



Observed annually on March 23, World Atheist Day recognizes the rights of atheists and promotes secularism, free thought, and rational inquiry. The day serves as a platform to highlight the importance of scientific reasoning and challenge societal biases against non-religious individuals. Established by atheist organizations, it encourages open discussions on humanism, ethics, and the separation of religion from governance. Supporters mark the day through debates, educational events, and advocacy for secular policies. World Atheist Day fosters inclusivity, urging societies to respect diverse worldviews and uphold freedom of belief for all.

### #BEATING THE HEAT

## Summer Car Tip: Ways To Protect Your EV Battery

With the right precautions, you can protect your EV battery and ensure smooth performance even in the hottest months.



As the summer sun blazes, electric vehicle (EV) owners face a unique challenge, keeping their car batteries healthy in extreme heat. Unlike internal combustion engine vehicles, EVs rely on lithium-ion batteries that are highly sensitive to temperature fluctuations. Excessive heat can degrade battery performance, reduce efficiency, and even pose safety risks. However, with the right precautions, you can protect your EV battery and ensure smooth performance even in the hottest months.

### The Impact of Heat on EV Batteries

EV batteries function optimally within a specific temperature range. When exposed to extreme heat, the battery's chemical reactions accelerate, leading to faster degradation. This not only shortens the overall lifespan of the battery but also affects driving range and charging efficiency. Additionally, heat buildup can stress battery cells, increasing the risk of thermal runaway, a condition where the battery overheats uncontrollably. Given these potential risks, it's essential for EV owners to adopt preventive measures during summer.

### Protect Your EV Battery in Hot Weather

One of the simplest ways to protect your battery is by parking in shaded areas or covered parking structures. Direct sunlight can significantly raise the car's internal temperature, making the battery work harder to regulate heat. If covered parking isn't an option, using a reflective sunshade or car cover can help keep the cabin and battery cooler. Another effective strategy is preconditioning the battery before driving. Many modern EVs come with a thermal management system that allows you to cool the battery before you start your journey. Charging habits also play a crucial role in maintaining battery health. Frequent fast charging generates excess heat, which can degrade the battery over time. While fast charging is convenient, it should be used sparingly, preferably during long trips. For daily charging, opting for Level 2 charging at home or at public stations is a safer and more battery-friendly approach. Another essential tip is to maintain an optimal charge level. Keeping the battery charge between 20% and 80% prevents excessive heat buildup and reduces long-term wear. Avoid leaving your EV plugged in at 100% charge for extended periods, especially in hot weather, as it puts unnecessary stress on the battery.

### Driving Smart to Prevent Battery Overheating

Long drives in extreme heat can strain your EV battery, so, planning your routes wisely is crucial. Consider charging stops along the way and take breaks to allow the battery to cool down, if necessary. Additionally, using your car's Eco Mode can optimize energy consumption and reduce unnecessary battery strain by limiting power output and adjusting climate control settings. EV manufacturers continuously release software updates to enhance battery efficiency and thermal management. Regularly updating your vehicle's software ensures that you benefit from the latest improvements designed to protect your battery from heat stress.

### Ensuring a Cool and Efficient EV Experience

A well-maintained EV battery translates to longer lifespan, improved efficiency, and fewer unexpected breakdowns. Practicing safe driving habits, avoiding overspeeding, and utilizing regenerative braking can further contribute to battery longevity. Additionally, scheduling regular battery maintenance as per the manufacturer's guidelines ensures that any potential issues are identified early. As temperatures continue to rise, taking these proactive steps can make all the difference in preserving your EV's battery health. A little extra care during the summer months goes a long way in enhancing performance, ensuring safety, and maximizing your EV's overall lifespan.

As we settled into the dive, I saw the Sargodha runway for the first time and quickly scanned the skies for enemy aircraft. After ensuring that there was no immediate threat to the formation, I tried to identify my target, which was a missile dump that the South of the runway. The four aircraft were now strung out in a line with Handa in front and me at the top of the dive, about 1500 yards behind him.

## #TIGERS OVER SARGODHA



After a quick breakfast, Handa went over the briefing once again and Brar, Kay and I listened in stony silence. Since the attack would be in daylight, we were given specific targets picked out from an aerial photograph taken by a reconnaissance aircraft some years earlier. We were to carry out a shallow glide bombing attack, releasing the bombs at about 800 feet AGL and pulling out by 200 feet AGL. To avoid being damaged by the exploding bombs at such a low height, the bombs were fitted with 20-second delay fuses to give adequate time for the aircraft to get clear. The return leg was to be flown at tactical speed as low a height as possible, consistent with safety.

While waiting to go to our aircraft, I had butterflies in my stomach because I was only 24 years old and did not want to die! Once in the cockpit, all fear vanished, because one became busy running through a host of checks and procedures, which required the utmost concentration. We took off at exactly 0945 hours aiming to be over the target at 1015 hours. The day was sunny and cloudless with unlimited visibility, and after take off, we formed up in low-level tactical formation. Handa was in front with Kay about 1000 yards to his right. Brar and I were behind and to the outside of the leaders at a distance of 200 yards. This way Brar could look to his right and clear the area behind me to spot any approaching fighters and I could do the same for him by looking left. As we crossed the international border, I saw Brar's gun ports winking as he fired a short burst to check that his guns were working. I checked my gun sight and did the same as Handa descended to about 100 feet AGL. I kept looking behind Brar all the time but did not spot any enemy aircraft. Fuel consumption was as planned.

