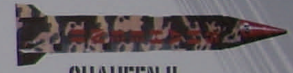


LAND



SHAHEEN-II FEATURES

- RANGE..... 2000 Km
- TOTAL MASS..... 25000 Kg
- RE-ENTRY VEHICLE MASS..... 1000 Kg
- DIMENSIONS
 - LENGTH..... 17.0 M
 - DIA..... 1.4 M
- WARHEAD..... ALL TYPES

Technological
Demonstration
NOT FOR SALE



PakDef (members of the Pakistani Military Consortium) are proud to bring to our readers an interesting and informative new feature, the PakDef E-Reporter. The E-Reporter is another venue aside from the PakDef site and forum for PakDef members to be able to provide Pakistan watchers with an additional source for defence related information. Our publication includes new articles and research briefs on various aspects of defence acquisitions and production along with a historical perspective on the Pakistani Armed Forces.

The PakDef E-Reporter is a Bi-monthly production and is made possible by the contributions of our forum members. It is the sincere hope of the PakDef E-Reporter editorial staff that our members will continue to come forth with quality content in the future and will contribute to this worthwhile effort in order for us to be able to raise the awareness about the Pakistani Armed Forces.

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The Pakistan Navy Museum - A Fitting Tribute to the Senior Service



For a while after independence Karachi was the capital of Pakistan, though having lost that honour to Islamabad long ago, it still remains the home of the Pakistani fleet. Over the years both have seen joy and heartbreak, during peacetime and war, with both having made enormous sacrifices whenever the need arose. The PN has flown the flag the world over, during numerous defence diplomacy visits, and through participation in naval exercises with foreign navies. With both city and navy intrinsically interlinked, there was no better place to have a museum dedicated to the PN than

Karachi, the financial powerhouse of Pakistan, and the home of its navy.

Preserving maritime heritage is not a simple task; it is expensive and requires much space. In a port city it may be possible to save a decommissioned warship for posterity as a floating museum. However, this only works if the city in question has the sufficient recreational/retail/residential/commercial mixed development of its waterfront. In Karachi this is currently not possible, but what has been possible is the establishment of an excellent museum that preserves the maritime heritage of the nation, and adequately displays the importance of a navy. Set in an attractive park style layout visitors are able to walk around the well laid out grounds where the turrets, guns, and other such pieces of decommissioned warships are on display. It is perhaps difficult for the general public to make the connection, but at one time these massive structures were part of huge vessels that housed hundreds of men. Looking into these turrets it is not easy to understand where pieces of equipment begin, or where they end. However, the turret of the *Battle* class destroyer PNS *Badr* (ex-HMS *Gabbard*) is a real part of history, having taken part in *Operation Somnath* in the 1965 Indo-Pakistani War. During the night of 7-8 September the bulk of the Pakistani surface fleet sailed into Indian waters under the cover of darkness and bombarded the Dwarka radar station on the Indian coast. Fifty rounds per ship were fired from the assembled force that consisted of a mixed force led by the *Bellona* class cruiser *Babur*, and accompanied by the destroyers *Khaibar*, *Badr*, *Jahangir*, *Alamgir*, *Shahjahan* and *Tippu*



Sultan. It took four minutes for the ships to fire their allocation of 350 shells starting from 00:24 at a distance of 5.5 to 6.3 miles from the target. The sheer weight of shells that landed on target must be hard to conceive today, (though it should be remembered that it was far less than that which flew through the air during the battle of Jutland in 1916 or even during the destruction of the *Bismarck* in 1941). Nevertheless, the poor souls on the receiving end of this hail of high-explosive shells would be forgiven for having a life-long nervous disposition as a result. The action had a number of aims; to destroy the coastal radar installation, lower Indian morale, divert the IAF from the skies over the land battles raging in the north, and provoke heavy elements of the Indian fleet to sail out of Bombay to respond to this daring raid so they could be attacked by the sole submarine in the theatre, PNS *Ghazi*. The Indians were no fools though, and weathered the humiliation in port rather than venture out and face probable destruction at the hands of *Ghazi*. The Pakistani fleet retired back to the safety of home waters by 06:35 without further significant contact with the enemy. Incidents like this in the face of a far more powerful enemy should not be forgotten by a nation that is generally unaware of maritime issues. Turrets from other decommissioned warships are also on display such as, one from a *CR* class destroyer, and two turrets from the *Gearing* class American frigates that were supplied to the PN in the 1980s, helping it to reach force levels that were the highest in its history before the chronic shortages of the 1990s. A coastal artillery piece that served into the 1980s is also on display allowing visitors to glimpse an aspect of maritime defence that firmly outdated.



The turrets on display also tell of another tale, that of the shift from mainly operating ex-Royal Navy warships to operating ex-American warships. This took place in the 1980s when the tired but faithful British warships that dated from WWII and its aftermath, were retired and replaced by more modern ex-USN frigates. These also helped the PN and local industry cut their teeth on modernisation of old platforms, as the old warships were updated to counter the Soviet threat. This transition began with the introduction of the *Gearing* frigates and these were eventually superseded by the *Brooke* and *Garcia* class. The ships also brought the PN fully into the missile age with the



introduction of the SM-1 Standard SAM, Harpoon, and ASROC. They also introduced the Phalanx CIWS, something the PN had experienced the sore need of. In 1971 the Indian fleet mounted a series of daring raids on Karachi after having towed missile-armed FAC to within striking distance of Pakistan's main port, CIWS would have been an invaluable last ditch weapon against the large first generation anti-ship missiles. When the lease on these *Brooke* and *Garcia* frigates expired though, the PN lost eight major surface combatants at a stroke. What remains of the American ships, in the form of ASROC launchers, radar mast, and turrets, should remind visitors of the difficult times the PN has experienced, and the

perils of over-reliance on a single source for defence equipment.

There was one notable exception to the shift towards American equipment in the, the *County* class destroyer PNS Babur (ex-HMS *London*). In RN service she was officially the last RN warship to have fired a broadside. Her successful RN career was not mirrored as much in PN service and before long this large warship was relegated to training duties. Some of the armaments that she was equipped with, such as the small calibre AAA mountings, are on display but nothing much remains of the ship itself besides a large scale model near the entrance to the museum building. The SeaCat SAM launcher on display could have come from the *County* class *Babur*, but it could equally have come from one of six *Amazon* class frigates, (destroyers in PN service) that are currently the mainstay of the PN surface fleet. There are other pieces of equipment that tell of the close relationship the PN had with the RN, its parent service. The triple torpedo launcher undoubtedly came from one of the WWII era-destroyers that served in the PN fleet as well as the Bofors 40mm AA gun, and even the signalling lamp. In time, these pieces of history that have tales to tell from service in the British and then Pakistani fleets, will be joined by more from the *Amazon*'s when they retire; a chapter in history is likely to close as Pakistan moves away from American and British sources of equipment to other western, indigenous, and Chinese sources. Indeed with the Chinese quad-12.7mm AA guns that were once fitted on the *County* class *Babur* that transition began some time ago.



Given the PN's formidable submarine arm this aspect of the service is also well represented. There are two special forces naval underwater craft or 'chariots' for delivering frogmen, and a midget submarine on display. A mock up of the control room of a *Daphne* class submarine is also present, giving visitors an idea as the type of world that submariners inhabit, and what service on a submarine involves. Submarines of this class (now retired) acquitted themselves well in PN service. PNS *Hangor*, became the first submarine to have sunk a warship in wartime since WWII, (see *PakDef Reporter* Issue1 Volume1), during the 1971 Indo-Pakistani War when it sank the Indian frigate INS *Khukri*. It is of particular note though that at the time of the visit of the author, the grounds were being prepared for the newest, and some would argue, most significant exhibit. With the retirement of the *Daphne* class diesel-electric submarines it was decided to preserve PNS *Hangor* as she is of international significance in terms of maritime heritage due to her wartime exploits. She will be cut into sections and reassembled in new, extended area of the lake. Work is not due to be completed for some time (the slated 're-commissioning' date was set for the anniversary of her daring wartime exploit in 1971), but *Hangor* will be a significant addition to the museum's collection, and a fitting tribute to the daredevil exploits of the submarine arm.

The third aspect of the PN, the air arm, is also represented in the shape of a preserved Atlantique MPA. It is possible for visitors to enter the aircraft and have a look at the inside of a very versatile asset, but this is not always the case. The open

weapons bay doors give a good idea of the size of load this aircraft can carry though, and the Atlantique MPA have served the PN well in keeping a close eye on waters of the Arabian Sea and northern stretches of the Indian Ocean. The type brought the ability for the PN to fire air-launched Exocet anti-ship missiles as well carry out ASW duties. With the pending introduction of large numbers of Orion MPA the days of the Atlantique in PN service may be numbered. As it is, it is a fitting tribute to the PN Atlantique that was downed in Pakistani airspace by two Indian fighter jets in 1999 in 'revenge' for the earlier fighting in Kargil, Kashmir. That year was particularly painful for the PN aviation arm, as one of its precious Orion





MPA was also lost due to pilot error. It is quite likely in the near future that some of the retiring PN helicopters will make their way to the museum, and the already impressive collection will be enriched further.

What may also come as a surprise to most people is that on the creation of Pakistan, and for a number of years afterwards, it was the PN which was given precedence over her sister services. There was after all the then task of securing the links between the two wings of the country. It was perhaps this and the status of being the 'senior service' that saw the PN convey the body of the founder of the nation Quaid-e-Azam (the great leader), Mohammed Ali Jinnah, to his resting place in Karachi on 11 September 1948. Of national if not international importance then, is the gun carriage that conveyed the 'Quaid' on his final journey, pulled by officers of the then Royal Pakistani Navy displayed outside. What is perhaps overlooked is that it also bore the body of Liaqat Ali Khan who was assassinated a few years later, perhaps setting the depressing standard for the semi-chaos that has unfortunately plagued Pakistani politics for much of its history. The carriage is itself from a bygone age as it is nearly a hundred years old and worthy of preservation for that reason alone, but it is the link that the carriage makes between one of the twentieth century's greatest leaders and the navy that makes the carriage invaluable. Though there should be recognition that such artefacts have been preserved for posterity, it is perhaps a fair criticism that so invaluable items should not be displayed outside but they would better be housed inside the museum building. However, that is moot point. Where it is displayed,

the carriage reminds visitors of the role the PN has played in the nation's political history besides protecting it from maritime threats.

The museum building itself has some exceptional exhibits, and even in its own right is an architectural pleasure. The naval gallery depicts the PN's exploits in the 1965 Indo-Pakistan War, has a number of uniforms, pieces of retired equipment and also pieces of naval history such as trophies and presentation plaques from visiting foreign warships. What is perhaps one of the most interesting pieces are the two interactive displays in the Orientation Lobby. The information that is available at the touch of the hand via these two touch-screen displays is vast. In fact that may well be a valid criticism of the way in which the information is displayed; there is just too much information to be able to view in one visit to the museum. It encompasses detailed information from the very birth of the force to relatively recent developments and exploits; a period that spans nearly sixty years. As it is though, they are an important element in the overall mission of the museum to inform the general public of maritime issues and keep alive the heritage of the PN. There are a number of quite large and impressive paintings depicting significant past events in the history of the PN. These include events of triumph as well as loss, and serve as a significant visual link to the past. However, it is the large collection of PN related photographs dating from 1947, displayed on the upper floor of the museum that really gives a tangible link to the past. These photographs capture moments in time when Jinnah, the first Governor General of the Dominion of Pakistan and founder of the nation, came to



see the fledgling navy. Jinnah is not the only Pakistani figure of note that was hosted by the PN, for the giant figures of Ayub Khan and Zia ul Haq are also present. There is an impressive list of dignitaries from royalty to foreign politicians and assorted heads of state that have been hosted by the PN over the years. Naturally her majesty Queen Elizabeth II, the one time head of state, is amongst these, but there are also other heads of state from countries Pakistan has had close fraternal ties with such as Saudi Arabia and Turkey to be seen in these pictures. The pictures also tell of a navy that was never fearful of venturing far from home with the visit of the *Bittern* class frigate, HMPS *Jhelum* to Sydney in Australia in 1950. There are also some impressive pictures of an enemy air raid on the port of Chittagong during the 1971 Indo-Pakistani war, something that will not fail to evoke strong emotions as it captures a moment in time when one wing of the country stood on the brink of being lost. Despite the inevitable defeat the PN at least fought to the bitter end against hopeless odds. Displayed close to the photographs are some of the personal effects of every Chief of Naval Staff to have held the position since 1947. This is very impressive display and begins with the personal effects of Rear Admiral James Wilfred Jefford CBE, the first C-in-C of the then Royal Pakistani Navy. There then follows a continuous display through the years till we get to the effects of the present CNS's predecessor, Admiral Karimullah Shah. It is a fitting display of the continuation of the navy, and a touching recognition of those that have risen to command what is easily one of Asia's best navies. Preserving the maritime heritage of the nation does not end at mere exhibits though. There is an impressive library to support se-

rious research, academic or otherwise, into the nation's maritime heritage. It is impossible to relate all the contents of this library but it is to the credit of the staff that runs the museum and those that had the initial vision that such a facility exists.

It is not only the military aspect of maritime heritage that is preserved by the museum but the civilian side of this also carefully preserved. There is a faithful replica of the Manora Lighthouse in the grounds and visitors can at various times enjoy the view from the top surveying the museum and its surroundings. A carefully recreated gallery on the second floor of the museum building gives a good idea of the types of marine life that inhabit the undersea world off the coast. Many rare, and in cases unique, maritime artefacts of national importance are also on display inside the museum building. These include some of the first surveys done of the Karachi port area by the British, and the skeleton of a 45 foot long whale shark that was discovered by Pakistani fishermen (and is still believed to be the largest of the type to have been encountered). The Maritime History Gallery depicts artefacts that date from before the time of the arrival of Islam in South Asia as more of a permanent presence in the 8th century. Ancient trade routes and Mohenjodaro's riverine trade networks are depicted showing that the region has always been a hotbed of maritime activity. There is also an example of a 'Baghochan', a traditional riverine boat that was fabricated on the museum premises. This is perhaps of greater significance than visitors would realise as the traditional skills that were used to fabricate such boats are fast disappearing and are soon likely to be lost.



In all, the Pakistan Navy Museum is one of the highlights of a visit to Karachi and it is unfortunate that it could not have been closer to the sea so a complete warship could have been preserved. Under the circumstances the PN and museum staff have done the very best they could, and achieved impressive results in attempting to preserve Pakistan's maritime and naval heritage. The naval museum should be on the list of places to visit for any visitor to Pakistan let alone Karachi.

* * * * *

Failures and Successes of Kashmir War

Muzaffarabad Seminar - 27 November, 1990

The last seminar of the series on Kashmir War 1947-48 was held at Assembly Hostel, Muzaffarabad on 27th November, 1990 with the collaboration of Kashmir Liberation Cell. This meeting was unique in the sense that most of the important persons or their close associates were present and expressed their candid opinion about Kashmir War without any inhibition. It was for the first time that failures and successes of 1948 War was assessed publicly and the most important questions raised from time to time were answered by those who were the most competent from among the available and living people. One can have difference of opinion but their arguments do carry some weight and should generate a discussion in the national press, which may lead to formulation of certain doctrines, beneficial to the policy-makers in the future.

The seminar was held in two sessions; the first being devoted to the political environment of those days and the struggle launched by the general masses while the second session covered the military operations.

It is generally said that on receipt of the information that the



Indian army was landing at Srinagar airport, Quaid-e-Azam ordered General Douglas Gracey to send two brigades from Rawalpindi and Sialkot to Jammu and Srinagar, but those ordered were disobeyed.

Major General Wajahat Hussain (Retired) was A.D.C. to Quaid-e-Azam in 1948. He related a different story. He was of the firm opinion that had General Gracey disobeyed the orders of the Quaid, the latter would have dismissed him immediately. But since it did not happen and the fact that General Gracey stayed in Pakistan till 1951 shows that the events have not been seen in their true perspective, General Wajahat explained,

"General Messervy was the Commander-in-Chief of the Pakistan Army. General Gracey was his deputy holding the appointment of the Chief of the Army Staff. He was responsible for implementing the decisions made by the C-in-C. When the operations started in Kashmir, Messervy went on leave. This was the time to take important decisions and it appears that either he wanted to evade making decisions or pretended to be innocent about the conspiracy hatched by high-ranking British officers. His leave enabled General Gracey to take over as the acting Chief and he had to take the blame.

"The accusation of disobeying the Quaid's orders first appeared in the book, Mission with Mountbatten, published

from London. When I brought it to the notice of General Gracey, he laughed and denied the allegation saying that he did receive the orders but the situation prevailing at the time was very difficult. The British officers were to be withdrawn in case of war between India and Pakistan. Pakistan Army required seven thousand five hundred officers while only two thousand were available, out of whom five hundred were British. Most of the units and the officers, allocated to Pakistan were still stranded in India and in case of war, they could not reach Pakistan. The migration of refugees would have been badly affected and the main thing was that we were not in a position to confront India.

"General Gracey told Quaid-e-Azam that he would have done something to get Srinagar, had he been told earlier but he was kept in the dark. Even the tribal lashkars arrived without the knowledge of Quaid-e-Azam. GHQ came to know about them only when Colonel Bib, Station Commander, Rawalpindi, rang up and reported that a lot many people who claimed to be Mujahideen had arrived from the NWFP and created a scene in Raja Bazar. They were demanding food and transport. General Wajahat said Quaid-e-Azam was not provided correct information about the brigades he ordered to be sent to Jammu and Srinagar. All the three battalions of Sialkot Brigade were spread all over Punjab stretching from Sialkot to Mianwali. So was the case with the Rawalpindi Brigade. Its units were scattered in Mardan, Sargodha and Lyallpur (now Faisal-

abaci) involved in internal security duties. Not a single battalion as a whole was present at Rawalpindi or Sialkot. When Quaid-e-Azam was briefed about all this, he kept quiet, General Gracey then asked his permission to draw his own plan.

"The first thing after this conversation was selection of suitable officers. The best officers were picked up from the army. Brigadier Akbar had served with General Gracey on the Burma front and was recommended for Victoria Cross, but was awarded D.S.O. due to lack of evidence. A cell for planning on Kashmir was created in Military Operations Directorate under Brigadier Sher Khan. Similarly a branch under Adjutant General was opened which was assigned the job of selecting those officers who had been associated with Kashmir or the State forces. Such officers were sent to assist the Mujahideen and were shown as retired or absent without leave".

General Wajahat further said that "apart from planning military operations, General Messervy had a close liaison with the civil authorities. He used to come to the office at half past seven. Brigadier Sher Khan would present the report on the previous twenty four hours and get instructions for the next day. Then they would visit the operations room where consultations would continue till 10 a.m. Thereafter rest of the affairs were handled. In the evening, General Gracey would

visit Commissioner Rawalpindi, attired in civil clothes. Brigadier Sher Khan, GOC 7 Division Major General Tottenham and a couple of other Brigadiers like Brigadier Azam Khan or Brigadier Akbar used to be present. The deliberations would continue till late at night. Every second or third day General Gracey used to submit the progress report to Prime Minister Liaquat Ali Khan who himself used to come once or twice a week, accompanied by Secretary General Mohammad Ali. Once in a fortnight or so Defence Secretary Colonel Sikandar Mirza would pay a visit".

Major General Wajahat Hussain was of the view that if there was any conspiracy, it was hatched by the Commander-in-Chief, General Messervy and General Auchinleck. This was the reason that General Messervy was released and General Gracey was retained and he continued serving with the Pakistan Army till 1951.

Brigadier Noor Hussain (Retd) is a PIFFER. From September to November 1947 he was responsible for taking volunteers from Abbottabad to Muzaffarabad, Tetwal and other sectors. He was appointed A.D.C. to Quaid-e-Azam in May 1948 and accompanied him during his visit to Quetta and Ziarat. Addressing the seminar, he said :

"Mountbatten and Nehru bluffed the Muslims in many ways. Radcliffe Award was one of those bluffs. Punjab and Bengal were divided politically and they had malicious intentions to



divide Kashmir as well".

