

२. सेंट टाबस बरॉट ३०-७-१९५५ से
 ३. बरोडी १३-८-१९५५ से
 ४. लकनऊ ३०-७-१९५५ से
 ५. जलंधर ३०-७-१९५५ से
 ६. मद्र ३०-७-१९५५ से

(ग) जी हां। प्रबन्ध करने की विन्येदारी उस पर है।

(घ) बूकि मिजिटी लैंड्स और कंटोन-मेंट्स के डिप्टी सचिव ने रिपोर्ट दी थी कि छावनियों में बराबरी के तरीके में सफलता हुई है, अगस्त १९५७ में पहले और दूसरे वर्ग की तमाम छावनियों में, बुने हुये और नामजद मेम्बरों में बराबरी के इस तरीके को लागू करने के लिये सरकारी हुकम जारी कर दिये गये हैं।

गन-कैरेज फंडटरी, जबलपुर

३७६४. सेठ गोविन्द दास : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करें कि :

(क) क्या यह सच है कि सरकार का जबलपुर के गन कैरेज फंडटरी एस्टेट क्षेत्र में स्थित गैरसरकारी मकानों को लेने का विचार है ; और

(ख) यदि हां, तो क्या उसके लिये कोई समय सीमा निश्चित की गई है ?

१६५५ उद्यमंत्रि (श्री रघुरामैया)

(क) जी, हां ।

(ख) जी, नहीं ।

Population of Anti-British Struggles

3795. Shri Vajpayee: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No. 550 on the 27th February, 1958 and state:

(a) whether the proposal to popularise the anti-British struggles of the Bomman Brothers from Tamilnad has since been considered; and

(b) if so, the steps taken in respect thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). The matter has since been brought to the notice of the scholar entrusted with the work of writing the History of Freedom Movement. He may, after examining the merits of the case, incorporate the part played by the Bomman Brothers in the anti-British struggles, in the proposed History.

Anand Insurance Company Ltd.

3796. Shri Parulekar: Will the Minister of Finance be pleased to state:

(a) whether Government are aware of certain complaints of misappropriation of funds of Anand Insurance Company Limited by its Board of Directors;

(b) whether any investigations have been held into the allegations; and

(c) if so, how far the investigations have progressed so far?

The Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) and (c). The complaints are under investigation.

MOTIONS FOR ADJOURNMENT

AIR ACCIDENTS AT HOSHIARPUR AND SAFDARJANG AIRPORT

12 hrs.

Mr. Speaker: I have received notices of some adjournment motions relating to the grave tragedy resulting from the crashing of the IAF Vampire in the Safdarjang Hangar. I have received the notice of adjournment motion from four hon. Members. It seems to be a very

[Mr. Speaker] grave tragedy. May I know the details?

The Minister of Defence (Shri Krishna Menon): With your permission, I would like to make a statement. But there is another motion also.

Mr. Speaker: Yes. There is another also regarding the death of Flying Officer D. S. Bajaj in a flying accident at Hoshiarpur yesterday morning. Such accidents occur. But inasmuch as in the same day these two have occurred, I have chosen to bring it to the notice of the House. The hon. Minister may make a statement relating to both.

Shri Krishna Menon: Mr. Speaker, with deep regret Government have to inform the House that two tragic accidents involving two Indian Air Force Fighter Aircraft and their crew occurred yesterday within some minutes of each other although in different parts of the country and that in each case civilians in the proximity also suffered injuries, fatal and otherwise.

The first accident took place at Hoshiarpur at 11.30 hours. A Toofani fighter aircraft on routine exercise with Flying Officer D. S. Bajaj, who was the sole occupant, crashed to the ground. The officer was killed and the aircraft completely destroyed. Two civilians died by being hit by flying parts of the aircraft. Some damage to civilian property has also resulted.

A court of inquiry has been ordered. Senior Air Force Officers on the spot are conducting investigations. The pilot died in the discharge of his duty and in the service of his country. Sympathies of the Government and of this House go out in ample measure to the next of kin of the Flying Officer Bajaj and to the families of the two civilians who died, who, I add with regret, were young children.

The second accident occurred approximately at 11.50 hours yesterday at Safdarjang Airport. Flight Lieut. O. P. Gera who was on an exercise in a Vampire Night Fighter Aircraft called the Flying Control at Palam to say that something had gone wrong with his Aircraft and therefore he was returning to Palam. Flying Officer A. S. Kohli was his Navigator. Soon after, another I.A.F. aircraft also in flight heard F/Lt. Gera on the radio say that his aircraft was full of smoke. Witnesses at Safdarjang airport have stated that a Vampire Aircraft was seen in flight over the airfield with smoke pouring out of it. Soon after, eye-witnesses say they noticed that the Aircraft was on fire.

Some 1,500 yards away from the place where the wreckage of the burning Aircraft hit the ground for the first time in a ferocious spin, white hot elements dropping from the Aircraft had scorched the grass for many feet on the ground in different places. The pilot, despite his plight, was apparently striving to bring his Aircraft in safety to Palam until he was forced to recognise that there was no hope of doing so. He then baled out but unfortunately he was then not high enough from the ground. The rescue crew reached him within moments and found the pilot unconscious although still breathing. He was immediately conveyed to hospital, but he died on the way.

Soon after the pilot had baled out, the Aircraft fully aflame, hit the ground fifty yards north of the Delhi Flying Club Hangar with the Navigator still in the burning cockpit. As it hit the ground, part of the Aircraft, presumably the fuel tank and other white-hot elements from it bounced with terrific force and traversed over the distance from the place where it hit the ground into the Delhi Flying Club Hangar setting alight the twelve Flying Club Aircraft which had its usual fuel load sending off more burning elements.

into the Club offices behind the Hangar and through there to some 50 or more yards beyond to the servants' quarters.

