

12.00 hrs.

**CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE**

**RECENT INCREASE IN IAF FLYING
ACCIDENTS**

SHRI INDRAJIT GUPTA (Alipore):

Sir, I call the attention of the Minister of Defence to the following matter of urgent public importance and I request that he may make a statement thereon:—

“The recent increase in the number of I.A.F. flying accidents culminating in the tragic death on the 26th November, 1972 of ace pilot Wing Commander Gautam.”

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): Mr. Speaker, Sir, I regret to inform the House that Wing Commander P. Gautam, Double M.V.C., was killed in an aircraft accident on 25th November 1972, 9 KMs east of Poona airfield. The aircraft was on a routine training flight. A Court of Inquiry has been ordered to investigate the cause of the accident.

Aircraft accidents are unfortunate happenings, and public concern for them is justified. However, flying accidents in the Indian Air Force must be viewed in their proper perspective, *vis a vis* the operational roles assigned to the service, the rapid advances in the performance of military aircraft and their ever increasing complexities, the need for rigorous training to achieve combat preparedness, and the consequent increase in the total flying effort of the service. It also needs to be borne in mind that the I.A.F. today is much larger than what it was even 10 years ago, and its activities cover the entire length and breadth of the country.

Despite all the care and attention to detail, some accidents do occur, sometimes because of human failings, some times for reasons beyond control. This is so in all Air Forces, not ours alone. It is our constant endeavour

to eliminate to the maximum extent practicable aircraft accidents. Accidents are investigated in detail and the lessons learnt from them are applied to the improvement of the equipment concerned, or of the training of air and ground crews. The staff of the Aeronautical Inspection Service at the I.A.F. Repair Depots has been strengthened. In addition, Directorates of Maintenance Inspection and Air Staff Inspection have been formed at the Air Headquarters to enforce correct maintenance and operating practices and procedures throughout the Indian Air Force.

It is not the practice for Air Forces to make public the particulars of all accidents, for that would reveal information of operational value. We are, therefore, unable to compare our accident rate with those of other Air Forces. What can be said, however, is that the current rate of accidents is within the rate of the past 10 years and does not indicate an increasing trend.

SHRI INDRAJIT GUPTA: The reason why I have tabled this calling attention notice is that a great deal of public concern has been caused lately by reports which have appeared about a considerable number of accidents during the last three months—September, October and November. I had hoped that in his statement the Minister would at least confirm or contradict the reports which have appeared regarding the frequency of accidents, instead of giving just general observation saying that it is well within the rate for the past 10 years, which does not mean anything to us.

I am now referring to accidents involving both trainees as well as regular pilots. There were six crashes between September and October in which trainees were involved. These have all appeared in the press. Four of these took place at Hakimpet in which there were fatal casualties. One of the aircraft involved was a Vampire. In reply to a question of mine last week, on the 16th of November,

the Defence Minister has also admitted that "there have been three major accidents involving naval aircraft based on Dabolin since July 1972; in two of these the pilots have been killed". He may take shelter under the technical argument that these aircraft belonged to the navy as they are naval aircraft. It is a matter of concern because all these are part of the armed forces and these planes have been involved in these accidents. Of course, lastly there is the very tragic loss that the country has suffered in the death of one of our ace pilots, who was the hero of the last two wars, who won Mahavir Chakra twice, Wing Commander Gautam. What the public requires is an assurance from the government that there is nothing wrong with the aircraft on which training is imparted to the trainees and that there is also nothing defective in the training methods.

I would like to know from him whether it is a fact that the aircraft which are normally used for training purposes, namely, Krishak, Harvard and Vampire T55 and perhaps one or two others, some of these aircraft if not all of them, have no equipments for maintaining contact with ground control once they are above a certain altitude; once they have reached a certain height, the trainee pilot in that aircraft has no means of communication with ground control or informing ground control of any difficulties that he may be experiencing. If that is so, may I know whether any steps are being taken to rectify that? May I also know whether these trainer aircraft have adequate arrangements for the pilot to bale out in case of any difficulties, either by means of automatic ejection as we have in the latest fighter aircraft or any other means by which he can bale out in good time even if he has got into difficulties? For example, Wing Commander Gautam was not a trainee; he was one of the most experienced officers in our air force. I do not know what aircraft he was operating on the 25th of November, though the statement says "on a routine training flight".

SHRI VIDYA CHARAN SHUKLA:
"routine flight".

SHRI INDRAJIT GUPTA: Your statement says "routine training flight". In fact, I learnt it only from your statement.

Why should it be that a person of the experience and skill of Wing Commander Gautam also was apparently not able to bale out or to use his ejection system to get out of the aircraft in time? This question the Minister should answer. Then, I have already asked about the equipments of these aircraft which would assure the trainee pilots of adequate safety.

I hope he would agree that pilot training in peace time is more risky than the training of ordinary soldiers for obvious reasons. So, in the case of accidents what is the procedure by which these investigations are carried out? Is it not a fact that at present the responsibility for investigation or inquiry is always with the Commander of the particular establishment to which the aircraft was attached? Why is it that some sort of more high-powered technical committee of inquiry could not be set up to go into at least the fatal accidents? As you know, in the case of civilian aircraft which crash sometimes with loss of life, there are public inquiries, high level inquiries for which judges are appointed. But in the case of these military aircraft in which the pilots or the flying instructors or the trainees are killed, is it a fact that the inquiry is limited only to the Group Captain level of officer who is connected with that particular establishment and, if so, can't this system be made more comprehensive?