Brigadier Noor Hussain related an incident which he heard from General Musa. "General Musa was serving as Assistant Quarter Master in Division headquarters Lahore. One morning, Division Commander Major General Peak Freez called for him and headed towards Walton air-strip in a jeep. A Dakota of Indian Air Force landed there. The Indian Commander-in-Chief, General Lockhart and the Chief of Army Staff, General Posha emerged from the plane. They were accompanied by some British officers. After a while another Dakota from Pakistan Air Force landed there. The Commander-in-Chief and the COAS of Pakistan Army, General Frank Messervy and General Douglas Gracey came down from the aircraft. They were accompanied by only one British Officer. Leaving Colonel Musa near the vehicle, General Peak Freez went to the other generals. They spread out a few maps on the tarmac and indulged in a discussion for more than half an hour. Then they left for Rawalpindi and Delhi, respectively. General Peak Freez came to Colonel Musa and said, "You have neither heard nor seen anything." Colonel Musa replied, "I have seen something, but could not hear anything".

"A few days after this incident, an officer of the Division came to Colonel Musa carrying a top secret signal which happened to fall into his hands. It was addressed to a Hindu Brigade

Commander at Sialkot who was ordered to immediately occupy Jammu. Colonel Musa did not despatch the signal to the addressee.

He, instead, got two days' leave and went to see the Prime Minister, Liaquat Ali Khan. He related the whole incident to the Prime Minister and expressed his apprehension that the British officers had cooked some conspiracy".

Dilating on the Quaid's orders to despatch two brigades to Jammu and Srinagar, Brigadier Noor Hussain described an incident which was related to him by Lieutenant General Gul Hassan, who was then A.D.C. to Quaid-e-Azam. General Gul Hassan said that the orders were passed on to General Gracey by Sir Francis Mudie, Governor of the Punjab on telephone. General Gul Hassan was present with the Governor. According to him hot words were exchanged between the Governor and the C-in-C. Sir Francis Mudie very loudly asked Gracey :

"By whom are you paid and on whose side are you"?

Brigadier Noor Hussain was of the view that Messervy was in the picture about the conspiracy and that was why he proceeded on leave. When Quaid-e-Azam learnt about it, he released him.



The renowned journalist Mir Abdul Aziz hails from Srinagar and keeps trying to go back to his home town. He was wished a happy journey very soon when he was called to deliver his speech. He presented an analytical review of the 1947 events. He said, "The cabinet of the Prime Minister Liaquat Ali Khan was not very enthusiastic about the Kashmir cause. This has been mentioned in the "Raiders in Kashmir" also. The late Prime Minister thought that even half-hearted efforts on our part would be enough to force India to hold a referendum in Kashmir. This could not and did not happen. Mohammad Ali Jinnah was the only leader who understood the Hindu mind. He could handle them properly but did not enjoy support of the home front and had to admit this saying, "My Cabinet has got cold feet."

Mir Abdul Aziz opined that our Cabinet lost another chance to solve the Kashmir problem when after the death of the Quaid, Vice Premier of India Vallabh Bhai Patel made an offer to Pakistan to take Kashmir but stop interfering in Hyderabad. (This suggestion was offered to Quaid-e-Azam also but he rejected it - Editor). Sardar Ibrahim Khan met the Prime Minister to discuss the offer who, in turn, directed him to see the Finance Minister, Mr. Ghulam Mohammad. When Sardar Ibrahim went to see him, the Minister said :

"You are too young to understand these matters. By virtue of being a Muslim state, we have a right over it and Kashmir, we

will get through referendum". But later events showed that he was wrong.

Hafiz Mohammad Yaqoob Hashmi has remained closely associated with Kashmir for sixteen years. He has served there as Secretary Education and Secretary Defence. In his eloquent speech he comprehensively described the political circumstances under which All Jammu and Kashmir Muslim Conference was founded and a struggle started in various parts of Kashmir. He said :

"The Muslims of Kashmir never accepted the yoke of slavery willingly. They always served for freedom. Their aspirations were transformed into a regular campaign when the workers of a silk factory in Srinagar staged a protest demonstration. The participants of this demonstration were punished heavily but it only served to add fuel to the burning desire for freedom. Only six years after this incident, twenty sons of the soil stood like solid rock in front of the Dogra police who killed them in cold blood. They sacrificed their lives but opened a new chapter of valour in the history of Islam."

Group Captain (Retd.) Naeemullah Quraishi read a paper on "The Role of Rajauri People in the Freedom war of Kashmir". He was President of All Jammu, and Kashmir Students Federation in 1946, studied at Prince of Wales College, Jammu and played an active part in awakening Muslims of his area. While addressing the Seminar, he said: "Thanna Mandi is



located fourteen miles away from Rajauri. The only newspapers available with local agents were Veer Bharat and Milaap. Since no newspaper or any other periodical representing the Muslims' point of view was available there, the people were unaware of the currents of reawakening among the Muslims. They were disappointed and frustrated. Mirza Mohammad Hussain of Rajauri was member of the state Parliament but had no contacts with members of his constituency. With the cooperation of a few friends, I founded an organisation, Anjuman-e-Islam. Myself, Seth Asadullah and Mr. Munawar were elected President, General Secretary and Treasurer respectively. We collected some donations and subscribed for the monthly Tarjuman-ul-Quran and the daily Zamindar. These two proved very effective to neutralise the propaganda by Veer Bharat and Milaap. Muslims used to throng around a shop where we read out the daily and the monthly. I started reading the daily Zamindar during the Juma congregations also. There used to be fifty to sixty people for Juma prayer but when I started reading the daily, their number increased to over five hundred.

Group Captain Quraishi related a number of such incidents and described in detail how the Muslim, of Rajauri rose against the Dogra rulers and under the leadership of a retired soldier Sakhi Daler liberated Rajauri. He said :

"It was a great tragedy that the liberated area was re-occupied by the Indian Army and we were forced to migrate to Pakistan. Had suitable arrangements been made to defend Rajauri we could keep the Indian army confined to Naushera and Poonch but we committed blunders and repeated them in the 1965 and the 1971 wars".

Dr Yaqoob Zafar of Mirpur was brief but to the point in his speech, which was so moving that most of the audience were in tears when he left the dais. He was asked to throw light on the contribution of Mirpur towards the economy of Pakistan. He said :

"It is very obvious that Pakistan would have faced a severe crisis had Mangla Dam not been constructed. Sardar Ibrahim was President of Azad Kashmir when the dam was being built. While addressing the people of Mirpur he had once said that the people would be rewarded even for their tears. It is a different story. Even the graves of our ancestors have been inundated. There is no sign left of their graves but we sincerely feel that it was a very humble contribution we could make. It is a matter of great honour that our area served to strengthen the economy of Pakistan."

Dr Yaqoob Zafar said :

"We achieved great victories during 1948 because despite of lack of resources, we demonstrated sincerity for our cause. We



can yet make great strides towards our destination if we keep unity among our ranks and behave honestly."

Sardar Mukhtar Khan, Advocate of Rawalakot, the veteran leader of Kashmir War, very logically analysed the events of 1947-48. He said :

"Performance of a people depends upon the leadership they have. It was unfortunate that despite clear instructions from Quaid-e-Azam, the central leaders of the state of Jammu and Kashmir fell prey to the conspiracy hatched by Hindus in collaboration with Sheikh Abdullah. The nation required guidance and direction but Chaudhri Ghulam Abbas went to jail leaving everything in turmoil. Chaudhri Hamidullah was appointed acting President of All Jammu and Kashmir Muslim Conference. Maulana Mohammad Yousaf Shah, Mir Waiz of Kashmir, refused to accept him as president and parted ways along with his group. Despite the absence of Ch. Ghulam Abbas, Muslim Conference won the election with great majority. The credit goes to the young leaders who worked tirelessly to organise Muslim Conference and the National Guard".

Sardar Mukhtar Khan was of the view that:

"Whatever was happening in occupied Kashmir today warranted formulation of a national policy and coordination among various organisations working for the Kashmir cause.

The Government of Pakistan should become more active on the diplomatic front and all activities should aim at liberating occupied Kashmir from the shackles of slavery".

Raja Sakhi Daler is a retired soldier. It was under his dynamic leadership that Rajauri was liberated. He has carried out detailed research work on the Kashmir War and interviewed more than three hundred persons. He emphasised that while writing the history of Kashmir, efforts should be made to bring to the limelight the contribution of those unknown soldiers who laid down their lives for us or are still surviving but are in a state of poverty and helplessness.

Raja Abdul Hamid Khan had been a minister in the Kashmir Cabinet. He related how he persuaded the Rajas of Gilgit and Hunza to refrain from signing any agreement with India. He expressed sorrow that he even faced difficulties in finding a suitable place for holding the historical session of All Jammu and Kashmir Muslim Conference in which the resolution for accession of Kashmir to Pakistan was passed. Relating his memories of the past, he said :

"I was a candidate for the State Assembly in 1946 on the ticket of AJ&K MC. I was being opposed by Mian Ahmed Yar who had deserted MC and sided with Hari Singh. The Maharaja manoeuvred to get my nomination papers rejected and Ahmed Yar Khan was declared elected. Sardar Ibrahim Khan pleaded my case in the court of a Hindu judge, Ram Nath

Sharma and won it. It was my first introduction to him".

Former President of Azad Kashmir, Sardar Mohammad Hayat Khan presented an overall view of the events, from the beginning of Jihad till 15th May 1948 when the Pakistan Army took charge of various sectors. He said :

"India was divided on the principle that the areas with Muslims in majority would join Pakistan and those with non-Muslim majority would form part of India. In addition, there were 565 states which were to accede to India or Pakistan keeping in view the religious composition and cultural values of their populations and their geographical conditions. According to this principle, Kashmir should have formed part of Pakistan because 85% of its population was Muslim and more than one thousand kilometre of its border was contiguous to Pakistan. All the rivers flowed towards Pakistan and, above all, the only representative party of the state, All Jammu and Kashmir Muslim Conference, which had established its representative character very firmly by winning 16 out of 21 seats in the State Assembly in 1946, had passed a resolution on 19th July 1947 that the state should accede to Pakistan.

Former President of Azad Jammu and Kashmir, Sardar Mohammad Ibrahim Khan, who presided over the function, was very critical of the then political leadership of Pakistan. He said :

"Accepting the accession of Junagadh State with Pakistan was a basic mistake. It was a small state which was inhabited mostly by Hindus and surrounded by the areas where Hindus were in the majority. Geographically Pakistan had no link with it. Those who advised Quaid-e-Azam to accept accession of Junagadh to Pakistan were wrong. It was on the basis of this accession that India conspired against Kashmir and served its accession to India in collaboration with Maharaja of Kashmir".

Sardar Ibrahim suggested that the area beyond the river Chenab be given to India and the area on this side of the river should form part of Pakistan. According to him this arrangement will strengthen the defence of Pakistan. "Alternatively, if this suggestion is not acceptable", Sardar Ibrahim proposed, "Kashmir should be declared an independent state. Since it will be a Muslim state, it will be like a "Mini Pakistan" posing no threat to Pakistan".

Sardar Abdul Qayyum Khan was the chief guest at the seminar. While addressing the audience, he felicitated the ISPR on holding a series of Seminars on Kashmir Jihad but expressed his sorrow that no proper arrangements had been made in the country to preserve its history. "We have a lot of literary figures who have produced excellent pieces of

literature but unfortunately no concrete work has been done in the field of history", he added.

The President observed that the books so far written on the history of Kashmir Jihad contained a lot of mistakes and those were repeated so frequently that correcting them seemed to be impossible. "The memory deteriorates with the passage of time and it is high time that we preserve the memories of those who participated in the Jihad and are still surviving. Interviews should be recorded on hundreds of audio cassettes and history be rewritten after sifting all the available information. "Otherwise", Sardar Qayyum warned, "our history will be written by non-Muslims or by our adversaries who will inject the poison of their enmity in such a way that for generations we will not be able to find the proper nectar to neutralise its effects".

Sardar Abdul Qayyum went on to say :

"The movements which are launched on the basis of some creed, witness unbelievable incidents. The campaigns launched by the Muslims are replete with such events. There are thousands of people still surviving who experienced or witnessed these events. If these are not recorded through authentic and reliable means, these would become part of fairy tales. Tomorrow people will not believe in these incredible events. We may rather become laughing stock for the coming generations".

"When the people of Kashmir rose in revolt against the Dogra rulers, there was no coordination among the people of

various parts. It was unity of cause which kept them moving in the same direction. The present struggle in Occupied Kashmir also lacks coordination and proper planning. This may even result in defeat rather than leading to the liberation of Kashmir.

The veteran leader of Kashmir related many anecdotes reflective of coherence and unity of thought among various sections of freedom fighters. He said :

"When Sardar Ibrahim was appointed the President, I was approached by a few persons who tried to pursue me to demand my share in power, but I flatly refused and clarified that I was on the battle front and that suited me. I not only accepted the leadership of Sardar Ibrahim but also stood guard with Brigadier Shafi, who was a young man at that time, during the night when Sardar Sahib would be asleep. It was this unity and discipline which won us thirty-two thousands miles of area. Leaving the era of the Prophet Mohammad (Peace be upon him) and his companions (May Allah be pleased with them) there is no example of liberating such a vast area under the circumstances that we were in. No other organisation could conquer even thirty-two inches".

The President suggested that the story of valour, discipline and selflessness be incorporated in the text books and taught in our educational institutions so that our youth understood how Allah fulfils his promise. What are the characteristics of

those who, despite being small in number, can dominate much larger forces and what is the standard of discipline and faith which is required for entitlement to Allah's help.

Sardar Abdul Qayyum related an incident which reflected the high standard of discipline the Mujahideen maintained :

"I had two companies under my command with approximately two hundred men at Neela-but. The Dogras set everything that lay between Kohala bridge and Bagh on fire. Scores of villages turned into ashes. A few men came to me and sought permission to go to enquire about their families. I refused to grant permission and ordered that everybody will stay on duty which had priority over personal sufferings. Only one person absconded, rest of the others stayed. When my own house was put on fire my men offered to extinguish the blaze but I stopped them saying that if other houses had been burnt, let it get destroyed as well. The flames licked everything and nothing was saved. It was this sense of super sacrifice and devotion that won us great victories. Keeping two hundred men from leaving the place of duty at a time when their houses were ablaze, was not an easy job, specially so when they were not paid anything".

The session which had started at 9 a.m. continued till 2 p.m. with a pause of twenty minutes for tea break. After lunch and Zohar prayers the second session began at 3.30 p.m. It was devoted to military operations and speakers were those who

had participated in various operations themselves.

Brigadier (later Major General) Riaz Ullah inaugurated the session by presenting a brief resume of the overall situation of war. Excerpts:

"Srinagar was lying vacant when the tribal lashkars reached Baramula, a few miles from Srinagar. Due to reasons not known yet, they overstayed at Baramula and no progress was made towards Srinagar. A few men did arrive on the outskirts only four miles from the city, but did not go beyond. On 27th October, a few elements of the 1st Sikh Battalion of the Indian army landed at Srinagar. Their number was not more than two hundred or so. Their number increased to one thousand "within two days. The Brigade Commander also arrived. In the beginning the Indians too were without much resources. The strength of the lashkars was enough and they could easily occupy the airport but they did not progress and the number of Indians rose to three and a half thousand. On the contrary the tribal lashkars were disappointed because Pakistan Army did not arrive as promised and expected".

Brigadier Riaz Ullah opined that the Indians committed almost the same mistakes as were committed by us. Had they advanced boldly, they could easily reach Muzaffarabad. The whole area was void of any troops. It appears that due to expert advice of their English advisers they were overcautious and did not advance beyond Uri".



"By the end of the year, India had concentrated four brigades in Kashmir which were named, "Jammu and Kashmir Division." By May 1948, they had two divisions there, one at Srinagar and the other was meant to defend Jammu and the Western districts.

"Mujahideen did wonders on the Northern front. India could not pay any attention to that side because her forces were busy in Jhelum and Neelum Valleys. Very junior officers achieved tactical gains in the Northern Areas. Subedar Major Badar of Gilgit Scouts along with Captain Ehsan of 6th Jammu and Kashmir Rifles arrested the Dogra governor and declared independence. On 16th November, Alam Khan of the Government of Pakistan reached there and assumed charge of the civil administration. Major Aslam, who had served in the state forces, was deputed for military operations. With the help of other Muslim officers of the state forces, Captain Inamullah Jarra, Major Ehsan and Lieutenant Ghulam Haider, he formed two forces, Ibex and Eskimo. Ibex Force moved along the river Sindh and reached Skardu where the enemy remained fortified for many days but had to surrender. This force had almost reached Leh.

The Indians sent a brigade under Brigadier Faqir Singh to relieve the surrounded forces at Skardu but the brigade, named as Zulu Brigade, was ambushed at Parkutta. After suffering heavy casualties, the brigade dispersed.

Eskimo Force advanced towards Bunji, Astore and Burzil under Lieutenant Shah Khan (who retired later on as a Group Captain). It was winter season. The peaks were covered with snow but this force reached Gultari after traversing through a height of fifteen to sixteen thousand feet. From Gultari onward, they were divided in two groups, one headed towards Dras, the other reached Kargil".

"All this happened with the help of the local volunteers under the leadership of those officers who were sent from Pakistan Army to guide the operations".

Brigadier Riaz Ullah presented glimpses of various brigade actions and left the details to be narrated by other speakers. The compere for the session was Brigadier Muzaffar Ali Khan Zahid (Retired), who conducted the proceedings with utmost skill. He introduced the speakers in detail and invited them to speak one by one.

Major General Rao Farman Ali was a captain in 1947 and posted with the Second Royal Kohat Mountain Battery. Recalling his memories of Tetwal Sector, he said, "The enemy occupied all the dominating features of the area except Chunj which was 9444 feet high. Apart from Chunj, all our positions were located at lower level. The ammunition was so short that only one round per gun per day was allowed to be fired. The



area of responsibility was so wide that without concentrated fire no positive results could be achieved. We used to hold the fire for many days to save ammunition and then brought intensive fire on a selected target".

"Once, a decision was made to capture a hill top which was 6860 feet high. To provide artillery fire to the advancing troops and to neutralise the target, a gun was to be taken to Chunj top. There was no proper track on which the gun could be pushed. It was dismantled into various parts. Stretchers were prepared with the help of bags and bamboos. The parts placed thereon each stretcher was carried by many men. Sixteen men carried the barrel while each wheel was carried by eight men. Two hundred men were used in total and the gun was carried to the top. I faced another problem there. We were at a height of 9400 feet while the fire was to be brought to a hill which was down below us at a height of 6860 feet. To bring the fire on target the barrel had to be inclined at 12 degree but it could be bent only two degrees down.

I was so frustrated that I wished to be hit by enemy shelling and get killed. I consulted other gunner officers of the area but nobody could think of any device which could help us. At last an idea flashed into my mind. Two trees stood close to each other. I got another tree cut and placed it on the two trees. The tail of the gun was lifted and tied with the trees. The place beneath the fore-wheels was further dug in and

thus the barrel could be inclined to the required degree. It worked well. We bombarded the target, destroyed the enemy's bunkers and Alpha company of my infantry battalion, headed by Major Ghulam Rasul, occupied the hill".

"So poor was the state of administration that we had only one blanket each to sleep with at a height of 3900 feet. Many men did not have any socks. But everybody was enthusiastic and inspired to work without thinking of personal comforts".

Lieutenant Colonel (Retired) Abdul Haq Mirza has the honour of designing the flag of Azad Kashmir and formation signs of Azad Kashmir Regular Forces. He also has the unique honour of being the conqueror of the Pir Panjal Range after the Mughal Emperor Akbar. Till March 1948, he was serving in operational headquarters Rawalpindi. Poonch and Rajauri were surrounded by Mujahideen at that time. It was feared that by the end of the winter when the snow was to melt, the enemy might attack from the Pir Panjal side. Sensing this danger, the President of Muslim Conference Mendhar, Sardar Fateh Mohammad Khan sent thirteen volunteers to Rawalpindi with the request that they be equipped with arms and ammunition and some force be sent for protection of the area. Those thirteen men were armed with rifles and were sent to Mendhar along with Major Mohammad Hussain and Captain Abdul Haq Mirza.

