

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.

(c) and (d). The mechanic who had suggested the method for rebuilding batteries was granted two special increments with effect from March, 1966.

Indian Law Institute, New Delhi

5910. Shri George Fernandes: Will the Minister of Law be pleased to state:

(a) whether the Indian Law Institute, which is a Government aided body, is experiencing financial stringency;

(b) whether the services of any of the employees of the Institute have been terminated and/or retrenched because of this financial stringency, and

(c) if so, whether Government propose to increase the grants given to this Institute?

The Deputy Minister in the Ministry of Law (Shri D. R. Chavan): (a) No, Sir. No such difficulty has been brought to the notice of Government by the Indian Law Institute.

(b) No, Sir

(c) Does not arise

Quota of Gram and Gram Dal for Gujarat

5911. Shri D. R. Parmar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the quota for gram and gram dal to be supplied to the Gujarat State during current year was revised from 31,400 tonnes to 20,250 tonnes as against 29,382 tonnes supplied last year;

(b) whether it is also a fact that only 4,942 tonnes of gram and gram dal were supplied to the Gujarat State upto May 1967 against the curtailed quota of 20,250 tonnes; and

(c) if so, the reasons for the curtailment of the quota and failure to supply the proportionate quantum so far?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasahib Shinde): (a) No, Sir.

(b) No, Sir.

(c) Does not arise. It may however be mentioned that due to failure of winter rains the gram production has fallen very sharply and the surpluses available for distribution to the consuming States are very limited.

Per Capita Availability of Foodgrains

5912. Shri Virendra Kumar Shah: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No 4487 on the 4th July, 1967 and state

(a) the per capita import of foodgrains in 1966-67, and

(b) when the per capita available foodgrains from indigenous resources are estimated at more than 10 Kilogram per mensem, what are the reasons for Government's inability to make available the foodgrains upto the extent of even 10 Kilogram per month per head?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasahib Shinde): (a) About 20.83 Kgs., based on the estimated mid-year population during 1966

(b) Government does not take over and distribute the entire quantity of foodgrains produced in the country, nor is it practicable to do so. Government distribution covers only the quantities imported and a small part of the marketable surplus which the Government can procure. The number of people who have to be supplied foodgrains is, however, so large that it is not possible to make available 10 Kgs. of foodgrains per head per month to the people covered by Government distribution.