Lastly, I would like to ask about the compensation, if any, given to the trainee pilots, to their dependants, who are killed in such accidents. Is it a fact or not that at present the rules do not permit anything except an ex-gratia payment to be made at the discretion of the Government depending on the dependence of their

families, showing that they are financially needy people. There is no insurance cover either for the trainee or for the aircraft. There is no system of accident gratuity or any rules laid down for compensation. If that is so, will the Government kindly look into these matters which have caused great concern among a large number of people whose sons have gone into the Air Force? Please inform us what you propose to do in this matter.

SHRI VIDYA CHARAN SHUKLA: When I said that Wing Commander Gautam was on a training flight, it is that every pilot of the Air Force has to keep on flying to keep in trim. That is to say, even if he is an ace pilot, he cannot sit back and just remain idle. He must complete a certain amount of flying hours every month to keep in trim. Therefore, he was on a routine training flight. That is what I have said.

Secondly, about the safety mechanism, as the hon. Member is aware, we have developed our own jet trainer. I am now talking of the people who are trained to be jet aircraft/bomber pilots. They are trained in the aircraft developed by the Hindustan Aeronautics Ltd. There is the bailing out system available there in that aircraft—I am not too sure about the wireless contact as to at what altitude they can maintain the wireless contact and beyond what altitude they cannot maintain the wireless contact. I shall surely find out about this point that the hon. Member has raised.

The court of inquiry is ordered in all such cases according to the procedure that has been laid down. I am not at present aware at what level the court of inquiry is appointed. But it is a fairly high level court of inquiry and independent of the persons who are or who are likely to be connected with the causes of the accident.

The last point that the hon. Member made was regarding the payment to the families of the late pilots. It is not true that they are not covered by insurance, etc. I would like to give particulars of the benefits that the families of such pilots receive ...

SHRI INDRAJIT GUPTA: I am asking about the trainee pilots, not about the regular pilots. I know, for regular pilots, there is a scheme.

SHRI VIDYA CHARAN SHUKLA: This Calling Attention is regarding regular pilots and, therefore, I have the particulars of compensation that is payable to regular pilots. I shall collect the information about the trainee pilots who are sometimes involved in the accidents. I will lay it on the Table of the House. As regards the regular pilots of the Air Force, whenever they are unfortunately involved in accidents, their children are looked after by the Air Force; their wives get the allowance and they get *ex-gratia* payment plus the family pension, death-cum-retirement gratuity, special family pension etc. All those and other things are given.

On the general question of accidents, I have covered it in my own statement that the accidents have been occurring and they have been causing us a great deal of concern. We in the Ministry have also been looking into this matter as to how to control and bring down the rate of these accidents.

SHRI INDRAJIT GUPTA: May I know whether the Government will consider the setting up of any form of high-powered technical inquiry to go into the accidents which result in casualties rather than leaving it to the routine investigations by the officers of the establishment to which the aircraft is attached?

SHRI VIDYA CHARAN SHUKLA: Our Ministry is looking into the matter. In the Defence Ministry, we are assisted by the technical people who are in-charge of these matters.

SHRI INDRAJIT GUPTA: What about compensation for training pilots?

SHRI VIDYA CHARAN SHUKLA: I will give the information to the House

श्री सुल्लिखार सिंह शल्लिक (रोहतक) :
अध्यक्ष महोदय, जितने सिम्पल तरीके और
रंग से मिनिस्टर महोदय ने इस कालिग
एटन्शन नोटिस का तहरीरी जवाब दिया है,
यह मामला उतना सिम्पल दिखाई नहीं देता
है। ये एक्सिडेंट्स या एयर क्रैशिंग हाउस
के सामने एक बड़ी भयानक तस्वीर पेश करते
हैं। एक एक महीने में चार चार एक्सिडेंट्स
होते हैं, जो कि न सिर्फ डिपेंडेंट्स और एयर
क्रोस के लिए, बल्कि सारे मुल्क के लिए
गहरी चिन्ता का बायस बन गये हैं। हमारे
जो हीनहार जीजवान एयर क्रोस में भर्ती होते
हैं, वे बड़ा एक मकसद और मिशन को लेकर
जाते हैं। बड़े भ्रमरोस के साथ कहना पड़ता
है कि उनका वह मकसद और मिशन बीच में
भ्रमरा रह जाता है और वे उस को पूरा नहीं
कर पाते हैं। ये एक्सिडेंट्स एयर क्रोस के लिए
बड़ा खबदस्त धक्का है और सारे मुल्क के
लिए एक चिन्ताजनक बात है।

एक लेवेन के तौर पर में समझ सकता हूँ
कि इन एयर क्रैशिंग की दो तीन वजुहात ही
सकती हैं— या तो ट्रेनी की अपनी गलती
हो, या मशीनरी डिफेक्टिव हो, या यह भी
हो सकता है कि इस्टुडेंट में कोई नुषस या
कमी हो। मिनिस्टर साहब को इन सब बातों
को समझने करना चाहिए था। जब इतने
ज्यादा एक्सिडेंट्स हो रहे हैं, एक एक
महीने में चार चार एक्सिडेंट्स होते हैं

