

tion at a monthly average of Rs. 27 crores but the increase was of the order of only Rs. 15 crores in the first nine months of the second year ;

(b) whether the Nationalised banks have transferred a total profit of Rs. 3.70 crores for 1970 as compared to Rs. 2.08 crores for the period from July 19 to December 31, 1969 ; and

(c) if so, the steps Government propose to take to improve the functioning of the nationalised banks in terms of its operational cast, as well as the productivity of the bank staff ?

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN) : (a) Yes, Sir. They, however, represent the increase of outstanding advances (net of recoveries) to the priority sector.

(b) The aggregate profits of the year 1970 of the 14 nationalised banks transferable to Government are Rs. 4.17 crores as against Rs. 2.33 crores for the period 19th July 1969 to 31st December 1969. It may, however be stated that the aggregate net profits of the 14 nationalised banks in the year 1970, was Rs. 6.90 crores compared to the profits of Rs. 5.98 crores of the year 1969.

(c) The question is kept constantly under review in consultation with the chief executives of the banks. The Banking Commission will also examine the question of operational costs of banks and further necessary action will be taken in the light of the Commissions' report.

CORRECTION OF ANSWER TO USQ

NO. 2531 DATED 18-6-1971 RE.

REALISATION OF EXCISE DUTY AND INCOME-TAX FROM TEXTILE MILLS IN INDORE

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH) : In the reply given by me on 18th June, 1971 to part (d) of the Unstarred Question No. 2531 by the Hon'ble Member Shri Phool Chand Verma, it was stated that the amount of excise duty outstanding against cotton textile mills in Indore district (Madhya Pradesh) up to December, 1970 was Rs. 2,62,096/-.

2. As a result of analysing the break-up of the arrears pertaining to each factory,

it is reported that the total arrears were only Rs. 1,35,557/-.

3. The correct reply to part (d) of said Question should, therefore, be as follows :

"(d) The amount of excise duty outstanding against these mills up to December, 1970 is Rs. 1,35,557/-. Information regarding the amount of income-tax outstanding against these mills is being collected, and will be laid on the table of the Sabha."

CORRECTION OF ANSWER TO USQ

NO. 2002 DATED 11-6-1971 RE.

INCREASE IN FLYING TRAINING FEES BY DELHI FLYING CLUB

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR SARAJINI MAHISHI) : Sir, on the 11-6-1971, in reply to part (c) of Unstarred Question No. 2002 by Shri Paripoornanand Painuli regarding increase in Flying Training Fees by Delhi Flying Club, Minister of Tourism and Civil Aviation had stated that trainees who had obtained their Private Pilot's Licence and had done 150 hours of flying on 31st March, 1970 would be permitted to avail of subsidised flying up to the maximum limit of 250 hours subject to the usual conditions. The correct date, however, is 31st March, 1971 and not 31st March, 1970. This was a typographical error and is very much regretted.

12.01 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED CRASH OF ONE HF-24 AIRCRAFT

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Sir, I call the attention of the hon. Minister of Defence to the following matter of urgent public importance and request that he may make a statement thereon :

"Reported crash of one HF-24 aircraft near Bangalore on the 27th July, 1971."

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM) : Mr. Speaker, Sir, I regret to inform the House that an HF-24 Mark I aircraft belonging to the IAF which was sent to HAL for 200-hours inspection crashed at a place about 25 kms. from Bangalore on 27-7-1971 while it was being test flown by Wing Commander J. K. Mohlah, an IAF Test Pilot on deputation to HAL. The aircraft took off from the HAL airport, Bangalore, at 14-45 hours and contact with the test pilot was lost at 15.04 hours. The wreckage of the aircraft was located at about 18-00 hours. The pilot was killed in the accident. The cause of the accident is not known. A Court of Enquiry has been ordered.

I fully share the concern of the House regarding this accident. The Court of Enquiry which has been ordered to investigate the cause of the accident, would go into the thoroughly. Government will take such action as may be found necessary on the results of the Enquiry.

SHRI JYOTIRMOY BOSU : I do not wish to start with a preamble. The hon. Minister may kindly make a note of my queries. At the developing stage things are expected to happen but one has to be very careful. If you are good enough to give me a reply, I shall be obliged.

Was this done with West German collaboration and within a year's time to you expect delivery of the MIG's? What will you do with supersonics when they are available? What is the total expenditure on this and how many supersonics. HF-24 are ready at the moment?

You said you had two crashes before. What were the findings of the enquiry made on the last two crashes? What steps were taken on the basis of those two enquiry reports? As a layman, from what has come out, we could make out that between 2.30 and 3.20, about fifty minutes, I could go to the extent of 25 kms., little more than that. After the last two crashes did you enhance the thrust of the engine? Did you put a new engine? Were they imported? What are the details? What was the thrust before the first and second crash? What is the new thrust before this third crash?

