

**Policy towards Official Language**

9775-D. SHRI HEM RAJ ;  
SHRI PREM CHAND  
VERMA :

Will the Minister of INFORMATION AND BROADCASTING AND COMMUNICATIONS be pleased to state :

(a) whether Government's attention has been drawn to an article captioned "Rashtra Bhasha Aur Deshi Bhashaon Ke Prati Sarkar Nisi Ka Kachcha-chittha-Bare Sahebon Ke Raj Me Pisti, Kurahati Hindi" (starting disclosures about Government's policy towards the official language and other regional languages—Hindi groaning and being trampled by big bosses) in Daily Nav Bharat Times, New Delhi dated the 19th April, 1970 ; and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : (a) Yes, Sir.

(b) The posts recommended by Dinkar Committee have been sanctioned and the staff is being brought in position.

Deputy Principal, Information Officer (Hindi) has already started functioning. Other matters pointed out in the article are being looked into.

CORRECTION OF ANSWER TO USQ NO. 4315 DATED 21.8.1969 RE. APPOINTMENT OF PRODUCTION ASSISTANTS IN A.I.R.

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : In answer to the part (c) of the Unstarred Question No. 4315 dated 21-8-1969, it was stated that 79 candidates had applied for the post of Production Assistant in various local offices of All India Radio during the years 1968 and 1969, out of which 41 were called for interview. Actually the number of candidates for interview was 28. The answer stands

amended to that extent. The inaccuracy which occurred through inadvertence is regretted.

CORRECTION OF ANSWER TO USQ NO. 7206 DATED 23-4-1970 RE. GOVERNMENT ADVERTISEMENT IN A. I. C. C. SOUVENIR OF CONGRESS (R)

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING, AND IN THE DEPARTMENT OF COMMUNICATIONS (SHRI I. K. GUJRAL) : In reply to part (a) of Unstarred Question No. 7206 answered in the Lok Sabha on 23rd April 1970, it was *inter alia* stated that the Ministry of Information and Broadcasting did not deal with public sector publicity. So far as this question is concerned the correct position is that the Ministry of Information and Broadcasting do not deal with the publicity of public sector undertakings which had released advertisements to the 1969 A.I.C.C. Souvenir. The last sentence of the reply to this part may please be amended to read as follows :

"The Minister of Information and Broadcasting do not handle the publicity of the public sector undertakings whose advertisements were carried in the A. I. C. C. Souvenir."

12.35 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

MISSING OF AN IAF PLANE

SHRI HEM BARUA (Mangaldai) : I call the attention of the Minister of Defence to the following matter of urgent public importance and request that he may give a statement thereon :

"Reported missing of an IAF plane which took off from Bangalore for Goa on the 12th May, 1970."

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI M. R. KRISHNA) : Mr. Speaker, Sir, I deeply

[Shri M. R. Krishna]

regret to inform the House that a prototype of HF-24 Mk. I has been missing. Sqn. Ldr. K. L. Narayanan test pilot took off from Bangalore in this prototype on 12.5.1970 at 0833 hours. He was reported over Goa at 0906 hours on the same day at a height of 7000 ft. The pilot descended in clear visual condition and according to the information received from the Hindustan Aeronautics Limited, he was on a bearing of 130° approximately 5 nautical miles from Goa. The contact was lost by the Control at Goa after that. The pilot had carried survival pack with him. Naval Helicopters and boats were deployed to search the missing pilot and the aircraft. A Dakota belonging to HAL going to Poona was also diverted to Goa for help. A dinghy has been retrieved from the sea and the search aircraft has reported having seen a parachute in the sea. Some pieces of the aircraft were seen floating in the sea between UTORDA and MAJORDA about 11 kms. from Vasco. The search was continued on the 13th May 1970. Sqn. Ldr. K. L. Narayanan is believed to be dead and a Court of Inquiry is being ordered. His next of kin have been informed.

This is the first prototype of HF-24 Mr. I, and was flown by late Gp. Capt. S. C. Das for the first time on 17.6.1961. Till 31.1.1970 this prototype had flown for 223,40 hours on 379 flights. The deceased test pilot, Sqn. Ldr. K. L. Narayanan (5353) was deputed to HAL in May 1956 as a test pilot.