और पिछले तीन महीनों में इस किसम के कई
एक्सिडेंट्स हुए हैं, तो मशीनरी के डिफेक्टिव
होने और ट्रेनी या इस्टुडेंट की गलती होने के
अलावा इसमें सेबोटैज का एलिमेंट भी हो
सकता है। क्या गवर्नमेंट ने कभी इस पहलू
को एग्जामिन कराने की कोशिश की है या
नहीं? प्राप जानते हैं कि राजाना सी० प्राई०
ए०, के० जी० बी० और एन्टी नेशनल
एलिमेंट्स या फिफथ कालमिस्ट्स का जिक्र
किया जाता है। ऐसी बात नहीं है कि वे
हमारे मुल्क से चञ्च गये हैं। इस मुल्क में फिफथ
कालमिस्ट्स भी रहते हैं। मैं समझता हूँ कि
इसमें सेबोटैज का भी एलिमेंट हो सकता है।
क्या गवर्नमेंट ने इस पहलू को भी एग्जामिन
कराने की कोशिश की है?

जैसा कि श्री इन्द्रजीत गुप्त ने कहा है,
जब ट्रेनी पायलट मर जाते हैं, तो उनके
बारिसान को किसी किसम की इमदाद नहीं दी
जाती है। यह बड़े भ्रमरोस की बात है मैं यह
जानना चाहता हूँ कि ट्रेनी पायलट्स और
रैग्यूलर पायलट्स की सर्विस कम्प्लीशन्स में
इतना फर्क क्यों है। दोनों में फर्क सिर्फ इतना
है कि जब पायलट लड़ाई में जाता है, तो दुश्मन
के हवाई जहाज उसको भेज करते हैं या उस पर
ग्राउण्ड फायर की जाती है। ट्रेनी पायलट्स
को पेशन या प्रैक्टिस में किसी किसम की
इमदाद नहीं दी जाती है। उनके बड़े बालिदान
और सामूह बच्चों का सहारा उठ जाय है।
हमारी गवर्नमेंट उन को बोली बहुत शान्त
दे देती है और वह भी शिशाकमारी है। तो मैं
मिनिस्टर साहब से प्रश्नो पाता हूँ कि की
एग्जिस्टिंग क्लब में इनकी इमदाद देने के
पायलट्स को, ट्रेनिंग पायलट्स को, इन क्लब

के अन्दर कोई किसी किस्म की तरसीम करने की सोच रहे हैं या नहीं सोच रहे हैं? गौतम का केस उन्होंने फरमाया, उसकी जो एन्कवायरी बंटाई गई, उस एन्कवायरी की रिपोर्ट आज तक नहीं आई। यह बड़ी चिंताजनक बात है। यह बात समझ में नहीं आती। चिनिस्टर साहब ने फरमाया है :

"Despite all care and attention to detail, some accidents do occur sometimes because of human failures."

Human failures are regrettable, but the defects in the machinery are not excusable at all.

आगे चल कर वह कहते हैं :

"sometimes for reasons beyond control."

Will the Minister kindly detail those reasons which are beyond control?

जैसा मेरे से पहले इन्जिनीयर्स गुप्ता जी ने फरमाया कि उनके अन्दर मशीनरी बगैरह इस तरह की नहीं है कि जिससे उनका प्राउन्ड कंट्रोल नहीं हो पाता है। मेरा लास्ट क्वेश्चन यह है :

Will the Ministers be able to tell whether constant checking and overhauling is done before an aircraft takes off the ground and it is not allowed to take off unless it is cleared and the clearance is counter-checked?

यह भी सोचिए उसके अन्दर इन्फेक्ट किया जाता है या नहीं? इन बातों का अन्वेषण महोदय बजाह्त के साथ व।

श्री विश्वनाथन शर्मा : अध्यक्ष महोदय, जब इस तरह की दुर्घटनाएँ होती हैं तो जब एन्कवायरी होती है तो हर एक चीज की

एन्कवायरी होती है और यह भी देखा जाता है कि इसमें कोई किसी तरह का सेबोटिज का एलीमेंट है या नहीं? यह बात नहीं है कि इसको नजरअन्दाज किया जाता है। और अगर ऐसी कोई बात सामने आती है तो उस पर हम कर्बान्वाही करते हैं। ऐसी बात हमारे सामने अभी तक आई नहीं है। जहाँ तक इन्होंने पूछा कि हम क्या कर रहे हैं, इनको कम करने के लिए या इसको रोकने के लिए तो उसके बारे में तो मैंने अपने मुख्य वक्तव्य में काफी विस्तार से बताया कि किस तरह से हमने एयरोनाटिक रिसर्च इंसपेक्शन सब्सिडि शुरू की है, फिर जो डायरेक्टोरेट है मेंटिनेंस इंसपेक्शन का उसका और एयर स्टाफ इंसपेक्शन को भी बढ़ाया है जिससे कि जो भी मेंटिनेंस रेगुलेशंस हैं और जो भी ट्रेनिंग रेगुलेशंस हैं उनमें जहाँ कहीं भी कोई कमियाँ या खामियाँ हैं उनको ठीक किया जा सके। जब जब हमारे ध्यान में कोई बात आती है हम उसे करते हैं। इमदाद के बारे में जो सवाल पूछा है, उसके बारे में मैंने आश्वासन दिया है कि ट्रेनिंग पोरियड में जो इमदाद देते हैं या उनको परिवार के सदस्यों को देते हैं उसके बारे में जितना भी विवरण है वह सब इकट्ठा करके मैं सभा पटल पर रख दूंगा।

SHRI BIRENDER SINGH RAO-
(Mahendragarh): The very fact that that you have admitted a call attention motion on this subject shows that it was a matter of urgent public importance. I regret to say that the hon. Minister has not been able to satisfy us in spite of many questions put to him after his statement.

