Thrilling life

A memoir

Surviving Father of Pakistan Army Aviation: Brigadier Mokhtar Karim

Ayesha Majid
My work is basically an assortment of biography and memoir written side by side. I wrote this book predominantly because immediately after hearing the assignment the first thing that came to my mind was Dada’s account on his aviation life; the pioneer army aviator alive in Pakistan he is almost 92.5 years old now and still is an active private aviator. The other reason was that it would allow me to cast light on an unsung hero of Pakistan and know my family heritage in-depth. As in my view the service he has provided to our country though never glorified but deserves glorification.

He is among those few Pakistani’s who served under the British Rule in Second World War as an officer.
This piece of work will always have a special place in my memories. As it was because of this that I came to know him in such depth and discover a new aspect of his life.

It also allowed me to know my own writing skills and secondly because of this inscription I researched a lot on our native history which made me realise how deep British Colonization has left its marks on us in all walks of life. In writing this book I was able to not only increase my vocabulary for military terms and names but also came to know about many places of Pakistan whose names I haven’t even heard before.
I would firstly thank Dada for answering all my queries and consistently being there to help me in writing the book.

Then I will thank Naiya Chachi for her tireless effort in gathering all his age old pictures and documents, and then forwarding them to me.

I would use this platform to thank Zahra Phopo for taking out time for me from her immensely busy schedule and sharing her feelings and memories of her father with me.

Then I will thank mama for helping me in writing, organising and editing the book.
# TABLE OF CONTENTS

Preface ............................................................................................................................. i  
Acknowledgement .......................................................................................................... iii  
Chapter 1 .......................................................................................................................... 1  
   Early Life ..................................................................................................................... 1  
Chapter 2 ...................................................................................................................... 5  
   Enrolled in RIMC 1st August 1937-15th May 1943 ........................................... 5  
Chapter 3 .................................................................................................................... 15  
   Royal Indian Air Force .......................................................................................... 15  
      Tiger Moth ........................................................................................................... 16  
      Harvard Aircraft ............................................................................................... 18  
      Auster V ............................................................................................................. 21  
      The planes he flew ......................................................................................... 23  
Chapter 4 .................................................................................................................... 26  
   Royal Indian Navy 1945-1946 ........................................................................ 26  
Chapter 5 .................................................................................................................... 31  
   Indian Military Academy, Dehra Dun, 7th August 1946-13th October 1947 .... 31
Chapter 6 .............................................................................................................. 36
Pakistan Army 20th October 1947-1st March 1977 ..... 36
Military Courses done as an Officer of Pakistan Army ........................................ 42
Chapter 7 .............................................................................................................. 44
Pakistan Army Aviation .................................................................................. 44
Licences for aviation ..................................................................................... 51
Chapter 8 .............................................................................................................. 53
Significant Positions in Pakistan Army .......................................................... 53
Chapter 9 .............................................................................................................. 56
War Fare ........................................................................................................... 56
Campaign Medals ........................................................................................... 56
Kashmir Operation ............................................................................................ 62
1965 War ........................................................................................................... 64
1971 War ........................................................................................................... 72
Chapter 10 .......................................................................................................... 76
Hot air ballooning ............................................................................................ 76
Chapter 11 .......................................................................................................... 82
Remembering old friends ................................................................................ 82
Fellow Remcollians ................................................................. 82
Mr Hugh Catchpole .............................................................. 85
Chapter 12 .............................................................................. 90
Memories of his wife: Saida Bano .............................................. 90
Designing Army’s flying Wing .................................................. 93
Chapter 13 .............................................................................. 98
Memories of him by his Daughter ............................................. 98
Chapter 14 ............................................................................. 103
His children ............................................................................. 103
Zahra Aslam ........................................................................... 103
Asif Karim ............................................................................... 107
Chapter 15 ............................................................................. 109
Life after Retirement ................................................................ 109
90th Birthday ........................................................................... 110
Chapter 16 ............................................................................. 112
Brigadier Mokhtar’s personality ............................................. 112
Chapter 17 ............................................................................. 114
Family Legacy .......................................................................... 114
Appendix: A ............................................................................ 1
Surviving Father of Pakistan Air Aviation: Brigadier Mokhtar Karim

Letters from Allama Suleiman Nadvi ........................................1
Appendix: B ..................................................................................4
Articles he has written ...................................................................4
Bibliography ..................................................................................8
CHAPTER 1

Early Life

Brigadier Mokhtar Karim was born on 25th of December 1923 in the village of Desna, District Patna (now Nalanda), Bihar, India to Ahmad Karim and Aziza Begum. When I asked him about his date of birth he replied;

“I do not know how the dates of my birth was changed to 23rd of December 1925 in official records but I was born on 25th of December 1923.”

He has three sisters and four brothers all not living. He is the youngest one of them.

While remembering about his father he told that: his father Ahmad Karim graduated from Calcutta Medical College in early 1900 and graduated as a LMS doctor. He belonged to the minority Muslim group that had a progressive ideology towards society. He was among the first few Muslims to graduate as a doctor from the
college at the time when very few Muslims attended schools especially those having an English cur-curium.

He attended the *All India Muhammadan Educational Muslim Conference* (AIMEC) in *December 1906* (precursor of Muslim league) at *Dacca*.

His father was commissioned in *Indian Medical Service* (an Arm of Indian British Army) as Lieutenant in *1914-1918 war* he was posted to CMH Rawalpindi Cantt. Later was reverted to civilian Bihar since he was commissioned for voluntary service on temporary basis. He practiced as government doctor till 1938 after which he retired from work and passed away in 1958. He is buried in the village of Desna where he spent his entire life. From the start his father wanted him to join British army. He sent him to RIMC, Dehra Dun.
Then he told me about his mother in a very affectionate manner and handed me a picture of her as well.

Her mother’s name was Aziza according to him she was a wonderful religious lady and had admirable looks. She was an excellent cook. He added she once told me that as a girl she was only taught to read not write as people of that time thought that then girls would write to their “Boyfriends!!” and learning to write will bring evil thoughts to their mind. She passed away on 16th October 1978 in Islamabad and lies buried in H8 graveyard, Islamabad.

From his childhood the family he still feels affectionate about is of Allama Syed Sulaiman Nadvi. He was their immediate neighbour and resided in the house opposite to theirs in Desna. As a child he was deeply affectionate with Allama Nadvi and his family. He referred to him as his uncle (cha-cha). Allama Nadvi completed the works
of Allama Shibli Nomani, who started writing the life of our Prophet; in an Urdu language titled as “Seerat-ul Nabi” at Darul Musanafeen, Azamgarh, Utter Pardaish, India. He was world famous scholar and attended Round Table Conference in London along with Allama Iqbal.

He said while remembering them:

Sulaiman Cha-cha was no blood relative but very close to me. His wife always used to give me Rupee One Silver coin as Eidi.

Allama Syed Sulaiman Nadvi passed away on 28th November 1953 in Karachi. Brigadier Karim attended his funeral. He still has two letters of Syed Sulaiman which he wrote after Karim’s marriage to Saida on 9th May 1953. He was supposed to conduct their Nikah in Lahore but could not due to his health.
CHAPTER 2

Enrolled in RIMC 1st August 1937-15th May 1943

In 1922, *Prince of Wales’s Royal Indian Military College* (RIMC) was established at *Dehra Dun* to provide tutelage to Indians mirroring British public schools. The *Prince of Wales’s Royal Indian Military College*, inaugurated on *13th March 1922* by *his Royal Highness, Prince Edward VIII the Prince of Wales*. RIMC was established to provide education and training to Indian boys to qualify them for further training at *Royal Military College at Sandhurst* for military vocation as officers. RIMC was established at the site of *old Imperial Cadet Corps (ICC)* that was designed to educate scions of princely families which alighted aristocracy, therefore it was nick named *Rajwara Camp*.
Surviving Father of Pakistan Air Aviation: Brigadier Mokhtar Karim

(Hindi for royalties’ camp). RIMC was designed to provide education and prepare young blokes for a military career. RIMC produced future generation of Indian and Pakistani armies. Alumnae of RIMC are called Rimcollians.

A number of legendary officers of Indian and Pakistan army and air force were Rimcollians. They were the pioneers of armed forces of newly independent Pakistan. Founding fathers of Pakistan Air Force; Air Marshal Asghar Khan and Air Marshal Malik Nur Khan were all Rimcollians.
Asghar Khan was commissioned from IMA Dehra Dun in cavalry regiment and soon joined newly established Royal Indian Air Force (RIAF). In 1947, he came to Pakistan and was instrumental in establishing infrastructure of a modern Pakistan Air Force (PAF). In 1957, at the age of thirty-six, he became the youngest air force chief. In the next eight years, he saw the modernization of air force and when he left, PAF was one of the best air forces of the world of its time. For quite sometimes he sported RIAF Flying Wing on his Army Uniform. He also headed PIA which was also one of the finest Airline of the world under him.

Nur Khan nick named ‘Nuru’ by his school friends first attended Colonel Brown school in Dehra Dun and later transferred to RIMC (1934-40 - Rawlinson). Nur Khan was Pakistan air force chief from 1965-69. He was administrator par excellence and when given charge, took the organization to new levels of excellence. He was head of Pakistan International Airlines (PIA), Pakistan Cricket Board (PCB) and Pakistan Hockey Federation
 Brigadier Mokhtar Karim holds a unique honour of serving in all three services i.e. RIAF, RIN and then in Pakistan army. After graduating from RIMC, he joined Indian Air Force and later joined Indian Navy.

To name a few other Rimcollians who became famous were General Thimaya, Lieutenant General P.S. Bhagwat who was awarded Victoria Cross in WWII, Air chief Air Marshal Suzi of India. Rimcollians from Pakistan were Asghar Khan, Nur Khan, Sahehzada Yakub Khan, Altaf Qadir, Azam, Gul Hassan, Nasizullah, Taj Mohammad Khanzada & Inayatullah Hassan.

Inayatullah Hassan joined the Indian National army and was being Court Martialled at New Delhi after Wold War II. Jawaharlal Nehru got him Released and offered him the post of one of his Cabinet Members when he became the Prime Minister of India. Inayatullah Hassan
refused to accept the offer and told Nehru that since he was responsible for the Partition of India, he could not accept the offer.

The passing out parade of Karim's batch was scheduled for December 1947. Partition of India in August 1947 divided everything. In October 1947, Cadet Karim was flown to Pakistan where he was commissioned causing him to disband his sword of honour. He joined artillery but later spearheaded the creation of Pakistan army aviation. He spent his retired life working with hot air balloons.

I was selected to join Prince of Wales’s Royal Indian Military College, Dehra Dun, United Province, India by the Commander in Chief of India. Joining letter, no 40829/2/G.S.M.T.2, Government of India, Defence Department (Army Branch) Simla of 7 July 1937 attached.
Regr.No. 7576-D.1.

No. 40623/2/G.S.-X.T.Z.

Government of India.