They camped in the north of the town from where onward the



Pir Panjal range rose to various heights gradually. The local volunteers joined them and their strength rose to three platoons. Major Mohammad Hussain and Captain A.H. Mirza had come down for some job when the enemy succeeded in capturing the Sum Valley. The local volunteers got panicked and gave up their positions. Subsequently the Pir Panjal Range was also occupied by the enemy. Captain A.H. Mirza insisted that it should be reconquered. For operating in high mountains, you require at least proper clothing but Captain Mirza was wearing the old shoes he had bought from some junkshop of Rawalpindi. The soles were entirely worn out. When he insisted to go for attack, the sector commander took off his shoes and socks, made him wear those, embraced and allowed him to go. Captain Mirza succeeded in recapturing the Pir Panjal range.

Lieutenant Colonel Mohammad Sarwar was a staff officer in Mendhar Sector Headquarters. He described the details of the Pakistan Army activities and the Poonch Link-up Operation of the Indian army. Lieutenant Colonel Mohammad Akram was Adjutant of 7/13 Frontier Force Regiment which was located at Kotla. Apart from other details of his unit operations, he also narrated an incident. While his unit men were returning after attacking an enemy outpost, Colonel Akram saw a Pathan, carrying two chopped-off human legs. On enquiry the man said that he saw a dead body with boots on. Since there was no time to take off the shoes, he cut the

legs and carried them along to retrieve the shoes later on.

Lieutenant Colonel Mohammad Yousuf Khan S.J. comes from Mirpur. He described the details of the struggle launched by his people for liberation. He said, "It was in October 1947 when Captain Mohammad Khan of Mang came to me along with four other Mujahideen. He described the situation of other sectors in details and asked if the people of Mirpur would render any help in the war of liberation. I assured him of their help".

"The news of their arrival reached the rulers. The younger brother of the Maharaja, Rao Ratan Singh, called for me and asked who the strangers were. I told him who they were. When he wanted to know my personal response to their call, I said, 'We do not expect that the Maharaja will take any wrong step. Ninetyfive per cent of the population is Muslim and we hope that he will not go against their wishes'. Colonel Yousaf said military operations in Mirpur were commanded by Colonel Raja Arshad Khan. Raja Afsar and Khan Mohammad Khan used to make hectic trips to various places on horseback. When Mirpur city was attacked, the enemy withdrew leaving twenty-five thousand men as POWs. A large amount of armament, ammunition, ration and a number of vehicles fell into our hands.

In his presidential address, Vice Chancellor of AJ&K University, Mohammad Sarwar Abbasi read a very comprehensive paper, giving references of the various books so far written on the Kashmir War. He drew attention of the audience to a very important point.

"The Indian Army not only had supremacy in manpower, armament and supply stores, etc. but their leadership also was in the hands of high-ranking officers. From temporal point of view, their operations were being supervised by the ablest general, Lord Mountbatten. An Indian Officer of the rank of Lieutenant General was present in Kashmir. On the contrary, the Mujahideen were led by junior officers of the rank of majors or Lieutenant Colonel but still they achieved great victories. They were infused with a deep sense of patriotism and were ready to offer their lives for the cause of liberation. "It proves", the Vice-Chancellor remarked, that:

"Faith and beliefs are the strongest weapons of an army".

He suggested that steps should be taken to publish the research work so far carried out on the Kashmir War. He informed his audience that Raja Sakhi Daler and Syed Shabbir Hussain Jaafri had gathered enough material. Sardar Mukhtar Khan Advocate of Rawalkot had written a number of articles. Azad Kashmir Regimental Centre had also undertaken the job of research work. The Vice-Chancellor offered the fullest

cooperation of his university for the research work.

Outside the Assembly Hostel, the day had slipped by quietly but so spell-binding were the speeches that everybody kept sitting mesmerized. The Prime Minister of Azad Kashmir Mumtaz Hussain Rathore had reached there after a long road journey from Abbottabad. Being the chief guest, he had to listen to all the speeches and he did that very patiently. At times the stage secretary wanted to interrupt the speakers to cut them short but was forbidden by the Prime Minister. When it was his turn to come to the rostrum, he took his time to express his thoughts in detail. Excerpts:

"The aim of establishing the Government of Azad Kashmir was to use the territory as a base camp for freedom fighting without involving the Government of Pakistan.

This government represents all the Muslims of Jammu and Kashmir, irrespective of whether they live on this side of the Line of Control or beyond. It is our duty that we render full support to them, moral as well as practical. I have been told that Pakistan may face some difficulties if I talk of launching Jihad to help our Kashmiri brothers across the Line of Control. This I can't understand. I am willing to lay down my life for Pakistan but it is very strange to be advised to keep quiet when my body is being mutilated. If one of my hands is being chopped off, how is it possible that the other arm should not move at all and not do anything for protection. I otherwise

very firmly believe that the unity and solidarity of Pakistan will be further strengthened if Jihad is launched vigorously to liberate the occupied area. We will enjoy the full support of our people without having any difference of opinion.

"Section 56 of the United Nations Charter of Human Rights says that the people of a particular area have the right to start an armed struggle if they are denied the right of self-determination. The same struggle is called Jihad in Islam.

"I have said so in the Assembly and repeat today that the nations fighting for their freedom should remain above the lust of power. Their leaders should form "The Council of Freedom". They should remain in a state of war till they achieve freedom. All parties should join hands in launching Jihad. I am ready to follow and ready to sacrifice the premiership. It is not worth cherishing. Whether somebody holds this appointment for five days or five years, he has to retire one day and be called a former Prime Minister".

Mr. Mumtaz Hussain Rathore severely criticised those who talk of dividing Kashmir. He said :

"Kashmir is not a border dispute between India and Pakistan. It is the matter of the right of self-determination of twelve million people who should not be treated as goats and sheep. We shall not be satisfied with anything less than the right of self-determination".

The A.K. Prime Minister criticised the UNO for giving a cold shoulder to the Kashmir issue. He said:

"Positive resolutions, of the UNO do exist to solve the Kashmir problem but it is such a lifeless organisation that it has no means to get its decisions implemented. It moves only when the interests of some big powers are jeopardised. If their interests are threatened, they may surround Iraq but if thousands of men and women are murdered in cold blood in occupied Kashmir India is not even asked for an explanation. We daily pick up dead bodies from the River Neelum and the Jhelum. The Indians murder our Kashmiri brothers and throw their dead bodies into the rivers. This situation demands unity among our ranks. If we do'nt help our Kashmiri brothers, it is a matter of shame for all of us.

The seminar ended with Maulana Muzaffar Ali Nadvi, who drafted the resolution on accession to Pakistan passed in the 1946 Muslim Conference Session, offering Fateha for the martyrs of Kashmir and praying for early liberation of Occupied Kashmir.

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Jacobabad Tales

Operation 'Enduring Freedom' - A Personal Narrative

By Air Cdre (retd.) Kaiser Tufail

The dawn of New Year 2002 was dense with fog as I surveyed the water-logged soil and shrubbery that had been perennially enduring the salts of the badlands known as Jacobabad. Determined to be on the go at a war-time air base that was infamous for its heat and dust, I commenced my introductory round with an early morning jog in the 'technical area'. While I was awaiting the traffic light to turn green at the runway crossing, a guard approached me and asked if I could speak Urdu. Half in jest, I let him know what should have been obvious. That he wasn't amused by my reply was suddenly apparent when he bellowed at me in his Isakhelvi accent, demanding to know what I was doing in the 'Pakistani area'. My explanation that I was a 'fauji' like him prompted a demand for an ID card. To prevent its loss in the rough and tumble of sporting activities, the card is occasionally left behind in the barracks. Regrettably, I was now at a loss in proving that I was not an American, which he stupidly kept mumbling I was! My stylish sports kit was indeed incongruous in a place like Jacobabad, but my skin colour and language should have made him think twice about the outlandish infer-

ence that he had made. My pleading with him was getting me nowhere and I suspected that he was about to begin the 'hands up, don't move' drill. I tried to ease his apprehensions by switching to Punjabi, which somehow got him growling again. It was a comical sight which could turn nasty any moment. The guard said that he knew his job well and wasn't going to be fooled by an 'Amreekan Sikh'. "I will sort you out," he muttered in crass vernaculars.

I was near the Air Defence Alert complex and was wondering if I could shout at someone to come and bail me out of this flop, but poor visibility precluded any such opportunity. Suddenly a vehicle approached us and incredibly, the driver recognised me, probably having worked with me somewhere earlier. Oblivious of what was going on, he profusely paid his compliments and offered a lift back to the Officers' Mess. I could see the guard's countenance change rapidly as he realised his mistake in mixing me up with – what I later learnt was true – a couple of Americans of Indian origin on the Base, one of whom was a Punjabi-speaking airman surnamed Singh!

I trotted off to my 8'x8' quarter, had a quick shower and changed into the more urbane uniform rather than the all-too-common flying coveralls, as I thought it was important for a first impression. The guard who had stopped me in the morning was still on duty and, spotting the flag and star-decked vehicle, he collected himself for the mighty salute reserved for



the Base Commander. I purposely slowed down to repay his compliment, and slyly asked him if he now knew what I was doing in the Pakistani area? It took him a while to recognise me and when he did, he turned pale in the face and mumbled what a fool he had been. He insisted that he must be punished – a naïve attempt at atonement for an offence that he had, of course, not committed. I told him that he had done a good job at looking out for intruders. In the days to come he came to admire me, as was evident from his earth-shaking salutes, and I reciprocated generously during the few times that we criss-crossed each other.

I had opted to be moved to Shahbaz Base at Jacobabad, soon after tensions had flared up with India yet again in late 2001. At the Air War College, where I had been working as the Deputy Commandant, courses had been discontinued so it was expected that the staff would be attached for operational duties. To me, deployment to a war-time Base meant action, no matter that the presence of US forces stifled our adversary's options, or so at least, against Shahbaz. Even if no shot was fired, commanding a fully mobilised Base would be excellent on-the-job training for the future command assignment that I was looking forward to. Inter-action with US armed forces personnel was a welcome opportunity as well, since there was a whole lot to be learnt from them. More than anything else, I imagined it would be great fun as the top dog rather than be shepherded by a bearded collie, so to speak!

My predecessor at Shahbaz, Air Cdre Muzaffar Ali (late) received me at the office, gave me a short brief and then took me around for a drive-through tour of the operationally important areas. I was quite familiar with Shahbaz, where I had deployed earlier for exercises, but I was more keen to know about the US presence and all that went with it. An introductory meeting with the genial Commander of the 438th Air Expeditionary Wing (AEW), Col Ronald Newsom, followed by a tour of the US cantonment area within the Base, gave me an idea of the extent of my involvement vis-à-vis the US forces. PAF's No 7 Squadron was also deployed on the Base so I visited them in their bunker, cheering the pilots who were ostensibly rearing for a fight.

The US forces, mainly USAF elements, had deployed at Jacobabad in October 2001 with the understanding to the Government of Pakistan that no combat operations would be undertaken from the Base and, it would only be used as a logistics and reconnaissance hub for supporting the euphemistically-named Operation 'Enduring Freedom' inside Afghanistan. Logistic support took the shape of supplies being flown in mostly by C-17 Globemasters and C-141 Starlifters from European and Middle East bases to Shahbaz, where these were sorted and re-distributed to bases and field units in Afghanistan by airlift. A dozen USAF C-130s and eight Army Chinook helicopters were based at Jacobabad for the purpose. Additionally, a couple of MC-130s and a flight of Black Hawk helicop-



ters belonging to the Special Operations Forces were deployed for Combat Search and Rescue operations, in case fighter aircrew carrying out bombing missions (mostly flying from aircraft carriers in the Arabian Sea) were to eject in hostile territory. A strange aircraft on the Base was the unmanned Predator, which had earned notoriety as much for its long mysterious missions, as its propensity to go out of control and crash once every month during my five-month stay there.



Seen in this fascinating painting is a huge C-17 Globemaster bringing in supplies for US forces deployed in Afghanistan. Two US Army Chinooks lift-off for troop transportation operations across the Afghan border. A pair of Mirage-III of PAF's No 7 Sqn await runway crossing after a training mission. One of the few remaining landmarks of the original (1939) Jacobabad staging airfield that have survived the high water table and salt-laden soil is the old Base Headquarters building seen at left. [HUSSAINI]

The US cantonment within the Base was heavily defended by all sorts of contraptions including concrete barriers, sand-bagged berms, concertina razor wire, steel spikes, motion sensors, and soldiers equipped with gizmos that would be the envy of James Bond. 100% ID check of all entrants was the norm and the only exception was the PAF Base Commander or someone in his company.

Row after row of large rectangular air-conditioned tents, numbering several hundred, could be seen adjacent to the parallel taxi track. Although the exact count was never known, the estimated number of US personnel peaked at about 2,500 towards the middle of the 2002. Such a large number were billeted, fed and kept occupied with disciplined efficiency. A visitor could be excused for being overawed by the sheer magnitude of the effort that had gone into this deployment.

Murmurings of discontent about the basing of US forces at Jacobabad had been heard from some Pakistani political parties; also, there were serious security concerns, particularly in view of Sindhi and Baluchi sensitivities which could be exploited effortlessly. The Base perimeter had been cordoned off by a battalion of Pakistan Army, while the outskirts had been handed over to the para-military Sindh Rangers. Within the Base, the Defence Services Guards (whose efficiency I had unwittingly tested on the first day) and PAF's Ground Com-



bateers guarded various Vulnerable Points. Not to be left behind, organs of various Intelligence outfits were ever-ready to discharge what they thought was their duty and I had to water down some silly observations every once in a while. Invitations to the monthly grand lunch gave the spooks a chance to ogle around, which was just fine with me as it took the wind out of their 'fraternisation with foreigners' reports in no time. I must say that my officers showed utmost discretion in such matters and there were no reports of 'unusual' contact.

The handing/taking-over duties done, I bade farewell to Air Cdre Muzaffar who reported back to his previous assignment at Sargodha. It did not take long for me to settle down in my new job. I fell into a routine whose highlights came to be the daily meeting with my US counterpart, a visit to some deployed PAF Unit and an evening jog along the runway. Were it not for some unusual happenings this narrative would dourly end here, but the reader wouldn't be disappointed as Jacobabad was more than just heat and dust.

Taliban on the Base!

One day, Col Steven McCain, the handsome and athletic new Commander of 438th AEW, rang me up and said something important had to be discussed. "My place or yours?" I inquired, to which he replied that he was hurrying over to my

office. We skipped the usual exchange of pleasantries and McCain sombrely started by asking me if I had any intelligence information of some infiltration on the Base. "Not that I know of," I replied, taken aback and somewhat embarrassed that as the Base Commander, I wasn't aware of such a serious breach. "I would request you to look into it," McCain suggested. "What kind of infiltration is it," I inquired, to which McCain replied that it was highly classified, but "I will let you into a bit of it; we have credible reports that there are Taliban on the Base." Phew! "This surely needs to be checked in quick time," I replied and requested more details but wasn't able to extract any more information. I immediately informed the Director General Air Intelligence (DGAI) about this development, who seemed as surprised as I was. Given the intelligence gathering wherewithal the Americans had, we were sure that something serious had happened which had somehow escaped our notice. I immediately went into a closed door session with my intelligence staff and apprised them of the development. The consensus that emerged was that unless more details are known, all we could do was to intensify security checks and be more alert, which were rather loose plugs for a serious breach. After a day of intense speculation, I again met McCain and told him that I needed a lead to make some headway, for which he may have to get special permission from his Headquarters. This time he promised to get more information and shortly after our meeting, he again dropped by my office.



"There are several Taliban who have been identified on your Base. While we are keeping them under observation, at this point in time I can confirm at least 'one Taliban' who could be an imminent threat to us. He has been observing our activities and has been making copious notes which need to be immediately retrieved. Any delay could endanger American lives," continued McCain. Where, pray, does he operate from, I wondered, when McCain volunteered more information. "There, I will show you," as we shuffled out of my office. "You see that water tank, there ... right under it. He is there, right now, according to our latest reports." I had to rush to see this 'Taliban' in the act so I sped off, waving a see-you-later to McCain.

As I approached the water tank, I saw a familiar figure sitting on a chair under the tank. The other day, I had stopped by to inquire about the overflowing water and he was there to explain the problem with the float valve. I asked him if he had anyone else to give him company to which he replied that he had to do an eight-hour shift, alone at a stretch, which was just as well as he got time to prepare for his private studies. I inquired if I could have a look at his notes, which he was more than keen to show me. A valve operator couldn't have made better use of his time, if his poetry and prose notes were any indicator of his activities. I asked him about the American way of life that he was exposed to and he replied that it was amusing to see men and women working like 'ants'.

"We have a lot to learn from them," he suggested, as I walked back to my jeep.

I called up my Field Liaison Unit officer in-charge to keep a tab on the water tank attendant and report his activities and his contacts over the next few days. Next morning I confronted McCain and asked him about the remaining Taliban. He said that his people were keeping them under watch, but the water tank guy was of greatest concern to his higher-ups. When I told him that he had been interrogated, his ears lit up. He heard with disbelief when I told him that the guy was an employee of the Military Engineering Services and was performing his duties as a water tank attendant for some years. The notes had not been retrieved as his exams were nearing, which got him wondering if I was talking about the right person. "Wasn't he wearing a grey 'Taliban' dress and had a beard? Has he not been observing stuff being off-loaded from transport aircraft? Does he not maintain a log of all activities on the tarmac?" Intelligence information could not have been more fetid, I thought, as McCain rattled off those questions while I wryly smiled, much to his consternation. "Yes," I replied, "he was wearing a 'shalwar-kameez' and had a beard but by that criterion, quite a large portion of Pakistani population could be classified as Taliban. The fellow had never seen such large aircraft disgorging tons and tons of cargo, off-loaded in minutes, so obviously he was keen to see what was going on. When he was not distracted by US personnel jogging on the tarmac in



the intense heat, he got back to his studies, taking notes. I don't see what is all the fuss about," I curtly told McCain. He agreed to pass on the results of my investigation to the concerned authorities. In the event, there was a silence over the Taliban affair as the paranoia subsided.

A Memorable Visitor

One sweltering afternoon, with the electricity gone off, I was standing in the office veranda trying to catch some breeze, which only added to the misery as hot air pummelled the flesh. I was eagerly looking forward to a drive in my air-conditioned vehicle as pack-up time approached. I watched with amazement how the US personnel dutifully worked on the sizzling tarmac, attending to various chores. One particular person, red as a tomato from as far as I could see, was walking down the road in my direction and I felt like telling him to take a break in this heat. As he moved closer, I noticed that his collar was thick with rank insignia. When the stars started to take shape, the only thought that came to my mind was that he must be an enlisted person, possibly a Warrant Officer or something, whose insignia I wasn't familiar with. Nay, four stars there were, but they belonged to the high and the mighty who travelled in limousines, as I knew. "Hi, General," he flatteringly addressed me (an Air Cdre) as he came nearer. "I am General John Handy, Commander of the US

Armed Forces Transportation Command." "Good afternoon sir, but I did not know of your visit," I said in astonishment. "Oh, nothing formal; I just thought I'd pay my respects to the Pakistani Commander," he replied. For me, it was something awesome: to have a four-star US General walk into my office, to pay respects to me! I started by apologising for the electricity, but he put me at ease by saying that the office shade was mercy enough. "Sir, why don't you move in a vehicle? This heat can cause illness; it's nearly 50°C," I said. "Awww, it doesn't look proper. I feel better doing the rounds on foot like everyone else," he replied. Used to seeing our VIPs drive their aides and attendants hysterical, I was amused to know that he had waived off Col McCain from being in attendance. "He received me last night. He surely has better things to do now," he said, when I asked him about McCain. We had a brief tête-à-tête for about 15 minutes. He explained that the US Armed Forces Transportation Command coordinates missions worldwide, using both military and commercial transportation resources. The component commands include the Air Force's Air Mobility Command, the Navy's Military Sealift Command and the Army's Surface Deployment and Distribution Command, each commanded by a three-star General/Admiral. Gen Handy's very superior position was at odds with his simplicity and humility, which added to his aura as he sat relaxed in my office.

Not having a fridge stocked with beverages, I asked Gen



Handy if he would like to take some water? “Awww, I’d like to make some first,” he matter-of-factly answered, as he shuffled towards the toilet. I hurriedly cautioned him that the water tank had not been replenished as there had been no electricity for some time; the bucket had some water, I added. “In the forces, life’s like that,” he chuckled, putting me at ease again. He emerged fresh and, gulping the glass of water I offered, took leave most graciously. I beckoned him to use my transport, but he insisted that he was still in ‘great shape’ and could complete the round on his feet. I thanked him for dropping by and we exchanged crisp salutes before he trotted off. To this day, I am effusive with admiration for a person who was surely larger than his lofty rank.