SHRI BIRENDER SINGH RAO: The call attention motion does not mention specifically about the pilots in service. It is regrettable that the hon. Minister has not been informed by the Department as to what relief benefits are available for the trainee pilots. I hope he would pay attention to this.

I am not quite in agreement with the hon. Minister when he says that he is unable to compare the accident ratio of the Indian Air Force with the Air Forces of countries which have a much larger Air Force than India because that would reveal operational information. When he says that, he admits that accidents are on the increase and that was the call attention motion. He is not able to say what is responsible for this increasing number of accidents. One would normally understand loss of life in a war. But here our trained and experienced pilots are losing their valuable lives in routine flights and the number of accidents is increasing for the past some months. That is a matter of grave concern. I would like to know whether it is due to any defect of the equipment in the aircraft, in the particular type of aircraft that is being used for such flights or whether it is due to improper maintenance of the aircraft or it is due to lack of training of the pilot trainees for handling a particular type of aircraft. Or, is it a case of manufacturing defect? I would like to know about this, Sir. The ratio of accidents in comparison with other countries, seems to be much larger in India. Why should this be so? The Minister stated about the kinds of aircraft used for training purposes etc. I do not know why he cannot say what particular types of aircraft have proved to be accident-prone in the past some months. I would like to know what has been done to improve the manufacture of those types of aircraft. He has indirectly admitted that the facilities provided for maintenance of aircraft and for checking up their operational ability have not been satisfactory so far. That is why I am asking this information. He says staff has been increased. He says, certain steps have been taken.

MR. SPEAKER: Please ask a question.

SHRI BIRENDER SINGH RAO: This is the question I am asking.

I don't know why you are so impatient with me.

MR. SPEAKER: Not at all. It is your own view. Don't talk like that. Please ask a question. I am asking you to conclude now.

SHRI BIRENDER SINGH RAO: I have seen just now that you gave two chances to one Member.

MR. SPEAKER: Business Advisory Committee has decided that they should not be given more than half-an-hour. It is already half-an-hour.

SHRI BIRENDER SINGH RAO: You gave two chances to one Member from one party. If you stop, I don't want to ask anything.

MR. SPEAKER: Don't ask anything.

SHRI ATAL BIHARI VAJPAYEE (GWALIOR): Let him reply to the points raised.

श्री बाबूबत बोडे (नागपुर): अध्यक्ष महोदय, काल घटशन जब किया गया तो दो सम्माननीय सदस्यों को जो मौका दिया गया, जो बतत किया गया...

अध्यक्ष महोदय: यह फसला हुआ है पहले कि पहले को ज्यादा देना है और बाकी को थोड़ा देना है।

श्री बाबूबत बोडे: यह नहीं है। ऐसा नहीं नहीं है। पहले सदस्यों को ज्यादा बतत देना और बाकी को थोड़ा देना ऐसा नहीं नहीं है।

SHRI JYOTIRMOY BOSU (Diamond Harbour) You said 15 minutes to each Member. You gave 23 minutes to him the other day I wrote to you. Therefore, it was decided in the Business Advisory Committee meeting that for this Calling Attention Discussion we have to set aside between 45 minutes to one hour although, Sir the suggestion was made

MR SPEAKER. I don't accept

SHRI JYOTIRMOY BOSU Let the report of the Business Advisory Committee be examined

MR SPEAKER The decision was, the Speaker should try to see that it finishes in half-an-hour but in exceptional cases not more than 40 minutes

SHRI S M BANERJEE (KANPUR) It was decided that half-an-hour to 45 minutes will be given

MR. SPEAKER I have my bad experience that whatever we discuss in the Committee you do not support that here.

**THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND SHIPPING AND
TRANSPORT (SHRI RAJ BAHADUR)** I may say that it was agreed that generally Calling Attention should take about 30 minutes, but in exceptional cases where the matter is important, 40 minutes. That was the decision arrived at

श्री बीरेन्द्र सिंह राव : प्राप श्रीफों के ऊपर कमजोर मेम्बरों के ऊपर रोक बाँटते हैं दूसरों से नहीं बोलते हैं...

अध्यक्ष महोदय आप कमजोर नहीं हैं, आप ऐसा नहीं कह सकते।

श्री ज्ञानबल श्री अध्यक्ष महोदय, क्या सदन में कुछ मेम्बरों की मौतोगली हो गई है—
एक ट्रक को इसके बाड़े में बतला दिया ? आज तक मैं न-एग्जिशन डड-डेड घण्टे चला है है और हमन देखा है कि उनके बाद भी चला है। प्रगर कुछ मेम्बरों की मानोपली हो गई है ता हम उसका तोरे

अध्यक्ष महोदय इसीलिये इसको बिजनस-गडवाइजरी बमटी में रखा गया था कि ज्यादा टाइम न लगे।

श्री बाबरा घाटे क्या आप सलाह की शकले देख रहे हैं ? (व्यवधान)