DEFENCE DEPARTMENT.

(Army Branch).

Simla, the 7th July 1937.

To

Dr. Ahmad Karim,

Civil Assistant Surgeon,

Monchy, (Sikar).

Sir,

His Excellency the Commander-in-Chief has selected your son/ward, Mokhtar Karim for admission to the Prince of Wales's Royal Indian Military College, Dehra Dun, for the second term 1937. The term commences on the 1st August 1937, on which date your son/ward must report to the Principal of the College.

Please acknowledge receipt of this letter.

I am, Sir,

Your most obedient servant,

J.P.H. Smythe

Under Secretary to the Government of India.
Only seven cadets were selected from the whole of India. They were as follows, a Hindu from Bengal (now Bangladesh), a Muslim (Brig. Karim) from Bihar, Two Hindus from Punjab, One Muslim from NWFP, One Hindu from Madras and One Christian from Central India (Jhansi).

Brig Karim received £ 100/- from UK government in 1938 and also Rs 1000/- (i.e. about Rs 1,666,667 of today) for each year 1940, 1941 and 1942 from Bihar Government. Gold then was Rs 30/- per Tola.

Total strength of the college used to be 120 cadets, all residential. The college had Three Sections i.e. “Robert’s, Rawlinson’s and Kitchener’s”, with 40 cadets in each house. The houses were named after famous British Generals.
During his schooling in RIMC he was appointed as Cadet Captain of the college as well, thus was one of the bright students of his batch. He passed out Senior Cambridge with 1st Division in 1941 and had the first position in his college and in the area.

As a Rimcollian he was active in sports as well and was part of the college house teams in Boxing, Cricket, Tennis and Hockey. Also was a part of college athletic team. In football he captained college XI for two years during 1942 and 1943. He passed *lifesaving certificate bronze medallion* from United Kingdom in September.
1940 in swimming. He also participated in army championship for squash.

When remembering his life at RIMC shared an incident

*I was at the Indian Military Academy, Dehra Dun and was senior under officer of Casino Company of Auchinleck battalion. When Hindu-Muslim riots broke out. F. M. Auchinleck commander in chief India ordered all Pakistani elements to be sent to Pakistan. The Pakistani contingent was flown out from Sarsawa Airfield near Saharanpur, India on 14th October 1947 to Lahore.*

Discussing about the benefits of being an outstanding student he shared a reflective memory of his at RMC which he thought to be exceptional because only bright-students could have a chance to live such a memory.

The memory was meeting Jawaharlal Nehru and his two nieces when they visited IMA after Nehru became Prime Minister of the interim government in 1947. He commanded Auchinleck battalion as battalion senior under officer when Field Marshal Sir Claude Auchinleck
was *Commander in Chief India* at that time. Shortly after this he migrated to Pakistan.
CHAPTER 3

Royal Indian Air Force

On 7th August 1943 he joined *Royal Indian Air Force* as *Flight Cadet* at “Initial Training Wing”, Poona after passing out from RMIC. As a fighter pilot he served in Poona Jodhpur and Ambala. He flew *Tiger Moth Bi-plane* and *Harvard Aircraft* as a RIAF pilot whilst many other aircrafts in his later career. He was commissioned in 1944 and flew for a total of about 250 hours out of which about 150 hours on Harvard Aircraft.

Started flying in December 1943 with *Royal Indian Air Force at no 2 Elementary Flying Training School Jodhpur* on Tiger Moths. Upon completion of elementary flying that is 100 hours of flying experience moved to *Service Flying Training School, Ambala*. Commissioned as Pilot Officer on 23rd April 1944.
**Tiger Moth**

He won *“Forced Landing Cup”* on Tiger Moth at Elementary Flying School, Jodhpur, Rajasthan, India, while he was under training there. When remembering about Tiger Moth he told that...

> “It is a basic trainer aircraft. Fabric covered fuselage and wings. Instructor sat on the front seat and pupil pilots in the rear open cockpit. There were no brakes, no Tail Wheel, no wireless communication and communication occurred through tube. They used leather helmets with goggles for protection against air flow.”

The “de Havilland DH.82 Tiger Moth” is a British airplane from 1930’s. By physiognomies it is a biplane and was
designed by Geoffrey de Havilland, was named after him to honour his contributions. It was operated by the British Royal Air Force (RAF) and other air forces of the time as a primary trainer for their naïve pilots. The Tiger Moth remained in service with the RAF until it was replaced by the de Havilland Chipmunk in 1952. The RAF ordered a total of 35 dual-control Tiger Moth I planes which had the company designation DH 82. A subsequent order was placed for 50 aircraft powered by the de Havilland Gipsy Major I engine (130 horse power) which was the commonly called DH 82A or to the RAF Tiger Moth II.

The Tiger Moth entered service with RAF at Central Flying School in February 1932. By the start of the Second World War, the RAF had five hundred of the aircrafts in under their service and large numbers of civilian Tiger Moths were also impressed to meet the demand for
trainers. A total of 4,005 Tiger Moth IIs were built during the war specifically for the RAF whilst the total planes made in a British production run amounted of almost 7,000 Tiger Moths, out of which nearly a half of them were built by Morris Motors Limited in their factories at Cowley, Oxford.

**Harvard Aircraft**

The Harvard Aircraft was primarily used by the American’s in Korean War and in Vietnam War because of its fighting skills. It was used for advanced training.

---

**Nothing spectacular. Good aircraft but very vicious in spin and swings on landing—Brig. Karim**

![Image of North American AT-6 Harvard IIB](image)

North American AT-6 Harvard IIB (FE905 formally 31-329 RDAF and LN-BNM). A total of 17,096 AT-6 planes were built before and during the World War Two. In United States Army Air Forces (USAAF) service it was
known as the AT-6 Texan, the 5,000 supplied to British and Commonwealth Air Forces were known as the Harvard. The first order for the Harvard was placed in June 1938. Following the outbreak of war most deliveries were made to Canada, Southern Rhodesia and the United States where pilot training was safer. The last Harvard’s were withdrawn from service with the RAF in the 1950s.

FE905 was built in 1943 by Noorduyn Aviation in Montreal, Canada and was supplied to the RAF under the lend and lease program and was delivered to Royal Canadian Air Force (RCAF) to no. 41 Service Flying Training School at Weyburn, Saskatchewan. By 1943 the planes were transferred to No. 37 Flying Training School (FTS) at Calgary, Alberta in Canada later returning to Weyburn, Saskatchewan, Canada with No. 8 Service Flying Training School (SFTS) where they became surplus
to their on-going requirements and were struck off charge in 1946 having only flown 76 hours at SFTS.

In 1949 it was sold to the Danish Air Force becoming 31-329 and initially based at Kastrup, Copenhagen, Denmark. By 1960 having flown 1,900 hours with their new owners, Harvard aircrafts were struck off charge and sold in Norway for target owing duties and named by them as LN-BNM.

After Harvard’s Certificate of Airworthiness (C of A) had expired in 1968 it was sold to the Historic Aircraft Museum at Southend, Essex by the Norwegian air force and delivered in 1972 to the museum.

In 1983 the museum auctioned the aircraft for £6,000 and by 1985 it had passed to the RAF Museum at Cardington where it was restored. In 1991 it was loaned to the Newark Air Museum for three years before it was moved to Royal Air Force Museum, Hendon in suburbs of London. And now they stand as a symbol of RAF history of colonization era.
Auster V

The Auster J/5 Aiglet Trainer was a 1950s British single-engine four-seat high-wing training and touring monoplane built by Auster Aircraft Limited at Rearsby, Leicestershire.

As far as controlling of the plane during flight is concerned, the Auster Aiglet was one of the most pleasant of the Auster planes designed and if competition from the used market was not prevalent more planes would have been sold by the company, sadly a huge chunk was taken away by the resale market of the plane. Today six remain on the UK register and three of these are airworthy and can be flown even today.

Brigadier Karim’s remarks for the plane were;
It is a good aircraft with fabric fuselage and wings. It is not a self-starter. The Propeller used to be swung by hand to start the engine.

_When describing the trickiness of the plane he told me an incident of his in these words._

_I was flying with US Military attaché in Bhakar area. I got caught in dust storm, and could not land on the landing strip. I found that the only way was to land on a road away from dust storm. I did a wheeler landing on a curved road. I was greatly appreciated by the military attaché and General Ayub Khan then Commander in Chief army._
The planes he flew

He flew a total of twelve different planes in his whole flying career combined, with RIAF and with Pakistan army. In chronological order they are:

1. *Tiger Moth*: both Tiger Moth I and II initially as a trainee and then as a trainer.
2. *Harvard II*: also known as Harvard aircraft.
3. *Auster V*: The Taylorcraft Auster was a British military liaison and observation aircraft produced by the Taylorcraft Aeroplanes Limited Company during the Second World War.
4. *Auster VI*: The Auster AOP.6 was a British military air observation aircraft produced by Auster Aircraft Limited to replace the numerous wartime Taylorcraft Auster aircraft then in-service
5. *Auster VII*: The Taylorcraft Auster Mk VII was based on earlier wartime versions and was used for artillery spotting or aerial observation. With 145hp DH Gipsy Major VII engine.
6. **Auster Aiglet**: single-engine four-seat high-wing training and touring monoplane

7. **Percival Prentice**: basic trainer of the Royal Air Force in the early post-war period, a low-wing monoplane with a fixed tailwheel undercarriage. Front seat has a side-by-side configuration with a rear seat.

8. **Percival Provost II**: a two-seat, side-by-side low-wing monoplane with fixed landing gear of the tailwheel variety, powered by a 550hp Alvis Leonidas’s 126 radial engine.

9. **Gloster Meteor Twin Jet**: the first jet aircraft to serve with the RAF. Heavily reliant on its ground-breaking turbojet engines, pioneered by Sir Frank Whittle and his company, Power Jets Ltd.

10. **Bird Dog (L19 Cessna)**: was a liaison and observation aircraft. It was the first all-metal fixed-wing aircraft

11. **Sioux OH 13 (RW)**: was a two-bladed, single engine, light helicopter built by Bell Helicopter. Westland
Aircraft manufactured the Sioux under license for the British military as the Sioux AH.1 and HT.2


He got his private pilot’s licence from bihar Flying Club, Patna in 1946, for Tiger Moth. He obtained Commercial Pilot’s Licence from Rawalpindi Flying Club.
CHAPTER 4

Royal Indian Navy 1945-1946

From RIAF he moved to Royal Indian Navy (RIN) on 9th February 1945 as a Midshipman and was later promoted to the post of sub lieutenant on 6th August 1945.

He served on HMIS Dipavati, an armed merchant cruiser and two of “His Majesty’s Indian Ships (HMIS)” of British marine, namely HMIS Cornwallis and HMIS Lucknow. He was demobilised after World War II. He served as Volunteer Reserve Commissioned Officer Midshipman for six months and remainder of the period as Sub lieutenant. He attended the courses of Seamanship, Navigation, Signals, Anti-Submarine Warfare at Bombay and torpedo at Jamnagar, and gunnery in Manora Island, Karachi, a shore establishment. Through his dedication
and hard work he established record in Navigation by obtaining 400 out of 400 in the course at HMIS Feroze, Bombay.