SAMs in Jacobabad

Coming on the heels of the Taliban-on-the-Base affair, McCain announced in one of our morning meetings that an attempt had been made to shoot down one of the Chinook helicopters! Duty demanded that an investigation be launched immediately, no matter that I viewed the report with some scepticism. McCain explained that one of the Chinooks, while returning from a mission in late afternoon, had been ‘targeted’ near the Base within the approach funnel. No missile had been fired, but the ramp-gunner had seen a man carrying a missile on his shoulder, in the undershoot of the

airfield. Apparently, he scurried off when he saw the machine-gunner aiming at him. I assured McCain that the matter would be investigated and, immediately set about alerting the Rangers, in whose security purview the airfield approach funnel was. I went to the purported scene of action, and was more than satisfied with the state of security. My estimate was that since the Rangers had deployed fairly heavily in the approach funnel, there was no possibility of an unnoticed intrusion; certainly not so with a missile on one’s shoulder. The Rangers’ squadron commander told me that possibly, what seemed like a missile from the air may have been some farming implement being carried by a farmer. The approach funnel land was under cultivation and the farmers had been allowed to move about with Rangers’ permission.

Next morning I assured McCain that the security was very tight and, it was virtually impossible for an intruder to undertake such a daring foray into Rangers-controlled territory. He expressed satisfaction, more out of politeness than conviction, as I sensed his demeanour to be somewhat tentative. A few days later, he again complained of yet another targeting attempt on a Chinook helicopter, which was quite discomfiting for me. I again went through the exercise of checking with the Rangers who had the same answer as last time. To be sure, I asked the DGAI to take up the issue with the GHQ, lest the PAF is blamed for not addressing security issues earnestly. I thought it prudent to let the Army make its own



assessment and recommend reinforcements, if it was necessary.

In the meantime, I was told by McCain that the USAF's Office of Special Investigations (OSI) wanted to make an on-site assessment and sought my permission to let its agents scour the area. I was under strict instructions not to let any US personnel out of the Base but, in the event, I passed on McCain's request to the DGAI. After necessary consultation he gave the go-ahead, with instructions for complete secrecy and safety of the agents. When I conveyed the permission to McCain, he was very grateful and told me that two agents would visit me and take necessary instructions for the recce tour. Minutes later, two very excited young men bulging at the biceps, whom I had seen before but did not know of their identity, knocked at my office. By way of an introduction, they told me that they had undertaken many dangerous missions in various theatres of operations, some involving use of force as well. I told them that this may not be necessary since it was going to be more of a cultural tour from within the confines of my 4-wheeler. All they needed was a new 'Pakistani' dress, which would be arranged for them. One of my staff officers was instructed to buy two pairs of shalwar-kameez and help them lash the drawstrings, etc.

In late afternoon, I drove to my office to collect the two agents, who actually turned out to be three. The third one

was an American of Pakistani-origin who had been contracted by OSI to help with translations during investigations. They were waiting inside a Humvee, the ubiquitous US troop utility vehicle, and on seeing me, emerged with big grins on their faces. They were completely unrecognisable and two of them looked more Pathan than American. One had a colourful 'duster' over his shoulder while the other kicked off the charade with a pair of Peshawari chappals. All were 'well-kitted' as they told me, which I understood as meaning well-armed, going by the bulges in their dresses. They moved into my vehicle and we drove off through the dung-lined streets and appallingly filthy neighbourhoods of Jacobabad. Once clear of the embarrassing mess, I regained my composure and put on the hat of a tour-guide. The OSI agents seemed awe-struck by the sights and sounds; they found it strange that everyone was wearing the 'Taliban dress,' and most of them had beards and turbans. People were returning to their villages after shopping in Jacobabad and everyone seemed to be using their heads as luggage racks, deftly balancing the wares. I spotted one Baluch family carrying a 'Quetta stove' in bits and pieces, including a long chimney pipe balanced on the shoulder of a young man. I couldn't resist taking a dig and allowed a prize to anyone who could spot a SAM in the next 30 seconds. The hint was well registered as the agents started asking about the 'other uses' of the pipe! Shortly thereafter, we spotted a man with the side-beams of a 'charpoy' slung over his shoulder.



“What could that be,” I muttered? “Hmmm,” was all I heard in reply. During the drive, I was lucky to be able to point out at least a dozen men with items on their heads or shoulders that could be easily construed as missile launchers from a distance. After driving for about 45 minutes, I thought we were near the risky Baluchistan frontier and decided to turn around. On the way back, I pointed out the Rangers’ deployment in the approach funnel of the runway and the agents seemed quite satisfied with the security measures in place. Next morning McCain dropped in my office to thank me for the useful recce tour and said that he had been briefed about everything. “We now have a better perspective of life in this part of the world,” he noted, much to my relief.

‘Big Shot’

One afternoon, just as I was moving out for my evening jog, I received a message on the walkie-talkie to be available in my room for an important telephone call. An aide to the Sindh Governor called to let me know that the Governor’s wife was arriving shortly at the Base by road and, if I could be in my office to receive her. She wanted to meet the PAF Base Commander, he explained. I found this to be somewhat unusual, but hastily changed and went to my office to coordinate her entry into the military area. Soon her vehicle stopped in front of my office and I received her along with another lady whose

face seemed familiar, but I couldn’t place her at all. Begum Soomro, the Governor’s wife, introduced her friend, Bianca Jagger to me. Oh, of course! Mick Jagger’s one-time wife. I knew of her only as a celebrity but wasn’t aware of her social and political activism about which she very soft-spokenly briefed me. Bianca was on a humanitarian tour of Sindh as a personal guest of Begum Soomro. Happening to be in Jacobabad (the Soomro family home-town), they wondered if it would be possible to see the American deployment first-hand? I called up Col McCain and told him to come to my office to meet some visitors. Seeing the two ladies, McCain was all charm and he immediately arranged for a drive-through tour of the US cantonment area. Back in office we had a photo-session and some refreshments, after which the ladies begged leave. I saw them off at the tarmac as they flew off in the Governor’s jet. McCain and I were thrilled at meeting the elegant celebrity. I thought we had done better than pop singer Billy Joel, who kept crooning about a failed date with Bianca in his song titled ‘Big Shot’!

F-18 in Emergency

Early one morning, I got a call from the air traffic controller that a US Navy F-18 with a serious emergency was coming in to land at Shahbaz. His wingman was with him. The controller told me that the visibility was very bad and it had been



conveyed to the pilots. A more serious issue was that both the aircraft were armed with 4,000 lbs of bombs each, as they were on a bombing mission to Afghanistan. I drove down to the de-arming area to quickly evacuate personnel, if any. There I met a USAF Warrant Officer who rechecked about the local de-arming procedure with me. I asked him where were other technical personnel, to which he replied that he, along with another technician, would take care of everything. "Has Col McCain been informed?" I asked. "Sir, I am not sure, but he need not be here. I am the Airfield Safety Officer and can handle such stuff." After a few minutes the two F-18's landed and taxied to where we stood. The Warrant Officer steadily went ahead, supervised insertion of the safety pins in the bombs by the armament technician and gave a thumbs up to the two F-18s to taxi back to the main tarmac. As the taxiway was blocked at the other end by PAF Mirages, the only option for the F-18s was to switch off, as a U-turn on the narrow taxi track was not possible. To my utter surprise, I saw the wings of the aircraft fold 90° up and they did the U-turns as ordinary vehicles would do on the road! As the aircraft taxied in front of me, I saw that the canopy of one F-18 had been shattered and large panels near the side and front of the cockpit were missing. I later learnt that the aircraft had a nasty scrape with the refuelling probe of an aerial refueller. The stricken aircraft switched off on the tarmac while the other F-18 did a 'hot-refuelling' (with engines running) and,

in a matter of minutes, took off alone for a recovery on its aircraft carrier.

Back in office, I called McCain to check if he knew about the emergency. "Yes, they called me," he replied. He understood my concern and added, "I am a C-130 guy, and I bet I would have messed up things if I'd been there. I am sure the safety officer did a good job. He is trained for it." In the handling of this emergency, I was struck by the confidence every supervisor had in himself as well as his sub-ordinates. Authority had been duly delegated and there was no interference by the higher-ups, whatsoever. A JCO and a couple of NCOs had handled a very serious emergency with remarkable ease.

Rare Animal Sighting

A road that led to the Base had been in bad shape and some heavy supplies for the US forces could not be brought in by road from Karachi and elsewhere. The US authorities had agreed to have it repaired so that their airlift workload could be reduced. In this connection, the USAF Commander of Engineering Services along with his deputy, wanted to do a survey. We coordinated the visit and I drove them outside the Base, to the road that was to be surveyed. No sooner had we exited the Base, we came upon a roadside brick kiln, where hundreds of thousands of bricks were laid out in various stages of manu-

facture. The US personnel requested me to stop as none of them had seen a kiln before. They just couldn't believe that everything was being done manually. Women were kneading the mud; little children were carrying it on their heads to the moulding area. Men were stoking the furnaces with long rods. Animals were transporting the baked bricks from the kiln. Suddenly, the young US security officer let off a yelp. "Is that a donkey?" he asked in total disbelief. "What else?" I annoyingly replied. "Sir, I am a New Yorker and I have never seen one before," he explained. Somehow seizing the moment, one of the donkeys started braying which sent the Americans into peels of laughter. As we all stood there, little children started to gather around us. "Why are they so fascinated?" someone asked. I replied that they had, perhaps, never seen an American before. "Wow, that's strange," mused the security officer. "What's strange?" I retorted. "You haven't seen a donkey and paradoxically, they haven't seen someone who hasn't seen a donkey!" We all jumped off into the vehicle laughing to ourselves, thoroughly amused with the little outing. I later learnt that the donkey sighting in Jacobabad remained quite a popular story for some days.

Bird-shooter's Episode

I was at my desk in the office (it was 12 Feb) when I heard some commotion outside. Just to check what was going on, I

stepped out and was jolted by a sight that made my blood boil with rage. A PAF airman in handcuffs was being taken out of a Humvee, with several US security guards pointing their guns at him. "What the hell is going on?" I shouted. As if to provide evidence of the crime, one of the guards stepped forward and placed a few shotgun shells near where I was standing. "We found these on his person," he added. I immediately guessed what might have happened. Fuming, I told the US security NCOs to immediately remove the airman's handcuffs and summoned Col McCain. The airman, AC Nauman Ahsan, was told to relax in my office, and was calmed down with a glass of water. All US personnel were told to clear off from the Base Headquarters premises immediately. The airman's story confirmed my hunch. Three airmen had been detailed as bird-shooters along the runway. (Bird-shooting was a routine activity, meant to keep the birds clear of the aircraft taking-off and landing.) In response to ATC's call to scare off birds in front of the ATC area, one of the three airmen was given a lift by a senior PAF officer in his staff car, in full view of the US pickets, and dropped near the centre of the runway. The airman, who was clearly identifiable in PAF uniform, fired up at the birds, well clear of the US cantonment. (At Shahbaz, the US troops had been watching the activity daily.) Yet, the US guards violated the PAF premises by several hundred yards and apprehended the airman most disgustingly, without any provocation. I resolved to myself that amends would have to

be made and, that it would never be allowed to happen again.

Col McCain, halfway through a haircut, rushed to my office. The affable fellow that he was, he listened to my protest without any counter-argument. When I had finished, he defused the situation by accepting full responsibility for not having ensured that all security pickets knew about bird-shooting activity. He offered that the US NCOs could apologise to the PAF airmen as it had been dereliction of duty on the formers' part. I disagreed and insisted that it was more serious than that: host nation's sensibilities had been callously disregarded and the sanctity of PAF's premises had been rubbished. "If I were you, I would have made these important aspects clearly understood to my men on such a deployment," I stressed. Without flinching, McCain personally accepted the blame and asked me how we could resolve the issue. I told him in no uncertain terms that a personal apology by him to the airman involved might help. He conceded this demand after thinking for a few moments. "In that case, I will bring the airman in tomorrow, as he is too disturbed now," I told him, lest the matter be considered over in a few minutes.

The same day, a monthly co-ordination meeting between various Pakistani and US armed forces key staff was scheduled to be held. The moods were too glum for the meeting to proceed so I postponed it indefinitely; so was the grand

lunch that was to follow the meeting. The following weekend, a volleyball match between PAF and USAF personnel was to be held, for which excitement had been building for some weeks. Determined to drive a stern message across, I also called off the match till matters were resolved.

Next morning, Col McCain was in my office at the agreed time. AC Nauman was called in and made to sit on the sofa next to us. McCain shook hands with him, exchanged pleasantries and then, apologised in clear terms for what had happened. Nauman proudly stood up and, looking at me uttered, "I accept his apology." Relations between McCain and me had been very friendly, so this situation was naturally uneasy for both of us. I was, however, glad for the airman, as his pride had been restored. He walked out with his chest up, a far cry from the shivering, wretched creature he had been the previous day.

I had informed the Air Headquarters about the matter through a formal incident report. I was, however, not sure if I would be berated for having acted entirely on my own and caused, what may have been perceived as a high-level diplomatic faux pas. Word had spread about my reaction and, men were generally satisfied, but I couldn't say if it was the same at higher echelons.

Next day, while driving around on a visit to some of PAF's land holdings on the outskirts of the city, I got a mes-



sage on the walkie-talkie to reach the nearest phone as the Chief of the Air Staff would like to talk to me. I rushed back to my room and told the exchange operator that I was available. Air Chief Marshal Mus'haf rang up directly, without the operator and opened up: "Shaabash ... I like your actions ... you are my man there, do as you think is appropriate ... I have full trust in you!" I thanked him for his support as I puffed up a bit. His words of appreciation were entirely consistent with his audacious personality, for he was never the kind to take things lying down. Later, he would ring me up directly every month, to check about the goings on at the Base, my welfare and other gossip which he enjoyed exchanging in his inimitable Lahori style.

The matter was apparently over, when I learnt that CENTCOM's Senior Liaison Officer in Islamabad, Brig Gen Curtis Bedke would be visiting Shahbaz the next day, to apologise to the airman. The incident had, no doubt, been viewed with seriousness at the highest levels on both sides. AC Nauman was again called over to my office where he received a formal apology from Brig Gen Bedke.

As enough regrets had been expressed, there was no need to press for any further inquiry. I, however, found out that a canine-loving US Army Captain had actually been instrumental in instigating his security personnel to arrest the PAF bird-shooters, as he had taken offence to dog-shooting

by them an evening before. (Animals on the airfield, including dogs, jackals and boar are often shot as they are a more serious threat than birds; PAF had lost an F-16 to a pig in 1986.) The US Captain, notorious for his tobacco-snuffing as well as his foul language, was removed from duty at Shahbaz on grounds of indiscipline a few weeks later.

Volleyball Match

After the bird-shooter's unfortunate episode, the long-awaited volleyball match seemed just the right activity to get things back on track. The match was to be played adjacent to the PAF airmen's barracks, outside the US cantonment; McCain, therefore, requested my permission for a US security detail, to which I agreed. When we arrived at the venue, I was overawed by the US security measures. Four Humvees were positioned in the four corners of the playfield and several temporary pickets had been established, complete with machine guns, camouflage netting and antennae sticking out. The US security officer was asked to ease things up since the place looked more like a battlefield headquarters. Except for a few sentries, everyone else was moved off and we got some breathing room.

The weather was unusually pleasant with very low clouds having moved in. We had arranged some fanfare in the shape



of local music (drums and 'shehnai'). The musicians were playing merrily. The lilt of the 'shehnai' in concert with the Sindhi long drum was so overpowering that some of the US youngsters started to dance; quickly, word was passed that this wasn't the done thing here, specially by females. The best that the youngsters could manage was to remain seated in the chairs or on the ground and, incessantly wiggle within tolerable limits.

The match was soon underway, with the PAF winning the first game. The US combined services team won the second game, while the decider in the best-of-three was won by PAF. The game was so intensely contested that it was decided to extend it into a best-of-five match. PAF won it again. It was an excellent opportunity to display our sporting prowess as much as the spirit behind it. Some delicious snacks followed. All in all, the activity was a resounding success and Col McCain offered a challenge for another match after some days, which was duly accepted. In the event, PAF won the return match as well; it was rounded off by a sumptuous barbecue hosted by the US forces. Half way down the roast, the issue of 'halal' meat come up but a convenient 'fatwa' issued from somewhere saved the day!

Sand Fly Inspectors

There had been some newspaper reports of sand fly epidemic in upper Sindh. The female sand fly bite can lead to a painful lesion which worsens over time, causing leishmaniasis in which the wounds are deeply infected. The steps that we had taken were essentially preventive involving covering up of the arms and legs as well as using a topical insect repellent like Mospel®. Additionally, we had a stock of orally administered therapeutic drugs, particularly those that were known to be effective against the South Asian sand fly. The US medical authorities, however wanted to determine if the Sindh variety was drug-resistant, in which case immunotherapy (stimulation of the body's own immune system by inoculation) might be the answer. We had not paid attention to this issue, though.

Col McCain told me that a team of US pathologists from Oman would be visiting Jacobabad and requested that I facilitate their entry to various parts of the Base, outside the US cantonment, so that sand fly samples could be taken. I was expecting two officers in my office next day, but wasn't prepared for what I saw. Two persons kitted in white coveralls, with beekeepers' bonnets and masks, surgical gloves and sample collection bags stuffed in their pockets arrived in my office. They also had butterfly catchers – stringless badminton rackets with a conical gauze trap. They could have been at home in a Nat-Geo Special. One introduced himself as a Lt Colonel and



the other a Captain. They excused themselves for the 'fancy dress' they were in, but it was official kit, they explained. They had to collect the samples in the water puddles rather early, before the sand flies took off for the day. I wished them good luck.

After a few hours the pathologists reappeared, happy with the hunt. They had collected enough sand flies and had to rush back to Oman, before the creatures melted into gruel. I was told that the Colonel and his mate were down in the gutters and slushy ponds to collect the samples themselves. It was amazing how seriously an assignment was taken.

After a few days we got the report that the Sindh variety was not drug resistant, which was a consolation. There had been a few reported cases of sand fly bites but since there was no infection, it was presumed that mostly benign males had been at work!

5/26

On the morning of 26 May, a Sunday, I had just finished my breakfast when I heard a hissing noise followed by a thud. Moments later the ATC tower called me to let me know that a rocket had been fired from somewhere and had landed in the fields, a few hundred yards outside the Base. I raced off to my office in my jeep. After some inquiries, I got a report from

the Police Station that the launch site had been detected. I set out for the place under police escort. After about 10 km from Jacobabad town, we went off-road to a clump of bushes where the site had been cordoned off from curious villagers as well as some alert newsmen.

I learnt that two rockets had been fired, while several others (probably five) were still lying all set on crude tripods, primed to go off automatically in a most ingenuous way. The rocket primers had been connected to emaciated motor-cycle batteries and left unattended in the bushes the previous night. With the sun coming up, the charge of the batteries would boost up due to heat and, the rockets would go off one by one, randomly. The angle of inclination had been calculated trigonometrically and the projectiles were expected to traverse the required range with a fair degree of accuracy. The rockets were very heavy, of ex-Soviet stock, and had been transported by a farm tractor. The automatic launch technique was indeed a marvel of ingenuity which had been perfected by the Mujahideen during their war against the Soviets.

Bomb disposal teams had already set off from Sukkur. By the time I returned to the Base the rockets had been defused and after some time, were brought to Jacobabad Police Station for forensic investigation by experts. I told my security officer to keep the OSI agents informed about the latest progress.

Around three in the afternoon, I got a call from my



newest counterpart, Col Robert Holloway, who requested if I could see him in his office as it was extremely important. I immediately set forth, but on the way, I sensed something was not right. I could see Humvee vehicles patrolling the roads with US soldiers showing victory signs and waving American flags. Many of them had flak jackets on despite a searing 50°C. Everyone was wearing a helmet, but one had to be excused if it seemed like a daytime Halloween's: there were people in pyjamas with helmets, joggers with nothing but shorts and helmets, and so on. The tarmac was full, with hundreds of US personnel sitting on cargo transportation pallets. I was sure something very serious, perhaps a major '5/26' had happened somewhere in America, with the local rocket attack thrown in to express solidarity.

