

MR. CHAIRMAN: He reads English of his own making, not your English.

श्री नवाबसिंह चौहान : मेरी यह डेफि-  
नित इफार्मेशन है कि यह रूल जो था, इसमें  
सीनियोरिटी मानी गई थी फ्रॉम दी डेट आफ  
अप्वाइटमेंट न कि फ्रॉम दी डेट आफ कन्फ-  
मेंशन । एकाउंट्स जैसे कुछ डिपार्टमेंट्स में  
ऐसा हो भी गया है, लेकिन दूसरे विभागों में  
इस पर अमल नहीं हुआ है । क्या माननीय  
मंत्री जी इस सम्बन्ध में इन्क्वायरी करा के,  
इन्क्वायरी का नतीजा सभा पटल पर रखेंगे ?

SHRI S. V. RAMASWAMY: I can broadly understand what he is driving at. The date of confirmation in a grade referred to is not the point. The rules have been applied not merely in this case but in all cases of integrating units. So, there is no invidious distinction at all in this case, Sir.

SHRI NAWAB SINGH CHAUHAN: I have read out to you something from the Railway Board's letter.

SHRI S. V. RAMASWAMY: What is the date of that letter?

SHRI NAWAB SINGH CHAUHAN: It is dated 21st November, 1953. That is the latest order in this connection, Sir.

MR. CHAIRMAN: Mr. Ramaswamy, you were not in the Railway Ministry in the year 1953. Mr. Santhanam might be able to answer it.

श्री नवाबसिंह चौहान : मैंने जो कहा है कि उसके मुतल्लिक क्या माननीय मंत्री जी इन्क्वायरी करा के, इन्क्वायरी की रिपोर्ट सभा की मेज़ पर रखेंगे ?

SHRI S. V. RAMASWAMY: The hon. Member is presumably thinking of the nine clerks who opted for the Northern Railway. Had they continued in the Western Railway, the position would have been quite different. Anyway, Sir, if there is any specific

case, he can write to me about it and I will have it examined.

श्री नवाबसिंह चौहान : यह ठीक है; क्योंकि न वे मेरी बात को समझते हैं और न मैं उनकी बात को समझ पाता हूँ ।

SHRI FARÍDUL HAQ ANSARI: May I know, Sir, whether, in view of the fact that this question of seniority has been raised in this House off and on and even during this Session and there is large-scale of discontent prevailing among the Railway employees, the Railway Ministry is going to settle this matter once and for all so that this discontent should disappear?

SHRI S. V. RAMASWAMY: I refute the charge that there is large-scale discontent. This particular question is very limited in scope which applies only to nine clerks whom the hon. Member is thinking of, and that has been settled satisfactorily according to the rules extant.

ALLEGED SUSPICIOUS ACTIVITIES OF  
FOREIGNERS SERVING UNDER PRIVATE  
AIR OPERATORS

\*153. SHRI BHUPESH GUPTA: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether Government have received any communications from the Co-ordination Committee of Air Transport Employees Organisation, Calcutta drawing their attention to certain suspicious and prejudicial activities of Captain Bandri, Captain Brenand and other foreigners, serving under private operators in air transport;

(b) if so, what is the nature of the allegations made against them; and

(c) what action Government have taken in the matter?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN):

(a) to (c) Government received a letter from the Co-ordination Committee of Air Transport Employees Organisation, Calcutta which alleged anti-national activities on the part of foreigners employed with non-scheduled operators. The Co-ordination Committee had referred to two specific incidents in support of their allegation, namely;

1. Grounding of aircraft VT-AUI on 7-11-1960.

2. Carriage of two foreign journalists in a Darbhanga Aviation aircraft from Tejpur on 13-4-1959.

Regarding (1), a Starred Question No. 15 was answered on the floor of the Sabha by the Defence Minister on 15-2-1961. Regarding (2), a Starred Question was answered by the Minister of Transport and Communications on 4-8-1959 in the Lok Sabha stating that the charges against the pilot were that he flew a public transport aircraft, not holding a valid certificate of airworthiness and took off without obtaining a clearance from Air Traffic Control at Tejpur. The pilot's licence was suspended for a period of 60 days with effect from the 1st July 1959, on the first charge and a warning was administered to him on the second one.

The Co-ordination Committee had also referred to allegations made in the issue of the "Ananda Bazar Patrika" of the 17th May, 1960. These allegations were found to be vague.