He was released from Royal Indian Navy on 6th August 1946 as he was a volunteer reserve. He still has the White Ensign and Masthead Pennant of HMIS Lucknow.

HMIS Dipavati was an Auxiliary patrol vessel. Completed on 17th of September 1936 as a passenger/cargo vessel. Requisitioned by the RIN on 18th of September 1939. She was returned to her owner in 1945. Her Pennant number was 4.109.

HMIS Cornwallis,

Patent Number L09 was an Aubrietia class sloop, originally built during World War I for British navy and
then remitted as **HMS Lychnis** in the **Royal Indian Navy (RIN)** in 1917. She was transferred to the **Royal Indian Marine (RIM)** and consigned as **Cornwallis** in 1921. She served during World War II in the **Royal Indian Navy (RIN)**, the successor to the RIM. **Her pennant number** was changed to **U09** in 1940 during World War II. Although originally built as a **minesweeper**, she was primarily **used as a convoy escort during the war**. She was **scrapped soon after the end of the war**. During World War II, she was a part of the **Eastern Fleet** in the Indian Ocean. She escorted numerous convoys in the **Indian Ocean** during the period of 1942-45. **Brig. Mokhtar Karim** served as **sub lieutenant** in Second World War.

**HMIS Lucknow** was a **basset class anti-submarine trawler**. A total of 50 basset class
anti-submarine vessels were ordered from Indian yards, including two for the *Ceylon Government*. In the course of the event more than half of the ships order was cancelled. Yet twenty-two ships were completed during the war; another twenty-five ships orders were cancelled and four were destroyed before they could be completely made as their shipyards in *Burma* were over-run by invading Japanese forces in 1942 in course of the war. *These vessels bore the names of Indian cities, but are variously referred to as Indian Basset class or Indian Isles class trawlers.*

He carried out minesweeping and patrolling of Indian Ocean west coast of India. During 1939-1945 war his mission was mine sweeping and was on board on *HMIS Lucknow* which had wooden hull to prevent it from magnetic mines. There was not much activity on the western coast of India. Occasionally Japanese submarines used to drop officers of *Indian National Army (INA)* of *Subhas Chandra Bose* at *Ormara, Pasni*, very secretly. He did not locate any Japanese submarine
though. S/LT Karim witnessed the RIN Mutiny by INA personal at Bombay and was appointed ADC to RIN Admiral Ratray-Flag officer Bombay Royal Indian Navy. In the meanwhile, INA was able to stir up violence against the British in India- mutiny by INA people in 1946.

After he received the order for his release from the RIN, he decided to join the Indian Airline at Bombay. He wrote to his father who wrote back “I sent you to RIMC Dehra Dun not to become a Driver”. He was luckily to be under age for IMA, which he joined.
He joined Indian Military Academy as Gentleman Cadet (GC) on 7th August 1946; after leaving RIN which he had joined on voluntary services during the war time. He held various appointments there as a cadet including the posts of “Junior Under Officer”, “Senior Under Officer”, and lastly as “Battalion Senior Under Officer”. He was nominated for sword of honour.
**Brig Karim** recalled how on the night of October 13, 1947, the cadets who had opted for Pakistan, which numbered 45 out of a batch of 189, were asked to move with *one kitbag and a rifle* to Pakistan on a very short notice, with Rs 250/- cash.

“I thought after partition India and Pakistan would be like US and Canada. We will keep coming. I finally saw my parents eight years later, when he came to Pakistan,”

He said.

Partition brought many bad news for young cadet Karim as he had to loose and pardon away from many dear ones and leave his memories in India with no hope of seeing those placing again.

He was among the top candidates for *“Sword of Honour”* as *“Senior under officer”*. He commanded *Auchinleck Battalion* as *“Battalion Senior under officer”* immediately before the partition. He had to migrate to Pakistan before the *“Passing out Parade”* and as a result missed *“Sword of Honour”*. 
IMA was the officer training Academy of the British Indian Army. IMA was established in 1932 near Dehra Dun, Uttar Pradesh now Uttarakhand. The Academy’s building was built in the foothills of the Himalayas, about 8 kilometres west of Dehra Dun. In 1934, before the first batch had their passing out parade, the then *Viceroy of India Lord Willingdon* presented colours to the academy on behalf of *King George V* the British monarch of that time.

The first batch of cadets to pass out of the Academy on 1st February 1935, are now known as the Pioneers, and included *Field Marshal Sam Manekshaw, General Muhammad Musa and Lieutenant General Smith Dun*, who later became the *Army Chiefs of India, Pakistan, and Burma*, respectively and *Lieutenant General Habibullah Khan Khattak*.

Before IMA’s commencement the location was RIM College which prepared Indian cadets for enrolment in *Royal Military Academy Santrust*, developed in 1922 but later was changed due to uprisings by native soldiers.
and rising demand for independence in the upcoming years.

The most significant feature according to him of the campus building was the inscription on the Eastern entrance of the *Chetwode Hall* which is the *academy's credo*, excerpted from the speech of *Field Marshal Sir Philip Chetwode* at the *inauguration of the academy in 1932*. Inscribed on the *oak panelling* in the hall. The words said...

---

The safety, honour and welfare of your country come first, always and every time.
The honour, welfare and comfort of the men you command come next.
Your own ease, comfort and safety come last, always and every time.

*(Dun, 1980)*
Sir Philip Chetwode, after whom the main building and its central hall are named, inaugurated the Academy on 10 December 1932 on the penultimate day of the first term. Appointed Commander-in-Chief, India in 1930 and promoted to Field Marshal in 1932, FM Philip Chetwode was much concerned with the modernisation and “Indianisation” of the Army in India. A large number of Indian and European guests witnessed the occasion. The crowning glory of this landmark event was the inaugural address by Field Marshal Chetwode, delivered in the hallowed hall of the Academy. His speech, a pointed piece of stirring oration, has come to acquire immortality as a passage from his address, has been adopted as the ‘Credo’ of the Academy.
CHAPTER 6

Pakistan Army 20th October 1947-1st March 1977

He was commissioned in Pakistan army on 20th of October 1947 as second lieutenant in the corps of Artillery (Gunner). The passing out parade of Karim's batch in Indian Military Academy was scheduled for December 1947. Partition of British-India in August 1947 divided everything for these young cadets. In October 1947, Cadet Karim and his fellows were flown to Pakistan; where he was commissioned in Pakistan army. He joined the arm of Artillery at first but later spearheaded the creation of Pakistan Army Aviation.

He absconded the sword of honour due to partition as he had to migrate prior to passing out ceremony. When asked about the reason for letting the sword go, he replied
All I got was the senior most seniority of Pakistan element.

His Batch was the first batch to be commissioned in Pakistan. Thus he left the sword because of his love for his new country. As Pakistan first sentiment was at its peak at that time. Though he had a choice to stay back and join the Indian Army.

Initial he got Officer Number of PA1094 but later was given PA2202. It so happened because Pakistan was short of officers. So officers who had retired after Second World War were recalled and given seniority and were allotted the initial numbers.
In Pakistan he served for two years as Adie-de-camp (ADC) to Second Commander in Chief of Pakistan Army General Sir Douglas David Gracey.

General Sir Douglas David Gracey KCB, KCIE, CBE, MC & Bar (3 September 1894 – 5 June 1964) was a British Indian Army officer in both the First and Second World Wars.

He also fought in French Indochina and was the second Commander-in-Chief of the Pakistan Army, after independence. Gracey held the office of Commander-in-Chief Pakistan’s from 11th February 1948 until his retirement on 16th January 1951. He commanded 20th division under Field Marshal Slim of 14th army in Burma.

Born to English parents living in India, he was educated in English schools before returning to India to serve in the military there. He was preceded by General Sir Frank
Walter Messervy and succeeded by Field Marshal Mohammad Ayub Khan.

In 1950 he was ADC to Prime Minister Liquate Ali Khan.

The pictures were taken on the Passing Out Parade of 1st
Batch of Pakistan Army. The sword of honour was won by Maj Raja Aziz Bhatti who was awarded honour in 1965 war. When the war came, thirty-one courses were passed out and there were thirty-two awardees of Sword of Honour. The highest gallantry award was bestowed upon Maj Raja Aziz Bhatti (Sword of Honour, 1st PMA). Later when 1971 war came, forty-seven courses had passed out and we had 48 awardees of Sword of Honour. Again the highest gallantry award was bestowed on Maj Shabbir Sharif, Sword of Honour, (29th PMA).

In his career Brigadier Karim in artillery operated Artillery guns; \textit{4.5 Howitzer gun, 25 pounder gun, 105 Howitzer, mountain gun and self-propelled 25 pounder gun}. Served with \textit{2 Field Regiment Artillery and 3 (SP) Field Regiment Artillery}. Commanded \textit{22 Field Regiment Artillery} and \textit{Artillery 12 Division}. 
He was granted “ante date seniority” with effect from 6th June 1946.

He also spent quite some time in a submarine of Pakistan Navy in Arabian Sea, on “PNS Mongrol” in 1972. The ship’s captain was Commander Khalid Mir husband of his Niece Anjum Mir. Later he became Vice Admiral, unluckily could not become Naval Chief Admiral because of involvement of Politics in Merit.
Military Courses done as an Officer of Pakistan Army

1. He obtained “Young Officer’s Gunnery Course” from School of Artillery Nowshera, NWFP, Pakistan and stood first and got “Distinguished Grading” his record has been matched by one officer till date.

2. Then he did “Driving and Maintaince Course (Tanks and Soft Vehicles)”, from school of Armour, Nowshera, NWFP from 5th September 1948 to 23rd October 1948; he got above average grading.

3. From 20th October 1950 to 20th December 1950 he did “Army Aviation Pilot’s Course” with No. 1 Air Observation Post Flight (RPAF), PAF station, Chaklala, Rawalpindi and was awarded “Flying Brevet”.

4. Followed by “Flying Instructor’s Course” at Central Flying School, Royal Air Force, South Cerney, United Kingdom, course serial number 156, from 24th June 1953 to 3rd September 1953.

5. He also did a law course in 1956.
6. He did his “Command and staff Course” from *Quetta college* from 11th February 1957 to 14th December 1957 and was awarded the symbol “Passed Staff College (PSC)“.

7. The very next year from *28th April to 19th May* he did his “Flying Instructor’s Course, United States Mobile Training team” at Chaklala, Rawalpindi.

8. He did “Army Aviation Safety Course” from *University of Southern California, Los Angeles, United States of America*, from *18th October 1960 to 16th December 1960*. In 1979 he attended *Managerial Course at Pakistan Institute of Management, Karachi*.

