

Mr. Speaker: After it has been circulated, I will allow it.

Shri S. M. Banerjee: I want to say something general on it.

Mr. Speaker: Not now. First I should allow the general thing and then again the special thing. No. After it has been circulated, I will allow an opportunity.

Shri S. M. Banerjee: Kidly tell us when, tomorrow or the day after?

Mr. Speaker: If it is circulated tomorrow, then I will allow it the day after.

Search action was initiated immediately. At about 1330 hours, on receipt of information that an aircraft was seen burning on Thana Belapur Road, 9 miles from Thana, Civil Aviation Department and Indian Airlines Corporation Rescue parties immediately left for the site of the accident. The D.S.P. and Civil Surgeon, Thana, also proceeded to the site of the accident.

Late in the afternoon, a helicopter belonging to the Cambatta Aviation Ltd. landed near the site of the accident and located the wreckage and three dead bodies.

The Rescue Party reached the scene of the accident late in the evening and brought back three badly-mutilated bodies. The fourth body could not be located. The aircraft was found to have split up into three parts.

13.36 hrs.

STATEMENT RE: ACCIDENT TO
IAC CARAVELLE NEAR SANTA
CRUZ

The Minister of State in the Ministry of Transport and Aviation (Shri C. M. Poonacha): I deeply regret to report that a Caravelle jet aircraft VT-DSB of the Indian Airlines Corporation, while on a training flight, with three pilots and a flight Engineer on board, crashed on a hill about 8½ miles from Thana, resulting in the total destruction of the aircraft and the death of all the crew. The plane took off on the training flight from Santa Cruz at 11.15 A.M. with Captain Jung, a very able, competent and Senior Pilot as Instructor. The last message received from the aircraft by the Flying Control at 11.25 A.M. was to the effect that it was coming in to land with one engine off, as part of the training programme. It was asked by the Flying Control to hold on and to follow a Viscount aircraft, operating a scheduled service from Calcutta and which was about to land. Thereafter, there was no further contact with the aircraft. The aircraft was seen on the Radar screen at 11.26 A.M. three miles south of the outer marker, 8 miles south-east of the airfield, on a bearing of 115 degrees. Thereafter it was lost to view.

The Director of Air Safety of the Civil Aviation Department left for Bombay yesterday evening and is proceeding to the scene of the accident this morning. I am awaiting his preliminary report on receipt of which we shall consider whether in the circumstances of the case a judicial inquiry will be necessary under Rule 75 of the Aircraft Rules.

I am sure the House would like its condolences and sympathies to be conveyed to the Corporation which has suffered such a grievous loss within seven months of two fatal accidents earlier in the year and to the bereaved families. The aircraft was fully insured for replacement value. It was the fourth Caravelle aircraft that the Corporation had purchased and which arrived in November, 1964. The loss of this aircraft will up-set the schedule of services but immediate action is being taken to ensure that there is a smooth changeover to the new schedule until a Caravelle is delivered in November and another in December next.

Shrimati Renu Chakravarty (Barrackpore): Sir, may I ask one question?

[Shrimati Renu Chakravartty]

The papers say that the weather was very bad over that hillock. I would like to know, when it is a training aircraft, whether the trainers take the trouble to see that new trainees are not taken out when the weather is so bad. Are any such precautions taken?

Shri C. M. Poonacha: Yesterday, weather in Bombay was cloudy and it was raining but it was not too bad for landing. Here, the training is not imparted to new pilots. These are pilots with considerable experience who are co-pilots of Caravelle planes. They are being converted to command Caravelle planes which we are expecting. This is a conversion training given to our regular pilots who have long years of service to be converted to command the aircraft. They are given training in various types of landing and operation. This is a particular type of training so that they get the experience to meet situations under difficult conditions. This training is a regular feature that is being given to our pilots by the test pilots periodically and whenever they are required to be converted to command the aircraft. These are special exercises that are being undertaken. It is not a trainer aircraft. It is one of our regular aircraft.

Shri Joachim Alva (Kanara): May I remind the hon. Minister about two important impediments that came in the way in the past? One was in 1948 when the KLM plane disaster took place, when 50 valuable American lives of journalists, both men and women were lost, when the plane crashed on the hill around the Bombay airport. It is only three or four years back that the hill was levelled down.