SHRI BHUPESH GUPTA: May I know whether it is a fact that the allegations against the pilots were—

- (1) that some of them at least supplied arms to the Naga rebels;
- (2) that some of them took foreign journalists to meet the Naga rebels;
- (3) that some of them helped Phizo to escape;

(4) that they carried on clandestine flights to Manila, Hongkong and Beirut with a view to smuggling and for other reasons; and

(5) that they also engaged in taking unauthorised photographs flying over the north-eastern region?

If so, in what manner had the specific charges made in the communication been investigated by the Government?

SHRI AHMED MOHIUDDIN: As regards the one charge that I have already mentioned, that of the carrying of the journalists, I have already stated what the result of the investigation was and what the punishment was. Regarding the other allegations, as far as we in the Ministry are concerned, we have no information, and I do not think that these allegations were substantiated in any way.

SHRI BHUPESH GUPTA: He does not know what it means. These are specific allegations made by the employees of the private airlines companies. They are not made by others. May I know whether the hon. Minister has come to this conclusion after making a proper enquiry into these very serious allegations, specially after one had been apprehended? If so, what was the nature of that enquiry?

SHRI AHMED MOHIUDDIN: These allegations do not pertain to the Ministry of Transport and Communications. If the hon. Member has any definite information on the point, he can communicate to the Ministry of Defence or the Home Ministry.

SHRI BHUPESH GUPTA: No, Sir, this comes under this Ministry. These airlines operate under this Ministry—the Ministry of Civil Aviation. May I know if it is not a fact that certain prejudicial materials including films, etc., were found, and that one of these pilots, Captain Long, was examined not at the airport not at the

police station but in the establishment of the High Commissioner's Office at Calcutta? If it is a fact, why was it so?

**SHRI AHMED MOHIUDDIN:** This question had been answered by the Defence Minister on the floor of the House only last week.

**SHRI BHUPESH GUPTA:** When such allegations have been accumulating year after year and when the airlines employees themselves are making these allegations and demanding action on the part of the Government, why are foreign nationals of a suspicious character kept here when one can easily find Indian pilots to fly these planes?

**SHRI AHMED MOHIUDDIN:** I have stated that the allegations made by the employees referred to by the hon. Member are mostly unfounded and absolutely baseless.

\* **SHRI A. D. MANI:** Will the Minister be able to inform the House the names of the two foreign journalists who were taken unauthorisedly?

**SHRI AHMED MOHIUDDIN:** I have not got the names. That was in 1959.

**SHRI BHUPESH GUPTA:** He may remember.

**SHRI AHMED MOHIUDDIN:** I do not remember the names.

**SHRI BHUPESH GUPTA:** He does not even remember the names. May I know how many foreign pilots, British pilots are engaged by the private airlines companies?

**SHRI AHMED MOHIUDDIN:** There are about 7 or 8 pilots and I.A.M.E.

**SHRI BHUPESH GUPTA:** Is it a fact that most of them are paid very high salaries and that some of them often take off and go to Burma and other countries and then they report? Can the Minister tell us where Captain Long is?

**SHRI AHMED MOHIUDDIN:** He is an employee of the Airways (India) Limited. At what place he is at the present moment, at 11.15 A.M. today. I cannot say.

\*154. [The questioner (Shri M. P. Bhargava) was absent. For answer, vide col. 910 infra.]

\*155 and \*156. [The questioner (Shri P. N. Rajabhoj) was absent. For answers, vide cols. 910-11 infra.]

#### CRACKS FOUND IN VISCOUNTS

\*157. **SHRIMATI SAVITRY DEVI NIGAM:** Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) what are the causes of the cracks found recently in two Viscounts;

(b) the year when these Viscounts were built and were commissioned into operation; and

(c) whether these Viscounts are insured?

**THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHIUDDIN):**

(a) The matter is under investigation by the Manufacturers.

(b) All the ten Viscounts in the fleet of the Corporation were manufactured in 1957. While five of them started flying in 1957, the other five started flying in 1958.

(c) Yes, Sir.

**SHRIMATI SAVITRY DEVI NIGAM:** May I know when these cracks were first noticed?

**SHRI AHMED MOHIUDDIN:** On the 18th of January, Ultrasonic equipment was used in checking the spot on the star boom which was indicated by the manufacturers, and it was found that two of the aircraft had those cracks on account of which they have not yet been put into operation. The other eight Viscounts are