Reaching the US Wing Headquarters I saw guards everywhere, one of whom offered me a helmet to wear which I perkily declined, much to her dismay. I just didn't know what had gone wrong. Inside, a terse Col Holloway welcomed me. I immediately asked, "Is everything okay?" "Sir, don't you know?" he inquired.

"What?" I asked in astonishment. "We are on red alert since morning. The weather has been awful and things are getting intolerable. I am sure, it's the same with you," he said. Ah, so they had been in this awful state of precaution since morning! Taking care that I did not sound like I was poking fun, I

proposed that he should stand down as there was no threat any more. I told him that we had not felt the need to go on red alert as the rockets had been defused very early and the same had been conveyed to the OSI office. "Yes, but your saying so in person has a different meaning," he assured me. I told him that if he wasn't sure, he could have called me earlier; I was just a phone call away.

It seemed like the rocket threat had been perceived as a long-drawn one, rather than a one-off affair and the US authorities had decided to make their own weighted assessment of the situation. It came out clearly that a good degree of mutual confidence and understanding develops over time, something that the previous Commander, Col McCain, and I had managed to build up to a highly accommodating level. In the event, nothing was lost, things cooled off and the heart-burn was gone in no time; sun-burns took a while longer, though!

I am not aware about the results of the investigation into the attack, but the Jacobabad security cordon was extended out further, which was a deep strain on our ever-dutiful forces, especially when the external security situation was serious.

Adieu

This narrative could go on and on, what, with most of the 150 days of my stay at Jacobabad filled with something surreal. The above-quoted incidents are just a sampling of what went

on during the US deployment. Since their personnel were rotated every 90 days, the newcomers never let the routine become dull from the Pakistani commanders' point of view (who stayed on for longer tenures). The opportunity of working with the Americans while on an operational deployment was surely unique and, I feel that much of their work ethic and many of their practices can be emulated by our military without any discomfiture. As can be gleaned from the previous, some of the American traditions surely strike a resonant chord with our teachings which, regrettably, are sacred to us in name only. I have short-listed a few of the more important observations during my short interaction with the US forces and I am convinced that, having seen them in practice with wonderful results, they can do us no harm, but all good.

Encouragement of lateral viewpoints (rather than trodden, linear thought processes) in which experimentation and initiative forms the backbone of any exertion, comes out on top of the list. Dignity of labour comes a close second, where officers as well as men have extreme pride in doing any kind of work with their own hands. Disregard of protocol and archaic practices while still being able to sustain the hierarchical framework on which the armed forces are structured, needs to be looked into, lest an increasingly divisive elitism sunders the top from the bottom.

An America-centric and adolescently naive world-

view, bordering on a complete lack of understanding of other people's norms, may also have been apparent to the reader. This attitude of theirs cannot be wished away but its understanding could help those who intend interacting with the Americans in offices as well as the field, if for no other reason than to be able to establish a working relationship at any level.

Looking back, I enjoyed every moment in Brig John Jacob's much-loved Sindh frontier town which he founded in 1847, light-heartedly called 'sand fly and scorpion country' by the Americans. Even though the heat was overbearing and the dust suffocating, just being in a different place was an invigorating pause during a long journey of thirty summers. I too 'endured' freedom. Adieu Jacobabad!

The writer is a retired Air Force officer.

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IDEAS2006 – Pakistan goes from strength to strength

The previous IDEAS defence shows have grown continuously in size and scope, and IDEAS2006, held in the financial powerhouse that is Pakistan's coastal city of Karachi, continued that trend. With daily mobility displays of Pakistani Army vehicles, an impressive naval display, and culminating in one of Asia's most impressive firepower displays, IDEAS2006 was a perfect opportunity to showcase the latest and best in local Pakistani security technology and military hardware.

In fact it can be claimed that IDEAS2006 grew significantly from previous exhibitions, and even after four days it was possible to have not had time to visit all the exhibitor's stands. This is a reflection of the resounding success the exhibition was internationally as many globally renowned companies attended. The close ties with other countries such as Turkey were apparent with Turkish companies virtually booking one entire exhibition hall. The proud title above the door adequately displayed the sentiment, 'Welcome to Turkey'. Turkish companies have shown their expertise in a number of areas and have demonstrated they can compete with more well known companies on the international stage. Aselsen, Roketsan, MJ Onuk, and TAI were all prominent exhibitors and surrounded by companies from the well-established Turkish

small arms industry. As would be expected from companies from a country very close to Pakistan, a number of them have had significant success in winning contracts from Pakistan. TAI, which has done very well with the Turkish Air Force F-16 fleet, was named as the company that would handle the mid-life up-grade of the PAF F-16 fleet, in conjunction with Pakistan Aeronautical Complex (PAC), Kamra. TAI has significant expertise in this area having not only carried out this work but also assembled F-16s for the TAF. MJ Onuk on the other hand recently won an order from the PN of two of its MRTP-33 FAC for use with the SSG(N). These are formidable craft that combine speed with a deadly punch of four Harpoon anti-ship missiles. The company has had significant success at home producing craft for the Turkish security forces (not least the coastguard), who rely heavily on MJ Onuk vessels for the fast interception of suspect shipping in and around Turkish waters.

Lockheed Martin was also present and is a company that will be doing business with Pakistan for some time. Its principal product that was of interest during IDEAS2006 was of course the F-16, a significant order of which is a major plank of the PAF's regeneration programme. The F-16C Block-52 will form the 'tip' of the spear when it is inducted into service bringing PAF strength and capabilities into line with other modern airforces. Another aspect of this relationship is the ubiquitous P-3C Orion, and the PN is currently in the process of significantly boosting its number of this incredibly capable MPA, so as to have a greater capability to patrol the waters of the Arabian Sea and northern Indian Ocean in support of the WoT. In



this regard Pakistan is an indispensable ally, and the work of the Pakistani armed forces has been essential in some of the success' that have been had to date. The PN, as part of CTF-150, and in operations in territorial waters, is active in this endeavour every day of the year, and boosting the Orion fleet will allow Pakistan to increase the contribution it makes. One other area in which Lockheed Martin was hoping to boost Pakistani capabilities was the area of AEW. Lockheed Martin was clearly hoping to interest the PN in a P-3 fitted with the Hawkeye 2000 AEW system from what was displayed at its stand. This would be similar in appearance, but most likely superior in terms of performance, to the US Customs & Border Patrol Orion AEW aircraft that patrol the airspace around the American mainland. With the impending introduction of the Saab Eyrie AEW&C system into PAF service, there is a need for a similar system to monitor the airspace over the Pakistani littoral. The number of Eyrie systems on order is not sufficient in number to provide constant cover throughout a 24 hour period. Whether these efforts will bear fruit is uncertain, despite there being a clear need. However, Lockheed Martin was also offering ex-USN S-3 Viking aircraft for use in the maritime environment. It is unlikely that the PN will opt for such an aircraft (though there is speculation other South East Asian countries may) as it is being withdrawn for USN service in 2009, and there is no real requirement at present. If the PN is (as some analysts speculate) considering expanding the naval air arm to include fast strike jets in the long-term, it is likely these will be JF-17 or J/F-10 multi-role aircraft, and not a platform such as the Viking, despite its incredible capabilities. However, with Lockheed Martin assuring the aircraft

will be supported throughout the life of the airframe, it is likely that a country in need of an aircraft for ASW will eventually opt for this impressive aircraft.

One other major American company present of note was Boeing which is one of the world's most successful companies. There was much on display from the company including a model of the C-47 Chinook that made such an impact in the response to the earthquake that struck the previous year. Such a helicopter may be beyond the financial means of Pakistan but it would be a very welcome addition to the military/humanitarian airlift capabilities if procured. Furthermore a company closely linked with the F-16 deal was Raytheon, another American company that has been incredibly successful globally. During the exhibition it promoted a large number of its products and its range of CIWS may yet interest the PN, as it already operates the Vulcan Phalanx CIWS. Whether the PN will introduce the RAM, SeaRAM or the FLIR equipped latest version of the Phalanx remains to be seen, but the main product of note was the AIM-120 AMRAAM. Pakistan has officially (rumours persist, but until confirmed they are still an object of speculation) been without an operational BVR capability for two decades despite its best efforts to induct such a capability. In the aftermath of IDEAS2006 it was announced that Pakistan had signed a contract for 500 of the latest version of what is the global benchmark for air-launched BVR missiles. Clearly the past misfortunes of the PAF are being rectified.



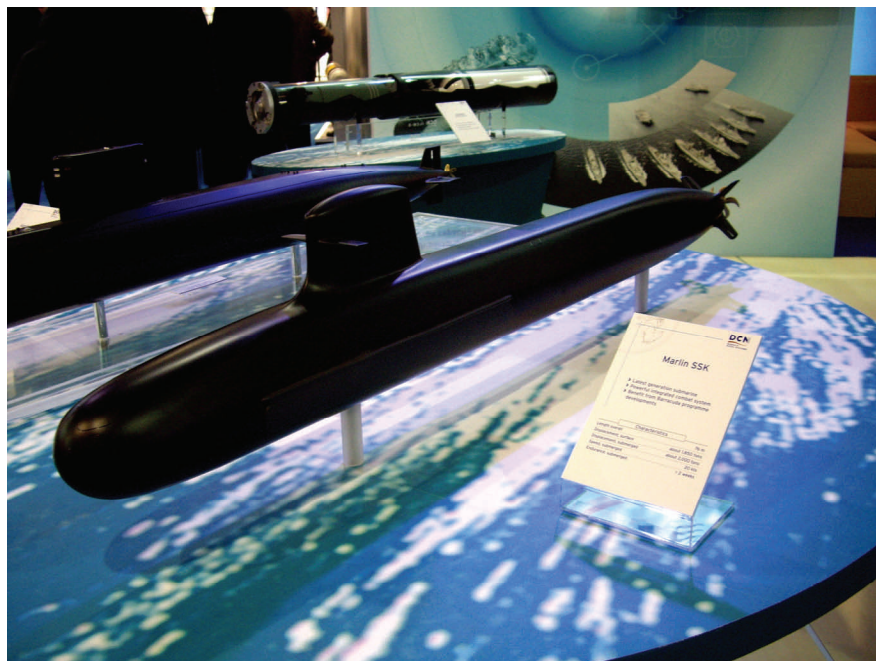
A model of the F-16C Block-50. The order for the new batch of advanced F-16s is part of the regeneration of the PAF that has for over a decade been forced to rely on older types such as the Mirage-3 and F-7 while its original F-16A/B formed the spear's tip.

French industry was also present and in a big way, if not in its own right with companies such as DCN, then as part of European multi-nationals such as EADS and MBDA. The inroads the French have made into Pakistan have been impressive, as they are involved in projects and supporting platforms used by all three services. In the past the major standard-bearer of French products has been the Mirage series of aircraft that currently serve the PAF so well, however at IDEAS2006, the main item the French were being linked with was the ongoing

programme for the next generation PN SSK. Competition is fierce with the French contender being the DCN Marlin SSK. The submarine is a development of the DCN Scorpene SSK and incorporates technology from the Barracuda SSN, the French Navy's next generation nuclear-powered hunter killer. The design incorporates a new diesel AIP system as standard, rather than as an optional extra, as with the current Pakistani Agosta-90B/Khalid class SSK. It has increased range and endurance, plus greater manoeuvrability for operations in shallow littoral waters. No less than the chief designer of the Marlin was present at IDEAS2006 to answer any questions that may be on the minds of the attending media, and the in this regard the large DCN stand was very busy. If there can be a criticism of the Marlin at this stage though it is a major one, it is yet to make its way off the drawing board, and therefore cannot be fully physically evaluated. The DCN maintained though that this was not a problem as the Marlin being an evolution of an existing design is actually proven technology. Not everybody was convinced by this argument, though it was a credible rebuttal of the criticism. The same criticism cannot be made about the Marlin's rival, the German Type-214 SSK, as it has already won export orders from South Korea and Greece. HDW, the producer of the Type-214, has a major bone to pick with the French. It lost out against the DCN Scorpene in Chile (admittedly due to its own mistakes), and India (where it was not even permitted to bid due to - now resolved - legal issues). It would therefore be a major accomplishment to 'steal' a traditional French customer that has operated no other submarines but French ones since the early 1970s (Daphne - decommissioned, Agosta-70, and Agosta-90B). A development of the in-



credibly successful Type-209 series that incorporates technology from the deadly Type-212A, the Type-214 is a very potent platform which has already impressed enough to have won orders.



The DCN proposal for the next generation PN SSK, Marlin. Marlin is a hybrid of the Scorpene SSK and the Barracuda SSN and has been designed as an AIP SSK from the beginning. It has enhanced endurance, and manoeuvrability.

According to the German officials present at IDEAS2006, the Type-214 was an 'evolution' of the Type-212A 'revolution'. It appears to be more hydrodynamic than the Marlin, (though that should of course not be a deciding factor in itself), and incorporates a hydrogen fuel-cell AIP that is integral to the

submarine design. It comes equipped with a formidable range of weaponry that may include the IDAS submarine launched missile system that is capable of engaging air or surface threats. Whatever the outcome of the competition, the PN will find itself equipped with an incredibly capable platform. One recent addition to the DCN submarine portfolio is the SMX-23, a small SSK intended for coastal operations or for first-time submarine operators. Though no such requirement exists for Pakistan to operate such a submarine, it would, (if inducted), allow the PN to keep a larger number of submarines at sea for no significant change to the operating costs of the fleet. If the contract would allow, it would also give Pakistan a product that it could export to friendly countries in the region such as Bangladesh, Sri Lanka and the Gulf States. All this would likely require a sizable increase in indigenous industrial capacity, not to mention an increase in finances so it is unlikely to happen. However, DCN clearly had its eye on a potentially more lucrative prize. There is a stated requirement with the PN for a number of corvettes, and DCN was not slow in displaying a model of the Gowind-120. The design incorporates technology derived from the Aquitaine FREMM programme and is undoubtedly a very capable vessel that would fully satisfy the PN's requirements. This decision will not be made for sometime, (certainly not until the SSK programme has been finalised), but DCN clearly thought it was better to have their product established as a potential contender.

There were also companies present from many other countries. British defence companies such as Cobham and Martin Baker



were some of the most high profile. Cobham is likely to supply the in-flight refuelling equipment for the Il-76 aircraft that were recently ordered from the Ukraine. This capability will significantly enhance the effectiveness of the PAF frontline fleet, and over time deliver considerable cost savings through allowing for a greater flight hours/fuel consumption ratio. IDEAS2006 also saw one of the most famous British companies attending, Martin Baker, the global leader in ejection seats for fast jets. The company has recently branched into providing crash resistant seats for helicopters, and has already built up a considerable range. However, it was its Mk-16LE state of the art ejection seat that was the hot topic for the company during IDEAS2006 as it has been selected for the FC-1/JF-17 (termed CN-16LE and PK-16LE respectively). Over 1000 seats in the series have already been delivered to date having been selected for service in a wide range of aircraft such as: Typhoon, Rafale, Lightning II, T-50, T-38, F-5 and T-6. What is perhaps an ultimate irony is that the seat has also been selected for the Indian HAL Tejas, which was once the great rival of the JF-17 in South Asia. The slow pace of that project has resulted in the Tejas as being years away from operational service if at all. The Mk-16 offers simple, minimal, long internal servicing to provide low cost of ownership. It has a '4th generation' electronic sequencer, and features enhanced parachute deployment allowing for an ejecting pilot to be safely under a fully deployed canopy (even at low speed and low altitude), far quicker than is currently possible with other ejection seats. There were mixed fortunes during IDEAS2006, as with the crash of a PAF Mirage, Martin Baker saved the life of the pilot through having an earlier model of seat fitted, (though Paki-

stan lost an aircraft). Romanian industry was represented by the state owned company Romarm, which secures business for national companies. Over the years of the Cold War Romania built up considerable expertise in the arms industry, and has much to offer in the way of joint projects with Pakistan. The Greek company Sunlight Industrial Complex, makers of batteries for submarines and torpedoes was also present. Sunlight batteries power the Pakistani Agosta-90B and X-craft fleets, and according to the company representative offer greater flexibility over those fitted originally because they are longer-lasting. Though somewhat low-profile the clients this company has successfully managed to acquire speak volumes for its products. Not only are Sunlight batteries fitted to Greek submarines but they also fitted to Egyptian, Ukrainian, Polish, Peruvian, and South African submarines. Clearly the origin of the platform and therefore batteries are no constraint for Sunlight; they are plainly able to make their product fit customer requirements. Saab also displayed a number of its wares, but perhaps they were overshadowed by the main item of interest, the Saab-2000 AEW&C Eyrie that has been ordered by the PAF. When delivered they will fulfil a long-standing PAF requirement for an AEW capability. This need was first apparent in the 1980s when Soviet aircraft were able to bomb Pakistani villages along the border with Afghanistan that were marshalling areas for mujahideen forces preparing to enter the occupied the Soviet occupied country. Though the PAF carried out a number of successful intercepts and managed to down a number of Soviet aircraft, an AEW/AWACS capability would have denied the Soviets the relative element of surprise it had in many cases. Though America offered the E-2 Hawkeye



AEW platform, this was deemed unsuitable by the PAF which held out for the E-3 Sentry AWACS. In the end, it got neither, and its source of high-end equipment, America, became off limits for just over a decade. The need was further underlined during the Kargil standoff in 1999. Though two Indian aircraft were shot down by ground forces, the PAF only played a deterrent role against IAF intrusion whilst a grim battle was waged across the Line of Control in Indian occupied Kashmir. Despite the fact Indian aircraft did not intrude into Pakistani airspace, the situational awareness over the mountainous Kashmir region was inadequate just as it was when the Soviets were occupying Afghanistan. Only an AEW/AEW&C/AWACS system would rectify this, and there was also pressure from the Indian side as the next year the IAF began an extensive evaluation of the Beriev A-50 AEW. Three years later the IAF ordered three Israeli Phalcon AEW systems (of the same type that had previously been sold to China, but the contract was cancelled due to American pressure). These were to be fitted on the Il-76 Candid, the airframes of which would be flown from the factory in Uzbekistan to Israel for the installation of the system. The pressure was therefore on the PAF to match this capability or accept that it would be totally outclassed in the air over its own territory for the first time. There had been speculation for sometime that Pakistan was interested in the Swedish Eyrie AEW&C system and an order was eventually signed for six platforms. More systems may find their way into Pakistani service either from America in the form of the P-3 AEW, (see above) or a Chinese system similar to the Eyrie equipped Saab. In any case the Eyrie AEW&C system was of great inter-

est during IDEAS2006.

When it comes to a nation that is synonymous with partnership and Pakistan though, it has to be China, and Chinese military enterprise was a considerable presence at IDEAS2006. The relationship between Pakistan and its 'all weather friend' is extensive, and in the military field it covers all three services. The most prominent Sino-Chinese co-operation was of course the JF-17 Thunder, which seems to have captured the imagination of the public much like the F-86 Sabre and the F-16 Fighting Falcon have done so previously. This is despite the fact that the aircraft was at the time of the event yet to fly in Pakistani airspace, let alone wear PAF roundels and fight a war. Whether it was the CATIC stand, the PAC, or the PAF stand, there was always a throng of visitors wanting to know more about the latest exciting development in the PAF. The JF-17 promises to be a lightweight multi-role fighter that will replace the A-5, Mirage-III/V, and F-7 aircraft in the PAF inventory. It is also aimed at customers wanting to replace aircraft such as the F-5 Freedom Fighter, MiG-21 Fishbed and other such aircraft, or acquire an affordable (both in terms of initial cost and operation) fighter aircraft with modern capabilities for the first time. The fact that it is likely to be relatively sanction free platform from a reliable source, will no doubt interest a great many potential clients. The aircraft will be co-produced in China and Pakistan, so there will be plenty of scope for potential export orders to be met, as well as the PAF obtaining a 'sanction proof' frontline aircraft that can be fully supported by indigenous industry. The officials at PAC were quite open



about their plans for the development of the aircraft, with an in-flight refuelling capability (perhaps even conformal fuel tanks), and other such improvements envisaged. The main task at present though is to get the aircraft flying in PAF colours and fully operational, and worry about these things once this has been accomplished. One cloud that seems to cast a shadow over the project is the engine. The Russian RD-93 (a derivative of the RD-33 that powers the MiG-29) is currently powering the prototypes, and is set to power the Chinese aircraft. It is unclear however, if this deal allows for the engines to be exported to third parties such as Pakistan, and Russian officials are on record in saying that an 'end user certificate' would have to be given (presumably for their approval) by the Chinese in the case of export orders. With Russia's long-standing relationship with India there has been much pressure from New Delhi in making sure this does not happen. However, both PAF, and PAC officials, were absolutely confident there would be no problems, and the JF-17 would fly in Pakistani colours as planned. If this means they will not be powered by the RD-93, then the only other option at present is the WS-13 engine being developed by the Chinese. The performance of this engine is stated to be superior in terms of reliability and power, to the RD-93, so there is a silver lining to this cloud. The only issue may be that the PAF may have to wait a short while longer for the JF-17 to enter operational service. A more tangible display of Sino-Pakistani aircraft collaboration was the K-8 Karakorum that was on display at the PAF outdoor display. The K-8 advanced/basic jet trainer that has sold very well overseas, particularly in Africa where the Egyptian Air Force is its biggest customer and is building the

aircraft under license. Parts of the aircraft were built by PAC, but the decision was made early on not to opt for a Pakistani construction line, as it was thought that there was insufficient indigenous experience at the time to make this realistic, or even practical. Instead, it was decided that some parts for the aircraft would be made in Pakistan to help build up more experience in aircraft manufacture before taking on full assembly/production of an aircraft, a decision that has directly led to the JF-17 programme. In PAF service it is thought the K-8 will completely eventually replace the T-37 in the training role, where it is already more popular due to the tandem seating arrangement for pilot and instructor. This layout helps boost trainee confidence due to the isolation from the instructor. The K-8 is likely to remain in service for a considerable time yet.