About the pilot—may his soul rest in peace; we are sorry for him and for his family—what was his experience in flying

supersonic jets? Was he expected fully, as per his qualifications and merit, to fly supersonic speed jets, this sort of aircraft?

*** SHRI JAGJIVAN RAM :** Yes, it was developed in collaboration with a German team, and after the development, the services of the man who was in charge was terminated in 1967. The House is aware of the two previous crashes.

SHRI JYOTIRMOY BOSU : About MIG's.

SHRI JAGJIVAN RAM : I cannot give the information at present about MIG's. I do not have it. As to how many HF we have at present, that information also I cannot give. The information is not with me. The House is aware of the previous crashes.

SHRI JYOTIRMOY BOSU : Total expenditure so far on development and design.

SHRI JAGJIVAN RAM : I have not got those details. If hon. Member is interested, that can be considered.

SHRI JYOTIRMOY BOSU : I am interested.

SHRI JAGJIVAN RAM : The two previous crashes were of the prototypes. This is different from them because this was a regular aircraft in our squadron. The engine in this was not the new reheat engine, but it was powered by the normal Orpheus-703 engine, not the reheat version of this engine.

SHRI JYOTIRMOY BOSU : After the last two crashes, you did not enhance the engine thrust?

SHRI JAGJIVAN RAM : I have given the information that I have got that it was powered by the normal and not the reheat engine.

So far as the flying hours and experience of the test pilot are concerned, I do not have the details, and I cannot give it, but I presume that he was qualified with his flying experience.

SHRI JYOTIRMOY BOSU : It is not acceptable.

SHRI JAGJIVAN RAM: If it is wrong, I will correct myself, but I presume that he was qualified to be a test pilot in the IAF and he was on deputation with the HAL.

SHRI JYOTIRMOY BOSU : May I make a submission ? This is a calling attention which involves billions of people's money and lives. Lives have been lost. If the hon. Minister comes unprepared with answers for even specific questions—what is the background of the pilot, how many planes have you built, what was the cost nothing we could get—what is the use of wasting the time of the House which I am told costs Rs. 10,000 a minute. What is the point in our coming here ? It is a very pitiable and a very disgraceful condition.

SHRI JAGJIVAN RAM : I may not give the number, and I am sure the House will co-operate with me that I should not disclose the number that we have.

SHRI JYOTIRMOY BOSU : You give the background of the pilot.

श्री कमल मिश्र मधुकर (केसरिया) : अध्यक्ष जी, यह तीसरी घटना है जिसमें देश में बने हुए हवाई जहाजों की ऐसी गति हुई है। हम सभी लोगों को दुख है और संवेदना प्रकट करते हैं कि पाइलट की मृत्यु हो गई है लेकिन साथ ही मन्त्री जी ने जो बयान दिया है वह संतोषजनक नहीं है। क्योंकि आपने कह दिया है कि इन्कवायरी हमें बहाल करनी है लेकिन 1970 में जो घटना हुई थी उसकी भी जांच हो रही है और अभी तक जांच नहीं हो पाई है। तो मैं जानना चाहता हूँ कि ऐसी दुर्घटनायें होती जायें और आप जांच बिठाते जायें तथा अनन्त काल तक जांच चलती रहे रह उचित नहीं है इसलिए क्या आप कोई समय निर्धारित करने जा रहे हैं कि कितने दिन में जांच पूरी कर ली जायेगी ?

दूसरे क्या आप इस बात की भी खान-

बीन करने जा रहे हैं कि जर्मन कोलंबोरेशन होने से कोई ऐसी गड़बड़ी तो नहीं की जा रही है कि जिसके चलते हिन्दुस्तान में जो हवाई जहाज खन रहे हैं वह बदनाम हो जायें और देश में उनके प्रति आस्था कम हो जाये ?

इसके साथ ही मैं यह भी जानना चाहूँगा कि जिस पायलट की मृत्यु हो गई है उसके परिवार के लिए कौन सी कार्यवाही करने जा रहे हैं जिससे मृतक के परिवार को सांत्वना मिल सके और उसके आर्थिक जीवन में सुधार हो सके ? इन तीन बातों का जवाब मैं आपसे जानना चाहूँगा।

श्री जगजीवन राम : मैं कहूँगा कि जो हमारा टेस्ट पायलट था वह काफी अनुभवी था और काफी सालों से एच० एफ० 24 पर काम कर रहा था। सन् 1964 से ऐसे हवाई जहाज को उड़ाने का तजुबा उनको था... (व्यवधान)... जो संबंधित सवाल है उसका जवाब मैं दे रहा हूँ। सन 64 से इस हवाई जहाज से उसका सरोकार था और वह काफी अनुभवी था। यह काफी दुख की बात है कि ऐसे अनुभवी पायलट को हम खो बंटें।

