देता है। इसमें काफी समय लगता है। यह मैं नहीं कह सकता कि इससे दूध का उत्पादन कितना बढ़ा है।

Shri K. C. Sodhia: May I know whether the measures taken have been evaluated?

Dr. P. S. Deshmukh: I could not follow the question.