Though it may not be so obviously stated the Al-Khalid also has its roots in a Chinese design, the Type-90II, but there has been considerable improvement of this type that took nearly a decade. In this time a number of prototypes were presented to the PA, including a 120mm model equipped with mainly Western systems, and one with fully Chinese systems. What was selected chose the best from what was available, including its powerful Ukrainian engine, which is the key factor in its excellent agility. This was apparent for all to see during the daily mobility display that showcased various PA vehicles, of both indigenous and foreign design. The Ukrainian connection did not end there as the Al-Khalid displayed at the HIT outdoor stand (billed as a 'product improved Al-Khalid') included the 'Varta' optronic countermeasures system. 'Varta' is



capable of decoying ATGMs, and also countering laser designators and laser rangefinders by making them give false readings. The Al-Khalid is therefore fast, agile, and it also packs a punch with its 125mm smoothbore gun. The 'hunter-killer' capability it has is due to the commander's independent thermal sight, and the Battle Management System (BMS). These allow the tank to track targets and also share information with other tanks in the formation. Such sharing of information would be a key asset in quickly getting to grips with and enemy and winning an encounter. The commander can identify targets and lay fire as he sees fit, with the capability to override commands made by the gunner. The gunner is also equipped with a high quality thermal sight, meaning the Al-Khalid is fully capable of night action, (in this respect the driver is equipped with a passive night sight). The Al-Khalid has been extensively promoted by its producer, Heavy Industries Taxila (HIT), and the first export order has been secured with Sri Lanka placing an order for a small number. The Al-Khalid's 'stable-mate' from HIT, the Al-Zarrar (an upgrade of the Chinese Type-59), was also heavily promoted, and took part in both the static, and mobile displays. Though not as advanced as the Al-Khalid, it has a crucial part to play in PA service in maintaining numbers whilst the Al-Khalid provides the 'mailed fist' of the PA armoured strike arm. Suspension, transmission and the power-pack are all new, as is the armoured package that covers the frontal arc of the tank. The turret has been up-armoured with an additional layer of composite armour, and there has also been a layer of ERA placed over the turret and the frontal part of the hull. The 125mm necessitated the turret be raised to accommodate the additional

bulk, but this is not so apparent due to the added armour. There is no auto-loader like the Al-Khalid, so the turret is rather cramped for three people, but the philosophy behind the Al-Zarrar was that it would provide a tank capable of surviving on the modern battlefield at an affordable price. The Al-Zarrar continues to enter PA service in large numbers where the Type-59 forms the backbone of the MBT fleet. The main target in terms of export attention has been Africa and Asia where the Type-59 and early T-series tanks are present in large numbers. The potential customers are unlikely to have the financial resources to purchase more modern types, so the outlook is favourable. The Al-Zarrar has already been ordered by Bangladesh as an upgrade for its Type-59 fleet. HIT's products do not stop at tanks though as it also offers a range of vehicles based off the M-113 and indigenous Saad/Al-Talha tracked APCs. These were exhibited at the HIT static display, and put on an excellent show during the mobility display. A variant of the M-113 produced by HIT that is of particular note, despite no customer having yet come forward, is the Hamza IFV. Armed with an unmanned turret that packs a 25mm cannon and co-axial 7.62mm, the Hamza is definitely well armed, and being based on the basic M-113 chassis, it is tough and versatile. There is no requirement for such a vehicle in the PA, but it is readily available should any customer place an order, or even request a similar armament on the Saad or Talha APC. The Al-Talha and Saad are essentially the same but the Saad is slightly longer with an extra road wheel. The Saad has been linked with a possible sale to the Saudis, (along with the Al-Khalid), but the deal may not now take place. The Al-Talha has however been sold to Iraq along with another HIT prod-



uct, the Mohafiz internal security vehicle. The Mohafiz is based on the Land Rover Defender but has a much altered aluminium body. It is in service with Pakistani security forces and has proved itself to be a valuable asset. The most interesting (and newest) HIT vehicle at IDEAS2006 though was the Discreet Armoured Vehicle (DAV) that is based on a normal Toyota saloon/sedan.



An Al-Khalid displayed at the HIT outdoor stand IDEAS2006. The Al-Khalid attracted considerable interest from potential buyers during the event and HIT hopes the interest will become sales.

It is the first time that such a vehicle has been made on so light a chassis, and it comes at a time when there is soaring

requirement for such vehicles, for both government and private use. It is capable of withstanding fire from 7.62mm NATO ball ammunition, has an armoured undercarriage to protect against hand-grenade explosions, and can travel for a considerable distance on its 'run-flat' tyres. Externally the vehicle has no differences to an unmodified vehicle, and there is currently no comparable level of security on a vehicle of this size available. Other armoured vehicles on the market are based on larger, more expensive models such as Jaguars, Range Rovers, or the ubiquitous Mercedes. These are far from discreet though, and attract a great deal of attention, especially in less well developed countries. Therefore HIT has clearly identified a niche in the market, and the DAV is certain to be an export success. It was during IDEAS2006 that the Lebanese Minister of Industry, Pierre Amine Gemayel, was assassinated in Beirut after his car was ambushed by gun wielding assailants. Had he been in the DAV, he would clearly have survived.

The Military Vehicle Research Defence Establishment, (MVRDE), has come a long way since it was founded in the aftermath of the 1971 Indo-Pakistan war where sanctions had an adverse effect on the defence capabilities of Pakistani forces. At IDEAS2006 it had a number of its very wide selection of products displayed at its static display, with some of these vehicles also taking part in the mobility display. These included its AVLB mounted on an M-47M Patton MBT chassis. The bridge is of aluminium construction and capable of spanning a 21.58m gap, and supporting weights of 60 tons; it also capable of being tandem launched with similar short/medium



span bridges. MVRDE also displayed two of its anti-mine vehicles the 'Troll Anti-Mine' and the 'Dragon Engineer Mine Plough'. Both are based on the chassis of the T-55 MBT, but whereas the Dragon rolls anti-tank mines out of the path of the tank and advancing forces, the Troll deliberately detonates them. The Dragon uses two sets of ploughs, the tines of which dig out buried mines and roll them away from the tank. A roller assembly is fitted to the rear to deal with anti-personnel mines in the ploughed area. The Troll's clearing rollers can withstand up to 12 anti-tank blasts and sweeps two 90cm lanes at up to 12kmh. The assembly is controlled by the driver, and the mechanism can be fitted or removed using the jib that is also fitted. MVRDE's mine clearing devices have been a real success story, and the most notable foreign customer has been Kuwait, which is still dealing with a legacy of war and invasion. MVRDE also displayed one of its mobile workshops, tankers, an Al-Khalid simulator, semi-trailer, and Track Launch Assembly (TLA). The Class-60 hydraulic TLA allows for tracked or wheeled vehicles up to the weight of 60 tons to cross soft terrain. It is mounted on two 6-ton Yasoob 6x6 trucks, spans 45m, and can be laid or retrieved in 7-10 minutes. The 60-Ton Semi-Trailer can carry any vehicle weighing up to 60 tons over metalled, dirt, and shingle tracks. The trailer provides uniform payload support for vehicles carried. MVRDE continues to work on a number of projects for a wide variety of applications and is likely to have a number of new products on display at IDEAS2008.

One other area in which Pakistani industry has made signifi-

cant advancements is in the manufacture of UAVs. There are a number of companies working the field but the four major companies are Albadeey Technologies, Advanced Computing & Engineering Solutions (ACES), Integrated Defence Systems (IDS), and Integrated Dynamics (ID). All have considerable experience, and between them have won a number of domestic and foreign contracts. Integrated Dynamics' products are certainly not conventional in appearance, and it has perhaps been the most successful in terms of a high profile foreign sale, when its 'Border Eagle Mk2' was ordered by the American authorities for border patrol duties. It is a low altitude, border and perimeter monitoring UAV, with a top speed of 160km/h, 50km range, and an enhanceable endurance of 4 hours. The payload is relatively light at 5kg, but it is interchangeable, with various payloads capable of being carried. With technology rapidly shrinking UAV sensors, this will undoubtedly not hold the Border Eagle back. Three other ID products of note displayed at IDEAS2006 were the 'Nighthawk' High Altitude Long Endurance (HALE) UAV, the 'Desert Hawk' UAV, and the 'Tornado' UAV. The Nighthawk is a 100 mile range, 15hr endurance platform with a 125mph max speed. It can carry a 6kg payload in a combination of daylight/IR TV and still cameras that are activated as required. It is equipped with a UHF data-link. The Desert Hawk is a low altitude and perimeter monitoring UAV. It has a carbon-composite platform equipped with micro gyro-stabilised payloads in its payload bay. It has a 100mph max speed, 18.75 mile range, and an enhanceable 3hr endurance. The 'Tornado' on the other hand is not a surveillance UAV but rather an expendable drone designed to confuse the enemy into thinking it is a real attacking



aircraft, and expend valuable SAMs in an effort to destroy it, (or at least turn on a dormant air defence radar so it can be attacked with SEAD aircraft). As the name would suggest it is a perfect replica of the one of the best strike aircraft currently available, the Panavia Tornado, which is in service with the RAF, German air force, Italian air force, and the RSAF. IDS on the other hand exhibited its 'Huma-1' tactical UAV. It is a composite UAV that performs a wide range of remote sensing tasks. Range is 500km, max speed 180km/h, endurance 5-6hrs, and it has a 100km operational radius. It carries a 20kg payload and includes a real-time video transmission system. ACES displayed its 'Eagle-Eye-P1' UAV and also exhibited the ground Control Station (GCS) from which it is controlled. The 'Eagle Eye-P1' tactical UAV has an 80km range, 3hr endurance, and 120km max speed. Tracking is GPS based, and it carries a 30kg payload of a 'pan, tilt & zoom' video camera for real time digital video surveillance. One of the most established Pakistani UAV companies, Albadeey Technologies, was also present. It has a vast amount of experience and has produced a number of high quality UAVs and target drones. The most eye-catching is undoubtedly the 'ABJT Target Drone'. The ABJT is a high speed, jet powered, target drone. It is a medium range expendable target for air-to-air, AAA and SAM training. It is available in autopilot (5km), and BVR (20km) versions. Normal range is 2km. A less sophisticated target drone, the 'Shahzore', is also available. It is a medium range, propeller powered target drone for AAA and SAM training with an endurance of up to 90 minutes. It is available in autopilot (5km), and BVR (20km) versions. Normal range is 3km. The most basic Albadeey target drone is the 'Ababeel'. It

is used by PAF/PA and a number of other customers, and is a cheap, effective, and expendable solution for training personnel in ground based air defence. Its manoeuvrability allows it to simulate any attack profile. Albadeey also displayed two surveillance UAVs, the 'Hud Hud II' and 'Hud Hud III'. The 'Hud Hud III' is an enlarged version of the 'Hud Hud II' with greater endurance (6hrs) and range (100km).



MVRDE's TAM is mounted on a T55 chassis. The clearing rollers can withstand up to 12 anti-tank blasts and sweeps two 90cm lanes at up to 12km/h. The assembly is controlled by the driver and the mechanism can be fitted or removed using the jib that is also fitted.

It can carry a 40kg payload which is usually a high resolution CCD camera, GPS, and frequency modulated L Band video

transmitter. The Pakistani UAV industry continues to improve and there a number of new exciting projects in the pipeline that will be targeted at the Pakistani armed forces, and increasingly, foreign customers, as the industry branches out to secure more overseas clients.

One of the most well patronised displays by far though was the 'Army Strategic Forces Command' (ASFC) display, where indigenous missile technology was present for all to see. The missiles were strictly not for sale but for display purposes only. A separate tent was made available for those who wished to meet the ASFC officers present. It can safely be said they were amongst the most open and welcoming of any of the personnel at IDEAS2006, whereas the nature of their work in being responsible for the operation of the nation's nuclear deterrent, may have suggested this may not have been the case. The display was certainly impressive with nearly the full range of missiles on display. The missiles displayed consisted of: Shaheen-I/II, Ghauri, Babur, and Ghaznavi. All bar Babur are ballistic missiles with the Shaheen-I/II and Ghaznavi missiles being solid fuelled, and Ghauri liquid fuelled. Babur is a land-attack cruise missile closely resembling the American Tomahawk. It is the newest addition to the ASFC arsenal, and is a 500km range, 1500kg, weapon with a 300kg payload, and 10m CEP. It is currently land-based but like the Tomahawk there is no reason why it could not be modified to be fired from a submarine if the requirement arises. An air-launched version is also a possibility, but merely being possible does not mean it is likely to happen. A requirement has to exist

first for this to take place and currently Pakistan is content with what it regards as its 'minimum deterrent' of land based strategic missiles. All in all ASFC showed they were approachable and helpful, but at the same time displayed the exceptionally high level of dedication and professionalism as would be expected from them.



When the decision was made to produce military equipment indigenously, Pakistan produced little more than small-arms and ammunition. This has expanded considerably and now Pakistan produces increasingly sophisticated weaponry and



equipment. However, despite the growing sophistication Pakistani industry has maintained what it is known for, quality at an affordable price. The main standard bearer for weaponry and ammunition of varying calibres is Pakistan Ordnance Factories (POF). Everything from small-arms to artillery ammunition is produced by the company, and it continues to make great strides in producing for Pakistani armed forces and increasingly, for export. The small arms are aimed primarily at the African and Asian markets where there is not really the requirement for the latest technology, only that what is on offer is affordable and reliable. This is the reason weapons like the RPG-7 and 106mm recoilless rifle are still produced and exported. During IDEAS2006 agreements were signed with French and South Korean companies for 155mm artillery ammunition. This calibre is the global standard for heavy artillery and POF will no doubt make great efforts to secure export customers after having established itself as a supplier of high quality and reliable products. POF also produces tank ammunition in varying calibres from 100mm to 125mm. The POF 125mm APFSDS-T is naturally offered for export with the Al-Khalid and Al-Zarrar, ensuring there is as much reliability as is possible in the supply of materials for a potential customer.

This reliability of supply can be extended to include a great deal of other systems for the tanks including the night vision systems and laser range finders thanks largely due to AT-COP. The Al-Zarrar gunner's night sight is produced by the company and as is a laser range finder for T-series tanks. The

night sight in particular is of particular interest for customers as the capability to fight at night is crucial on a modern battlefield. Night vision equipment for personal soldiers is produced by the Institute of Optronics, which produces a number of night vision devices from a monocular to weapon-based sights, and NVG goggles for pilots. These devices are in increasingly wide spread use in the Pakistani armed forces, and have been used extensively along the border with Afghanistan as the security forces tackle the Al-Qaeda and Taliban menace. Pakistani industry is also branching out into new areas such as air deliverable weapons such as the Durandal anti-runway bomb, Combined Effects Munition (CEM), and the Mk-15 Retarder Tail Unit (RTU) for Mk-82 bombs. The first two items are produced by Nescom and offer potential customers devastating weapons that have till recently only been available from more developed nations. The Durandal can be used against any hardened target such a runway or bunker and works by detonating after the warhead has burrowed into the target, thereby increasing the level of devastation. The CEM is a general purpose weapon that is packed with 247 bomblets for use against troops and armour. The Mk-15 RTU allows for Mk-82 bombs to be released during a high speed low-level pass by retarding the fall of the bomb, and allowing the attacking aircraft to safely depart the scene prior to detonation. In this respect it works in a similar fashion to the Durandal, though this weapon is first parachute retarded, and then boosted by a rocket motor into the target surface. Clearly these are just the beginnings for Pakistani industry's venture into more sophisticated weaponry and there is a clear line that can be drawn from retarding simple dumb bombs and unguided munitions,



to something more substantial. The next stage will undoubtedly be PGM, and with experience that has been gained with such systems as the Babur LACM, these developments may be apparent by as early as IDEAS2008.

One area of Pakistani military industry that has been overlooked until recently has been the maritime sphere. However, there has been a great deal of progress made with indigenous Pakistani products that have a naval application. Karachi based Marine Systems Limited (MSL) has manufactured a number of products including a training simulator capable of simulating any sensor system, on any naval platform, under any climatic and sea state conditions. This will increase the amount of training done on land, easing the burden on operational assets considerably. MSL also produces a number of display units that can be used in various applications on board naval platforms, which was the one of the steps it took before producing its training simulator. The main MSL breakthrough though has been its Towed Array Sonar (TAS) for submarines. Systems already in service with the PN were found to be too bulky, heavy and based on old technology. MSL's TAS is not only lighter and more compact, but was found to have a performance superior to designs currently available to the PN. The system will be installed on current PN submarines (where on the Agosta-90B it will be integrated with the SUBTICS combat management system), and also the winner of the submarine contract. The system is being offered for export to friendly countries, in particular those in the Gulf States. Also present at IDEAS2006 was Karachi Shipyard and

Engineering Works (KSEW). It is Pakistan's major shipbuilder and has built a number of warships for the PN. These have included the Shujaat FAC, replenishment ships, and also the Agosta-90B class SSK. The next big projects for the shipyard will be the new SSK for the PN and also the F-22P. The pattern the shipyard has been following is to have slowly built up key experience in building various types of warships in terms of size and complexity, and will move to the next stage with the F-22P as it will obtain some experience in major warship design as well as construction. Only the final ship of the batch of four will be built by KSEW, but the hope is that the experience will be put to good use in building the PN corvette fleet when a decision is made, and also a proposed follow-on class from the F-22P. The ultimate aim is for the shipyard to be a designer and exporter of such vessels, and the experience gained is slowly leading in that direction.

Not all the companies present were concerned with the manufacture of weapons though as some, such as Australian company Aerostructures Technologies deal with ensuring the structural integrity of aircraft. This is an increasingly important service as aircraft remain in service longer, and therefore the fatigue experienced by the airframe is greater. The company has helped the PAF maintain its fleet of FT-5 training aircraft, but also works on many other airframe types (it has worked on the RAAF Orion and F-111 aircraft) from fast jets to helicopters. For helicopters and MPA in particular the maritime environment has a harsh effect on aircraft, so ensuring structural integrity of MPA and helicopters is big business.



The representatives from the company seemed to have been in great demand, and were kept busy talking to a number of visitors representing foreign governments.

It is clear therefore that IDEAS2006 was one of Asia's major defence exhibitions, and with current trends it is likely to expand yet further over the coming years. As an opportunity for Pakistani companies to display their products and the advances they have made, it is an invaluable event. Past exhibitions have helped to raise the profile of local industry and win orders from foreign customers. IDEAS has also proved itself to be an unrivalled networking event for industry and government officials from around the world. When it comes to defence exhibitions and the wider defence industry, Pakistan has shown it knows how to handle things.

***Note:** Visit the website for additional images of IDEAS 2006*

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Bunker News

Air Defence Missile Carriers handed over to Pakistan Army Regiments

ISLAMABAD, Dec 1 2006 (APP): Chairman Joint Chiefs of Staff Committee General Ehsan Ul Haq Friday said the govt was determined to provide a credible defence with all possible means at its disposal.