9. For On the Job Training (OJT) he spent quite some time at the USA Army Aviation School at Fort Rucker, Alabama, USA. He did attachment with United States Army Board for Accident and Research at Fort Rucker.
CHAPTER 7

Pakistan Army Aviation

Joined Air Observation Post (Air OP) on 20th October 1950. Flew Tiger Moth, and Auster Aiglet V and VI.

When the newly formed Pakistan Artillery and the Air Observation Post, now known as Army Aviation, had only Auster planes.

Auster J/5 Aiglet Trainer was a 1950s British single-engine four-seat high-wing training and touring monoplane built by Auster Aircraft Limited at Rearsby, Leicestershire. Upon distribution of arms and machinery Auster Air Observation Post (AOP)’s Auster Mk5 and Auster Mk6 aircrafts were inherited by
Royal Pakistan Air Force (RPAF) at the time of Pakistan's independence in 1947 for their Air Observation Post (Air-OP). Auster AOP Mk5 and Mk6 remained in service with Pakistan Air Force (PAF) till 1961. Here I would like to add that Royal Pakistan Air Force became Pakistan Air Force with Pakistan becoming republic on March 23, 1956.

Main difference between Auster AOP Mk 5 and Mk 6 was Mk 6's strengthened rear fuselage for installing second seat and lengthened landing gear for providing clearance to bigger propeller with self starter. In 1953, 15 Brand new Auster J/5F Aiglet aircraft were purchased for RPAF and these served PAF till 1963. Auster J/5F Aiglet was designed as aerobatic training aircraft. From Pakistan’s share Pakistan only got two aircrafts for AOP.

He Commanded Air OP Squadron. He did his Flying Instructor’s Course Serial 156 at the Central Flying School, Royal Air Force, South Carney UK in 1953. Flew Provosts, Prentice, Auster and Gloster Meteor (Twin Jet Fighter). He did his “Flight Safety Course” from University
of Southern California, Los Angles, USA. Flew Helicopter Sioux OH13 and Cessna Bird Dog L19 aircraft.

Cessna L-19/O-1 Bird Dog was a liaison and observation aircraft. It was the first plane to hav all-metal made fixed single wing aircraft ordered for and by the United States Army. The Bird Dog had a lengthy career in the U.S. military, as well as in other countries. During the Vietnam War the Bird Dog was used primarily for reconnaissance, target acquisition, artillery adjustment, radio relay, convoy escort and the forward air control of tactical aircraft, to include bombers operating in a tactical role.
Raised *no. 1 Air OP Squadron* on 20th June 1956, later *No. 1 Army Aviation Squadron*. The badge of aviation was designed by his wife *Saida Bano*. On voluntery basis.

For the raising of air aviation Squadron, he wrote an article named *“A plea for Army Aviation in Pakistan”* in *Pakistan Army Journal in 1963*.

---

Army Aviation Started its journey as Number 1 Air Observation post (OP) Flight, Royal Pakistan Air Force (RPAF) in 1947 with four fabric covered Auster aircraft. These were left at Lahore Airport as Pakistan's share by the British 659 Air OP Squadron. Pakistan Army did not have any pilot or technician to handle these machines, as such help was sought from the RPAF.

I recall with gratitude the help and assistance provided by the RPAF in those formative years. The two Air Marshals, Asghar Khan and Nur Khan,
deserve a special mention in this regard.
Pakistan Army was very fortunate to receive its first Pakistani pilot in shape of Captain Azmat Baksh Awan, who was the "Pioneer Aviator" of Pakistan Army in the true sense and who played a significant role in the grooming and development of Army Aviation for a long time.
Brigadier Gholam Jabbar was born in 1926 and was commissioned in the Army in 1943. He was the first Army Officer from the newly born Pakistan to undergo flying training in 1947 in UK.
He later commanded the first Aviation Squadron in 1956 and led the sole Army Aviation Base in 1965 and 1971 Wars. He retired in 1973 as the first director of Army Aviation and lives a retired life in his home in Islamabad. He is (still) active and can be seen in all Aviation Gatherings.
Brigadier Jabbar commanded arty regt during 1965 war in Chamb Sector. Also commanded 1 Air op squ, Air op school and army aviation Dhamial Air base Brig Karim said about him. Brigadier Gholam Jabbar died on 14th January 2016.

"Egypt is the gift of River Nile, Dhamial Army Aviation Base is the gift of Brig Jabbar."

Brig. said this when remembering about him...

In his total flying career he flew for a total of approximately 2400 hours as a pilot and 600 hours as a
flying instructor. His students remember him as a charming and full of life personality.

I remember an incident in an exercise near Chak Beli. I was the senior student doing the aviation basic course. I asked Lt Col (later Brigadier) Mokhtar Karim regarding dress for dinner. He told me that it is Dinner Jackets. In the evening all came to the mess in Dinner Jacket clean and in full form. Lt Col (Brig) Mokhtar Karim then remarked that had he asked us to wear anything all would have come in flying over all and in a haggard condition.

(Maj Gen (Retd) Hidayatullah Khan Niazi, 2016)

He acquired *Balloons and airship Private Pilot’s Licence* (licence No. PP944B) from *Civil Aviation Authority (CAA), UK* on 23rd April 1990, and was the first among Pakistani’s to get one. On 20th July 1994 he got *Balloon Pilot License from CAA Pakistan* and was the first person
to get it and then in **May 1995** CAA Pakistan issued

“**Balloon Pilot License no. 001**”. In highest category he received **“approved Balloon pilot, Designated Examiner”**

BY CAA Pakistan for flying and ground subjects.

**Licences for aviation**

He got three private pilot licences from CAA Pakistan all at once.

<table>
<thead>
<tr>
<th>Licence Name</th>
<th>Given By</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Commercial Pilot’s Flying</td>
<td>Department of Civil Aviation Government of pakistan</td>
<td>26 may 1979</td>
</tr>
<tr>
<td>License No. 967</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Flying instructor’s License</td>
<td>Department of Civil Aviation Government of pakistan</td>
<td>26 may 1979</td>
</tr>
<tr>
<td>No. 967</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Flight Rules Telephony</td>
<td>Department of Civil Aviation Government of pakistan</td>
<td>26 may 1979</td>
</tr>
<tr>
<td>Operator’s</td>
<td></td>
<td></td>
</tr>
<tr>
<td>License No.</td>
<td>1518</td>
<td></td>
</tr>
</tbody>
</table>
CHAPTER 8

Significant Positions in Pakistan Army

1. **Adie-de-camp** ADC to Commander in Chief Pakistan Army, General Sir Douglas Gracey from 1st April 1949 to 19th October 1950

2. Brigade Major (BM) Head Quarter Artillery Armoured Division from 1st January 1958 to 4th January 1959

3. Commanding Officer (CO) Army Air OP Squadron from 15th September 1961 to 31st January 1964

4. Commandant Army Aviation School from 1st February 1964 to 3rd October 1965 and 27th may 1968 to 5th February 1969

5. Commanding Officer as Lieutenant Colonel (Lt Col) of a field regiment Artillery from 4th October 1965 to 30th October 1967 and 22nd January 1968 to 15th may 1968.

6. Officiating Brigade Commander Infantry Brigade group as Brigadier from 31st October 1965 to 21st January 1968 of 105 Independent Brigade group.
7. Deputy director joint land air warfare directorate, as Colonel from 6\textsuperscript{th} February 1969 to 22\textsuperscript{nd} June 1969

8. Brigade commander Mountain Division Artillery as Brigadier from 29\textsuperscript{th} June 1969 to 24\textsuperscript{th} June 1971

9. Brigadier HQ Martial Law Administrator Zone D, Karachi (Sindh and part of Punjab) from 25\textsuperscript{th} June 1971 to 26\textsuperscript{th} November 1971 and 5\textsuperscript{th} January 1972 to 23\textsuperscript{rd} January 1972

10. Commander Infantry Brigade from 27\textsuperscript{th} November 1971 to 4\textsuperscript{th} January 1972

11. Director joint staff planning as Brigadier Joint Chief secretary ministry Defence Rawalpindi from 24\textsuperscript{th} January 1972 to 4\textsuperscript{th} March 1972 and from 10\textsuperscript{th} April 1972 to 8\textsuperscript{th} August 1973

12. Officiating Chief of Joint Staff (JS HQ), Ministry of Defence from 5\textsuperscript{th} March 1972 to 9\textsuperscript{th} April 1972

13. Commander Logistic Area Kharian Cantonment (Brigadier) from 9\textsuperscript{th} August 1973 to 28\textsuperscript{th} February 1977.
14. As officiating Chief of Joint Staff gave presentation for Establishment of Joint Staff HQ’s to Mr. Zulfiqar Ali Bhutto.

15. Deputy Director/ Secretary central board of director committee (Administration) Fauji Foundation for more than four years 1981-1985.

And also held executive appointments of Fauji Foundation Sugar Mills at Khoski, Sindh and Sangla Hill, Punjab, from 1979-1981
CHAPTER 9

War Fare

Participated in *Indian Ocean Mine Sweeping* during *World War II*.

In Pakistan he participated in *Kashmir Operation 1948, 1965 War, 1971 War*, and *in all skirmishes in Baluchistan and Dir-Bajaur area*. Owing to his sincerity, commitment to service and his Bravery he was decorated with operational/ non-operational awards and medals not only of Pakistan army but also from Foreign Armies.

**Campaign Medals**
**Foreign**

1. *"World war II: War Medal: 1939-1945"* The War Medal 1939-45 was awarded for 28 days’ full-time service in the Armed Forces between 3 September 1939 and 2 September 1945. The Operational and non-operational service may be counted, providing that it was of 28 days or of more duration.

2. *"Wisam al-Kawkab al-Urdani"* Grand Officer of the order of the star of Jordon Class III by his Majesty the king of Jordon *Shah Hussein bin Talal I* (father of present king) on *18th march 1970*.

*The Order of the Star of Jordan (Wisam al-Kawkab al-Urduni)* founded by *King 'Abdu'llah I* on *22nd June 1949* in celebration Jordan's independence. Awarded for both military and civil merit in five classes.
WW II War Medal

“Wisam al-Kawkab al-Urdani”
Pakistan Army Honour and Awards

1. Pakistan Medal 14th August 1947

Awarded to commemorate Pakistan's independence in August 1947.

2. Khidmat-i-Pakistan-i-difa
   a. Kashmir Clasp 1948
   b. Dir Bajaur Clasp 1960-1962
   c. Kashmir Clasp 1965

It is admissible to non-commissioned officers’ other ranks for long meritorious or distinguished services of a non-operational nature.

3. Republic Commemoration 23rd March 1965

Commemorative Medal of the 100th Birthday of the Great Leader, 1976(Muhammed Ali Jinnah, 1876-1948)

4. Tamgha-i-jang 1965 & 1971 Indo-Pak war

5. Sitar-i-Harb 1965 & 1971 Indo-Pak war

6. Tamgha-i-Sad Sala Jashan-i-Wiladat-i-Quaid-i-Azam 1976
**Kashmir Operation**

When he was in 2nd Field Regiment Artillery. He carried out operations against Indian Militants (*Atant Wadih*) in *Puna-Tandar area of Azad Jammu Kashmir*.

