

होता है और जब उस तरफ होता है तो उसको सामने रखकर इस तरफ भी करना है ।

श्री अटल बिहारी वाजपेयी : मेरा सवाल यह था क्या सीमा के उस पार पाकिस्तानी फौजों के बड़ी संख्या में जमा होने के समाचार आपको प्राप्त हुए हैं ?

श्री जगजीवन राम : मैंने जैसा कहा बहुत बड़ी संख्या में घाई हो ऐसी बात तो नहीं है लेकिन जैसा मैंने कहा कुछ उलट फेर होता रहता है, कुछ उनकी कवायदें और एक्ससाइज भी होती रहती हैं और जैसे-जैसे हमको जानकारी होनी है उमंग लिए हम भी उपाय करते हैं ।

Replacement of I.A.F. Defective Aircraft

*7350. SHRI D. B. CHANDRA
GOWDA:

SHRI C. K. JAFFER SHARIEF:

Will the Minister of DEFENCE be pleased to state:

(a) the steps taken to replace the obsolete and defective aircraft which sometimes are not able to maintain contact on grounds to the trainees of I.A.F. in case of air crashes; and

(b) the steps taken by Government to ensure security of the IAF personnel.

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM). (a) and (b). Performance of aircraft in the IAF is constantly reviewed and advance steps for replacement of obsolete/defective aircraft are taken. Further, no aircraft is permitted to undertake flights unless its airworthiness has been certified. Every aircraft is fitted

with a two way radio telephone enabling it to communicate with the ground control while in flight. In order to ensure security of the IAF personnel, every IAF aircraft before it is permitted to undertake flights, is to satisfy a stringent standards of fitness. Besides, in the event of the failure of the functioning of the aircraft while in flight, pilots have the instruction to bail out or eject from the aircraft. Each case of accident in the IAF is investigated by a Court of Inquiry and suitable remedial measures are adopted.

SHRI D. B. CHANDRA GOWDA: May I know from the Minister whether this is one of the reasons for the aircraft crash at Bangalore sometime back? Is it a fact that having obsolete and defective aircrafts, which sometimes are not able to maintain contacts with the ground, is one of the reasons for such accidents?

SHRI JAGJIVAN RAM: Investigation is still going on. We have not received the report of that aircraft accident.

SHRI S. R. DAMANI: It is very unfortunate that every year some accidents are taking place in respect of training pilots. Recently we had two accidents in Poona. What are the reasons for this?

MR. SPEAKER: The question is about maintenance of obsolete aircraft only. What you are asking is a different thing. You are enlarging the scope.

SHRI S. R. DAMANI: Why are accidents taking place involving our training pilots? What are the reasons? Two accidents took place at Poona.

SHRI JAGJIVAN RAM: We are very sorry that accidents took place. We are very sorry we lost some of our fine pilots. We are sorry we lose costly aircraft as well. But in the very nature of things, when it is for training purposes some accidents will

take place; sometimes it is a case of human failure, sometimes it is a case of some defects in the machines, sometimes it is a case of hitting a bird or losing control. In every case investigation is held. Court of Inquiry is set up and when we receive the report we examine the report and remedial measures as suggested by the Inquiry Committee are taken to rectify the defects.

SHRI INDRAJIT GUPTA: When the same subject was brought up the other day through a calling-attention-notice, we were informed by his junior colleague that the principal aircraft which was used for training purposes was the Kiran. I would like to know the system in the Kiran aircraft by which a trainee pilot, if in difficulties, can bail out. Is there any automatic ejection system or does he have to jump out with a parachute? Or is it true that in this aircraft Kiran, unless it is flying in an upside down position it is not possible for the pilot to get out of the cock-pit? What is the arrangement in this aircraft?

SHRI JAGJIVAN RAM: I am not in a position to give a categorical answer in regard to this whether he bails out or ejects himself. I shall ascertain it and let him know.

SHRI INDRAJIT GUPTA. But the question was about the security of the trainee pilots. The hon. Minister said that all arrangements were made for their bailing out. Yet, so many accidents have taken place during the last three months.

SHRI JAGJIVAN RAM: That is what I am saying; in this particular aircraft, I am not in a position to say categorically what arrangement is there for bailing out or ejection or in what position he can bail out or eject himself. I shall ascertain and let him know.

SHRI MOHANRAJ KALINGARAYAR: May I know whether it is a fact that some of our fighter squadrons having Russian made aircraft are running short of spare parts and it is due to that some of the major accidents have taken place?

MR. SPEAKER: That does not arise out of the main question which relates to training aircraft only.

Report of Committee on Unemployment

*351. **SHRI B. S. BHAURA:** Will the Minister of LABOUR AND REHABILITATION be pleased to state—

(a) whether the Committee on Unemployment, headed by Shri B. Bhagwati, has not completed its visits to many places; and

(b) if so, when this committee would place its report on the Table of the House?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI BALGOVIND VERMA). (a) A statement showing the names of States visited by the Export Committee is laid on the Table of the House. The Committee has not visited the remaining States.

(b) The term of the Committee has been extended upto 28-2-1973. The Committee hopes to be in a position to finalise its report by that date.