Secondly, Mr. J.R.D Tata repeatedly warned us in the Estimates Committee and outside about the Kamani tower right at the Bombay airport which was removed only last year because this magnate thought that it was a prestige to keep the tower going and would not yield until a substantial amount of compensation was given to him.

I want to know from the hon. Minister whether a survey of about 200 miles around the Bombay airport to find whether there are moderate sized hillocks which are a positive danger to the jets and the fast landing aircraft has been undertaken so that these hillocks can be levelled down and that there can be no danger for the public and the crew.

Shri C. M. Poonacha: As far as the difficulty that is presented roundabout Bombay for the faster type of aircraft landing is concerned, I would respectfully submit that with the modern landing facilities that we have the approach rader, the I.R.S. system and the other electronic devices, the difficulty is no more there. Here, there was a special practice for a special type of training with a single-engine operation landing. It is not as if the other engine failed. It was a deliberate single-engine operation landing. This was a special training. We are sorry that this accident has occurred. But this does not mean that the conditions of landing aids available in Santa Cruz airport are inadequate and the surroundings are not conducive to the high-speed jet landing. It is perfectly all right. It is scientifically tested that there is no such impediment as have been mentioned by the hon. Member.

Shri Daji (Indore): If it was only a bad weather landing training, we could have understood it. But it was a one-engine landing training, the other engine being cut off. Why such a training was risked at a time when visibility was absolutely blurred? Why this double risk of training one-engine landing when the visibility is bad? That is why this accident occurred. That is the main question which has not been clarified.

Shri C. M. Poonacha: On this, we are awaiting further particulars and information. Our officers have gone to the spot to find out as to what was the visibility, what was the control advice and the advice from the ground and the authorities concerned. These

particulars are being awaited. As soon as they are received, we will certainly take action.

Shri Ranga (Chittoor): Are you to depend merely on departmental reports? Should you not immediately appoint a commission of inquiry to go into the causes of the accident? Why should you have the privilege of deciding to appoint it or not?

Shri C. M. Poonacha: On the face of it, it calls for a formal inquiry because there is total loss of the aircraft and the loss of lives. It immediately calls for a formal inquiry. It think that will be ordered.

Shri Narendra Singh Mahida (And): As one of the oldest surviving pilots in India, I consider Bombay as one of the most treacherous landing grounds during monsoon. I request the Ministry to consider Bombay as a hazardous landing ground in monsoon. We have had so many accidents. I, therefore, urge upon the Ministry to examine the question as to whether a new aerodrome near Bombay can be built and the Santa Cruz Airport be scrapped.

Shri Shivaji Rao S. Deshmukh (Parbhani): My question arises out of the plea raised by the hon. Members here because I am also informed that there are a series of technical opinions on record drawing particular attention of the I.A.T.A. authorities about air hazards both in landing and take-off stages at Santa Cruz Airport. Some air hazards have been removed on objection by certain authorities. Is the Minister in a position to make a definite statement that all that is possible to do to remove any removable air hazards to normal air traffic and jet traffic which will be taking off and landing at Santa Cruz Airport has been done and is complete, taking into account the inflow, radar control and other safety instrument facilities and certain modern equipment which only help for a technically sound landing but do not physically remove the air hazards?

Shri C. M. Poonacha: The points raised by my hon. friend are matters which are continuously engaging the attention of the Governments and the authorities concerned. Not only we, but even the international service operators are also very much concerned about the safety equipment and other facilities that are available at the Santa Cruz Airport because we are not the single operator there, there are also a number of other foreign line operators using this Airport. From their point of view, and the stipulations under the ICAO, experts periodically visit and conduct the inspection thus it is being cleared for the operation of fast jet-type of aircraft. But here and there mishaps do happen. As my hon. friend has pointed out, we shall further look into the matter and shall try to take the best advice from the experts concerned.

Shri Nambiar (Tiruchirappalli): In view of the fact that we lost two Caravelles recently, may I know whether the Caravelle service with Madras, Delhi, Bombay and Calcutta will continue or whether there will be any serious dislocation arising out of these losses?