I once again deeply regret this unfortunate accident. We are fully conscious of the seriousness of the matter and I would like to assure the House that a thorough enquiry will be conducted into this accident and remedial measures taken.

SHRI HEM BARUA : We are very sorry to hear of the death of this test pilot and also of the loss of this aircraft. We hear that the debris of the aircraft had been found in the sea. But neither the dead body of the pilot nor the aircraft had been discovered so far. The Government has come to the conclusion that this gentleman had died. This incident or this accident might be due to two reasons : one is, organised

sabotage, and the other is due to bad management or maintenance of the aircraft, or faulty design or faulty management of the aircraft. The Government has said that the Government has already ordered an enquiry into it. But it will not be a comprehensive one so as to pinpoint the guilt on the people who look after this type of aircraft. It was reported that there is an improved of HF-24, Mk. II. We have been told that this was not the improved version that the pilot was piloting. It was the other one. In this context, may I know whether the Government has proposed to hold an enquiry into the accident so as to pinpoint the defective maintenance or pinpoint any sabotage in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) : So far as sabotage is concerned, I do not think it will be correct as far as our present information goes. But the enquiry commission will go into the matter and come out with facts.

About the maintenance, it will not be fair to the HAL to say that there is poor maintenance. It has very good maintenance. This aircraft itself, some two days earlier was flown by Sqn. Ldr. Narayanan, and he did acrobatics also (*Interruptions*)... If the hon. member wants, I can give the drill to be followed before an aircraft takes off for a long flight or even for a test flight. If the hon. Member has patience, I will read out the drill for flights.

".....The flight programme contains full details such as weight, operating limitations, centre of gravity data and any rework carried out as a result of snags reported on the previous flights. The snags themselves, if of a major nature, involve Government inspection besides the factory inspectors, a certificate of safety for flight is issued by the former. The aircraft is subjected to a daily inspection as well as pre-flight checks before the aircraft is cleared for flight. After each flight, the pilot makes out a flight snag report. If the snag is of a minor nature, not involving design changes, the factory inspector rectifies the reported snag before

certifying the aircraft fit for the next flight. For snags involving a design change, the ground tests are carried out as appropriate and only then the design scheme is approved for incorporation in the aircraft. Both the Research and Development and Government inspection are involved in this stage."

Therefore, I do not think there is anything like poor maintenance. (*Interruption*)

SEVERAL HON. MEMBERS *Rose*—

SHRI L. N. MISHRA : The plane took off from Bangalore at 8.33 in the morning and at about 9.6 It almost reached Goa. It was only five nautical miles from Goa airport and it was descending but something happened in between. In one minute it could have been on the ground. I do not know whether some bird had struck the aircraft or something happened or the pilot wanted to eject himself because of some development. All these things can be known only as a result of the enquiry. Some Members asked why it was departmental enquiry. It will not be a departmental enquiry. It will be an enquiry where the HAL, the Defence Ministry and somebody from the Civil Aviation side will be there, and sometime today the constitution of the Board will be announced.

SHRI HEM BARUA : Sir, they say that it was only five nautical miles away. I doubt very much—and there is a doubt in the mind of the whole House also—whether this examination of the plane before it took off from Bangalore was done properly or thoroughly, I feel it was not done properly.

SHRI L. N. MISHRA : All the facts will have to be gone into. But I do not accept what he says : that it was not tested or it has not been examined before it took off. They have done it ; the inspection was done. But the enquiry will give the truth.

श्री हरदयाल बेवगुण (पूर्व दिल्ली) : यह एक और दुर्घटना एच. एफ. 24 की हुई है और इसमें हमारा एक चालक मारा गया है। इससे पहले ग्रुप कैप्टेन दास की मृत्यु दुर्घटना में हुई थी, जो भारत के प्रसिद्ध चालक थे। आपको