श्री हमन खा कि सम्माननीय सदस्य श्री उन्द्रजीत गुता जय बोल रहे थे तो उनको दो बार बोलने का मौका दिया गया। पहली बार बोल उम्मे बाद फिर आपने बोलने के लिये उनको वक्त दिया।

अध्यक्ष महोदय श्री इन्द्रजीत गुता को 10 मिनट में ज्यादा नहीं दिया।

श्री बीरेन्द्र सिंह राव जिसका कमजोर समझते हैं उसको बजाते हैं।

अध्यक्ष महोदय राव नाहब जब भी मैं आप को कहता हूँ—यह दूसरी-तीसरी दका है—आप इसी तरह से रिटार्ट करते हैं जो मुनासिब नहीं मानूम देता

श्री ज्ञानबल घाटे लेकिन जिस तरह से सम्माननीय सदस्य राव बीरेन्द्र सिंह को आपने रट टिया यह तरीका ठीक नहीं है। हमने

[श्री जयवंत बोटे]

यहां पर देखा है कि जिन की प्राप मीनोपली समझते हैं उनसे प्राप नहीं बोलते हैं। . . .

प्रध्यक्ष महोदय : यह मेम्बर के लिये अच्छा नहीं लगता है—मैं मेम्बर को कहूँ कि प्राप कम्प्यूड करें और मेम्बर कहें कि प्राप मेरे साथ इस तरह से करते हैं। मेम्बर कह सकता है कि मैं दो मिनट में खत्म करता हूँ लेकिन इस तरह से कहने का कोई तरीका नहीं है . . . (व्यवधान) . . . प्राप बैठिये . . .

श्री जयवंत बोटे : लेकिन मैं प्राप से बात कर रहा हूँ।

प्रध्यक्ष महोदय : लेकिन मैं प्राप से अभी बात नहीं कर रहा हूँ।

श्री जयवंत बोटे : मैं तो बात कर रहा हूँ। ऐसा तरीका नहीं होना चाहिये . . . (व्यवधान) . . . काल एटेंशन में केवल सवाल पूछना चाहिये।

प्रध्यक्ष महोदय : इसीलिये तो यह मामले बिजनेस एडवाइजरी कमेटी में आया और यह फैसला किया गया . . .

श्री अटल बिहारी वाजपेयी : कुछ फैसला नहीं हुआ।

SHRI BIRENDER SINGH RAO: I cannot stand this. I walk-out.

Shri Birender Singh Rao then left the House.

SHRI JYOTIRMOY BOSU: Do not say this, Sir. Kindly do not mislead the House.

SHRI S. M. BANERJEE: I was present at the meeting of the Business Advisory Committee.

प्रध्यक्ष महोदय : मैं प्राप से पूछना चाहता हूँ कि क्या यह बात बर्ता नहीं आई ?

जब यह बात बर्ता आई तो यह फैसला किया गया कि कोशिश की जाए कि प्राप चपटे में यह खत्म हो जाय . . .

श्री अटल बिहारी वाजपेयी : कोशिश करना अलग बात है।

प्रध्यक्ष महोदय : अगर कोई खास बात हो तो 40 मिनट में खत्म किया जाय।

SHRI SEZHIAN (Kumbakonam): It has not been put to the House yet.

प्रध्यक्ष महोदय : क्या हर बात हाउस में रखी जाय ? जो बातें प्राप बिजनेस एडवाइजरी कमेटी में होती हैं क्या उनको हाउस में रखें ?

SHRI JYOTIRMOY BOSU: What you have said is not correct. Let it be on record. What you have said is not correct. This is misleading.

श्री जयवंत बोटे : प्रध्यक्ष महोदय, मुझे दो मिनट दीजिये। काल-एटेंशन में जब कन्सर्नड मिनिस्टर जवाब देते हैं तो उसके बाद दो-चार सवालात पूछने चाहिये। इस हाउस में काल-एटेंशन का जवाब देने के बाद तकरीर होती है जो सीनिबर मेम्बर हैं उनको जितना बोलना होता है उतना बोलते हैं तकरीर देते हैं उसके बाद भी प्राप उनको बोल देते हैं और अगर कोई नया मेम्बर कोई बात रखता है तो प्राप उसको रोकते हैं बात भी देते हैं। ऐसा नहीं होना चाहिये। यह मामला फिर से बिजनेस एडवाइजरी कमेटी में जाना चाहिये।

प्रत्यक्ष महोदय : डकर जाना चाहिये
में भी चाहता हूँ।

श्री राम लहाय दास (राजनन्दगाव) :
प्रध्यक्ष महोदय, डाट तो ये रहे हैं।

श्री जांबुवंत बोडे : प्राप मेरी प्रार्था
से प्रबरा जाते हैं, तो मैं क्या करूँ।

MR. SPEAKER. We have one hour
after the question hour upto the lunch
time.

अब हालत यह हो गई है कि लंच
टाइम भी इसी में लग जाता है। इसी
लिये मैंने उस दिन प्राप से कहा था
कि किसी किसी दिन तो लंच टाइम के बाद
भी बैठना पड़ जाता है, जिसका नतीजा यह
होता है कि हाउस को लंच के बाद जिस वक्त
बैठना चाहिये, उसके बजाय तीन बजे बैठते हैं
और एक घण्टा कम हो जाता है।

श्री बदल मिहारी बाबूपेयी : प्राप एक
बजे खत्म कर दीजिये उसके बाद बैठें।

SHRI SEZHIYAN: At 1 O'clock you
can adjourn the House.

