

that his is a consumer Ministry and he would join in the protest against the Ministry of Irrigation and Power. He

also talked about the captive plant. I want to ask him whether there is such a thing as inter-Ministerial relation or not. This is a core sector and if the core sector is not being supplied electricity, it is very serious. If you are going to have captive plant for every core sector plant, that would mean duplication of efforts. Therefore, I would like to ask him whether at the highest level certain decisions are taken that whatever may be the circumstances, the core sector plant will not suffer for want of electricity or other raw materials. Has such a decision been taken or is it likely to be taken?

SHRI T. A. PAI : There is a Committee of Ministers looking into power problems seriously and trying to bring about coordination in order to see that as far as possible the break-downs that have happened will not occur again. In the meanwhile the question is whether some of these strategic areas should be completely starved or exposed to these or whether captive plant would not be an answer. This is under consideration. On the balance, I entirely agree with the hon. Member that it would not be proper to have captive plants everywhere. That is not an answer because those who ought to work should work and should not be replaced.

SHRI A. G. KULKARNI : The Minister said that production of ingot steel has not suffered, but alloy steel has suffered. Is the Minister aware that it is not only in Durgapur plant that employees have suffered, but in other industries which are dependent on supply of ingot steel like pig iron? The price of pig iron has shot up from Rs. 300 to 800 in black market. Will you give an assurance to this House that at least the small industries depending on your Ministry will not be exploited by the Hindustan Steel itself?

SHRI T. A. PAI : I am aware that the price of pig iron has gone up, but not because there has been fall in production. It is primarily because there has been

some difficulty in raft movement. The Railways have been insisting on moving it in block load

But the price of iron has got to be moved sometimes by wagons. Anyway, this question is being looked into to see that the distribution system does not make a difference between the prices in Bombay and Madras and Delhi and I find from the prices that they have been varying from place to place. I shall certainly give an assurance and carry it out also that the needs of the small-scale industries and the industries that my friend, Shri Kulkarni, has brought to my notice will be satisfied.

SHRI A. G. KULKARNI : Sir, I want to submit .

MR. CHAIRMAN : Next question, please.

SHRI A. G. KULKARNI : Sir, I want to submit to you that the Railway Minister must always be present here. It is because every Minister says that he is responsible and when he is asked, he says others are responsible.

MR. CHAIRMAN : Next question, please.

Testing of U.S. 748 Plane in U.K.

*503. SHRI SUNDAR MANI PATEL :

SHRI DEBANANDA AMAT :

SHRI K. P. SINGH DEO :

MIRI K. C. PANDA :

Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that HS-748, plane was recently flown to United Kingdom for tests by its principal manufacturer Hawker Siddley Aviation Limited; and

(b) whether they have completed the tests and if so, the report given by the principal manufacturer in this regard?

The question was actually asked on the floor of the House by Shri K. P. Singh Deo.

111. MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA) : (a) Yes, Sir.

(b) The tests that are considered necessary so far by the Principal manufacturer have been completed and his report is awaited.

SHRI K. P. SINGH DEO : Sir, I want to know whether this plane was flown to England, to the manufacturers, Hawker Siddeley Aviation Limited, as a result of Indian Airlines having refused to have the seven AMOS in their present state and whether it is a fact that they wanted a modified version of the engine, not the Dart engine 532/2L, which is now being operated in the U.K. as well as in Nepal and, if so, what is the increase in the Horse Power which is now being envisaged and what will its effect be on the cost structure, on the operational cost?

Then, Sir, the other part of my question is this: If there is an increase in the Horse Power, what will be its effect on the gas turbine temperature, what will be the consequential effect on the plane and the life of the engine and the operational cost of the whole system as it is? Sir, . . .

MR. CHAIRMAN : How many questions are you going to put?

SHRI K. P. SINGH DEO : It is also a connected question, Sir.

MR. CHAIRMAN : All right. Then put it.