**Incident**

> In one night we fired 800 rounds, with two troops (battery) of four guns each. Killed Brigadier Usman an Indian Officer and also caused significant damage to their men and material.

Later posted to 3rd SP (self-propelled field regiment). In action against Indians in *Bhimbar-Chamb area of Kashmir* in 1948 he participated in the famous *“Beri Pattan Action”* which led to cease fire on 1st January 1949. On 14 December, in a pre-attack artillery bombardment the Beri Pattan bridge area containing ammunition, rations, petrol and supplies in a two-mile area was totally destroyed together with Indian Divisional Headquarter, isolating the Indian forces in that sector. The Indian Army was taken by surprise.
Jammu Poonch Link up on 21st November 1948 was the climax of Kashmir war during 1947-48 when the whole 250 km long strip in the south of Pir Panchal was liberated by the Indian Army in spite of great resistance and fourteen months’ siege of Poonch town by Pak forces. Major General Akbar Khan of Pakistan Forces who led the operation against India in 1947 under the code name of ‘General Tariq’ wrote in his book ‘The Raiders in Kashmir’ that Jammu Poonch link up was the biggest defeat of Pakistan sponsored forces in 1947-48 during Kashmir war. This day every year is celebrated by the Indian Army with the active participation of the people of Poonch with pride to remember the sacrifices of Martyrs of 1947-48 Kashmir war.
1965 War

A total of nine significant battles and operations stand out from the rest in the history of this Warfare.

In the war the Pakistani troops were able to capture Indian village of Khem Karan while at the same time Indians were able to capture Pakistani village of Barki near Lahore. However, both were given back upon ceasefire after a few weeks because of United Nation’s intervention.

On the night of fifth and sixth of September 1965, Indian army’s eleven Corps began their operations of capturing parts of Pakistani Punjab near the Line of Control by advancing towards Lahore for its annexation along three axes that is entering points– Amritsar-Lahore, Khem Karan-Kasur-Lahore and, Khalra-Burki-Lahore. Overwhelming the small Pakistani force present at these borders. Pakistan’s 10th and 11th
Divisions, were the only divisions whose battalions were deployed in the sector for defence. Pak-army’s reaction to the attack began with a series of rather confused and delaying actions. As a result, by the end of the first day of ransack the Indian infantry, were able to advance and come within striking distance of Lahore city. The Indian infantry was backed by heavy armoured troops as well giving them an edge over Pakistani troops. Some of the Indian advance units managed to capture Ichhogil canal as called by Indians (commonly known as “Bambanwala Ravi Bedian Link Canal” (BRB Canal) in Pakistan) on 6th September but soon withdrew because of announcement of cease fire.

During 1965 war he himself was detailed in support of I armed division in Khem Karan sector flying L19 aircraft. The 1965 India-Pakistan War was the witness of the largest tank battle in military history between World War II and 1965. The battle led to the creation of Patton Nagar (or Patton City) in Indian Punjab near Bhikiwind village at the site of the Battle of Asal Uttar. It was the
site of a major tank battle in 1965 resulting in numerous loss of Pakistani tanks. It also being known as the **graveyard of tanks**. It was here that more than 97 tanks of the Pakistani army were displayed at the end of the September when the India-Pakistan conflict ended. The Pakistan Army tanks were captured at the Battle of Asal Uttar by India's 4 Mountain Division and it became a memorial to the Pakistani tanks being bogged down in the marshes during the 1965 War. The tanks were displayed for some time after which they were shipped to various cantonments and army establishments in India for display as war trophies.

In support of I armed division and 11 division, he and his fellows directed fire against Indians with many guns of all calibre (8”, 155, medium & field artillery). Lieutenant Colonel Karim gave a running commentary of the Indian Infantry/Armour attack against Frontier Force commanded by Lieutenant Colonel Mumtaz and engaged Enemy with all the guns available and caused maximum casualties. The battlefield was littered with
Dead Bodies of Indian Soldiers. He also escorted the infantry battalion of over 100 men who surrendered to Kasur Jail. He also picked up Mystère Indian Pilot who was bailed out.

Major *General Hamid General Officer Commanding 11 Division* said while remarking about the event,

> “You and your boys flying L19 saved 11 divisions”

Then he moved to Sialkot sector and carried out few missions in L19 till cease fire.

According to him the most significant event of the war was Battle of Burki where Indian soldiers were able to occupy a significant part of Barki and its surroundings.

The road from Harike (Amritsar, Punjab, India) also known as “Hari-ke-pattan” to Lahore city passed through Barki village, which was located astride of Ichhogil Canal (knowns as BRB in Pakistan) which runs 9.5 km way from the International Border of the two countries and it was
24 km from Lahore city itself at that time which has reduced because of expansion of Lahore now.

The Upper Bhuchar Distributary and Hudiara Drain of the canal worked as obstacles on the enroute to Barki for Indian Solders. The settlements of Hudiara, Nurpur, Barka Kalan and Barka Khurd villages laid on the approach route to Barki from Districts of Amritsar. They were well defended and had to be cleared before any advancement to Barki.

The defences of Barki were formidable; consisting primarily of concrete pill boxes, extensive digging of defence tunnelling and adequate artillery support which had converted it into a virtual fortress.

The Pakistan army had deployed one company in Barki village, another two companies on the East Bank of the BRB Canal and a single company of the Reconnaissance and a Support Battalion ahead of the defences in the sector. That is, how at best Barki could challenge any unit advancing towards Lahore for annexation.
While 4 SIKH Battalion of Indian army was battling their way through the village of Barki. On the other side of cannal16 PUNJAB regiment of Indian army were pushing up on the Eastern bank of the BRB Canal in the second phase of the brigade attack, simultaneously in order to engage the limited number of Pakistani army deployed there, thus diverted their attention in multiple destinations.

As the battalion reached the outskirts of Barki, it ran into intense shelling and very heavy small arms and automatic fire from concrete pill-boxes by Pakistani army deployed at Barki defence system. In the meanwhile, the tanks of Central India Horse (CIH), a regular Indian infantry regiment, came up and started shooting at the Pakistan army’s defence systems in place. On September
10, the unit was in undisputed possession of the area. Pakistan army however, managed, to demolish the bridge over the canal before retreating thus prevented further advancement of Indian units. An Indian officer Lt Col SC Joshi, Commanding Officer of CIH regiment was killed while negotiating with a minefield planted in Barki. 16 PUNJAB of India suffered 21 killed and 50 wounded during the attack.

After retreating across the BRB Canal, the Pakistani force, retaliated with a heavy artillery concentration of–approximately 2000 rounds on Barki and the canal combined. Since Indian artillery was also staged forward a few shells landed unintentionally on Lahore, triggering alarm and exodus of civilians residing in Lahore. As most of the Pakistani tanks had already been destroyed, the Pakistani defenders had little armoured support from the remaining tanks that were still functional. As a consequence, a few Pakistani fighter jets were called in to provide air cover for Pakistani troops and to target Indian positions in their newly occupied land. The limited
number of jets and the easy availability of trench and
defensive structures for cover added to the
ineffectiveness of Pakistani air operations and added
another cause to our failure of defending Barki and
adjoining land. As a result, after intense fighting, Indian
infantry captured Burki on 11 September and held it
throughout the rest of the war despite the use of
defensive structures like trenches and pillboxes as well as
anti-tank weapons by Pakistani defenders during the
defence of Burki. After the capture of Burki, the Indian
advance continued towards Dograi, a town in the
immediate vicinity of Lahore. They subsequently went on
to capture Dograi on 20 September, thus bringing the
main city of Lahore came within range of Indian tank
fire. However, no attempt was made to capture Lahore
and the main assault on Lahore was not launched
because a ceasefire was to be signed in the following
couple of days and it was known that the city would
have been given back to Pakistan even if it was
captured.
**1971 War**

At 365,000 men, the Pakistan Army was about half the size of its Indian counterpart, but was nonetheless a formidable force with two armoured divisions, thirteen infantry divisions and three independent armoured brigades with approximately 850 tanks and 800 guns. Two of these infantry divisions (17 and 33), however, were still being organized and suffered from the numerous difficulties attendant upon construction of military formations. Three divisions were in East Pakistan, the original garrison (14 Division) having been joined in by 9 and 16 Divisions (albeit minus much of their equipment). General Niazi organized two additional infantry divisions in the east (36 and 39), but these were divisions in name only, a futile attempt to make the Eastern Command appear more powerful than it was. A total of 17 distinct battles were fought in the course of the war.

During 1971 war he was detailed to raise an infantry brigade called *Zulu brigade* in Rahim Yar Khan Sector.
Had two infantry battalion under command. Due to scarcity of man power university students were also recruited in the brigade and turned out to be a failure. He also had one **East Bengal Regiment** under command for a while whose then Commanding Officer (CO) was **Lieutenant Colonel Irshad** who later became President of Bangladesh.

As open war approached, however, some of these troops were assembled into three brigade-sized groupings called “forces.” Had designated names as “Zulu,” “Kilo”, and “Sierra” according to the initials of their commanders, they provided a total of eight infantry battalions (East Bengal Regiment). Indian Air Force was very active and it caused a lot of damages to Pakistani tanks.

As part of this strategy, in August 1971, India signed a twenty-year Treaty of Peace, Friendship, and Cooperation with the Soviet Union. One of the treaty's clauses implied that each nation was
expected to come to the assistance of the other in the event of a threat to national security such as that occurring in the 1965 war with Pakistan.

Simultaneously, India organized, trained, and provided sanctuary to the Mukti-Bahini (meaning Liberation Force in Bengali), the East Pakistani armed resistance fighters. He further said that the Battle of Hilli or the Battle of Bogra was a major battle fought in the Indo-Pakistan War of 1971. The battle was also part of Bangladesh Liberation War. It cost the Pakistanis to lose half of their country than called East-Pakistan.

The battle of Hilli took place between 23 November 1971 and 11 December 1971, although the final surrender took place on 18 December 1971.

It is called the most pitched battle of the war. It was fought on the Hilli-Bogra area of East-Pakistan (now
Bangladesh. Bogra is a district and city in Rajshahi division in northern Bangladesh.

Major General Shah as acting GOC 203 Infantry Brigade Pakistan Army surrendering to Indian forces.

'The only senior officer/Red Tape' of Pakistan Army who did not surrender during 1971 war was of 205 Brigade of Pakistan Army led by Brigadier (Now Maj. Gen Retd) Taj Jamal Hussain Malik. Bogra being the main communication centre and also the Headquarters of Pakistan 16 Division (Commanded by Maj. Gen Nazar Hussain), it was main object of Indian Army to occupy it and throw the Pakistani forces operating in this sector off balance. The best way of getting to Bogra was
through Hilli. By achieving this aim the Indian Army wanted to cut off Pakistani forces in the North from rest of the country. 205 Brigade under command 16 Division was given the task to defend the vital area of Hilli. Against this one Brigade strength operating under hostile civilian population.

