

#WORLD WATER DAY 2025

Preserving Glaciers for a Sustainable Future

The responsibility for glacier preservation extends beyond governments and scientists. Individuals can contribute by reducing carbon footprints, conserving water, and supporting climate-conscious initiatives.



Every year on March 22, World Water Day highlights water-related challenges and advocates for sustainable water management. The theme for 2025, 'Glacier Preservation', underscores the urgent need to protect the world's glaciers, which are melting rapidly due to climate change. These frozen reservoirs hold 70% of the world's freshwater, playing a crucial role in maintaining river systems, sustaining agriculture, and supporting millions of lives. However, as global temperatures rise, glaciers are vanishing at an



alarming pace, threatening water security, ecosystems, and climate stability.

Glaciers: The World's Natural Water Towers

Glaciers act as natural water towers, gradually releasing freshwater into rivers and lakes, ensuring a steady supply for drinking, irrigation, and hydropower. Mountain ranges such as the Himalayas, Andes, Alps, and Rockies are home to vital glaciers that feed major rivers, including the Ganges, Yangtze,

The Consequences of Glacier Loss

One of the most immediate threats of glacier loss is water scarcity. Initially, rapid melting may lead to excessive flooding, but as ice reserves diminish, long-term shortages will follow, impacting agriculture and drinking water supplies. Additionally, melting ice sheets in Greenland and Antarctica contribute to sea level rise,

endangering coastal cities such as New York, Mumbai, and Jakarta. The loss of glaciers also disrupts global weather patterns, fueling extreme climate events like hurricanes, heatwaves, and erratic rainfall. Beyond human consequences, glacial melt threatens fragile ecosystems, forcing species to migrate or face extinction.

Efforts to Preserve the World's Glaciers

Governments, scientists, and conservationists are implementing strategies to combat glacier loss. Reducing carbon emissions remains the most crucial step, as rising temperatures accelerate ice loss. Countries are urged to uphold the Paris Agreement's goal of limiting global warming to

1.5°C. In the Himalayas, artificial glaciers, such as Ice Stupas, store winter ice for summer use. Sustainable tourism and afforestation projects help regulate water flow and prevent erosion, while satellite technology and AI are being used to monitor glacier movement and predict future losses.

The Role of Individuals in Glacier Conservation

The responsibility for glacier preservation extends beyond governments and scientists. Individuals can contribute by reducing carbon footprints, conserving

water, and supporting climate-conscious initiatives. Public awareness and advocacy are equally powerful in pressuring policymakers to take action.

A Call for Global Action

As we observe World Water Day 2025, it is clear that glacier preservation is about more than just saving ice; it is about securing freshwater, preventing climate disasters, and ensuring ecological balance. The urgency of this crisis calls for immediate action, collabora-

tion, and innovation. If glaciers continue to vanish, the consequences will be irreversible, affecting life across the planet. However, with collective effort, a sustainable future remains within reach, where glaciers continue to sustain communities and ecosystems worldwide.



After the debriefing was over, Omi Taneja said the performance of Handa's formation was unacceptable. He ordered the formation to attack Sargodha in broad daylight at 0945 hrs! This was a most unexpected order because there would be no cover of darkness for the inbound leg and the alerted defences would give us a hearty reception. The chances of being intercepted by enemy fighters and shot down were very bright, but orders were orders, and we had to obey.

#TIGERS OVER SARGODHA



The synchronised watches and the briefing ended at 5 A.M. Some biscuits and tea had been served during the briefing by junior pilots, who were no part of the formation. I quickly loaded my revolver and stuffed it into my flying suit along with some Pakistani currency. These items were to facilitate escape in case of being shot down! I strapped on my back parachute, picked up my flying helmet and checked that everything was in order. Dry mouthed, I started walking in the inky night to the pen where my aircraft was parked, when the air raid siren went off and the anti aircraft guns started to fire the by now familiar red tracer shells.

It was a clear starlit sky and I picked out a moving pinpoint of light overhead and quickly realised that it was a passing satellite at a height of a couple of hundred miles but our gunners did not know that! They kept up a barrage of fire for a few minutes. I jumped into a nearby trench and waited for the all clear to sound when I heard Omi's aircraft, which was parked close to where my aircraft was, start up. I flashed the torch on my watch and it was already 0518 hrs, only 10 minutes to go for take off! I ran to my aircraft (AI1334), climbed into the cockpit, started the engine and while it was revving up, I strapped up and caught up with the other 11 aircraft, which were ghostly shapes on the taxi track. Omi and his four aircraft lined up and took off on time followed by Denny and his four.

As Handa rolled on to the runway followed by his wingman Flt Lt Darshan Singh Brar, I saw the two standby aircraft with their engines running parked to one side of the take off point. My sub-section leader Flt Lt Dilmohan Singh 'Kay' Kahai took up position behind Handa and Handa began his take off. I suddenly saw one of the standby pilots Sqn Ldr Devayya move on to the runway and began rolling in

front of Kay. The second bomb dropped by the PAF B57, the previous night, had exploded to one side of the runway about 1500 yards from where we began rolling. A lot of mud was lying on the runway and the jet wake of the preceding aircraft had created a dense dust cloud. As I raised the nose wheel at about 140 mph, I entered the dust cloud and lost all visual reference. After about three or four seconds, I emerged from the cloud ready to lift off when I saw this enormous Mystere filling my front windshield. Devayya, who had no business to be in the formation as no one had dropped out, had drifted into my half of the runway and I was about to collide with him! Fortunately for me, the Mystere had a characteristic, which I knew about, of yawing to the right if one attempted to get it off the ground before it was ready to fly off on its own. I did exactly that and the heavily laden aircraft yawed and staggered into the air. I quickly raised the wheels to reduce drag and concentrated on staying in the air. The aircraft accelerated slowly, and after what seemed an eternity, I had things under control but I had lost sight of Kay's aircraft.