SHRI K. P. SINGH DEO : Sir, I want to know whether it is a fact that the present engine, when fitted to the airframe manufactured in the Hawker Siddeley Aviation Ltd., performed according to the Flight Manual and whether it is also a fact that the British engine, when fitted to our IL-14 airframe, also performed in conformity with the Flight Manual and whether it is not a failure when the

HAL engine was put in the HAL air-frame it did not conform to the Flight Manual and, if so, what is the reason for this?

SHRI VIDYA CHARAN SHUKLA : It is a fact, Sir, that a plane was flown to the U.K. for tests to determine the cause of certain problems that we came across during the manufacture of the aircraft in Kanpur. The aircraft was flown to the U.K. in the month of January . . .

AN HON. MEMBER: A little louder please.

SHRI VIDYA CHARAN SHUKLA : It was flown to the U.K. in January and tests were held and then, Sir, tropical tests on this engine were held in the months of May and June in Kanpur and the results of these tests are being analysed at present. The Horse Power that is sought to be raised is 90 over and above the present HP which is 1900. Sir, this technical defect has been looked into. It is not really a defect, but it is only a problem and I must emphasise before Ibis House that Ibis is a problem which we have come across and Ibis is a problem which not only we in India came across, but this was also faced by Hawker Siddeley Aviation Limited and they have solved it: by the wet injection method in the engine and they have prescribed it now and the Indian Airlines raised the question whether (this would affect the engine life and they) have said that it would not affect the engine life provided the turbine blades are treated in a certain way which will increase the engine life by four times.

And all these technical discussions have been gone over by the Hawker Siddeley Aviation Limited and Indian Airlines. As a matter of fact, a letter came and they discussed this matter with the Indian Airlines people and we have decided to defer this matter also. The Satish Dhawan Committee is going into the question of suitability of Avro, and production problems and all these things—a technical committee chaired by Dr. Satish Dhawan who is the Chairman of the Space Commission of India.

I believe last question raised by the hon. Member was specifically enquired into personally by me and the Managing

Director of Hawker Siddeley Aviation told me that the engine manufactured in India, if fitted in a British airframe, performed perfectly well and the Indian air-frame, if fitted with British engine, also performed perfectly well. They also told me that the engine manufactured in India was equally good, if not better than one manufactured in British today. But because of certain problems—and I suppose they are not very major problems—the Indian Airlines have not taken delivery of these Avros. But as soon as these problems are sorted out, we hope to do so.

SHRI K. P. SINGH DEO : Sir, I did not get any answer to my last question as to what happens when Indian manufactured engines are fitted into Indian manufactured air-frame . . .

MR. CHAIRMAN : You put your second question also.

SHRI K. P. SINGH DEO : My second question is : What is the production rate?—How many Avros have been produced since 1961 till date? What is the cost of manufacture, and what is the imported content, and what are those components?

SHRI VIDYA CHARAN SHUKLA :
Sir, regarding the earlier question as to what happens when Indian manufactured engines are fitted into Indian manufactured air frame, the answer is that the same results were obtained which were obtained when Indian manufactured engines are fitted into English airframes. There is no difference in the performance. Let me explain this properly to you. Sir, this problem arises mainly because of temperature difference between the two countries. This is why we insist that there should be a tropical trial in our own country. Now the problem, that arose was regarding the power of the engine. As I indicated in answer to an earlier question, that problem was sought to be solved by wet power, which means that methanol injection has to be given into the engine. It has been tried in UK. This was not acceptable to the Indian Airlines. There have been talks going on on this matter which have not yet concluded. A trial was held in May and June and the data

collected is being analysed to pinpoint the exact nature of difficulty. The same kind of difficulty was found by HSAL in UK. But, as I said, Sir, although the nature of the difficulty was the same, but since the operating conditions are different we cannot apply the same solution to our problems because our operating conditions and temperature are different and, therefore, we have to take a completely different view of this matter. This is the answer to the earlier question.

About the second question, Sir, normally we do not give out the rate of production. The production of Kanpur factory is utilized by the Air Force as well as in the Indian Airlines. Therefore, Sir, I will give the production, because if I don't give this, the Members will take it otherwise." We normally produce a plane a month in this factory. Sir, I do not have at present the figures of indigenous parts and imported parts. But I shall collect these figures and lay them on the Table of the House.