प्रध्यक्ष महोदय : उसके बाद दूसरा
काम लेना होता है।

SHRI JYOTIRMOY BOSU: Let this
be cleared up because I was a party
present at this much-talked about
Business Advisory Committee meeting.
Shri Banerjee was also there. It was
suggested that we would try to finish
the call attention motion discussion in
45 minutes to one hour, if I remember
aright.

MR. SPEAKER: No, no.

SHRI JYOTIRMOY BOSU No decli-
sion was taken.

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MR. SPEAKER: Ask your friends.

SHRI JYOTIRMOY BOSU: Let us
have the proceedings of the Business
Advisory Committee. Let us examine
it. No decision was taken. But what
surprises me is...

MR. SPEAKER I will show you the
proceedings.

SHRI JYOTIRMOY BOSU Very
well—I hope the proceedings are all
right.

If you decided to do it within half-
an-hour or fortyfive minutes, I would
say that you in your wisdom have
allowed 23 minutes one day to one
member whereas whenever some other
members speak, even in the fifth
minute the bell rings, in the seventh
minute the bell rings. This is very
painful Once I said 'double standard'.
You did not like it I cannot repeat
it. But I ask is this uniform stan-
dard?

श्री जांबुवंत बोडे : इसमें एक बात तो
हो गई है कि इसमें यूनीफार्म स्टैंडर्ड नहीं है।

SHRI S. M. BANERJEE rose—

MR. SPEAKER: He will kindly sit
down. It has already taken a lot of
time.

SHRI VIDYA CHARAN SHUKLA:
The hon. member has asked two ques-
tions.

SHRI JYOTIRMOY BOSU: What is
the ruling?

MR. SPEAKER: No question of rul-
ing; you do not accept anything.

SHRI JYOTIRMOY BOSU. Why can-
not we sort it out now?

MR. SPEAKER: I am not going to
because you do not stick to it.

SHRI JYOTIRMOY BOSU: It is your
goose.

SHRI VIDYA CHARAN SHUKLA: He asked whether the accident rate in our air force could be compared with the accident rates in other air forces of the world. I have indicated in the main statement that it is not possible to do so because it is not the practice of the air forces of the world to reveal this information.

In our case, for instance, this year, in 1972, there have been as many as 97 aircraft accidents because of bird hits. This is one thing. In the statement, I have indicated there are some reasons beyond our control. Sometimes when these aircraft are flying at very high speeds particularly at a low level, it is not possible for the crew to see a bird approaching and avoid it by manoeuvring. 97 aircraft accidents took place only because of one reason I have indicated here.

The second point he made was to imply from the various actions we have taken to reduce the frequency of the accidents, that because actions have been taken it indicated there was some deficiency earlier. This is implied in the statement I made. As the air force is growing and as we meet with accidents, we have been inquiring into them and whenever we have found there was any snag or deficiency, we have removed it. This is a continuous process which we are implementing. Therefore, the possibility of such accidents taking place would become less and less. If you compare the number of training flights in the last ten years with the accident rate, it does not show an upward trend. This also I have indicated. Some hon. Members rose—

MR. SPEAKER: May I request the hon. members who are rising to read the rules about call attention motions? You are all new members. You must read the rules—of course, it does not look nice if I say you should read the rules.

SHRI JYOTIRMOY BOSU: There should be a Rules Committee meeting. For 2½ years there has been no meeting.

MR. SPEAKER: There was no breach of any rules. Now, Shri Samar Guha.

SHRI ANANTRAO PATIL (Khed): I was present on the spot, at the time of the accident. So, I would like to narrate one thing.

MR. SPEAKER: No question of any narration. Nothing will go on record.

भाप लोग पढ़ते ही नहीं है कि रूल में क्या है।

SHRI SAMAR GUHA (Contd.): Sir, I am sure the whole House is equally shocked as myself to hear the tragic news of the death of a brilliant officer like Wing Commander Gautam. I am also sure that this House will express its deep sense of appreciation for the high sense of courage and deep sense of appreciation for the high sense of courage and nobility of soul that he exhibited in that he tried to save the village—(Interruption)—the report is there—and the rural areas, and tried to take the aircraft to some other place. I am also sure that the hon. House will express its feelings of condolence to the bereaved family.

Probably, these accidents are of few types. One during the test flight for a new aircraft; two, flights for the trainees on training flights; three, routine flights; and four, combat action. About the last one, I do not want to get any answer because I know that any such information may help the enemy or any potential enemy. But in the last sentence of his statement, there are misunderstandings especially when he has said that the current rate of accidents is within the rate of the past 10 years and does not indicate an increasing trend. If that is so, I want to know

from the Government the facts and statistics for the last 10 years, giving information as to how many accidents occurred during test flights with new aircraft, during the training for new pilots, and during the routine flights. I want to know the figures so that we may also judge whether the trend is increasing or decreasing or is stagnant. That is one thing.

Secondly, the hon. Minister said that there are reasons beyond control I want to know what are the reasons beyond control. They can be explained. I think failure of the instrument to contact the ground is one thing. If the aircraft goes up, how to contact it? I want to know whether arrangements for automatic bale-out and contact with the ground have been provided in respect of our aircraft, particularly the new aircraft which are taken out or training and also for routine flights.