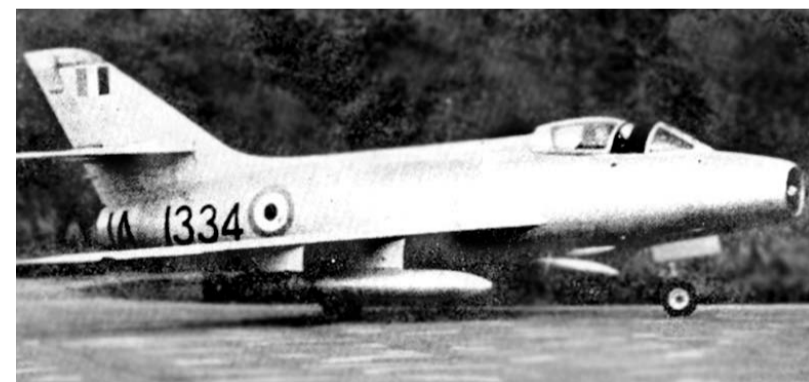
We hit the railway line about 20 miles to the Northeast of the target and Handa turned left to follow the railway line to Sargodha. This was the briefed moment to open full power, accelerate to tactical speed and turn on the armament switches. Two minutes later, Handa's call 'Pulling up' came over the radio and all four of us eased up to 2500 feet and rolled into a shallow dive to the left in a south-easterly direction. As we settled into the dive, I saw the Sargodha runway for the first time and quickly scanned the skies for enemy aircraft. After ensuring that

there was no immediate threat to the formation, I tried to identify my target, which was a missile dump that the South of the runway. The four aircraft were now strung out in a line with Handa in front and me at the top of the dive, about 1500 yards behind him. Suddenly, I saw a bright orange flash on the ground at the Northern end of the runway and Handa yelled 'Aircraft at end of the runway.' After dropping his bombs on a bulk petroleum installation to the North of the runway, Handa had spotted four aircraft, three F-86F Sabres and one F-104 Starfighter parked on the Operational Readiness Platform (ORP) at the Northern end of the runway. He opened fire with his guns blowing up a Sabre with his burst. I shouted 'Sir, you got him' and saw black puffs dot the sky in our dive direction. The anti aircraft guns of Sargodha had opened up. Since I was aiming to drop my bombs on the briefed target at the South of the runway, I was not able to point my guns at that juicy target. I released my bombs at the briefed target and fired my guns at what appeared to be aircraft standing on the Southern ORP but there was no explosion indicating that they were decoys. During my bombing dive, I had lost sight of the other aircraft, and as I pulled out of my dive at barely 100 feet AGL, I saw Handa's aircraft on the horizon about 800 yards ahead with Brar to his left. Brar called 'Bogey (enemy aircraft) left 8'o clock high.' I looked to my left, saw only black puffs and called out that it was flak (anti aircraft shell bursts).

With the bombs gone and the drop tanks empty, I was now at 500 mph, at less than 100 feet AGL when I saw Kay about 500 yards to my left. Handa called 'Confirm all with me' and I replied, 'All with you, sir.' We were now flying in two pairs in broad frontage with Handa and Brar in front and Kay and I about 800 yards behind. I started to look at the fuel gauge with great concern because we had calculated fuel consumption at full throttle for only two minutes during the getaway but because of Brar's call, Handa maintained full power for almost eight minutes. While still deep inside Pakistan, my fuel remaining was considerably less than the planned figure. I reported this to Handa and he eased back on the throttle. We were flying really low and fast at this time because I could see the jet wake from Handa's aircraft cutting a swathe over the standing crop in the fields we were flying over. We must have been no more than 50 feet AGL and we maintained this height till we crossed the border. As per the standard practice, I maintained a height of about 30 feet above the leader's aircraft to be able to concentrate on my look out duties.

To be continued...

rajeshsharma1049@gmail.com



Mystere IVA with 2 x Droptanks and 2 x 1000 lb bombs, the configuration used by Handa's formation for the raid. Incidentally, this aircraft IAI1334 was the same aircraft flown by the author during the first DNCO sortie.



THIS IS A PAINTING BY DEB GOHAIN. HE HAS BEEN AN AIR FORCE PILOT AND, AS OTHER PILOTS OF THE FORCE, REMEMBERS THIS OPERATION WITH REVERENCE. HE HAS A COLLECTION OF PAINTINGS OF VARIOUS FORCES' ACTIONS THAT ARE A PART OF OUR HISTORY AND DUE TO HIM, NOW, WE HAVE ANOTHER DIMENSION TO REVERE THEM.