जहाँ तक पिछली दो घटनाओं का सम्बन्ध है, सदन में उस पर चर्चा हुई थी। पहली दुर्घटना में जो इन्कवायरी कमेटी बनाई गई थी उसकी रिपोर्ट आ चुकी थी और उसकी जो सिफारिशें थीं उन पर विचार करके उन सिफारिशों पर अमल कर लिया गया था। दूसरी जच समिति जो बनाई गई वह अपनी पूरी सिफारिश इसलिए नहीं दे पाई कि जो हवाई जहाज दुर्घटनाग्रस्त हुआ था उसका नष्ट-भ्रष्ट अंश प्राप्त नहीं हो सका, उसका रेकेज नहीं मिल सका इसलिए इन्कवायरी कमेटी ने यह कहा कि जब तक रेकेज नहीं मिल जाता है तब तक हम पूरी तरह से अपनी सिफारिशें करने की स्थिति में नहीं हैं।

लेकिन पहली दो दुर्घटनाओं में और इसमें

[श्री जगजीवन राम]

अन्तर सम्मति चाहिए कि वह जो हमारे जहाज के प्रोटी टाइप के और यह हवाई जहाज प्रोटी टाइप नहीं था। यह हमारे स्क्वाड्रन का जहाज था और 1968 से हमारे स्क्वाड्रन में था। आम तौर से 200 घंटे चलने के बाद जो जांच होनी चाहिए उसके लिए वहाँ पर भेजा गया था। 196 घंटा यह चल चुका था और इसलिये कोई आरम्भिक हाल से ही इसमें नुकस था यह बात प्रत्यक्षतः नहीं है।

साथ ही यह कहना कि कुछ लोग संबोटाज कर रहे हैं, ऐसा है कि हमको उस पर संदेह नहीं है। लेकिन ये सारी बातें इन्वैस्टिगरी कमीशन की जांच के बाद ही मालूम पड़ेगी।

श्री कमल मिश्र मधुकर : मृत व्यक्ति के परिवार के लिए आप क्या करने जा रहे हैं ?

श्री जगजीवन राम : उनको फॅमली पेंशन मिलेगी और उनकी विधवा को एक लाख 25 हजार ६० एक मुश्क मिलेगा।

MR. SPEAKER : Shri Rao Birender Singh.

SHRI BIRENDER SINGH RAO (Mahendragarh) : No question, Sir.

MR. SPEAKER : Thank you.

12.12 hrs.

RE : CALLING ATTENTION

(Query)

श्री विजयपाल सिंह (मुजफ्फरनगर) :

अध्यक्ष महोदय, मैंने एक ध्यानाकर्षण प्रस्ताव आपको भेजा था। मेरे क्षेत्र में पूरा का पूरा हरिजनों का गांव जला दिया गया। सैकड़ों आदमी अस्पताल में जल्मी पड़े हुए हैं। औरतों मेरे घर पर पड़ी हुई हैं, उनको मैं कहां लेकर जाऊँ। यह रोजाना की घटना घट रही है, मैं क्या करूँ।

अध्यक्ष महोदय : मेरे पास नहीं आया।

श्री विजयपाल सिंह : पूरा का पूरा गांव जला दिया गया। उस बारे में मन्त्री जी से कम से कम एक बयान दिलवा दीजिये। (व्यवधान) औरतों मेरे मकान पर पड़ी हुई हैं। आप बयान दिलवा दीजिये। क्या होगा, मेरी सम्झ में नहीं आता। (व्यवधान)

अध्यक्ष महोदय : मैंने कहा आपको कि अभी मेरे पास नहीं आया।

श्री बी० पी० मौर्य (हापुड़) : पूरे गांव को नष्ट कर दिया और चमारों की लड़कियों के साथ बलात्कार किया गया।

अध्यक्ष महोदय : ये बातें काल अटेंशन के लिये एवरप्टली नहीं उठानी चाहियें।

श्री बी० पी० मौर्य : अध्यक्ष महोदय, वैसे तो आप का ध्यान जरा-जरा सी बातों पर चला जाता है। संविधान यह व्यवस्था देता है कि शेड्यूल्ड कास्ट्स, प्रतिसर्वहारा समाज के लोगों की केन्द्र विशेष तौर से रक्षा करेगा। वहाँ पर जाटों ने जो बी० के० डी० के नेता हैं, उन्होंने कत्ले घाम किया है और उनकी बहन बेटियों के साथ बलात्कार किया। सम्मानित सदस्य ने आपको इस बारे में लिखा। क्या आपने इस पर ध्यान दिया।

MR. SPEAKER : When it comes to me, I will look into it.

श्री बी० पी० मौर्य : अब तक वह कागज आपके पास पहुंचा क्यों नहीं, इसकी आपकी ध्यानबीन करनी चाहिये।