Shri C. M. Poonacha: We shall have to re-schedule the Caravelle service which will be done. In that we shall try to see that as far as possible the convenience of the travelling public is met. We have Viscounts also which may be pressed into service in the place of Caravelles. So far as Caravelles are concerned, we shall have to re-schedule Caravelle Service according to the availability of the aircraft.

Shri A. P. Sharma (Buxar): It is reported that the plane took off at 11-18 a.m. and lost contact at 11-20 a.m. It is also reported that in spite of the day-long search carried out by the rescue party, the bodies of only three crew could be found. On the face of that, how does the hon. Minister say that the weather was not too bad. They were able to locate the bodies of three persons after a day-long search

[Shri A. P. Sharma]

because the weather was bad. But how does the Minister say that the weather was not bad?

Shri C. M. Poonacha : This was because of the delay in reaching the place. The rescue party could reach the place only in the late hours of the evening. At 1330 hrs. the helicopter could land alongside and locate them; the wreckage was there and three bodies were immediately located; one body was under the debris.

श्री श्रीकार लाल बेरवा (कोटा) :
मैं यह जानना चाहूंगा कि जो मरे हैं उनको तत्कालीन सहायता क्या दी गई है सरकार की तरफ से ?

Shri C. M. Poonacha : For the families of the Pilots and the Flt. Engineer, the compensation and other things as laid down under the rules will be immediately arranged to be paid as soon as the formalities under the prescribed rules are complied with.

श्री श्रीकार लाल बेरवा : मैं तत्कालीन सहायता के लिये पूछ रहा हूँ। जो दी जायगी उसकी बात नहीं कर रहा हूँ। तत्कालीन क्या सहायता दी गई, इसका जवाब नहीं आया।

अध्यक्ष महोदय : मैं इससे ज्यादा और क्या कर सकता हूँ।

13.49 hrs.

CORRECTION OF ANSWER TO S. Q. NO. 361 RE. VIGYAN MANDIRS

The Deputy Minister in the Ministry of Education (Shrimati Soundaram Ramachandran) : I rise to correct a small error that crept into my reply to the supplementary question put by Shrimati Savitri Nigam arising out of Starred Question No. 361 answered on 10th August, 1966.

A statement correcting the Answer is laid on the Table of the House. [Placed in Library, See No. LT-7025/66].

I had stated then that "Then, this was given to certain private institutioⁿs

also working in the rural areas having the rural training centres, etc." The correct position, however, is that it was considered to give Vijnan Mandirs to selected Rural Institutes—but this is still under consideration.

I regret that this correction could not be made earlier.

13.50 hrs.

RE: STATEMENT BY MEMBER UNDER DIRECTION 115 AND STATEMENT CORRECTION OF ANSWER TO S. Q. NO. 634 Re: DAS COMMISSION REPORT

अध्यक्ष महोदय : डा० राम मनोहर लोहिया।

डा० राम मनोहर लोहिया : (फर्रुखाबाद) : अध्यक्ष महोदय, मुझे कोई बयान नहीं करना है। लेकिन शुक्रवार या शनिवार को करीब 12 लाख रुपये के चोरी के सोने की बात उठाई थी, लेकिन वह बात दबा दी गई। मुझे इजाजत दे, क्योंकि वह बहुत महत्व बात है।

अध्यक्ष महोदय : जो आर्डर-पपर में है, मैं आपको उसी की इजाजत दूंगा।

डा० राम मनोहर लोहिया : मैं ने उसकी रजामन्दी नहीं दी थी, मैंने वह नहीं करना है। लेकिन

अध्यक्ष महोदय : और मामले के लिये आप मुझे लिखिये।

डा० राम मनोहर लोहिया : जहाँ तक लिखने का प्रश्न है, अध्यक्ष महोदय, आप जानते हैं कितने मामले इस तरह से चलते रहते हैं।

अध्यक्ष महोदय : लेकिन इस तरह से मैं आपको इजाजत नहीं दूंगा।

डा० राम मनोहर लोहिया : एक बात मैं पूछूँ, जो भाषण दिये जाते हैं, उनके लिये धारण करने कहा है कि जो मंत्री उसके