

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

and an ambulance promptly started the search. Due to the difficult terrain, adverse weather conditions and darkness, the vehicles were unable to reach the scene of the accident, but foot parties from the vehicles including some police personnel reached the site of the wreckage at 12.30 a.m. near village Makaudpur about 3 miles East of the runway. They found that the aircraft had completely disintegrated on impact with the ground and its wreckage was strewn over an area of approximately half a mile. There were no survivors and the bodies of the passengers and crew had been torn apart. There was no fire at the time. Separately, Indian Airlines had also sent out search parties along with a doctor and an ambulance.

The commander of the ill-fated plane was Capt. J. M. Thapar who had a total flying experience of about 8,000 hours, 3,000 of them on F-27 planes including over 1000 in command. A Court of Inquiry presided over by Shri Justice Rajinder Sachar of the Delhi High Court is being constituted to enquire into the causes and circumstances of this tragic accident.

The House will share my profound sense of shock and join me in expressing sympathy with the families of those killed. It is a matter of deep sorrow that one of the passengers of this plane was a colleague of ours, Shrimati Minimata Agamdas Guru.

SHRI R. V. SWAMINATHAN (Madurai): Mr. Speaker, will you permit some questions on this statement or allow a discussion?

SHRI JYOTIRMOY BOSU: Sir, you should either allow a calling attention or a discussion under rule 193 because there were serious lapses on the part of the airport authorities.

MR. SPEAKER: A judicial enquiry has already been ordered. Let me think over it.

13.50 hrs.

INDIAN IRON AND STEEL COMPANY (TAKING OVER OF MANAGEMENT) BILL*

THE MINISTER OF STATE IN THE
MINISTRY OF STEEL AND MINES (SHRI
SHAHNAWAZ KHAN): Sir, on behalf of
Shri Mohan Kumaramangalam, I beg to move
for leave to introduce a Bill to provide for

the taking over of the management of the
undertaking of the Indian Iron and Steel
Company Limited for a limited period in the
public interest and in order to secure the
proper management of the undertaking.

SHRI S. M. BANERJEE (Kanpur): Why
for a limited period? Why not permanently?

MR. SPEAKER: He will explain that
when the Bill is taken up for consideration.
The question is:

"That leave be granted to introduce a
Bill to provide for the taking over of the
management of the undertaking of the
Indian Iron and Steel Company Limited
for a limited period in the public interest
and in order to secure the proper manage-
ment of the undertaking."

The motion was adopted.

SHRI SHAHNAWAZ KHAN: I intro-
duce the Bill

13.52 hrs.

STATEMENT RE. INDIAN IRON AND STEEL COMPANY (TAKING OVER OF MANAGEMENT) ORDINANCE, 1972

THE MINISTER OF STATE IN THE
MINISTRY OF STEEL AND MINES (SHRI
SHAHNAWAZ KHAN): Sir, on behalf of
Shri Mohan Kumaramangalam, I beg to lay
on the Table an explanatory statement (Hindi
and English versions) giving reasons for
immediate legislation by the Indian Iron and
Steel Company (Taking over of Management)
Ordinance, 1972, under rule 71 (1) of the
Rules of Procedure and Conduct of Business
in Lok Sabha.

MR. SPEAKER: It is nearing 2 O'clock.
Lunch hour has been taken up by the other
business. If you like, we can continue.

SHRI S. M. BANERJEE (Kanpur): We
do not want you to be hungry because hunger
and anger go together.

MR. SPEAKER: Don't think about me;
think about you.

SHRI JYOTIRMOY BOSU (Diamond
Harbour): Why should you think we are so
heartless?

MR. SPEAKER: All right. We will
adjourn for lunch and meet at 3 O'clock.