

downtrodden. That is why a Resolution was passed in the recent historic AIADMK Conference at Madurai urging the Centre to provide reservation to Backward Classes in Educational Institutions and also in Government job opportunities.

But the statement by the hon. Welfare Minister Shri Sitaram Kesari on 10th August, 1992 on the Floor of this regarding reservation to SEBCs is inadequate and has raised more questions than it answered. The vital issue of providing reservation to Backward Classes in Educational Institutions has not been referred to even. I am at a loss to understand as to how can you get eligible candidates from the Backward Classes unless you reserve seats for them in Educational Institutions. You call them Socially and Educationally Backward but do not provide them Educational Opportunities. I ask how the Government is going to liberate them from Educational Backwardness? For example, we have been having reservation for SC/ST in Educational Institutions as well. Yet it is a fact that eligible SC/ST Candidates are not found for various posts. There is a huge backlog of vacancies reserved for SC/ST. The Central Government could not fill these vacancies so far in spite of Special Recruitment Drives. But what is surprising is the failure of the Centre to learn lessons from the past.

Article 340 provides for removing the difficulties faced by the Socially and Educationally Backward Classes and to improve their condition. Therefore, I say very assertively that attempt should not be made to whittle down this provision of the Constitution. Any reservation jobs without reservation in Educational Institution will not bring about any change in their condition. Unless they are Educationally liberated, Social liberation cannot take place.

As such the Government would do well be brood over this serious matter

before deciding anything in haste. Even the proposed 27 per cent reservation is not sufficient keeping in view the huge chunk of Backward Classes in the country. At least 50 per cent reservation should be provided to them in both educational institutions and Government offices. I warn the Centre not to give in to the pressures from the people belonging to privileged classes. Therefore, I demand that 50 per cent seats should be reserved in educational institutions as also in job opportunities for the backward classes who have remained oppressed for hundred of years.

**Need to issue a ' Commemorative Stamp to honour the Great' Freedom Fighter Shri Achyut Patvardhan**

श्री सत्य प्रकाश मालवीय (उत्तर प्रदेश) : माननीय उपसभाध्यक्ष जी पिछली 8 अगस्त को सारा राष्ट्र राष्ट्रपिता महात्मा गांधी ने जो 8 अगस्त, 1942 को "करो या मरो" का नारा दिया था, उसकी स्वर्ण जयंती मना रहा है और इसी संदर्भ में यह समारोह साल भर तक चलेगा और जो देश के स्वतंत्रता सेनानी हैं राष्ट्रीय संग्राम के, उनका राष्ट्र आदर भी कर रहा है और उसके ठीक 4 या 5 दिन पूर्व वाराणसी में श्री अच्युत पटवर्धन का निधन हो गया। अच्युत जी 1930 के असहयोग आन्दोलन में, 1930 के सत्याग्रह में और सन् 1942 का जो गांधी का "भास्त छोड़ो" आन्दोलन था, उसमें थे। जब गांधी जी गिरफ्तार हो गए तो चार या पांच लोग जो भूमिगत हो गए थे, जिन्होंने भूमिगत होकर आन्दोलन चलाया था— लोकनायक जय प्रकाश नारायण, डा० राम मनोहर लोहिया और खुशी का विषय है कि अरुणा जी आज हमारे बीच में हैं या ऊषा जी बम्बई वाली और अच्युत पटवर्धन, इन लोगों ने भूमिगत आन्दोलन का नेतृत्व किया और देश की आजादी के बाद वे सत्ता की राजनीति से दूर रहे। वे शिक्षा-शास्त्री भी थे और उन्होंने समाज-सेवा और शिक्षा के क्षेत्र में बहुत काम किया और बनारस में कृष्णामूर्ति फाउंडेशन उन्होंने वहां पर स्थापित किया

और जिस दिन उनकी मृत्यु हुई उससे ठीक चार या पांच दिन पहले वे लखनऊ विश्व-विद्यालय गए थे, अचार्य नरेन्द्रदेव व्याख्यान में उन्होंने भाषण भी दिया था और वाराणसी में ही उनकी मृत्यु हो गई :

तो मैं आपके माध्यम से भारत सरकार से अनुरोध करना चाहता हूँ कि उनके सम्मान में डाक विभाग एक डाक स्मरक टिकट निकाले क्योंकि वे त्याग और सेवा की मूर्ति हैं, जो नवयुवक हैं और देश के जो नागरिक हैं, उनके लिए वे आदर्श थे । ऐसे लोगों का सम्मान करके सारा स राष्ट्र अपना ही सम्मान करेगा । इसलिए सरकार से मेरा अनुरोध है किम इस पर गंभीरता से विचार करे और उनके सम्मान में डाक टिकट इसी वष निकाले ।

श्री विष्णु कान्त शास्त्री (उत्तर प्रदेश) : माननीय उपसभाध्यक्ष जी, ये इनके वक्तव्य से अपने आपको संबद्ध करता हूँ । अच्युत पंडवर्धन जैसे देशभक्त लोगों के लिए अवश्य ही डाक टिकट निकाला जाना चाहिए । सदन का हर सदस्य उनके साथ है ।

SHRI MENTAY PADMANABHAM (Andhra Pradesh): Sir, I also support Mr. Malaviya's demand that the Government of India should come, out at least with a commemorative stamp. (Interruptions)

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): That is all.

Operation of an Indian Airlines Aircraft with passengers by a Pilot without a valid licence

SHRI DINESHBHAI TRIVEDI (Gujarat): Mr. Vice-Chairman, Sir, I rise with a lot of concern and a lot of anguish as far as the air safety in India is concerned. You know it, Sir, that I have been raising questions concerning the air safety in India and I am convinced that the Indian Airlines Vayudoot etc are getting

into a game which is very dangerous by flouting all possible Acts, rules and norms. Sir, my concern and apprehension is all the more because the past experience has not been very happy. Whenever I fought for a cause concerning air safety, I could see the entire machinery getting together. Sir, just to cite an example, I am just trying to make the background to prove my case that they are not concerned about the safety aspect. It took me 2 1/2 years and I had to fight with three successive Governments to bring the culprit to book and the culprit was ultimately brought to book. Even this Parliament was misled. By the time I could move the privilege motion, the Government had fallen. They are even trying to mislead the House before the culprit could be brought to book. I am referring to a case where one Captain Anand was involved. The apprehension is that it has taken me 2 1/2 years to bring the culprit to book and finally the Government agreed that, yes, there was a problem. But by that time, the Captain retired. Sir, there is another case which has come to light and I would crave the indulgence of the House, especially the Government. There has been a lot of talk about reforms. I am not very sure whether this pilot in his zeal had taken it literally the Government's talk of financial reform, when the Government was talking about that we are going to free the country from licence raj. Perhaps this particular pilot really thought that he does not require a licence to fly the aircraft. You will be surprised and I am sure you will not even believe it, the House may not even believe it. but I have got documents to prove that the Indian Airlines pilot on 22nd, 23rd and 24th of July, 1992 flew A-320 aircraft with passenger load without a valid flying licence. Sir, I am saying this with full responsibility. I have got all the documents and the facts with me. If you want I can place them in the Table of the House. I would like to quote from