It would be pertinent to note that under the command of Major-General Lachman Singh, who was the opposing Commander, fighting 205 Brigade, had Four Indian Infantry Brigades 202, 165, 66 & 340, 1 armoured brigade [3rd armour brigade] one engineer Brigade [471 EME] and the 20 Mountain Division artillery augmented by 33 Corps reserves beside the 6 BSF [Indian border security forces] and Mukhti-Bahini battalions.

**CHAPTER 10**

**Hot air ballooning**

Pioneered hot air ballooning in Pakistan. Placed Pakistan on the world map of hot air ballooning. He opted for
hot air ballooning mainly because he wanted to stay active after his retirement at the age of 65. His ballooning career started in autumn 1988.

Attended international festivals in France, Poland, Kazakhstan (Almaty) Beijing (china), Delhi and Muttra in India. Flew over Great Wall of China in hot air balloon near Badaling, Beijing. He also visited USA, UK, Belgium, Holland, East and West Germany, Iraq, Switzerland, Luxembourg, Romania, Jordon, Uzbekistan, Kazakhstan, Thailand, Malaysia and Bangladesh. Currently he is Chief Instructor, Hot Air Ballooning School, Director Aerial Division and Vice President at Adventure Foundation Pakistan. He is an ex-army aviator and a licenced member of British Ballooning Society.

He trained more than a dozen pilots among whom some of them were females. He leaded Pakistan team in many international Hot Air Ballooning meets including in France, Poland Kazakhstan, China and India.
He was awarded *Distinguished Certificate for flying instructor’s Duties*, by the order of the Commander-in-chief, Pakistan Army on *4th March 1958*. On *31st October 1967* he was awarded *Green Endorsement for flight Safety*, by the order of the commander-in-chief Pakistan Army. Then Awarded *Commander-in-chief’s Commendation and Metallic Flight Safety wing* on *19th December 1967*.

He represented Pakistan and participated in the following meets

1. Thirteenth and fourteenth Annual International Balloon Meet held at *Chateau De Bal Leroy (Calvados). Normandy, France* in June 1988 and 1990
2. *India International Hot Air Balloon Mela*, held at New Delhi, Jaipur, Muthra in November 1988 and 1991
3. Almaty, Kazakhstan, 1993
4. Beijing, China 1993
He also visited during 1988 the following Organizations in connection to hot air ballooning:

- **HQ of Forbes Hot air balloon Division** located at New York & Far Hills, New Jersey, USA
- **Cameron Balloons** located at Bristol England United Kingdom. This is one of the largest manufacturers of Hot Air Balloons in the world.

On 26th of April 1997 he established *Flying School Class 1 for the Hot Air Ballooning* in Pakistan. It was first of its kind under aegis of *Adventure Foundation Pakistan* and is approved by Civil Aviation Authority Pakistan.

---

**Ballooning for brigadier, has been a “retirement project”.
(Crawley, Pakistan's ballooning pioneer
Brigadier Karim's retirement project got off to a flying start, 1989)**

The Adventure Foundation Pakistan is an independent organization formed to foster the principles of Outward Bound concepts within traditional national educational
and recreational programmes.

Formed in 1980 by Brigadier Jan Nadir Khan for the promotion of various forms of outdoor activities and thrill sports. The Foundation offers all kinds of people an opportunity to do things and travel the paths of adventure in the great outdoors. Close contact with nature builds up self-confidence through experience.

Ballooning

Pakistan ballooning
Surviving Father of Pakistan Air Aviation: Brigadier Mokhtar Karim

Ballooning meet in India

With president Leghari

Alma Aty
CHAPTER 11

Remembering old friends

Fellow Remcollians

He still takes part in various get-togethers of the organizations he has served in both in Pakistan and pre-partition India.

Even partition could not separate the remcolian friends. They met for the first time after partition in 1997 in India. While recalling about the event with an Indian journalist he said:

Half a century later, Brigadier Karim along with Brigadier Anwar-ulhaq and Major Amanullah (both retired from the Pakistani army) and General Majid-ul Haq who went over to Bangladesh, will join 80-odd officers
of the 1947 batch for the passing out parade at the IMA. "For them, it will be the real passing out parade," said Brigadier Karim's batch mate Lieutenant General G S Rawat, who retired as vice chief of the Indian Army. The batch celebrates its golden jubilee at the IMA for four days, beginning today. "The government has declared it a national event," said Brigadier A S Cheema, convener of the celebrations. "Zamin to baant chuke, dilon ko rahne do. Kuchh to mohabbat ki nishani rahne do" (you have already divided the land, let not the hearts split. Let some signs of love remain). The couplet from Brigadier Karim summed up the mood at the event.

(Partition has played havoc with land; Spare the hearts, 1997)

He still has many friends (course mates) in India. He attended **platinum Jubilee of Alma Mater Prince of Wale's royal Indian military college** and **golden jubilee of**
his batch in 2007 in Dehra Dun, India. He still feels an affection for them and always looks forward to meeting them.

Remembering Brigadier Karim’s affection with Mr. Forbes, Cary Crawley wrote in his article...

Phil arrived on 26 February. Brigadier Karim met him at Islamabad airport and drove him thirty miles to our camp at Quotbal. I had organised the hire of a group of local musicians to play him a strange medieval fanfare as he arrived in the Brigadier’s jeep. He took me aside and told me that Mr Forbes had died in his sleep two days before. Both ballooning and I had lost a good and dear friend. 
(Crawley, Ballooning in Pakistan, 1991)
Mr Hugh Catchpole (teacher at Dehra Dun)

His teacher at RIMC was Mr Catchpole. He was responsible for starting Hassan Abdal Cadet College appointed by Major General Sher Ali, Adjutant General also his student. Air Marshal Asghar Khan then appointed him principal PAF Sargodha. After Retirement he started teaching English at Abbottabad Public School. He passed away on 1st of February 1997 at CMH Rawalpindi. He was buried with the precinct of Hassan Abdal Cadet College, which he founded with full honours with Boughs Sounding for Last Post. Brigadier Karim prepared a documentary on the Church Service and Burial.
Later in 2007 all the Institutions where he taught in India and Pakistan celebrated his centenary at Dehra Dun. Mr. Hugh Catchpole's students in Pakistan, Bangladesh and India celebrated his 100th birthday on 26th May, 2007 in India at the RIMC, forming phase two of the celebrations. The Pakistan Government released a stamp and a First Day Cover and announced an award of *Hilal-e-Imtiaz* for this great educationist, to commemorate the event.

Hassan Abdal Cricket Trophy donated by General J.J. Singh was won by Abbottabad School at Dehra Dun.
Hockey Trophy was donated by General Ehsan ul Haq, Chairman Joint Chiefs of Staff Committee, was won by Hassan Abdal College at Hassan Abdal.

Brigadier Karim, who represented Pakistani Rimcollians was largely instrumental in arranging the Get Together.

There were many high ranking dignitaries from Pakistan and Bangladesh who spoke about their experiences with Mr. Hugh Catchpole. All of them without exception commented on the prevailing good will and reiterated their resolve that such good will should be carried forward in full earnest so that the countries can live in peace and harmony. After these functions there was a tea-break followed by the Graduation Ceremony of 161 Course specially dedicated to Mr. Hugh Catchpole. At the end of it all both the Governors gave a very moving speech on the need to carry on with this wonderful beginning. The
dossiers containing school reports of Brig Mokhtar Karim (83 years old) and Sahebzada Alamzeb (91 years old) were presented to both and received by them with tears in their eyes. Finally, the cadets of RIMC gave a scintillating performance of song and dance, thereby giving a fitting end to the morning celebrations.

(Hugh Catchpoles centenary celebrated with great enthusiasm, 2007)

**Incident**

While playing Hockey I fractured my right Elbow. I was then in Plaster for about 8 weeks I then thought that I will be exempted from taking exams, but that was not the case. Mr Catchpole my teacher called and told me to start writing with my left hand. I then sat for all the examinations using my left hand. I was also told to play table tennis with left hand, which I did. I
used to get extra time in my examinations.
Mrs. Saida Bano, wife of Brigadier Mokhtar Karim was born on 7th November 1924 at Agra, Uttar Pradesh, India. She was the sixth child of her parents, Muhammad Zahur-ud-din Ahmad Faruqi and Begum Ghafoor-Un-Nisa.

She was known for her artistic skills of calligraphy and love for nature and flowers. She was quite, graceful and soft spoken. She had a charming inspirational and supportive personality.
Mrs Karim had great passion for education, she completed her master’s degree in fine arts after her first daughter was born. She excelled in fields like interior decoration and gardening.

She was an active member of many horticulture and ikebana societies in Islamabad. Like “Floral art society of Pakistan”, since 1998 “Islamabad Horticultural Society”, and “Rose Society”. She was mostly the convener of flower Arrangement Events in Islamabad till her illness. She gave the adopted Motto to Islamabad Horticultural Society “Beauty through flowers”.

Her favourite flower is “Strelitzia reginae” commonly known as “Bird of Paradise”. She also planted it in her garden and it still grows there. Strelitzia reginae is a monocotyledonous flowering plant. Originally from
Africa, now is one of the most famous horticulture evergreen perennial variety in the world.

Bird of Paradise in her garden
After her death Major General Raja Nazir wrote an article on her in the army gazette. There he recalled about her in these words...

I first met Saida Aapa in 1993 while collecting facts and data for initial draft of Aviation History. Recounting her days in Air Observer Post Flight she had said, “I volunteered to design the new wing for Army Pilots with a passion and wanted our pilots to have something symbolizing their flying powers and be proud of it.”

(Major General Raja Nazir, 2007)

Designing Army’s flying Wing

In 1957, Mrs Saida Bano volunteered to design the new wing for Army Pilots. Basic colours chosen by her were red and blue signifying the artillery background and she replaced the British crown and lion by an impressive eagle head, inspired
from the *Alam of Hazrat Ali*. This wing was adopted as part of uniform on **19th January 1957**. This wing was replaced by a metallic replica (though the design stayed the same) but this new change could not stand test of time and in 1985 on demand from all quarters the original wing on fabric was re-adapted. Mrs. Karim’s lasting contribution not only adorns the uniform of army pilots but its design decorates all aviation messes and units. Her artistic skill and love for beauty was visible in the design symmetry and balance of colours of the wing. This wing is the cherished desire of every officer of Pakistan army wanting to serve the country as an army pilot. In fact, it was in great demand overseas as well due to its elegant looks especially among pilots of US Army Aviation. She also designed the insignia of Pakistan Hot-air Ballooning foundation.
Mrs Saida Bano after protracted illness left for her heavenly abode on 29th April 2007 leaving her family members and loved ones sad and gloomy. This loss is irreparable for Brigadier M.M. Karim, who lost a companion supporting each other in their every thick and thin for 54 years of their matrimony. He has a daughter followed by a son from her.
Brig. Karim with Zahra’s friends in his garden. Wisteria in full bloom, it was planted by Mrs. Karim, Allah bless her!