I do not want to say why Government cannot try to have pilotless aircraft. I do not know. They are very costly. But I think one important point should be remembered. That is, in the last Lok Sabha, when a similar tragic accident happened in the case of Wing Commander Das, there was a furore in the House, and there was not only a Call Attention motion but a regular motion raised by Mrs. Sharda Mukerjee and there was a long discussion on it. In that discussion, she also pointed out certain lacunae in the process of enquiry is ordered to investigate into the causes of the accident. There was a serious discussion on the subject for a few hours, and in that discussion, it was pointed out to the Government that apart from depending on the regular type of the court of enquiry that is being instituted by the Defence Ministry, some other kind of enquiry should also be held. Some serious questions were raised as regards ignorance and even some kind of intrigues like files being misplaced or not being made

available were brought to the notice of the Inquiry Court in that discussion, by Mrs. Sharda Mukerjee and many other Members also, and the Government assured the House that they would take some action.

Shri Indrajit Gupta raised the question of judicial enquiry; I do not know whether personal factors, organisational factors and departmental factors would not come in the way if enquiry is done by those who are now in service. If you are not agreeable to judicial enquiry into such matters, is it possible to have the retired Air Chief or the Deputy Air Chief or the highest technical experts of the Air Force Deptt. constituted into a committee, not to have departmental persons, so that they may actually go into the whole affair and facts to conduct impartial enquiry.

SHRI VIDYA CHARAN SHUKLA: Hon. Member is asking for statistics. For the last three years, I have got statistics here but it would be difficult to put it in the order he wants it because in certain cases it is very difficult to determine the cause of accidents. We can certainly say how many accidents took place in test flights, how many in trial flights and how many in routine flights. If the hon. Member wants it we shall supply that information.

SHRI INDRAJIT GUPTA: All this information is relevant to the call attention motion; he should have come prepared with that.

SHRI SAMAR GUHA: The hon. Minister in the last para says that the rate of accident is within the rate of the past ten years and does not show an increasing trend. He has come to the conclusion but he is not ready to provide us the data, so that we can be satisfied about the conclusion.

MR. SPEAKER: If you have, you can give that information. You can supply it to the Member if you have

(Mr. Speaker)

not got it. This call attention motion is about a particular accident.

SHRI VIDYA CHARAN SHUKLA: I have already indicated in reply to Shri Indrajit Gupta that the training aircraft have facilities of baling out and contacting ground staff and the control tower. About enquiry, I have already indicated that we in the Ministry are looking into this matter. Why does he want retired officers to be inducted....

SHRI SAMAR GUHA: I have said why.

SHRI VIDYA CHARAN SHUKLA: ...when we have the serving technical officers, highest officers to assist us in looking into this matter along with the officials of the Ministry.

MR. SPEAKER: I want to say to Mr. Vajpayee that I have called for the proceedings of the Committee; this Committee meeting was held on 17th November.

SHRI S. M. BANERJEE: Give me an opportunity to clarify; I was also present.

MR. SPEAKER: That Committee recommended that this should be the time to be given to call attention motion.

SHRI S. M. BANERJEE: It was suggested by Mr. Piloo Mody.

MR. SPEAKER: Normally I do not quote their proceedings. I am quoting the relevant portion. The time to be given to the call attention motions should normally be half an hour and in rare cases it may extend upto forty minutes.

SHRI SHYAMNANDAN MISHRA (Begusarai): When was the recommendation made?

MR. SPEAKER: This was on 17th November. After that it was put before the House. Many Members

were of the view that it took a lot of time and I put it before you.

SHRI JYOTIRMOY BOSU: No, Sir.

MR. SPEAKER: I have not put it myself.

PROF. MADHU DANDAVATE (Rajapur): Has a single call attention motion been disposed of in half an hour?

MR. SPEAKER: In the beginning when call attention motion was a substitute because of so many other motions, Members were given a chance. Members could not make a speech; they can ask only questions. The rule is still there. They started by seeking clarifications. Now they have started making long speeches. They not only take the whole of the zero hour but sometimes they take the lunch hour also. That was why it was put before the House

SHRI SHYAMNANDAN MISHRA: So, the recommendation was made on the 17th November, ten days back?

MR. SPEAKER: Yes.

SHRI JYOTIRMOY BOSU: We were not there.

MR. SPEAKER: Mr. Dinen Bhattacharyya was there from your party.

SHRI DINEN BHATTACHARYYA (Serampore): It was only a suggestion by somebody; it was not a recommendation.

MR. SPEAKER: It is a question of the time of the House. It is entirely in your hands. You may take 1 or 2 or 3 hours. But after all, we have to go by certain rules and decisions. If you do not abide by them what can I do?

SHRI H. M. PATEL (Dhandhuka): If the suggestion is that only 30 minutes should be allowed, no speaker including the first one should be given more than 5 minutes, because some

time has to be given to the minister also.

MR. SPEAKER: Others will accept my request, but not Mr. Samar Guha.

SHRI H. M. PATEL: Sometimes the first speaker takes 30 minutes. Today the first speaker took 15 minutes.

MR. SPEAKER: We have been following this practice that the calling attention plus the formal business of laying papers on the Table etc. will be finished by 1 o'clock and the regular business taken up after lunch. But sometimes the calling attention goes into the lunch hour also.