I headed North-west for the Beas river bridge in the hope of spotting the formation but it was an impossible task in the darkness as all aircraft were flying with their navigation lights switched off. I consumed fuel and returned to base with my bombs. About 20 minutes after I landed, the formation returned. Devayya was missing and Handa's formation had missed the target due to a navigational error in the darkness and had returned to base with their bombload. After the debriefing was over, Omi Taneja said the performance of Handa's formation was unacceptable. He ordered the formation to attack Sargodha in broad daylight at 0945 hrs! This was a most unexpected order because there would be no cover of darkness for the inbound leg and the alerted defences would give us a hearty reception. The chances of being intercepted by enemy fighters and shot down were very bright, but orders were orders, and we had to obey.

To be continued...
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Sqn Ldr Sudharshan Handa.

The first abortive mission



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 as shown.



World Day of Metta

World Day of Metta is all about spreading love and kindness to everyone. Inspired by the Buddhist practice of Metta, which means 'loving-kindness,' this day encourages people to nurture unconditional compassion, no matter who they're thinking about. Participants are invited to practice kindness in their daily lives, considering not just loved ones but even strangers and those they disagree with. It's a day to look beyond differences and aim for empathy, no matter the challenges. The goal is to create a ripple effect of peace and understanding worldwide.



Flt Lt Dilmohan Singh Kahai being awarded the Vir Chakra by President Radhakrishnan in late 1965.

RED FORMATION

Sqn Leader Patrick Russel 'Paddy' Earle

Paddy Earle as born in 1930 and was commissioned in the flying branch of the IAF with the 53rd Pilots Course in October 1950. After the Sargodha mission, during a ground attack mission in the Khem Karan sector on 10 September 1965, his aircraft was severely damaged by ground fire, but with extraordinary courage and skill, he nursed his crippled aircraft back to base at Adampur. He was awarded a well-deserved *Vayu Sena* Medal (Gallantry). He took over command of No 8 Squadron just after the war and moved the unit to Ambala. He handed over the squadron in 1968 and took voluntary retirement from the IAF in 1969. He and his family emigrated to Australia in 1971, where he joined the civil aviation department and served for



many years. He passed away at age 86 in 2016. He is survived by his wife Bernadette (Bunny) Earle, three daughters, a son, seven grandchildren and four great grandchildren.

WHITE FORMATION

Flight Lieutenant Dilmohan Singh 'Kay' Kahai

Kay graduated from the National Defence Academy and was commissioned in the fighter stream with the 70th Pilots Course. He flew Tofanis with No 4 squadron at Kalakunda before converting to Mysteres with No 1 Squadron. Kay flew several more missions after the Sargodha raid and was awarded the *Vir Chakra* for gallantry. He underwent the Flying Instructor's course and spent time as a flying instructor at the IAF academy. As a Wing Commander, he commanded No 14 Squadron equipped with Hunter 56 aircraft at Kalakunda. On promotion to the rank of Group Captain, he was posted as the Chief Operations Officer at Adampur and retired



prematurely at his own request in August 1987. Kay is married to Shivinder and lives in Noida, UP. They have two daughters.

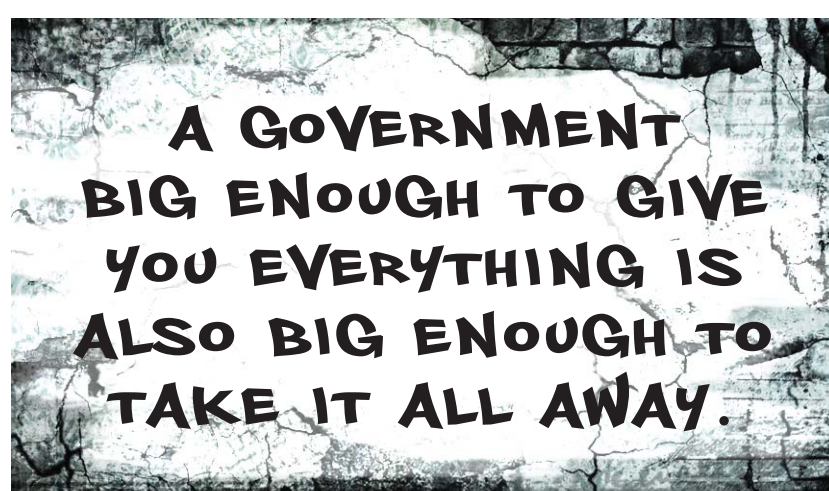
Squadron Leader Sudharshan 'Handu' Handa

Handu was commissioned as a fighter pilot with the 64th Pilots Course and flew Vampires with No 101 Squadron in Assam. He qualified as a Pilot Attack Instructor before joining No 1 Squadron and converting on to the Mystere IVA aircraft. During the dawn attack on his formation, he was unable to find the target in the darkness. Ordered to go back in broad daylight, he led the most successful attack of the entire war accounting for four enemy aircraft and several vital installations destroyed. All four aircraft returned safely to base. Even the Pakistan Air Force history acknowledges the audacity of this daylight attack. Later, he commanded No 47 Squadron equipped with Mig-21 aircraft and did an instructional tenure with the Iraqi Air Force in the late 1970s. He retired in the rank of Air



Commodore in 1993. Handu was married to Nimmi and they had four children Reeta, Neena, Rajesh and Poonam. Handu passed away in November 2011 and Nimmi in September 2019. Rajesh is a commercial airline Captain with Indigo Airlines.

THE WALL



BABY BLUES



By Rick Kirkman & Jerry Scott

ZITS



By Jerry Scott & Jim Borgman