Mr. & Mrs. Karim on the extreme right
Surviving Father of Pakistan Air Aviation: Brigadier Mokhtar Karim

In her last days

In her youth

With her children in her garden

With her brother General Jamil Faruqi

With her grandchildren
CHAPTER 13

Memories of him by his Daughter

When I asked his daughter “Zahra Aslam” to share her memories of her father with me her reply was

The greatest blessing of Allah Subhan-a-Tallah is to have the rich heritage of my Amma and Abu. My fondest childhood memories are so special and dear to me that their events are crystal clear in my memories as if preserved in pictures...
When she was young the warmth, love and guidance she got from them is match-less. Recalling her favourite kindergarten memory, she said:

“The times my handsome father came home from office...”

Brig. Mokhtar used to come from office on his cycle and welcomed by his charming wife out on the drive way. Little Zahra, five-year-old at that time, would also come along tagging along her mother. Soon after that he got a scooter a real fancy one and the sibling’s joys knew no bounds, when all four of them went out for a ride.

He was a perfect father. He used to lovingly take them to the mosque for prayers. He taught them swimming. Being a medallist in swimming he was a great teacher. Analysing her proficiency, she said

Asif (her brother) was always a better swimmer than me.

He prayed regularly and recited the Qur’an daily. He always used to motivate them to join him. In their
academic career as well he used to encourage them to excel in all subjects.

Our house was an open house for all

She also shared that all his junior officers were most welcomed in their house. Her mother used to cook yummy food for all of his friends. They always had beautiful gardens and Brig. Mokhtar admired them and took great pride in his wife’s endeavours.

The kids were taught to respect all elders and servants. He was good at maths and taught them his subject, rest was their mother’s domain. He took great pride in Army, his passion. The parent taught them to love the family—even the extended family.

When he became a Brigadier she was most excited about the staff car a sleek black Chevrolet. Owing to his love for simplicity, he strictly for-bided them to use the car for personal purpose and further said they could sit in it only when he was with them. He made sure they learned all sports. When he was Artillery Commander in
Murree the kids learned horseback riding. She just loved the sport and in a short time became a good rider.

When she got married and had children her parents were the best grand-parents. Her son Imran would follow Brig. Karim like a shadow as a little boy and was fascinated by his medals. Sara, their granddaughter was a little shadow of her grandmother, following her everywhere and learning art, gardening and finer skills of life.

He is a perfectionist and is fully organised about everything in life. He writes a diary every day. The entire family young and old just dote on him. He is very happy to be with his children and grandchildren. He is proud of Zahra, as a successful event planner, Interior Designer and Artist. He wants her to do whatever she can for the army aviation. Recently she did a demonstration on floral arrangements for aviation ladies in Gujranwala and for corps ladies in Gujranwala and Lahore.
He also taught them to cope with the highs and lows in life with faith in Allah strong in the hearts—this makes life easy. I would end the memories in her voice...

---

I am so lucky to have parents who are living legends. Abu became very lonely after Amma left for her eternal abode, Allah bless her in the gardens of paradise. Ameen... I am so proud to have a father like Abu and mother like Amma. I have no words to thank Allah and then all I can say is – quote from the Qur’an (5:17, 9:24)

“May Allah bestow on them (my parents) your mercy as they did bring me up when I was young”
CHAPTER 14

His children

Zahra Aslam

An extract of her letter to me

His first child **Zahra Aslam** is a successful personality in her professional industry. Her mother taught her art as she was a great artist herself, she was in the first batch of masters in fine arts from Punjab university. Zahra qualified as an artist and her passion has been water colour painting. She still paints but only when on a holiday. She completed her education after her marriage to Aslam in 1976. They happily celebrated their **40th**
anniversary this march. Allah blessed them with two adorable children Sara and Imran. When her children joined school, she started to work as a self-employed interior designer.

She successfully completed several projects including the designing and execution of National Defence University, Kharian Club (she named it Café Sun Flower”), Avari Hotel, The Presidency and several homes and guest houses. She enjoyed her work.

There was an evolution in her work about two decades ago when she was asked by a friend to decorate her daughter’s wedding, it was ‘Labour of love’ and she took the responsibility willingly. She created things that had
never been done before and her hard work and artistic ability paid of very well. Her orders for wedding decorations started the moment she stepped into the wedding venue, designed in flowers with a novel design. There has been no looking back. She went up step by step and with Allah’s blessings they have come a long way, their company, Aslam and she herself have worked very hard.

She feels that after doing thousands of weddings their greatest honour is that their prestigious clients. Who have always come back to her for all their future events. She is passionate about flowers and just loves her work. She can work all day and night to create a new design- to make a dream come true.

She also told me her aim towards her clients, she said:

“My Dear, clients we make your dreams a reality with the beauty of exotic flowers, immaculate furnishings and dramatic lighting- all these elements engulfed in perfect execution. We
make your most important day the most romantic with the magical touch of class. Our company called ‘interiors by Zehra Aslam’ has come from a long way with Allah’s blessing. I am expanding and creating new designs all the time. Our team has grown over the years. It is a dream to expand by business and do events in other countries as well. I believe that when Allah gives the artistic ability and talent ‘sky is the limit’.

Her work has become her recognition and she is extremely passionate, perfectionist and professional in her work. Her soft loving voice remind us of her mother. Among many qualities she inherited from her mother delicacy is the protuberant one.
Asif Karim

His son Asif Anwar Karim is a Chartered Accountant. He is one of the best CA’s in Pakistan. He has the honour of working with United Nations in their project “Operation Salam”. On completion of his service he joined a private auditing firm “Self Employed Management Consultant” and at present is Chief Executive Officer (CEO) of Finance section in Air Blue Pakistan. He too like his father is passionate about his work and is proficient in accountancy.

His job in UN took him to numerous places like Kabul, Geneva, New York, Khartoum, Bahrain, Bangladesh and Central Asia. He was offered a permanent job in UN at
Geneva, New York, but, he refused as he did not want to part with his parents.

He has excellent numerical skills and has many personality traits of his father.
Life after Retirement

Even after retirement from army he worked actively and till today is Chief Instructor, Hot Air Ballooning School, and Director Aerial Division.

His hobbies are photography, shooting and reading. He exclaimed enjoying reading Wuthering Heights, Hardy’s Tess, Shakespeare, and Gitanjali of Rabindranath Tagore. He also tried to learn sitar but failed. He likes to hear old songs of Saigal, Kanan Bala, Pankaj Mullick, Mehdi Hassan, Nur Jahan and Qawali of Sabir brothers. His favourite movies are Rommel’s, Desert Fox, and Titanic etc and said that he had forgotten the old pictures he had seen in his early youth.
Even at the age of ninety-two he is active in sports. He is a humble down-to-earth man and has a love for simplicity. He prefers to wear suits at formal occasions and plays very well with bold colours.

**90th Birthday**

His ninetieth birthday was celebrated in her daughter’s house in Lahore. On 25th of December 2013. She arranged the event with extreme proficiency and the whole family gathered for the occasion. The family members presented honour to him through poems and recitals that they had specially prepared for the event.

He also addressed the guest which was followed by a splendid cake and delicious dinner. Everyone in the family still remembers the beautiful evening.
Surviving Father of Pakistan Air Aviation: Brigadier Mokhtar Karim

With General Maqbool founder or TAC school

His children

Sara and Imran his grand-children

With General Maqbool founder or TAC school
CHAPTER 16

Brigadier Mokhtar’s personality

From early childhood Brigadier Mokhtar was exposed to the military culture and as a child grew under the influence of the small fraction of Indian Muslims of that time which promoted modern education of Muslims and had a progressive ideology. This left deep marks in his personality and one can observe this charisma in him even today. Even today he makes full effort to keep himself in pace with the evaluating world of today especially in field of technology.

By nature, he is a perfectionist and prefers doing his work by himself. Even that this age he is active and is ever ready to support and guide his family no matter where they are he will be there to help them in every way he can.
Even the servants working in his house claim that he is one of the best employers one can work with and has a pious, humble and helping nature.

He not only bestows his love to his immediate family but also gives love to the extended family especially the young one. He is among those few people who marvellously balance both religion and modernism in life.
CHAPTER 17

Family Legacy

The family has a legacy of serving Pakistan, even at the cost of risking their life for the betterment of the nation.

His elder brother (first Cousin) Dr. Hamid Karim was commissioned as an Army Doctor in Indian army during World War II. He saw active action against Japanese in Burma.

After independence he opted for Pakistan Army in Medical Corps Services (AMC). He was posted to East Pakistan and later came to West Pakistan. He also participated in all the wars between Pakistan and India.

In indo-pak 1965 war he participated in battle of Chawinda, Sialkot sector, as Regimental Medical Officer (RMO).

In 1971 war he served as Medical Officer In-charge Advance Dressing Station (ADS) on the combat line near Barki Lahore sector. He also remained commanding
officer and second in command of various Military Hospitals.

*The Battle of Chawinda* was a part of the *Sialkot Campaign* in the *Indo-Pakistani War of 1965*. It was one of the largest tank battles in history since the *Battle of Kursk* in *World War II*. The initial clashes at Chawinda corresponded with the tank battle near Phillora a village in the Sialkot sector and coincided with the Battle of Asal Uttar and the fighting intensified once the Pakistani forces at *Phillora* retreated. Realising the eminent threat, the Pakistani armed forces rushed two regiments of their *6th Armoured Division* from *Chhamb* to the *Sialkot sector* to support the already deployed Pakistani *7th Infantry Division* present there to guard the Indian border. These units, plus an *independent tank destroyer squadron*, amounted to *135 tanks*: 24 *M47 and M48 Pattons*, *about 15 M36B1s* and the remainder *Sherman tanks* altogether. The majority of the Pattons belonged to the newly raised 25th Cavalry commanded by *Lt. Col. Nisar*, which was later deployed in Chawinda area.
Fighting around the Gadgor village between the Indian 1 Armoured division and the Pakistani 25th Cavalry Regiment resulted in the Indian advance being stopped. However, the Indian invasion was repelled and the battle finally ended due to the UN ceasefire.

His elder nephew Shahid Hamid son Dr. Hamid Karim. From his childhood has the passion to join armed forces of Pakistan. From middle school he joined PAF Cadet College Sargodha but on medical reason he could not continue as GDP Cadet (General Duty Pilot Cadet) and was grounded thus was given the option to join ground services of Pakistan air force.