Speaking at the handing-over ceremony of indigenously built Air Defence Missile Carriers to regiments of Pakistan Army at the Heavy Industries Taxila, he said the govt was giving high priority to the operational preparedness of the armed forces and the Armed Forces Development Plan (AFDP) was a step in this direction.

General Ehsan Ul Haq said that rapid mobility with armour protection and integral air defence elements are the key areas of modernization of Pakistan Army.

He said today's ceremony marks yet another milestone in our indigenous weapons' capability. Self-reliance especially in the field of defence is a reflection of our national policy and Heavy Industries Taxila plays an important role in it.

He said with the induction of this first batch of air defence missile carriers, our air defence capability will be further augmented.

Earlier, Lt Gen Israr Ahmed Ghumman, Chairman of Heavy Industries Taxila (HIT) in his welcome address said that HIT is meeting the entire demand of tracked vehicles of Pakistan Army.

He said these air defence missile carriers have been designed and built at one of the HIT factories.

With the handing over of the first batch today, the production is progressing for the remaining vehicles.

He then invited CJCSC General Ehsan Ul Haq to hand over the symbolic scrolls to the commanding officers of the regiments receiving the first batch of these vehicles.

Among the four regiments to receive the new missile carriers, was a light Self-Propelled Air Defence Regiment in which General Ehsan started his military career as a second lieutenant and later commanded the regiment.

After the handing over of the traditional scrolls, the regiments rolled past in their new vehicles and presented salute to CJCSC. The general also unveiled a commemorative plaque to mark today's ceremony.

Source: APP

FFR celebrates Shabbir Day

LAHORE, Dec 7 2006: Homage was paid today to Nishan-e-Haider decorated Major Shabbir Sharif, who displayed



unparalleled courage while defending the motherland and was martyred on December 06, 1971 in Sulemanki.

A battalion of the Frontier Force Regiment (FFR), in which Major Shabbir Sharif was commissioned at the time of his death, celebrates “Shabbir Day” every year with solemnity and gratitude. A contingent of the unit arrived in Lahore to perform the honour guard duties at the martyr’s grave at the Miani Sahib graveyard.

General Officer Commanding (GOC) Maj Gen Raheel Sharif, the youngest brother of the martyr, laid a floral wreath on the grave and prayed for Shabbir. Maj Gen (r) Ghaziuddin Rana laid floral wreaths on behalf of the Piffers, and wreaths were also laid on behalf of all commanding officers and all ranks of the unit.

Shabbir Day celebrations began today in the unit with Quran Khawani after Fajr prayers. A special demonstration was held to highlight the martyr’s daring actions and sacrifice. The officers and jawans of the battalion pledged to emulate his feat of valour and sacrifice their lives to defend the motherland.

Source: Daily Times

Mengal’s servants get life for kidnapping servicemen

By Tahir Siddiqui

KARACHI, Dec 9 2006: An anti-terrorism court sentenced on Saturday four domestic servants of former Balochistan chief

minister Sardar Akhtar Mengal to life imprisonment for holding two army men hostage in April.

Judge Haq Nawaz Baloch also sentenced each of Nasarullah Mengal, Ghulam Hyder Langah alias Chappar, Mehboob Ali Satti and Ghulam Qadir to a 10-year jail term and imposed a fine of Rs20,000 under Section 7-B of the anti-terrorist act (ATA) for torturing the two army men.

The four men were also handed down a five-year term and a fine of Rs10,000 each under Section 7-H of the ATA for robbing their captives of all their belongings. Another five-year term and a fine of Rs10,000 were given to each under Section 7-I of the ATA for causing obstruction in the execution of official duties.

The judge ordered that the case filed against Akhtar Mengal, who had been declared a proclaimed offender in the case, be kept dormant as he would be tried upon his arrest.

The prosecution, represented by special public prosecutor Mazhar Qayyum, examined 12 prosecution witnesses in the case.

Complainant Havaldar Qurban Hussain of the Military Intelligence alleged that on April 5, he and Lance Naik Fayyaz Ahmed were on duty along Khayaban-i-Shamsheer, Clifton when Mr Mengal’s servants kidnapped them and held them hostage.

Source: Dawn

President Musharraf Witness “Exercise Desert Shield-I”

Karachi, Dec 10 2006—President General Pervaz Musharraf has stressed upon the need for intensive peace time training at all levels as this would yield dividends in the time of trails and deter aggression. President made these observation while attending “Exercise Desert Shield-I” being held at Corps Headquarter in Karachi.

He appreciated the concept, scope and setting of the war game, which are aimed at refining operational plans in a realistic battlefield environment.

He said that Pakistan Armed Forces, by the grace of Almighty Allah were adequately equipped and trained to deal with all challenges.

Corps Commander Lieutenant General Ahsan Azhar Hayat briefed the President about the plan of War Game. Earlier on his arrival at the Corps Headquarter the President was received by Corp Commander Ahsan Azhar Hayat, Vice Chief of Army Staff, General Ahsan Saleem Hyat, Principal Staff Officers, General Officer Commanding and other senior officers also attended the War Game.

Source: ISPR

Pak troops arrive from Liberia

KARACHI, Dec 2006: A batch of Pakistan Army troops serving under the aegis of the United Nations in Liberia arrived here on Sunday after completion of its tenure as

peacekeepers. A press release issued by the ISPR said that Brig Imtiaz Alam received the troops and congratulated them for having done the task successfully. “This batch of 285 troops had earned the trust and confidence of the people of the war-stricken country by ensuring the implementation of UN’s charter,” it added.

Source: The News

Women guard Jinnah's tomb

December 25, 2006: Pakistan on Monday achieved a milestone in its transition to gender equality with the first deployment of female military guards at the tomb of the country's founder.

Six of the 40 female cadets undergoing training at the Pakistan Military Academy in Kakul, North West Frontier Region, made history by assuming the guard duties at Muhammad Ali Jinnah's tomb in Karachi in a ceremony marking the 130th anniversary of his birth.

A Sikh cadet was also among the guards who replaced their counterparts from the Pakistan Air Force.

Pakistan President Pervez Musharraf visited the tomb later in the day and expressed his resolve to ensure equal rights for men and women and make sure minorities take part in the country's progress.

The air force was the first to pave the way for equal opportunities for women by commissioning four women pilots in March and now the academy is training 40 female cadets, who are to join the army as captains and majors.

Women have been performing non-combat duties in the armed forces of Pakistan, mostly in administrative and medical branches.

Source: DPA

Strong Defense Essential: Defense Minister Rao

OKARA, December 01 2006: Federal Minister for Defence, Rao Sikandar Iqbal Thursday said Pakistan had no aggressive designs against any country and the defence of the country had been made invincible as only strong defence can guarantee peace and security in the region.

Speaking at a ceremony held in connection with installation of Gunship Naval Artifact by Pakistan Navy at by-pass interchange here, the minister said, "Pakistan believes in resolution of all outstanding international and regional issues through talks but we cannot remain oblivious to our defence."

The Chief of Naval Staff Admiral Muhammad Afzal Tahir, Rear Admiral Muhammad Shafi, Rear Admiral Tanveer Faiz, District Nazim Syed Asad Ali Gillani, Tehsil Nazim Rao Jamil Akhtar and elite of the town were also present on the occasion.

The senior minister said all available resources are being utilised to equip armed forces with latest weapons to ensure that nobody dare cast evil eye on our motherland. About extremism and terrorism he said, "These are the biggest challenges facing the country and government is committed to tackle them effectively and root them out."

Regarding political situation in the country, the minister said, "People have rejected those indulging in politics of protests and resignations." He said those trying to create chaos in the country through negative political tactics are neither sincere to the masses, nor country or democracy. He said Pakistan made unprecedented progress in all fields of life under the able leadership of President General Pervez Musharraf during the last seven years.

He said President Pervez Musharraf has already approved construction of bridge over Ravi at Syedwala to be completed at a cost of Rs 800 million. The construction of this bridge, he said, would reduce distance between Okara and Islamabad by 90 kms.

Source: APP

Lockheed Martin Awarded \$144.1 million Contract for PAF F-16

WASHINGTON Dec 5, 2006: The U.S. Air Force is awarding Lockheed Martin Corp. a \$144.1 million contract for materials that will be used in advanced F-16 fighter aircraft bound for



Pakistan, the U.S. Defense Department said on Tuesday.

As part of a potential \$5.1 billion package, the United States has agreed to sell Pakistan up to 36 new F-16C/D Block 52 aircraft together with refurbished F-16s. An arms package is also on offer as part of the deal.

Work under the contract being awarded to Bethesda, Maryland-based Lockheed, the Pentagon's No. 1 supplier, is to be wrapped up by November 2010, the Pentagon said in its daily contract summary.

Source: Reuters

PakDef Note: PAF has ordered 12 single-seat Block 52 and 6 dual-seat Block 52 F-16

Lockheed gets Air Force deal

WASHINGTON: The Air Force said Tuesday it awarded a contract worth nearly \$144.1 million to Lockheed Martin Corp.

The deal involves procurement of 12 new F-16 fighter aircraft for the Pakistan government.

Work will be completed by November 2010.

Shares of Lockheed Martin gained 27 cents to close at \$92.41 on the New York Stock Exchange. Earlier in the

session shares hit a new 52-week high of \$92.68.

Source: Business Week

Lockheed Martin Awarded \$161.03 million Contract for PAF F-16

Dec 14, 2006: Lockheed Martin Corp., Fort Worth, Texas, is being awarded a \$161,033,000 firm-fixed-price and time and materials contract. The procurement of foreign military sales F-16 A/B Mid-Life updated for the Peace (Pakistan) program for the F-16 Block 15 aircraft. The procurement of 24 modernization kits F-16A Block 15 aircraft and 10 modernization kits F-16A Block 15 aircraft will be accomplished under the firm-fixed price portion of the contract. This effort supports foreign military sales to Pakistan. At this time, \$89,955,000 have been obligated. This work will be complete by November 2010. Headquarters Aeronautical Systems Center, Wright-Patterson Air Force Base, Ohio, is the contracting activity (FA8615-07-C-6032).

Source: US DoD

Pakistani fighter plane crashes in southern Pakistan

KARACHI, Pakistan: A Pakistan air force jet crashed Wednesday during a routine training flight, but the pilot ejected safely and no one was injured on the ground, an official said.



The French-made Mirage aircraft crashed on the western outskirts of the port city of Karachi because of a technical fault, said Sqn. Ldr. Mohammed Qasim, a spokesman for the Pakistan air force, known as PAF. He did not give any details on the nature of the fault.

PAF officials have ordered an inquiry into the crash, he said. The Mirage jet had taken off from a military airport in Karachi.

The Pakistani air force headquarters has constituted a board of inquiry to determine the cause of the crash.

Pakistan's arsenal of Mirages is the second biggest after France, which is not only maintaining a big fleet of Mirages but also overhauling the planes of the PAF and air forces of several friendly countries.

Source: Associated Press

Bird hit caused Mirage crash

ISLAMABAD, Dec 21 2006: The Pakistan Air Force on Thursday said that the cause of its Mirage aircraft crash, occurred on Wednesday in Karachi, indicated that a large bird was entangled in the aircraft engine. According to the initial investigations, the PAF said the aircraft engine caused the loss of engine power hence the aircraft flight could not be sustained.

Source: APP

Two Air Commodores promoted top the rank of Air Vice Marshal

ISLAMABAD: The Government of Pakistan has promoted Air Commodores Muhammad Kamal Alam and Zubair Iqbal Malik to the rank of Air Vice Marshal.

Air Vice Marshal Muhammad Kamal Alam was commissioned in Pakistan Air Force on 22 January, 1978 in Engineering Branch. He holds Bachelor's of Engineering degree in Aerospace. During his career he has commanded an Engineering Squadron, an Engineering Wing and an Engineering Depot.

He has also served as Director Weapon System Management at Air Headquarters and Managing Director, F6 Rebuild Factory, Kamra. The Air Officer has also served in Saudi Arabia on deputation. He is recipient of Sitara-e-Imtiaz (Military). Air Vice Marshal Zubair Iqbal Malik was commissioned in Pakistan Air Force on 19 January, 1979 in Engineering Branch. He holds Bachelor's of Engineering degree in Aerospace. During his career he has commanded an Engineering Squadron and an Engineering Wing. He has also served as Director Weapon System Management and Assistant Chief of Air Staff (Aircraft Engineering) at Air Headquarters.

The Air Officer has also served in Saudi Arabia on deputation. He is recipient of Sitara-e-Imtiaz (Military).

Source: ISPR

Pakistan to get high-tech air defence system

By Hanif Khalid

ISLAMABAD: As per President Musharraf's directives Pakistan will acquire a high-tech air defence system next year, but it must come with transfer of technology, an official told The News.

"China and a European country have offered Pakistan High-to-Medium-Altitude Air Defence System, Low-to-Medium-Altitude Air Defence System, Medium-Altitude Air Defence System and Short-Range Air Defence System," said an official, who wanted not to be named. "The two countries have also offered to set up a project in Pakistan for manufacturing short- medium- and high-range air defence systems," he added.

The official said a former PAF chief had sent a summary to President Musharraf for the purchase of a high-altitude air defence system from a European country without transfer of technology, but the president rejected it.

"The summary has been rejected because Pakistan's adversary has MiG-25, MiG-29, SU-27 and SU-30 fighter planes which are capable of flying at an altitude of more than 25km," he added.

India has these aircraft since 2002 whereas the PAF has no effective weapon system to save major cities of the country and defence installations from any attack by such planes, the official said.

"Had the organisations engaged in developing nuclear-capable missiles indigenously been tasked with the development of a system to overcome this shortcoming, the country would have until now achieved the capability of hitting planes at an altitude of 25-29 kilometres," he remarked. "But no attention has been paid towards this aspect of the country's air defence capability."

The official said that Pakistan has radars that can detect aircraft flying at an altitude of 25-29 kilometres but the country still lacks a weapon system to hit such planes. He said the country needs to install at least one battery of an ultra-modern air defence system on four sides of major cities or military installations for security.

According to the official, one battery of such a defence system would comprise 16 vehicles, including two radar carriers, six missile launching vehicles and six support vehicles and thus each battery would cost \$40-50 million.

A short-range air defence system can shoot down an enemy plane up to five kilometres and medium-range system is capable of hitting and attacking aircraft up to 25 kilometres while a high-range air defence system can hit an enemy plane at a distance of 90 kilometres, elaborated the official.

Source: The News

Exercise SEASPARK enters final phase

Karachi: Pakistan Navy's biannual maritime exercise 'SEASPARK' 2006 has entered in its war phase and presently going on in the Arabian Sea on full scale. At the onset of war phase, Chief of the Naval Staff Admiral Muhammad Afzal Tahir, visited naval deployment areas at creeks of Shah Bandar, Chorr Jamali and Ketu Bandar and witnessed Pak Marines conducting exercises in a very adverse environment of marshy lands, muddy areas and extreme weather.

He reviewed demonstrations involving hovercrafts and boats to counter any threat arising from creek areas during war time. The Naval Chief appreciated the high morale of officers and men discharging their duties with full zeal and enthusiasm despite all odds and hardships of tough terrains. During the visit, the Admiral was briefed on various war strategies and tactics to avert any adventurism of the enemy.

Seaspark 2006 involves participation of all operational Pakistan Navy units which have been suitably allocated to Blue and Orange forces.

The Blue force, the own force, is being led by Rear Admiral Afaf Humayun whereas Rear Admiral Saleem Ahmad Meenai is commanding the Orange force, the hostile/enemy force.

Rear Admiral Shahid Iqbal, Deputy Chief of Naval Staff (operations) is supervising the overall conduct of exercise in

his capacity as officer conducting Exercise.

The Orange and Blue forces, which are pitched against each other in specific threat environment, rehearsed anti surface, sub surface and air warfare, armed recce, interdiction of enemy shipping, convoys escorting and sanitization of own area of interest.

This peace-time exercise is aimed at assessing the war preparedness of Pakistan Navy and to rehearse defence of sea Lines of communication and trade routes during war which is the prime responsibility of Pakistan Navy.

Another major objective is to provide an opportunity to the offices and men to analyse and evaluate threats under hostile conditions and take tactical decisions accordingly. Apart from this, the exercise also provides an excellent platform for assessment of the operational state of weapons and sensors.

Pakistan Navy also ensured active participation of its sister services, Pakistan Army and Air Force in order to field a well coordinated and credible joint response to enemy's manoeuvres. The exercise will be followed by a detailed analysis phase in which all war strategies and tactical doctrines will be critically analysed and results drawn would be implemented to evolve updated procedures commensurate with percent-day environment.

Source: APP



Navy fully capable to effectively response in hour of need: Admiral Afzal

KARACHI, Dec 12 2006: Chief of Naval Staff Admiral Muhammad Afzal Tahir Tuesday said that though Pakistan Navy is smaller in size as compared to Indian Navy but as far as capabilities are concerned it is always one step ahead. He stated this while talking to APP on board at the Combat Support Ship of PN, "NASR" during the war phase of ongoing exercise "SEAPARK-2006" in Arabian Sea.

In respect of capabilities the PN is better than India, he said. Speaking about the ongoing SEAPARK-2006 Exercises, he said this is a four-month long important regular biannual exercises of the force as all squadrons and organizations of PN are participating. He said that the objectives of the ongoing Exercises are to rehearse the procedures and adaptability to unforeseen situations to effectively response in the hour of need. Naval chief said that PN has also played a significant role in eradication of terrorism and along with the coalition forces PN with the support of a Destroyer had been participating for last three-and-half-year. The PN has also got the credit to have the command of the "Task

Force-150" for a period of four-month. Speaking about the acquisition process of P3C Aircraft, he said that the one aircraft is operating while the other one will be operational by the end of this month. He said two more upgraded P3C Aircrafts will be received in the beginning of next year while the whole processes will be completed in the about next two years. The naval chief witnessed the different operational

maneuvers of surface, subsurface and air elements involving submarine and Anti Air Warfare displayed by the PN on open sea.

Source: APP

MSA Rescues Indian Boat

KARACHI, Dec 20 2006: The Maritime Security Agency (MSA) Base Gwadar has rescued an Indian boat after it received a distress call, said a press release Tuesday.

The MSA received the distress call from the dhow (bigsail boat) 'Noor Panjtani', requesting assistance with 11 crewmembers onboard.

The cargo dhow was 15 NM south of Gwadar. A rescue boat of MSA Base Gwadar was immediately dispatched for assistance and the Indian dhow was safely brought to Gwadar at 7 pm.

The front portion of the dhow was heavily flooded due to damage and her engines were also out of order. The MSA Base Gwadar is providing all possible assistance to repair the damage. Fresh water, rations and other relevant items are also being provided on an urgent basis. The dhow sailed from Dubai on November 30 and her next port of call was Mundra (India). The cargo onboard was 300 tons of dates. Presently, the dhow is stationed at Gwadar and is being repaired.

Source: Daily Times

22 female sailors inducted in Pak navy

KARACHI: The first ever batch of 22 female sailors along with 1000 new entry sailors passed out and formally inducted into Pakistan Navy upon successful completion of 38 weeks' rigorous training.

This was stated in an ISPR (Navy) press release issued here Tuesday.

It said that the passing out parade was held at PNS Himalaya on Tuesday. Commodore Muhammad Aslam Rana, the Incharge of Naval Training at Karachi, reviewed the parade as the chief guest.

The PNS Himalaya is the oldest training establishment of Pakistan Navy. Since 1970, the unit had been entrusted with important responsibility of training new entrants thus fulfilling requirement of sailors for Pakistan Navy. This is the first time that female trainees have passed out from PNS Himalaya.

Speaking on the occasion, the chief guest said that Pakistanis currently going through a critical phase and is faced with internal and external security threats. It is imperative to enhance our defence capabilities and maintain minimum credible deterrence to meet these challenges.

The chief guest also urged the passing out sailors to be moderate, tolerant and patriotic and to safeguard themselves against moral diseases like shortsightedness, racial

discrimination and sectarianism. Commenting on the role of women in nation building, Commodore Rana said that like other fields of life, women are also making significant contribution in the Armed Forces which is important for progress and prosperity of a nation. He hoped that newly inducted female sailors would prove equal to the task and serve with full devotion and dedication.