SHRI K. P. SINGH DEO : What are the imported components which are being used?

SHRI VIDYA CHARAN SHUKLA :
I will give the information to you.

MR. CHAIRMAN : This is enough. You have taken 10 minutes.

SHRI C. D. PANDE : When this unfortunate plane of AVRO 7-18 was taken up, at that time our High Commissioner in London forced this plane on India. Even when the experts believed that AVRO-71S was not a suitable plane for India and that is why it took about 8 years to come into production. It came into production in 1961 and I believe that not more than 50 planes have been produced so far.

MR. CHAIRMAN : Are you going to put the question or not?

SHRI C. D. PANDE : You are a great lawyer, Sir. Any law can be understood fully with a preamble.

MR. CHAIRMAN : I do not want preambles. I have more questions to be taken up.

SHRI C. D. PANDE : Having come to the view that tin's plane is not likely to prove successful in India, will the Government bring in a more modern plane with higher speed and with *more* capacity. This plane which was good in 1961 ...

MR. CHAIRMAN: You are giving the history of AVRO. It is not right.

SHRI C. D. PANDE : The place which was good enough 20 years back is obsolete today.

MR. CHAIRMAN : This is your view.

SHRI C. D. PANDE : Will the Government change its view.-

SHRI VIDYA CHARAN SHUKLA:
The hon. Member is quite wrong when he says that this plane is very unfortunate. It is a very good plane according to us. It has done very good service in the Air Force. Just because it is manufactured in Kanpur, it cannot become an unfortunate or a bad plane. Secondly, as I stated earlier, a Technical Committee headed by an impartial expert, Dr. Satish Dhawan, is going into all these aspects. I shall request the hon. Member to hold his patience. When the Committee's report comes out, we shall accept the technical views expressed by this Committee which is headed by one of the acknowledged scientists of our country. We should come to a conclusion about the suitability of this plane only after that. As far as our experience in the Indian Air Force is concerned, the plane has proved to be a success. There are certain problems which have to be sorted out. These problems do arise whenever we undertake the production of new kind of things in our country like the passenger turbo prop planes which have never been tried before in our country.

DR. V. A. MUHAMMAD SEYID : By stating that it is a problem and not a defect, the hon. Minister has put a metaphysical problem before us. Will the hon. Minister state clearly when exactly a problem becomes a defect?

SHRI VIDYA CHARAN SHUKLA : There is no question of hiding any facts.

I am being very frank and I must be very frank before this hon. House. A problem will become a defect when it cannot be solved.

SHRI LOKANATH MISRA : I may be allowed to put a question.

MR. CHAIRMAN : Let this be the last question.

SHRI LOKANATH MISRA : What is the present cost of the plane and to what extent is it going to move up when you enhance the power of the engine? Is it a fact that you are still importing the tyres, the frame, some electronic appliances and the undercarriage from abroad and you have not been able to evolve your own system of manufacture?

SHRI VIDYA CHARAN SHUKLA :
Undercarriage, electronic system, hydrolic system, the airconditioning and pressurising system are going to be made in H.A.L. Lucknow which has commenced production. So far as the cost is concerned, when we want to remove this problem, it might increase the cost. But I cannot give any definite figures unless we come to a definite conclusion about this problem and how to remove it.

SHRI LOKANATH MISRA : What is the present cost?

SHRI VIDYA CHARAN SHUKLA : I will require notice to give you the present figures.

*504. [The questioner (Shri Dhanananda Amat) was absent. For answer vide col. 30 infra]

Lawlessness in the Bhilai Steel Plant

•505. SHRI K. P. SINCH DEO:f

SHRI SUNDAR MANI PATEI: SHRI K. C. PANDA :

Will the Minister of STEEL AND MINES be pleased to state :

(a) whether there have been several incidents of lawlessness in the Bhilai Steel Project during the recent past;

f The question was actually asked on the floor of the House by Shri K. P. Singh Deo.