मालूम है कि एच.एफ.24 1956 में बनाया गया था, उसके साथ आरफियस एंजिन लगाने की योजना थी। दुर्भाग्य से रूसी आशाओं को खुश करने के लिए उनसे समझौता किया गया। उस समय जो एंजिन था उसके स्थान पर नया एंजिन बनाने के लिए उनके साथ समझौता हुआ। ग्रुप कैप्टेन दास के विमान में भी पहला एंजिन नहीं था, दूसरा एंजिन था, इसमें भी उन्होंने बतलाया है कि दूसरा एंजिन था। ग्रुप कैप्टेन दास की जिस विमान दुर्घटना में मृत्यु हुई थी उसकी एम्बवायरी करते समय बाहर के किसी टेकनीशियन को उसमें शामिल नहीं किया गया था, सिर्फ महकमे की कार्रवाई पूरी कर दी गई थी। उसमें यह संशय पैदा हुआ कि जो नया रशियन एंजिन था वह उस एअर फ्रेम के अनुकूल नहीं था जिसमें वह लगाया जाता है। इसलिए मैं जानना चाहता हूँ कि यह जो एम्बवायरी कमेटी होगी क्या वह इस बात पर भी विचार करेगी कि वह जो एंजिन था वह उस एअर फ्रेम के अनुकूल था या नहीं?

मैं चाहता हूँ कि इसकी जांच ठीक तरह से हो और उसमें न सिर्फ आपके महकमे के लोग हों जो इस घपले के लिये जिम्मेदार हैं, बल्कि बाहर के टेकनीशियन्स भी हों। मैं जानना चाहता हूँ कि एच. ए. एल. के टेकनीशियन्स को भी इसमें शामिल किया जायेगा या नहीं ?

श्री ल० ना० मिश्र : जहाँ तक एंजिन का सवाल है, उनको जो सूचना मिली है वह गलत है, चाहे जहाँ से वह मिली हो। मैं माननीय सदस्य से आग्रह करूंगा कि वह इस सूचना पर विश्वास न करें क्योंकि मुझ को खबर है कि एच. ए. एल. के खिलाफ हर तरह की बातें फैलाई जा रही हैं। इसमें रूस का एंजिन नहीं लगाया गया है। इसमें घ्राफिरअस 703 लगाया गया है जो ब्रिस्टल सिडली नाम की विलायत की कम्पनी के कोलेबोरेशन से बना है। (व्यवधान) जहाँ तक पहली दुर्घटना का प्रश्न है, उस पर

[श्री हरदयाल देब गुप्ता]

दो दिन पहले काफी देर तक बहस हुई थी और रक्षा मंत्री ने उसका उत्तर दिया था। वह दूसरे तरह का विमान था जिसका जिक्र माननीय सदस्य ने किया। पहले में रिहिट एंजिन लगा हुआ था। हम उसको सुपरसानिक बनाने की कोशिश कर रहे हैं। जो एच० एफ० 24 केवल मार्क 1 है वह डाइव में सुपरसानिक होता है, दूसरी अवस्था में सुपरसानिक नहीं होता है। इसलिए दोनों में फर्क है।

जहां तक फ्रम का सवाल है कि एंजिन उस के अनुकूल था या नहीं, यह सही नहीं है। यह एच० एफ० 24 मार्क 1, जिसका पहला प्रोटोटाइप था, तीन चार साल से स्क्वैड्रन सर्विस में है। कोई इस प्रकार की शिकायत नहीं आई है कि फ्रम और एंजिन में मेल नहीं है, जिससे दुर्घटना हो जाती है।

जहाँ तक अन्य बातों की चर्चा की गई है जांच समिति बनाई जा रही है वह इस को देखेगी। जैसा माननीय सदस्य ने कहा बाहर के लोग भी उसमें होंगे, डाइरेक्टर जनरल सिविल एविएशन के रिप्रजेन्टेटिव भी होंगे, एअर फोर्स के लोग भी रहेंगे, एच. ए. एल. के लोग भी रहेंगे। इसकी घोषणा, जैसा मैंने बतलाया, होने वाली है।

**SHRI P. K. DEO (Kalahandi) :** Sir, It is a matter of concern to all of us that prior to the Pakistani aggression, as many as five Generals were lost in the helicopter crash. The other day, there was a discussion in this House on the death of Group Captain Das, who had 35 years of flying experience and 2000 hours flying experience. It is very rare to get such test pilots. Now we have lost another test pilot Squadron Leader K. L. Narayanan. So, it is a matter of great concern that such things are happening. In reply to the debate the other day the Defence Minister gave his stock reply and, adding insult to the injury, he attributed the case of death to the negligence of Group Captain Das by saying that he failed to adjust the canopy. From the reports of