SHRI BIRENDER SINGH RAO: There should be a practice that the name of a member should not appear more than once in a week in calling attention motions. There are certain members whose names appear so many times a month and the names of other members do not come up at all.

अध्यक्ष महोदय : राब साहब को मैंने नाराज करने के खयाल से कोई बात नहीं कही थी। वह तो मेरे बहुत पुराने दोस्त हैं इकट्ठा रहे हैं कैबिनेट में भी साथ रहे हैं और अन्य अ्यक्ष भी उनका मेरा साथ रहा है लेकिन कोई ऐसी बात नहीं हुई। इस मौके पर मैंने जो मैंने कहा है उसे उन्हें किसी गलत तरीके से नहीं लेना चाहिए। मैंने तो सिर्फ यही कहा कि जब मैं आप से कहता हूँ तो आप फौरन मुझे कह देते हैं। हर वक़्त जब ऐसे बंधे कहते हैं तो फिर मुझे भी थोड़ा सा गुस्सा आ गया और आपको भी आ गया। राब साहब को भी उसे भूल जाना चाहिए और मैं भी भूल जाता हूँ।

श्री बीरेन्द्र सिंह राब : मैं तो अध्यक्ष जी हुमेशा आप का जिहाज करता हूँ और हुमेशा आप से डर जाता हूँ इसलिए आप मेरे साथ जैसी सकती करते हैं वैसी दूसरों के साथ नहीं करते हैं।

अध्यक्ष महोदय: ऐसी बात नहीं है। मुझे आप से बचपन का प्यार है।

श्री बीरेन्द्र सिंह राब : हालत तो यह है कि 100-100 काल एटेंशन नोटिस देने के बाद कहीं पूरे सेशन में एक बार उसमें मेरा नाम आता है और वह भी सबके आखिर में आकर।

अध्यक्ष महोदय :: मैं मईम्बर साहब से कहूंगा कि वह इस तरह से रिटोट न करें।

If you make a submission that you want two minutes more, I never deny it.

SHRI SEZHIYAN: Is it going to be the procedure in future that only half an hour will be allotted to calling attention motions? If that is the decision, let us be very clear about it.

MR. SPEAKER: Do not lay a very hard and fast rule. Sometimes we have short notice questions. That business also requires time.

SHRI DINEN BHATTACHARYYA: Then there are chances of double standard.

MR. SPEAKER: Do not do it every time.

श्री हुकाम चन्द कच्छबाब : (मुरैना)
अभी उन माननीय सदस्य ने जो डबल स्टैंडर्ड की बात कही है वह गलत बात है और उसको निकाल देना चाहिए।

प्रश्न : कहीं तक विकास ?
कई या तो वह बुद्ध निकलें या हाउस से ही
निकल जाऊं ।

In such cases, where there is short notice question, it should be the practice that the total time should not exceed what is fixed in both cases. That should be the normal practice.

It should normally be half an hour; in some cases 40 minutes.

SHRI SHYAMNANDAN MISHRA: There seems to be some misgivings about the way the decision of the BAC has been recorded, because no one on this side of the House agrees that such a decision was taken.

SHRI INDRAJIT GUPTA: Somebody made a suggestion.

SHRI S. M. BANERJEE: Shri Piloó Mody made a suggestion that it should be 40 minutes.

MR. SPEAKER: It has been my very sad experience that after something is decided in the BAC, I am let down here.

SHRI SHYAMNANDAN MISHRA: That would never happen.

MR. SPEAKER: I give the discretion in your hands and then you come here and say like this. I am not going to follow any particular practice. I will use my discretion.

SHRI S. M. BANERJEE: I suggested that instead of five members, it should be three. Shri Piloó Mody said that the sitting should not erode into the lunch hour. Then you said that it should be for 30 minutes and in extraordinary matters it should be extended to 40 minutes. Our intention is that it should finish before the lunch hour. We stand by that. I was saying that if you give five or

seven minutes to each member and the Minister also wants equal time, then it cannot be finished in 30 minutes.

MR. SPEAKER: In the case of Shri Birender Singh Rao 30 minutes were already over and there was one more member to ask a question and the Minister to reply.

SHRI INDRAJIT GUPTA: Because the luck of ballot has favoured me, Sir you and I are being accused of some kind of a monopoly. I want to make it clear that I am not a monopolist and I do not want to be a monopolist. The monopoly can be handed over either to Shri Birender Singh Rao or Shri Jyotirmoy Bhow. I have no objection.

MR. SPEAKER: Sometimes I pray that you may kindly give some peace to me. Let us dispose of all these items before we adjourn for lunch.

PAPER LAID ON THE TABLE

REPORT ON MID-TERM GENERAL ELECTION IN INDIA

**THE MINISTER OF STATE IN THE
MINISTRY OF LAW AND JUSTICE
(SHRI NITIRAJ SINGH CHAUDHARY):** I beg to lay on the Table a copy of Report (Hindi version) on the Mid-term General Elections in India, 1968-69 in the States/Union Territories of Bihar, Haryana, Punjab, Uttar Pradesh, West Bengal, Nagaland and Pondicherry. —Volume II (Statistical). [Pleased in Library see No. LT-3831/72]

MR. SPEAKER: Dr. Karan Singh to continue his speech—Carriage by Air Bill. Shall we take it up after lunch?

We now adjourn for lunch to reassemble at 2 O' Clock.