In the Hangar, about thirty mechanics and others were at work. All the fuel in the Flying Club planes having been set ablaze and parts of the destroyed Vampire aflame having hit various parts of the Hangar itself, the whole of the Hangar was affected by the fire. The offices behind the Hangar were gutted. The Delhi Fire Brigade and IAF Fire Brigade fought the flames with skill and daring and helped the survivors to escape and controlled the fire but not before the Hangar was a burning furnace.

Four of the mechanics including one foreman, all employees of the Flying Club, perished in the flames. The remainder escaped. Twelve of the survivors with superficial, though painful, injuries and shock are still in hospital. None of them are seriously hurt and all are expected to recover fully. They were all conveyed to hospital promptly. I visited the hospital with Air Force and Defence Ministry officers and saw the survivors there. They appeared aware that they would be well again but had not recovered from the shock to give their accounts of the accident. The remains of the Navigator and the four civilian employees of the Flying Club burnt to death added to the grimness of the tragedy.

We regret that the Delhi Flying Club which has contributed so much to the progress of aviation in our country has suffered loss by the death of four of its trusted employees and considerable damage to its property. Four of the aeroplanes belonged to the Club members and eight to the Flying Club. Government will consider, subject to Air Force requirements, to what extent assistance can be given to the Club to continue their activities and will go to their aid through the Ministry of Civil Aviation. Government desires to express

its appreciation of the prompt and ready co-operation of the Civil Aviation Officials and of such of the members of the Flying Club as were present in assisting in various ways.

There is no reason whatsoever to think that the destroyed Vampire was not in perfect condition when it took off as it was in the Air doing exercises for over an hour. The pilot and the navigator could have parachuted to safety if they had chosen to abandon the plane. But they chose, as many have done before them, to make all and heroic efforts to save their plane and to prevent danger to others on the ground. In doing so, they perished, laying down their lives in the service of the country, and of the Indian Air Force. This is in the best traditions of the Air Force.

A court of inquiry has been ordered and it will start work as soon as the survivors are able to give evidence.

Government feel sure that the sympathy of this House goes out in ample measure to the next of kin and all those who are bereaved by the deaths that occurred. While no compensation or other relief can fill the void caused by the loss of these lives, in order to bring some relief to the next of kin, Government sanctioned promptly and *ad hoc ex-gratia* grant of Rs. 200 to the family of each of the civilians who have been killed.

The families of the Air Force Officers who died will receive their family pensionary awards according to their entitlements with the utmost promptitude.

The mortal remains of the two gallant airmen will be consigned to their last rest with military honours this afternoon after the parents of the dead pilot arrive in Delhi.

Government feel sure that the tribute of this House, even though unexpressed, goes out in full measure to the three gallant men of our Air Force who died in the performance of their duty which they placed before

(Shri Krishna Menon)

their own safety and upto the last thought of others than of themselves. They died in the service of their country and as honoured members of the Indian Air Force.

Shri Braj Raj Singh (Ferozabad): Sir, while joining the tributes paid to the deceased, may I suggest that the reports of these enquiry committees may be placed on the Table of the House so that we may have a chance to go through and discuss them?

Shri Supakar (Sambalpur): May I know if the Government will consider it desirable, having regard to the graveness of the tragedy, to constitute a high-powered committee of enquiry to go into this matter thoroughly?

Shri Khadilkar (Ahmednagar): In view of the recurrence of these accidents, may I know whether it would not be desirable to keep the training of pilots and their exercises far away from big metropolitan cities like Delhi and construct some other airport far away from this place?

Shri Krishna Menon: These pilots are not under training in the sense they are novices; every pilot is under training all the time. As for flying in any other place, we have not got another military airfield. It will take some year even if we desire to construct one, and it is a question of policy whether pilot training should be conducted far away from Air Headquarters with all the political or other implications attached to it. Mr. Speaker, Sir, I cannot be expected to answer these questions.

Mr. Speaker: We deeply regret the loss of these two airmen while they were in flight—all honour to them. We have heard, so far as facts are available now, a full and detailed statement of the occurrence. Our sympathies go forth to these people. I request hon. Members in this House to stand in silence for a minute.

(The Members then stood in silence for a minute.)

Mr. Speaker: It is unfortunate. It seems more the hand of God than any Government that has been responsible for the accident. It is unnecessary to pursue the matter further. In the circumstances, I do not give my consent to these adjournment motions.

THREATENED CLOSURE OF THE PANJAB UNIVERSITY (CAMP) COLLEGE IN DELHI

Mr. Speaker: I have received notice of another adjournment motion from Shri Narayanankutty Menon, regarding the situation arising out of the threatened closure of the Panjab University (Camp) College in Delhi involving 3,400 students and 80 lecturers and professors. Has the hon. Minister to say anything in regard to this? Is there any proposal to close this?

The Minister of Education (Dr. K. L. Shrimali): Sir, the whole question with regard to the Camp College has been fully examined by Government in March, 1955. The Government of India appointed a Committee under the chairmanship of Dr. K. S. Krishnan, and the matter has been discussed both with the Vice-Chancellor of Delhi University and the Vice-Chancellor of Punjab University. A certain agreement has been arrived at between the two Vice-Chancellors. There is no question of putting these students to hardships. In fact, the Government has a proposal to set up three or four evening colleges instead of one Camp College, and every effort will be made to see that the students and the staff are not put to any hardship and their interests will be looked after as far as possible. Beyond this, Sir, I cannot say anything more.

Shri Narayanankutty Menon (Mukandapuram): Sir, this college was started in 1947. Previously, when there was a threatened closure of the