PAC and PU we find that there has been sufficient bungling in the development of HAL. Here I would like to draw your attention to a very illuminating article by Dr. J. P. Chawla, formerly of Defence Research and Development, who has stated that great damage has been done to the development of HF-24 by East-West politics. Now we are trying to have indigenous development of the Orpheus engine. But, at the same time, we have to fit this engine to the air frame of 1956. Even though in 1960 it was decided that we should not go ahead with the development of the indigenous Orpheus engine, we are still going ahead with this project and as a result we have lost some of our test pilots. The PAC in its report has definitely passed certain strictures on HAL. Then, it is a matter of concern that the key men of Shri Krishna Menon who were there in the early stage of its development are still there and those wrong programmes are still being pursued in spite of the strictures passed by the PAC and PU. In view of all these facts, may I know whether the Committee which is going to be constituted to go into this incident will not be headed by the "yes-man" of the Defence Ministry but will consist of some people who are unconnected with the development of HAL, to be presided over by a Judge of High Court or the Supreme Court, and consisting of some Members of Parliament so that it may give a true picture of what is happening? Otherwise, we will get the same stock reply and the reason for this accident will be attributed to the fault of the pilot.

**SHRI L. N. MISHRA :** As far as the reports of the Parliamentary Committees are concerned, all the relevant recommendations are before us. We are trying to examine and implement them as far as we can. So far as the Orpheus engine is concerned, no decision was ever taken to give it up. As a matter of fact, even for the re-scheduled HF-24 we were to use the same engine by making it little more powerful because it has to play a different role. Therefore, no decision was taken to drop the Orpheus engine. This engine has been successful and we are having successful flights with it in our squadron services.

Coming to Dr. Chawla's article this is the point to which I have referred to when

Shri Devgun asked the question. This gentleman has been writing a number of articles and telling us that we are under the Soviet influence, we do not listen to this advice or that advice. I would request the hon Member not to take this gentleman seriously.

Regarding the composition of the committee, I may say one thing. The present Air Chief, Air Marshall Lal, is the Chairman of HAL also. Since the Air Force is the main user of HAL planes he can be no less concerned about the safety of planes than anybody else. After all his boys fly these planes. He who is going deep into the matter and he would suggest the names for the committee of inquiry. Apart from the representative of the Air Force, there will be a representative of Hindustan Aeronautics and Director-General of Civil Aviation. According to expert advice, it will not perhaps be advisable to have a High Court or Supreme Court Judge to hold this inquiry.

SHRIMATI SHARDA MUKHERJEE (Ratnagiri) : Sir, It is with great anguish I have to speak today. The Government seems to be absolutely impervious and quite unruffled by the situation. Where is the appeal for justice? The Government is not even prepared to accept a demand made by all sides of the House that this aircraft which is going to be utilised by the Air Force and has proved, definitely, unsatisfactory should be reviewed.

What does the House want? We just want an impartial inquiry into the working and management of the Hindustan Aircraft Limited, the Bangalore division of the Hindustan Aeronautics Limited. But the Government is not going to accept it.

May I know from the Government at least these three things. While this investigation is pending, will they ground this aircraft? Secondly along with the grounding of this aircraft, will they enquire into the functioning of the Hindustan Aeronautics Limited? Will they find out whether it was due to some structural deficiencies that these two planes crashed. We do not know how the second plane crashed. Apparently nobody saw it. The Minister is not in a position

to report to us. Thirdly, having done so, will the Government lay the findings of this inquiry on the Table of the House? You know there are thousands of people involved in this, not only users but also people who are working in the Hindustan Aeronautics Limited.

We know the Hindustan Aeronautics Limited has been riddled with troubles for the last so many years. I do not think it is a good idea to have the Chief of the Air Force continuing to be the General Manager. He cannot perform the two functions. This is a very important aspect of service which he has to look after. He has a very heavy responsibility. How can he look after something which is going on in Bangalore? It is not a good reply that the Chief of the Air Force is there and, therefore, he will be interested in seeing that the aircraft is in a good position. Is it physically possible for him to perform these two functions? Will the Government please reply to these three questions of mine?

