



EDITOR'S NOTE

This quarter witnessed a great loss to the country with the passing away of Shri K. Subrahmanyam on February 2, 2011. He was one of the Life Trustees of the Forum for National Security Studies which manages the Centre for Air Power Studies. But his loss goes far beyond that since he had devoted his life to strategic thinking and policy formulation on India's future security. A man of great integrity, he focussed his life on seeking truth from facts and carrying out objective analyses which were almost invariably future-oriented and policy-relevant. He had triggered the establishment of the Institute for Defence Studies in 1965 as a Deputy Secretary in the Ministry of Defence, Government of India. Unfortunately, the Institute could not grow according to his original vision of undertaking operations research due to lack of expertise on the subject in the country and, in due course, became India's only think-tank on strategic and security issues. He served as its Director twice, from 1969-75 and later from 1980-87 with great distinction and success.

This quarter also marked the induction of the first of the six (likely to be extended to 12) Lockheed Super C-130J aircraft into the Indian Air Force (IAF). The IAF had been wanting this aircraft since the 1950s and turned to the Soviet An-12 only after it was found that the US would not sell the Hercules (as it was called). But the US did send a C-130 squadron to ferry winter clothing and small arms from New Delhi to Leh just after the Sino-Indian War of 1962. Incidentally, it was the C-130 squadron operations that required the Air Defence Information Zone (ADIZ) in north Ladakh

being marked (on US Air Force Aeronautical Charts) with a straight line joining the famous point NJ9842 in north Kashmir to the Karakoram Pass in the east. ADIZ (Air Defence Information Zone) as the name itself clearly indicates, cannot be assumed to be the boundary between two countries and/or lines of control between them. It is only for the guidance of aircraft and the air defence system.

India again made strenuous efforts in the early 1980s to purchase two C-130s for the Department of Ocean Development for air maintenance of its scientific mission in the Antarctica. This was the only long range transport/cargo aircraft that could be equipped with skids to land on snow. The reason why the US would not supply the aircraft was that it could be used for area bombing also – something that the Soviet An-12 could also do and was used in this role during the 1971 War. But the Super C-130J will not be used even as a true cargo aircraft since it is specifically designed for Special Operations. This capability in due course would help in dealing with terrorism from across the Line of Control in Jammu and Kashmir (J&K).

The Centre for Air Power held its 3rd K.K. "Jumbo" Majumdar international seminar on the theme of "Aerospace Leadership in the Coming Decades" in collaboration with Air HQ and VIF. The seminar was inaugurated by the Minister of State for Defence, Dr. M.M. Pallum Raju and attended by over 240 participants. The speakers included the Chief of the Air Staff (CAS), IAF, Chief of Staff, USAF, AOC-in-C Air Command, Royal Air Force (RAF), former CAS, RAF, former CAS, French Air Force, Vice Admiral Vincent, US Navy (Retd), Shri Ajit Doval, Director General (DG), Vivekananda International Foundation, Dr. Ben Johnson, Senior Associate, RAND Corporation and others. The seminar was received very well.