

visibility. The aircraft was flying at about 5000 feet above the ground level and continued to fly into Indian air-space in an easterly direction and turned further North and then South. When this aircraft had intruded to a depth of 48 Kilometers inside Indian territory, an IAF aircraft was ordered to intercept it. The IAF intercepting aircraft spotted the Pakistani aircraft at 13.15 hrs. and made several attempts to contact the Pakistani aircraft on the Radio telephone. Since there was no response, the Indian aircraft flew alongside the Pakistani aircraft, waggled its wings and then flew ahead with a view to leading the Pakistani aircraft to an Indian airfield. The Pakistani aircraft started descending fast in a violent evasive action. The IAF intercepting aircraft then fired a warning burst but despite this warning, the Pakistani aircraft continued its evasive action and tried to escape. The IAF intercepting aircraft was, therefore, obliged to shoot down the Pakistani aircraft. The Pakistani aircraft was shot down at 13.30 hours and the pilot of the Pakistani aircraft died.

The unprecedented deep intrusion of this aircraft, the suspicious behaviour of the pilot and his failure to land, gave the impression that he may have been on some reconnaissance mission. Since the aircraft was equipped with VHF (Very High Frequency) set and VOR (very high frequency omni range), the pilot could not have strayed so far into Indian territory inadvertently, specially as the visibility in the area was very good and the weather was perfectly clear.

The inspection of the wreckage of the aircraft revealed that the Pilot had no military insignia or rank badges but was in civilian clothes. According to the documents found in the wreckage of the aircraft, he was an employee of the P.I.A. The aircraft was not armed, but the use of such aircraft is not restricted to training only.

#### Production of M.I.G.s.

\*18. **Shri C. C. Desai:**  
**Dr. Karni Singh:**  
**Shri Ramachandra Ulka:**  
**Shri Dhuleshwar Meena:**  
**Shri Hukam Chand**  
**Kachhavaia:**

Will the Minister of Defence be pleased to state:

- (a) whether the MIG complex has been fully constructed;
- (b) if so, the details thereof;
- (c) whether the production of MIGs has started; and
- (d) if so, the details thereof?

The Minister of Defence (Shri Swaran Singh): (a) and (b). No, Sir. Construction of factory buildings has made considerable progress. Procurement of Plant, Machinery, equipment, translation of documents, recruitment and training of personnel are progressing satisfactorily to match a coordinated programme of manufacture.

(c) Yes, Sir.

(d) The production of the aircraft at the MIG factories is planned in four stages viz. from Major Assemblies, from Sub Assemblies, from detailed parts and from raw materials. The first phase commenced during 1966-67 and some aircraft have been delivered to the Air Force. The aircraft under the last phase would start coming out of the production line in about 3 years.

#### High-Power Transmitters for Border Areas

1. **Dr. Karni Singh:** Will the Minister of Information and Broadcasting be pleased to state:

- (a) whether the proposals to set up high-power transmitters on border areas have been finalised;
- (b) when will these transmitters be actually set up; and
- (c) whether the work is going on according to the schedule?