Brig. Karim said about him

I wanted Shahid to be educated at Sargodha PAF College, as the Principal Mr Catchpole was my teacher at Dehra Dun. Once, when I visited the college I met Mr Catchpole, who told me “his writing is worse than yours”
There he decided to join civil services of Pakistan. He secured first position in Civil Services exam *of 2nd common*. He has the honour to be the deputy commissioner of all the Districts of Karachi including Larkana. During his service he held significant appointments as civil servant. He served in World Bank, Home Secretary Sindh, Director Civil Services Academy District Management Group (DMG) in civil services academy Lahore. To overcome the crisis situation in KESC he was specially appointed as Managing Director (MD). Due to strong resistance from Union and Anti-Pakistan elements. He was martyred in retaliation to his efforts to eradicate corruption whilst he served as MD KSCE (now K-electric) in 1997 by *Sault Mirza*. In recognition to his service he was honoured with highest civil award *“Nishan-i-Imtiaz Pakistan”*. His academic career is full of honours and awards. He got roll of honour from government college Lahore (GCU).

His grandson *Omar Shahid*, after successfully passing the CSS Examinations, joined the Police Services in 2003
as an ASP. His first appointment was in *Police Head Quarters, Garden, Karachi*. Omer Hamid served in Karachi's police force for 13 years till he was forced to leave the Sindh Police in 2011 after getting on the *hit list* of the *Taliban and the MQM as reported in official documents*. After leaving Police, Omer wrote a book named "*The Prisoner*" inspired by the real life kidnapping and killing of *Wall Street Journal* reporter *Daniel Pearl* in 2002. In 2015 he also wrote "*The Spinner's Tale*". Omar Shahid Hamid is currently *Head of Asia Pacific Country Risk at IHS*. He specialises in *terrorism risks in South Asia, specifically Pakistan, Afghanistan and India, Politics in India, Myanmar and Thailand*. Omar has featured in major media outlets like *CNN, AL Jazeera, France24, Sky News, Channel News Asia, the BBC, the Wall Street Journal, the New York Times, USA Today, the Times, the Daily Telegraph, Hindustan Times, and DW*.

His younger nephew *Colonel Majid Hamid* continued the legacy of his father and Uncle Brig. Karim and got
commissioned in Pakistan army and joined corps of Artillery. In army he spent 28 years in various operational, military intelligence, administrative, resource management, security and military police services. In his army career he excelled in gunnery and parachuting. He served in different operational and internal security areas like Siachen; Sui, Dehra Bughtti (FC Baluchistan), Coast Guard (anti-narcotics duty) HQ Coast Guard Karachi. In recognition to his service in army, he was awarded Tamgha-e-basalat (TBt) for his gallantry action in Dehra Bughtti Operation 2005. Tamgha-e-basalat (Medal of Good Conduct) is an award of Pakistan Armed Forces. It is a non-operational award given by President of Pakistan to military personnel for acts of valour, courage or devotion while performing their duty. As lieutenant he had the honour to serve at the height of 22000 feet, the highest Battle Field having an average temperature of minus 42 Centigrade. In his operational sector Yermala he was known as “man of crisis”. In recognition to his operational commitment he was given honouree
membership of 42 Punjab Regiment. In his Operational Report written by his commanding officer has mentioned him as “a rare breed of up right person who has the courage to meet any challenge.”

His youngest nephew Zahid Hamid also got commissioned in Pakistan army and joined Electrical Mechanical Engineering corps (EME). In recognition to his service in army he is awarded Tamgha-i-Imtiaz Military (TIM). Presently serving in PIA as Technical Advisor to MD PIA. He also worked with KESC for a while.

His niece Perveen Agha followed the footsteps of his elder brother and joined civil services of Pakistan. Held various prestigious appointments of Account Group. Presently serving as Chairperson/Secretary Ministry of Railways Pakistan. In recognition to her services, General Electric Company has awarded her pride of performance.
APPENDIX: A

Letters from Allama Suleiman Nadvi
APPENDIX: B

Articles he has written

ARMY AVIATION

Contribution by M. M. Karim, Artillery

Introduction

The history of warfare may be divided into two periods: the period that began in the last century and the period that began in the last century with the advent of and employ of mobility and firepower. The combined use of mobility and firepower provided the ability to move fast and shoot effectively. As we know, the domination of all aspects of war was to bring down effective fire to destroy the enemy at the decisive place and time. The German Army in 1940 was not as superior to the Allies as it seemed to appear by its success. The combined use of tanks and motorized division supported by the tactical air force provided the famous “blitzkrieg” and the overwhelming response to the German Army. The present concept of “Move, Shoot and Communicate” is only an extension of the same principle with better and more effective weapons and equipment. To this stock of weaponry and equipment is added the aviation element, which operates in the third dimension. It has the ability to move, shoot and communicate. In Pakistan a happy start has been made and steps in the right direction are being taken to provide the enhanced battlefield requirements in the third dimension.

In this article it is not intended to dwell on the subject of “Move, Shoot and Communicate,” as it is already an established fact that the operations in the third dimension are effective and the integral aviation element, without duplicating air force efforts, is a must for all modern armies. An effort has therefore been made to project thoughts on some areas where we need to pay attention and make use of experience of other forces of the world. Accordingly discussion is restricted to the following subjects only—

1. Coordination of Aviation Organization
2. Decentralization of Maintenance
3. Vulnerability

Coordination of Aviation Organization

In our country the Pakistan Air Force, the Civil Aviation and the Army are the three organizations which operate aircraft of various types and sizes. The Civil Aviation controls the Pakistan International Airlines, Flying Clubs, government and semi-government flying organizations, all private and semi-private operators in the country. Happily, the Civil Aviation comes under the Ministry of Defence, which also controls the Army and the Air Force. The coordination, therefore, should really be simple.

We have a tendency to work in isolation. The reason for this may be that it helps “Empire Building” but it
A PLEA FOR ARMY AVIATION IN PAKISTAN

Lt. Col. M. M. Karim, Artillery

"The future of combined forces is in the air. All fighting men and everything they need to fight with in future and live on as they fight must be capable of movement by air."

Gen. James Gavin
US Army

Modern Trends

Aviation in the army really came to the fore in recent years. During the Second World War light aircraft, flown by pilots in army uniforms, were principally used for adjustment of artillery fire, with observation and reconnaissance as subsidiary roles. Rommel, we know, used his light aircraft extensively and effectively for his personal reconnaissance and controlling the battle in North Africa. The developments, since the war, of light aircraft and helicopters of varied capabilities has ushered in a new era of air mobility in the land battle. It is but natural that this enhanced versatility of aircraft is influencing tactics and causing a greater reliance to be placed on a third dimensional solution to most battle situations. Thus, the mission of aviation in the army is considerably enlarged from the original, which was primarily to assist the gunners in their mystic rites. In most armies of the world the old air observation squadrons formed a nucleus and have now blossomed into an aviation corps which in its own right ranks with infantry, armour and artillery on the field of battle.

Developments in army aviation within a decade have been rapid. Even now the process of evolution, opening a vista of far reaching potentialities, is not easily comprehended by many. The die-hard tactician continues to regard the light aircraft as an auxiliary of artillery and at best a luxury or a bonus at the tactical level. In fact he echoes his predecessor of the early twenties, who often sounded off against the tank vis-à-vis the horse and cavalry.

In Pakistan aviation is still in its infancy. Bismark once said that fools learn by their own experience, but he preferred to learn from the experience of others. Thus, indeed we are in a happy position. We have the opportunity to learn from and lay the foundations
From: Maj Gen M. Attiquah Hahman, S.A.T.

Adjutant General
General Headquarters, Pakistan
Rawalpindi.

D.O.05/76/63/AG(Max)

2 Sep '63.

Dear Karim,

1. Just a few lines to inform you that I had much pleasure in reading your article "A plea for Army aviation in Pakistan" which was published in the Pakistan Army Journal of 1963.

2. I was wondering if you would find time to write another article in which you could give pros and cons of the effect of the enemy Air Force against light aircraft. What I am after is that there seems to be some doubt in the minds of many people that a position of almost complete air supremacy is required before Army aviation can function at all. I know that there are many views on this but perhaps a view which would generate ideas, from your may be valuable as a basis for discussion.

Best wishes,

Lt. Col. M.M. Karim, Arty
Army Air Base
DHAMIAL
SPEARHEADING THE CREATION OF ARMY AVIATION

Brigadier M.M. Karim
1969

Aviation in the land battle of today is becoming a more and more integrated weapon of the Army. Close support which entails reconnaissance, aiming of ground weapons at ground targets, Air mobility of combat troops, Supplies, Ammunition, messages, anti-guerilla operations and forward area casualty evacuation, are but some of the spheres of aviation activity. Although in our Army today all the paraphernalia of aviation may not be available, we must lay the foundation now on which we can build later and we must resist the tempting fallacy of temporizing with ad hoc measures. As an initial step we must create an Aviation corps. Army aircraft have become an integral part of the Army’s weapon system. They are key element in any type of action. It is but prudent that we create now, albeit a nucleus, a body of career army aviators, dedicated to the projection and integration of this new and versatile weapon into our combat system. Army Aviation should also acquire DRONES. It is not too late yet.

Extract from Article
"A PLEA FOR ARMY AVIATION IN PAKISTAN"
published in Pakistan Army Journal Vol V, No 1
by
Lt Col M.M. Karim, Commanding Officer
No 1 Air Observation Post Squadron
1963
BIBLIOGRAPHY

Crawley, C. (1989, April). Pakistan's ballooning pioneer
Brigadier Karim's retirement project got off to a

*Aerostat*, 22(4), 24-31.

Publications. Retrieved from
https://books.google.com.pk/books?id=ZG3sR-XN6kUC&pg=PA19&lpg=PA19&dq=Field+Marsh+al+Sir+Philip+Chetwode+at+the+inauguration+of+the+academy+in+1932.+Inscribed+on+the+oak+panelling+in+the+hall.&source=bl&ots=JlYnYPneP4k&sig=Yow8F4a95jr9X20NBpkQFxkoxDk&hl=en&

*Hugh Catchpoles centenary celebrated with great
enthusiasm*. (2007, June 4). Retrieved from
abdalians:
http://abdalians.com/component/content/article/
38-abdaliants-activities/529-hugh-catchpoles-centenary-celebrated-with-great-enthusiasm.html


Royal Indian Navy 1939--

1945: Chapter 3: The Early Stages of War. (n.d.).

Retrieved 03 04, 2016, from

http://www.tothosewhoserved.org/ind/indnavy/chapter03.html
An insight view of Brigadier Mokhtar Karim, who has the honour of working in all three arms of pre-partition Indian Army as an officer. The forefather of Hot-air ballooning in Pakistan and raiser of Pakistan Army Aviation Wing. A first-hand Account of him by his decedent Ayesha Majid Hamid Karim, who has the honour of penning his whole life.

“A very interesting piece of work filled with memories of our beloved country Pakistan.”

Javid Ahmed (Chief Editor Daily Atimad Quetta, Author of “Ahkam-e-Elahi”)

“Makes me travel back in time to the separation of Sub-Continent”

Salman Javid (CEO Silver Limning)