Pen Pictures of the 13 Air Warriors Who Struck Sargodha on 07 September 1965. The 13 pilots of No 1 Squadron, based at Adampur in Punjab, attacked the heavily defended Pakistan Air Force base at Sargodha at dawn on 07 September 1965. They flew in three formations of four aircraft each.



# Daylight attack

PART:3



Mysteres were at the forefront of the attacks on Sargodha. Here, a Mystere unleashes a salvo of air-to-ground rockets, one of which seems to have lost its stability after being fired.

## RED FORMATION

### Squadron Leader Annaswami 'Sri' Sridharan

Sri was born in Mayiladuthurai in Tamil Nadu in 1935 and after schooling, he joined the 5th Course at the Joint Services Wing (later called the National Defence Academy). He was commissioned as a fighter pilot in the IAF with the 63rd Pilots Course in 1954. He was sent to France with the first batch of IAF pilots in 1956 to convert on to the Mystere IVA ground attack aircraft. In 1962, he became a Qualified Flying Instructor and later upgraded his category to A2. He flew a number of ground attack missions in the Indian Embassy in Paris in 1968-69 and superannuated from that post at his own request. For his distinguished services, Sri was awarded the Ati Vishisht Seva Medal and Vayu Sena Medal by the Rashtrapati. Sri and his wife, Jayashree, live in Chennai. They have two children, a daughter, Savita, who lives in the USA and a son, Sandeep, who lives in Chennai.

## PINK FORMATION

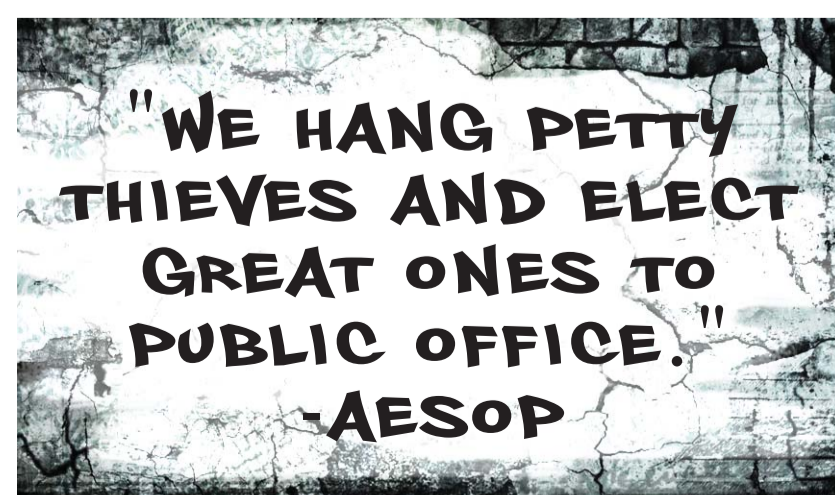
### Squadron Leader Denzil 'Denny' Satur

Denny was born in Chennai and enlisted as an airman in the IAF in 1948 and underwent training at a Ground Training School in Bangalore. He was selected for flying training and was commissioned as a fighter pilot with the 58th Pilots Course in 1952. He flew the Mystere IVA with No 8 Squadron at Kalaikunda in the late 1950s. He led his four aircraft for a successful attack over Sargodha on 07 Sep 1965, and flew many more missions during the war. The following year, he took over command of No 18 Squadron equipped with the Gnat and was the CO for four years. He was the Station Commander of the base at Pathankot in 1978-79, and later as an Air Commodore, he commanded Air Force Station Hasimara in West Bengal. Denny held several important staff appointments and superannuated in 1988 in the rank of Air Vice Marshal. For his distinguished services, the Rashtrapati awarded him the Ati Vishisht Seva Medal and Vayu Sena Medal. Denny lives in Noida, UP with his daughter. His wife passed away some years earlier.

### Flying Officer Suresh Shankarrao 'Lofty' Dange

Lofty had his education in Pune and was commissioned as a fighter pilot with the 82nd Pilots Course in 1962. His first posting was to a Toofani Squadron in Assam, where he survived an ejection from an out of control aircraft. He underwent gunnery training with United States Air Force and was posted to No 1 Squadron in 1964. After the Sargodha raid, he flew many more ground attack missions in the Lahore and Sialkot sectors and was awarded a Mention-in-Despatch for gallantry. He became a flying instructor and did a tenure as an instructor at the IAF academy. Later, he commanded No 27 Squadron equipped with the Hunter 56A aircraft. Under his command, the squadron had the distinction of being the first fighter squadron to be deployed at Leh in Ladakh. He retired prematurely from the IAF on medical grounds in the rank of Group Captain. Later, he and his wife, Nandini, ran a successful matrimonial harmony bureau in Pune called Harmony Marriage Bureau. It is now managed by his wife. Lofty was a fine fast bowler and was a member of the Services cricket team in 1964-65. He passed away in 2013 after a courageous battle with cancer. He is survived by his wife, a daughter, Rano and a son, Randhir.

## THE WALL



## BABY BLUES



By Rick Kirkman & Jerry Scott

## ZITS



By Jerry Scott & Jim Borgman

