

Batteries for Caravelle Aircraft

5998. Shri Kameshwar Singh:
Shri Madhu Limaye:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that Messrs. French Soft Co. manufactured batteries were imported for Caravelle Aircraft by the Indian Airlines Corporation;

(b) whether it is a fact that some of these batteries were found to be defective after being used for some time, rejected and thrown in the IAC scarp yard, Santacruz in 1964;

(c) whether an IAC mechanic at Santacruz developed a method of making these batteries serviceable;

(d) whether these repaired batteries were after experiment found to be safe and serviceable and their life prolonged by several hundred flying hours;

(e) whether these batteries are being used without obtaining the formal sanction of the Director General, Civil Aviation;

(f) whether the officiating Chief Engineer, Indian Airlines Corporation, Santacruz wrote to the Chief of Inspection, Santacruz asking him to obtain the concurrence of the Controller of Aeronautical Inspection under the Director General, Civil Aviation;

(g) whether this concurrence has been obtained; and

(h) if not, the reasons therefor?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir.

(b) Some of the batteries which had become unfit for service after expiry of their normal life as per the standards laid down, were scrapped.

(c) An electrical mechanic of the IAC had claimed that he had developed a method for rebuilding and making these batteries serviceable.

(d) The use of the repaired batteries in Caravelle aircraft is not considered safe.

(e) Rebuilt batteries have not been used in the aircrafts.

(f) to (h). All relevant particulars about these repaired batteries had been furnished to the Civil Aviation Department. They have not agreed to use of these batteries because of safety considerations.

Batteries used by I.A.C.

5999. Shri Kameshwar Singh:
Shri Madhu Limaye:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether as a result of a method to make scrapped/rejected batteries serviceable developed by an IAC Mechanic at Santacruz, the life of the French imported batteries has been prolonged and therefore, the outlay on battery imports has been reduced;

(b) if so, the economy effected as a result of this during 1964-65, 1965-66, and 1966-67;

(c) whether the mechanic who developed this method has been promoted/rewarded as a result of the service recognised by the IAC; and

(d) if so the details thereof?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b) It is not the normal practice to use re-built batteries on aircraft, as battery failure can cause total power failure thereby endangering the safety of the aircraft. Installation of re-built batteries as a result of the method suggested by a mechanic of the Corporation at Santacruz was not accepted. In view of this, the question of reduction of the outlay on battery imports does not arise.