He also extended his felicitations to the passing out sailors specially those who displayed outstanding performances and won prizes. In his welcome address, Commanding Officer PNS Himalaya Captain Tanzeem Akhtar Qadri, highlighted salient features of sailors' training. He apprised the audience that sailors at PNS Himalaya go through a process of extensive training in tough military environment and trained in small arm firing, sea vessel handling and swimming etc. Besides professional training, they are also exposed to various sports and cocurricular activities so as to make them a good soldier and a better citizen.

Later, the chief guest gave away prizes to the winners. Muhammad Asad received Commander Karachi Gold Medal for his overall best performance. Award for the best Tech UT went to Muhammad Sajid whereas Abdul Aziz received the prize for best Non Tech UT.

Awards for the best Female sailor and sports were given to Sidra Nazir and Umar Ali respectively. Proficiency banner for best overall performance was given to Khyber Squadron.

Source: The News



Naval chief terms talks on Sir Creek as 'positive step'

KARACHI: Recent developments in talks over the longstanding dispute of Sir Creek between India and Pakistan augur well and it is hoped that the issue would be resolved amicably.

This was stated by Chief of the Naval Staff, Admiral Muhammad Afzal Tahir. He was addressing the analysis session of Pakistan Navy's biannual exercise Seas Park 2006 held at the Naval Auditorium on Wednesday, says an ISPR (Navy) statement issued here.

The Naval Chief further pointed out that despite the fact that some unwanted incidents from the other side of the disputed area including firing and harassment on unarmed fishermen boats have taken place in recent days in the area, we are still optimistic that it is only the continuation of dialogue which would lead us to some prospective resolution of this Issue.

He observed that Pakistan Navy is keeping a close eye on fast changing regional maritime scenario. Admiral Afzal said that the present state of flux in Afghanistan, deteriorating conditions in Iraq and Iran-US standoff have made the region particularly the western half of North Arabian Sea a focal point of maritime interest.

"We, therefore, need to critically analyze the environment and be ready to respond to any contingency to safeguard our national interest."

The prevailing challenges, he continued, necessitate a perpetual review of our operational plans through extensive war exercises and brainstorming efforts. The conduct of large-scale exercise SEAS PARK 2006 was in fact an effort in this direction, he added.

The Chief of the Naval Staff expressed his confidence on successful conduct of the exercise and stated that the opportunity was well utilised to validate concepts by the respective commanders.

He said that the integration of commands specially the coastal command in the exercise had not only improved visibility along Makran coast and creek areas but had also enhanced reach to areas of interest.

Commenting on the process of equipping Pakistan Navy with latest platforms, he said that besides the project of F-22 P frigates with China and operationalization and induction of P 3C aircraft, Navy is also in advance stage to acquire Z9-Chicopters and is about to finalise acquisition of new advanced sub-marines.

Earlier, Rear Admiral Shahid Iqbal, the Officer Conducting Exercise, gave a detailed briefing on the overall conduct of the exercise. He said that the exercise encompassed all major facets of maritime warfare conducted at a high tempo of operations.

In their briefing, Blue and Orange forces Commanders Rear Admiral Asaf Humayun and Rear Admiral Noman Bashir gave a critical analysis of all major aspects of the exercise and presented deductions and recommendations ensued from the

exercise. The analysis session was attended by a large number of senior naval officers and officers from Army, Air Defence Command and PAF officers.

Source: The News

Raytheon receives \$5.9 million Navy deal for Pakistan programs

WASHINGTON The Navy is awarding a contract modification worth nearly six (m) million dollars to a unit of Waltham-based Raytheon.

The pact granted to Arizona-based Raytheon Missile Systems will provide the conversion of 310 missiles.

The contract will also allocate funds for the procurement of 10 captive air training missiles and 20 guidance control sectors for the government of Pakistan.

Work will be performed in Andover, Arizona and West Virginia.

Source: Associated Press

Pakistan shares information with Afghan, U.S. NCOs

Jan 02, 2007

By Tech. Sgt. Christopher DeWitt

KABUL, Afghanistan (Combined Forces Command -

Afghanistan, Dec. 29, 2006) - U.S. and Afghan noncommissioned officers toured the Pakistan Army's Junior Leader Academy in Shinkiari, Pakistan, Dec. 28 during the second day of an exchange program tour.

Pakistan officers and NCOs briefed the team on training procedures and processes in an effort to strengthen the ties between the Afghan National Army and the Pakistan military.

"We came to learn," said Sgt. Maj. Mahmodi Shamsudine, the command sergeant major of the ANA's 201st Corps, after asking several questions about the training curriculum and format.

He was one of three Afghan Senior NCOs who traveled to Pakistan hoping to take back information that will help them develop their 4-year-old army.

"This was very good for (the Afghans) because they discussed training strategies, schools, doctrines, techniques and procedures that can be shared between the two armies," said Sgt. Maj. Daniel Wood, command sergeant major for Combined Forces Command-Afghanistan.

Staff members from the JLA took the team to a field training area and watched students conduct mission planning. They were also shown classrooms and sat in on a class discussing tactics.

"This visit was very good for our countries," said Sgt. Usman, JLA instructor. "Our door is open and we want to help the



Afghan army because we want peace in Afghanistan."

Wood called the meeting a "very successful engagement with the military of Pakistan." He contributed the success to the "non-threatening and non-political environment" between the NCOs.

"The (Afghans) are very excited about the information they heard," Wood added. "They are excited to hear about the focus on counter-terrorism and the amount of effort and attention that they are putting on training. They want to go back and try to put more of a counter-terrorism focus in their own training."

The visit also gave the U.S. and Afghan NCOs an opportunity to share information about the progress and accomplishments of the ANA.

"People from the Pakistan military and Frontier Corps did not realize how far ahead the ANA were - they were very surprised and it made them feel more secure," Wood said.

During a meeting with Col. Rehman, the JLA deputy commandant, he explained that Pakistani Soldiers were "giving (their) life to help Afghanistan.

"The world is a global village, and the sooner we have peace, the better it is for the world," he said.

Sgt. Major Ahmad Fazel, the command sergeant major for the ANA's 203rd Corps, agreed, saying, "If we work together we

will be successful because we have the same goal and the same enemy."

Plans are underway for the next program to take place at Fort Benning, Ga., in the U.S.

Source: www.army.mil

Missing chopper was decoy

By Muhammad Saleh Zaafir

ISLAMABAD: The emergency situation created by the sudden 'disappearance' of a sophisticated helicopter was dealt with promptly and effectively on Monday.

All the services and relevant arrangements were found up to the mark, and the exercise was completed within less than an hour. "All the parameters to deal with such a situation turned out to be excellent and it was found that the personnel concerned were highly alert to thwart any untoward incident," said a source.

With this the Pakistan Army has joined the ranks of those forces that enjoy command and capability to overcome extreme emergencies. Aviation sources told The News on condition of anonymity that a marked helicopter took off from Qasim base Dhamial (Rawalpindi) and at 10.55, the Islamabad airport control tower was contacted by the chopper and gave its position being on east of Shahr-ah-Kashmir. The chopper did not send any distress signal.

Immediately after that the contact was 'lost' with the control tower and as a result, a PIA plane was denied permission to take off from the Islamabad airport. Some emergency services were put in place to deal with the situation.

Sources said that another helicopter contacted the control tower, asking about the first chopper. The control tower informed the pilot about his conversation with the pilot of the missing chopper, and on a query gave its position. The control was again asked to contact the first chopper, but it failed to do so and requested the second helicopter to try to establish contact with the first chopper.

Meanwhile, three more choppers took off from Dhamial base and engaged in the search of the 'missing' chopper, which was a decoy. The PIA plane was allowed to take off in between that and the 'search operation' continued.

The whole exercise was monitored with extreme care and the reaction was gathered of all the concerned during the whole drill. The arrangements required under the book were made by all the relevant agencies and these were found satisfactory, sources confided to this scribe. The control tower was informed about the mock exercise later, and the authorities expressed satisfaction with the arrangements.

Source: The News

Army Selection Board recommends promotion of 29 Brigadiers to Major Generals

ISLAMABAD: Selection Board for Promotion of Brigadiers to the rank of Major General for the year 2007 was held at General Headquarters Rawalpindi on Tuesday.

The Chief of Army Staff, General Pervez Musharraf presided the board, saidan ISPR press release.

Out of approximately 846 officers granted commission in the Army from 1978 to 1979, 29 officers (3.42%) have been recommended for promotion to the rank of Major General by the Selection Board.

Names of approved officers are as under: Armoured Corps: Brigadier Abid Pervaiz, Brigadier Tahir Habib Siddiqui.

Artillery: Brigadier Tariq Rashid Khan, Brigadier Khadim Hussain, Brigadier Kaleem Saber Taseer, Brigadier Ziauddin Najam and Brigadier Akhtar Iqbal.

Engineers: Brigadier Sajjad Ghani, Brigadier Ausaf Ali and Brigadier Muhammad Ahsan Mahmood.

Infantry: Brigadier Muzzammil Hussain, Brigadier Tahir Ashraf Khan, Brigadier Muhammad Asif, Brigadier Muhammad Khalid, Brigadier Ghulam Dastagir, Brigadier Javed Iqbal, Brigadier Shahid Ahmed Hashmat and Brigadier Naseer Khan Janjua.

Army Aviation: Brigadier Raja Muhammad Arif Nazir and SI

(M), Brigadier Nasir Mahmood, SI (M). Army Service Corps: Brigadier Sohail Shafkat, SI (M) and Brigadier Ulfat Hussain, SI (M).

Ordnance: Brigadier Muhammad Farooq Iqbal.

Electrical & Mechanical Engineering Corps: Brigadier Muhammad Ovais Mustafa SI (M).

Army Medical Corps: Brigadier Safvan Majed Janjua, Brigadier Jehangir Anwar Khan, Brigadier Farooq Ahmed Khan, Chaudhry Ahmed Khan, and Brigadier Waqar Ahmed.

Source: The News

270 troops leave for Liberia

LAHORE Jan 1 2007, Jan 20: A batch of 270 Pakistani troops comprising all arms and services left here on Saturday on UN mission for restoration of peace in war-ravaged Liberia in western Africa. Bidding farewell to the troops at Allama Iqbal International Airport, Brig Tauqir Ahmed said performance of Pakistani troops under various UN peacekeeping missions had earned laurels for the country. They were looked as a model by other military components for their professionalism. He called upon them to perform their duties so as to maintain the image.

Source: Dawn

Pakistan gets eight attack helicopters

By Iftikhar A. Khan

RAWALPINDI, Feb 2 2007: Pakistan on Friday received eight night-capable Cobra attack helicopters AH1-F from the United States aimed at enhancing country's capability in the war on terror.

The helicopters are part of a \$50 million foreign military sales program that will provide the Pakistan Army with 20 refurbished helicopters.

These completely refurbished AH1-F attack helicopters commonly referred to as modernized Cobras will provide the Pakistan Army with a superior capability to conduct night operations.

The Cobra gunship was the world's first helicopter specifically designed for the armed helicopter direct fire support role.

The eight night-capable (C-NITE equipped) cobras will augment Pakistan's current fleet of 19 Cobras previously acquired from the US.

Secretary Defence Lt-Gen (retired) Tariq Wasim Ghazi was formally handed over the keys of the refurbished fleet of the gunships by US Ambassador Ryan C. Crocker at a ceremony held here at Qasim base.

Speaking on the occasion, Mr Crocker recounted Pakistan's contribution to the war on terror and reaffirmed a long-term and strategic US commitment to Pakistan. "We understand

and appreciate the very real sacrifices that Pakistan is making in the war on terror. Majority of important Al Qaeda arrests have occurred because of Pakistan's cooperation," the ambassador said.

He said that Pakistan had posted 80,000 troops to the Afghan border and had killed more than 700 militants in anti-terror operations and had regrettably lost more than 400 brave soldiers in actions related to the war on terror.

The ambassador said: "These helicopters are important weapons in our common fight against terrorism."

He said that the US was also committed to Pakistan's security. The sale of F-16s to Pakistan late last year and the delivery of the Cobra helicopters demonstrate the long-term commitment of the United States to all aspects of strategic partnership with Pakistan, he added.

Ambassador Crocker said that because the governments of Pakistan and the US had cooperated closely on counter-terrorism, the US administration opposed provision in legislation currently in the Congress that could restrict assistance to Islamabad based on a certification requirement.

"Such conditionality would be counterproductive to the strategic relationship between the US and Pakistan," he added. Pakistan would soon be delivered F-16 aircraft, he said, adding that the US was fulfilling its commitment to meet Pakistan's security needs under the security assistance programme.

Mr Ghazi thanked the US for providing the assistance in defence sector.

He said the delivery of Cobra gunships was a manifestation of the mutual long-term relationship.

In his welcome address, Aviation Corps General Officer Commanding Maj-Gen Javed Aslam Tahir highlighted the role of Cobra gunships and hoped the induction of the batch would go a long way in fortifying the country's defence.

PakDef Note:

The IR decoy manufactured by AWC and will be fitted in Pakistan now that the choppers have been delivered

20 AH-1S (1983) 18 are remaining
12 AH-1? (2002) for spare parts only
40 AH-1F (2004) delivery has started
6-8 AH-1? (2002) were loaned to PA

Pakistan Test Shaheen II Missile

Feb 23 2007: Pakistan today carried out a successful test fire of its long range Surface to Surface Ballistic Missile Hatf VI (Shaheen II). The missile test was part of continuous process of validation and technical improvement which Pakistan follows to consolidate and verify its various land based strategic missile systems. It may be recalled that Hatf VI (Shaheen II) is Pakistan's longest range ballistic missile system with a range



of 2000 Kms. It is a two stage solid fuel missile which can carry nuclear and conventional warheads with high accuracy. The test was witnessed by the Chairman Joint Chiefs of Staff Committee General Ehsan Ul Haq, who congratulated the scientists, engineers and the staff of Pakistan's Strategic Organizations on achieving an important milestone in Pakistan's quest for sustaining strategic balance in South Asia. Speaking after the successful test, the Chairman Joint Chiefs of Staff Committee made it abundantly clear that Pakistan's strategy of credible minimum deterrence was fully in place and was a guarantee of peace in the region. He said the defence need of the country would always remain a government priority and the strategic programme particularly, which enjoyed complete national consensus, would continue to be consolidated and strengthened in line with the needs of national security.

In separate messages, The President of Pakistan General Pervez Musharraf and the Prime Minister Mr. Shaukat Aziz have also congratulated the technical team on its outstanding success.

Source: ISPR

\$5.9M to Upgrade 310 AIM-9 Sidewinders for Pakistan

Raytheon Missile Systems in Tucson, AZ received a \$5.9 million modification to a previously awarded firm-fixed price contract (N00019-03-C-0003) for the conversion of 310 AIM-

9M Sidewinder short range air-air missiles to AIM-9M-8/9s, and for the procurement of 10 Captive Air Training Missiles and 20 guidance control sections for the Government of Pakistan under the Foreign Military Sales Program. Work will be performed in Tucson, AZ (84%); Rocket Center, WV (13%); and Andover, MA (3%), and is expected to be complete in October 2007. The Naval Air Systems Command in Patuxent River, MD issued the contract.

This sale may be connected to a \$650 million weapons package that is in turn part of a \$5.1 billion upgrade & expansion of Pakistan's F-16 fleet. That June 28, 2006 weapons package request included 200 AIM-9M-8/9 Sidewinder Short-Range Air-Air Missiles, the version before the fifth-generation AIM-9X. On the other hand, DID's October 2005 article covered the sale of 300 AIM-9M Sidewinders to Pakistan, which could make this contract an independent modification of Pakistan's existing AIM-9M stockpile.

Northrop Grumman Awarded Contract For F-16 Radars

BALTIMORE, Jan. 10, 2007 (PRIME NEWSWIRE) -- Northrop Grumman Corporation (NYSE:NOC) has been awarded a contract to provide its advanced AN/APG-68(V)9 airborne fire control radar capability for a total of 52 F-16 fighter aircraft for the Pakistan Air Force.

The contract, awarded by the U.S. Air Force, valued at \$49.75 million, calls for the manufacture and installation of the radars



on 18 new F-16 Block 52+ aircraft with retrofit kits for 34 existing F-16 A/B Block 15 aircraft. Delivery of the first radar systems will commence in 2008.

The contract also includes options to equip up to 44 additional F-16 aircraft with the AN/APG-68(V)9 radar capability. This would involve the manufacture of complete radar systems for 18 new F-16 Block 52+ aircraft, with retrofit kits for an additional 26 F-16 A/B Block 15 aircraft.

The newest version of the F-16 radar, Northrop Grumman's AN/APG-68(V)9, features a high resolution synthetic aperture radar capability and provides the F-16 with extended air-to-air detection range, increased reliability and lower support costs.

"Today's combat and peace keeping operations require very precise air-to-ground strike capability," said Katie A. Gray, vice president of F-16 sensor systems at Northrop Grumman's Electronic Systems sector. "The Pakistan Air Force will not only employ state-of-the-art fire control radar capability for both air-to-ground and air-to-air superiority, but will also benefit from the cost savings associated with F-16 fleet radar commonality across all of their new F-16s and existing F-16 A/B Block 15 aircraft."

To date, over 450 APG-68(V)9 radars have been ordered by eight different countries, with over 300 radars delivered for integration and installation in new F-16 Block 52+ aircraft, for retrofit into F-16 C/D aircraft and for retrofit into F-16 A/B aircraft.

Northrop Grumman Corporation is a \$30 billion global defense and technology company whose 120,000 employees provide innovative systems, products, and solutions in information and services, electronics, aerospace and shipbuilding to government and commercial customers worldwide.

Source: Associated Press

Turkish Air Force Chief Visits Pakistan

ISLAMABAD (January 22 2007): General Faruk COMERT, Commander Turkish Air Force, along with his wife and two members delegation will be visiting Pakistan from Monday on the invitation of Pakistan Air Force.

During the visit, General Faruk COMERT will call on acting President of Pakistan, Prime Minister of Pakistan and Chief of the Air Staff. He will also visit an Operational PAF Base and Pakistan Aeronautical Complex, Kamra. General Faruk COMERT, Commander Turkish Air Force was born in 1946. After graduation from Turkish Air Force Academy in 1965, he got his status as a fighter pilot in 1967.

During his illustrious career he has held number of command and instructional and staff appointments. He assumed command of Turkish Air Force on 25 August, 2005.

Source: Pakistan Press International

Cooperation between PAF and TuAF to increase: Soomro

ISLAMABAD, Jan 23 2007: Growing mutually advantageous cooperation between the Air Forces of Pakistan and Turkey will enhance security of the respective countries and promote self-reliance.

This was observed during a meeting between the Acting President, Mohammedmian Soomro and Commander Turkish Air Force, Gen. Faruk Comert. Chairman Senate Standing Committee on Defence and Defence Production, Senator Nisar A. Memon, Chief of Air Staff, Pakistan Air Force, Air Chief Marshal Tanveer Mehmood Ahmed and Members of the Turkish Defence delegation were also present. The Acting President, Mohammedmian Soomro that Pakistan values its friendship with Turkey and was keen to have increased cooperation with Turkish Air Force.

He said that there were many areas wherein interaction and cooperation could be enhanced for the mutual benefit. The Acting President said that Pakistan stood, for peace and wanted to build Pakistan Air Force as a modern Air Force capable of meeting any aggression as weakness invites aggression.

He was told that the delegation has held very fruitful meetings with Pakistani leadership and that it would also visit Pakistan Aeronautical Complex Kamra to witness the facilities available there.

Source: APP

PAF's graduation ceremony in aerospace medicine

KARACHI: A graduation ceremony of the primary course in aerospace medicine was held at the Aero Medical Institute (AMI), PAF Base Masroor.

In his opening address, the officer commanding Aero Medical Institute said that the postgraduate studies in the discipline of Aerospace Medicine in Pakistan are imparted by this institute only. The institute maintains its high standards of educational excellence to train these medicos in the subjects of Aviation Medicine, Space Physiology and Bio-dynamics.

Air-Vice Marshal Inam Ullah Khan, speaking as the chief guest emphasised upon the role of aviation medicine specialists who were also known as flight surgeons in flight safety, accident prevention and operational effectiveness of an aviation organisation. Stressing upon their role, he said that only through relentless efforts.

Source: The News