

MR. SPEAKER : With your permission, the order will be changed so that they will be freed earlier because after that we can place all these things together, call attention, 377 and all that.

SHRI SEZHIYAN : Call attention is on an urgent and important matter and this matter should be studied by the Rules Committee.

MR. SPEAKER : The formal business should be finished ; there should be no controversy about it. I hope you will all kindly agree to it.

13.47 hrs.

STATEMENT CORRECTING ANSWER TO S. Q. NO. 14 RE BEHAVIOUR OF DOCTORS IN DELHI HOSPITALS TOWARDS VICTIMS OF A CAR ACCIDENT

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : I beg to lay a statement correcting the answer given on the 31st July, 1972 to Starred Question No. 14 by Shri D. K. Panda regarding the behaviour of Doctors in Delhi hospitals with victims of car accident.

Statement

In the statement referred to in reply to Starred Question No. 14 on 31st July, 1972 by Shri D. K. Panda, it was stated that of the 10 patients 2 subsequently died, 6 were discharged and 2 were still under treatment at the All India Institute of Medical Sciences Hospital. The number of persons who died and who were discharged was given incorrectly and I wish to correct the same. The correct position is that out of 10 patients 4 died subsequently, 4 were discharged, 1 left against medical advice and 1 patient is still under treatment at the Hospital.

I regret the inconvenience caused to the House.

13.48 hrs.

STATEMENT RE CRASH OF AN INDIAN AIRLINES FOKKER FRIENDSHIP AIRCRAFT NEAR PALAM AIRPORT ON 11. 8. 1972.

MR. SPEAKER : Dr. Karan Singh.

SHRI S. M. BANERJEE (Kampur) :

Why not a call attention motion on this matter ? We have demanded a judicial enquiry. I tell you that people from Calcutta, Members from Calcutta, Madras all travel in Caravelle or jets ; we have to travel in Fokker Friendship ; it is people like us who die. . . (Interruptions.)

SHRI JYOTIRMOY BOSU (Diamond Harbour) : This type of statement takes us nowhere because the Minister says things which we do not accept. We say that this accident took place due to lack of precision approach radar. They have not installed it in India. Please allow us either 193 discussion or call attention ; let us not hear *son motu* statements from the Ministers.

MR. SPEAKER : Let him make the statement.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARANSINGH) : It is with shock that the Hon'ble Members will have learnt of the tragic crash of Indian Airlines Fokker VT-DME on the night of the 11th. The aircraft was on a scheduled flight from Bombay to Delhi via Indore, Bhopal and Gwalior and took off from Gwalior at 9.10 p. m. The aircraft had 14 passengers and 4 crew members on board. After leaving Gwalior it was in normal contact with the Delhi air traffic control. The weather situation over Delhi was communicated to the aircraft in flight. It approached the runway in order to effect an instrument landing but was unable to land on its first attempt and carried out a missed approach. It then made a circuit for a second approach to land and reported to the Control tower that its position was then over the outer marker. The pilot was directed by the Control tower to report "visual". There was, however, no response from the plane and in spite of repeated calls to it contact could not be re-established.

At 10.44 p.m., two minutes after the last contact had been made with the aircraft, rescue and fire fighting services were alerted. At 10.53 p.m. an Indian Airlines Caravelle which was then coming in to Delhi was also directed to look out for the missing aircraft. Two minutes later a report was received from the Caravelle that a fire had been observed towards its left side, short of the middle marker. The rescue and fire fighting services were immediately directed to proceed along the final approach area and to make a thorough search between the outer and the middle marker. A crash fire tender, a rescuer tender