SHRI L. N. MISHRA : The Air Chief is not the General Manager of the HAL. There is the Managing Director and most probably a General Manager also. The Air Chief is a part-time Chairman of the HAL. It is only a working arrangement. We are looking for a new Chairman. When we get a new Chairman, he will be a full-time Chairman of the HAL. At the moment, the Air Chief is only a part-time Chairman.

Then, the hon. Member said that we are impervious. We are not. I may tell the hon. Member to realise one thing that in development flights there are bound to be some risks and we may call it normal hazards of such developments.

SHRI J. B. KRIPALANI (Guna) : When the Minister is certain about everything, then what is the inquiry for?

SHRI L. N. MISHRA : I am answering her question... (Interruption)

SHRI J. B. KRIPALANI : Then, you say, the inquiry will reveal everything. (Interruption)

SHRI L. N. MISHRA : Then the other thing that I have to say is this. She wanted

[Shri L. N. Mishra]

all these HF-24 planes to be grounded. It is for the Air Force to decide that. My information is that the Air Force is of the view that these planes are not to be grounded. I may say again that some hon. Members are falling victims to some kind of propaganda going on against the HAL and its performance. I would beg of them not to fall a prey to them. (*Interruptions*)

SOME HON. MEMBERS *rose* —

MR. SPEAKER: Your names are not there.

SHRIMATI SHARDA MUKERJEE: May I just get a clarification? I did not say that the planes should be permanently grounded. What I said was that while the investigation is pending, these planes should be grounded because we do not want more young boys to be killed unnecessarily.

SHRI L. N. MISHRA: It is certainly for the Air Force to decide, whether they want to fly these planes or ground them. We are not the technical people. We cannot take a decision like that. It is for the Air Force to decide.

SHRIMATI SHARDA MUKERJEE: The House feels very strongly that the planes must be grounded till investigations are completed.

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13 hrs.

#### RE: STRIKE IN SOUTHERN RAILWAY

SHRI NAMBIAR (Tirucherappalli): Sir, I have submitted a Call Attention notice on the Southern Railway strike. The strike is spreading.

SHRI G. VISWANATHAN (Dandiwash): All the trains are cancelled... (*Interruptions*)

MR. SPEAKER: I am asking the Minister to make a statement.

SHRI NAMBIAR: It should be made today. Is he making the statement today? Otherwise, the situation will become worse,

MR. SPEAKER: On Monday.

SHRI NAMBIAR: It should be made today. The strike is spreading.

SHRI G. VISWANATHAN: Let him make a statement today. All the trains are cancelled. (*Interruptions*)

MR. SPEAKER: If he is in a position to make it today, I have no objection.

श्री रवि राय (पुरी): अध्यक्ष महोदय, आप उन को आज ही स्टेटमेंट देने के लिए कहिए।

SHRI NAMBIAR: Let it be this evening.

SHRI K. P. SINGH DEO (Dhenkanal): Everyday, we find pilots dying in this aircraft. This is a very serious thing. The Minister does not give a satisfactory answer. What is the use of raising the issue when we do not get a satisfactory answer. The Defence Minister tries to shroud this whole affair in mystery.

MR. SPEAKER: Order, order. You should not get up abruptly like this. That is over.

श्री हरबयाल बेचगुण (पूर्व दिल्ली): अध्यक्ष महोदय, दिल्ली में गेहूँ की कीमत आठ रुपये बढ़ा दी गई है। हम ने इस बारे में शार्ट नोटिस क्वेश्चन और कालिग एटेंशन नोटिस दिया है। आप मिनिस्टर साहब को कहें कि वह शार्ट नोटिस क्वेश्चन को मान लें।

MR. SPEAKER: Order, order. Don't make it a daily phenomenon. Please sit down; everytime you do it.

श्री हरबयाल बेचगुण: आप मिनिस्टर साहब को शार्ट नोटिस क्वेश्चन स्वीकार करने के लिए कहें।

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