



रक्षा मंत्रालय
MINISTRY OF
DEFENCE



**GROUP CAPTAIN (Then WING COMMANDER) MAN MOHAN BIR
SINGH TALWAR**

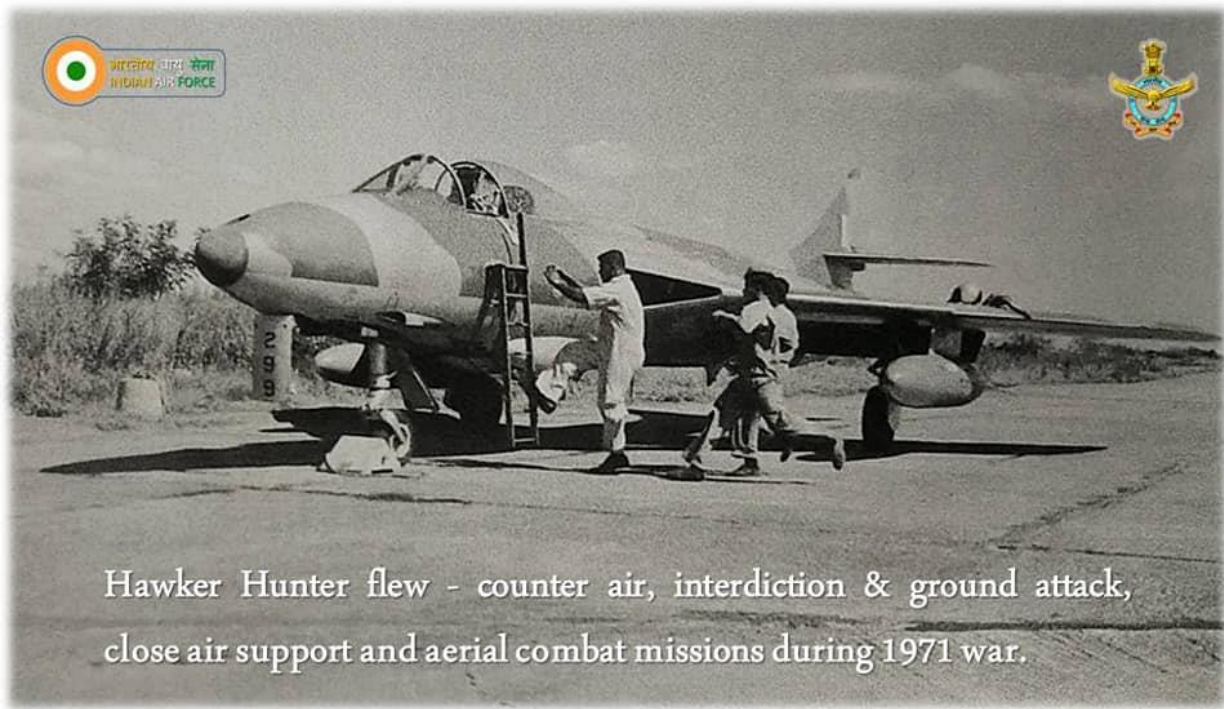
SERVICE NUMBER	4573 F(P)
RANK	Group Captain (Wing Commander)
NAME	Man Mohan Bir Singh Talwar
SON OF	Shri Kartar Singh
RESIDENT OF (Village/District/State)/ DOMICILE	New Delhi
UNIT/REGIMENT/CORPS	
SERVICE	Indian Air Force
DATE OF ENROLMENT/ COMMISSION	14 October 1953
AWARD/DATE OF ACTION	Maha Vir Chakra/ 17 December 1971
WAR/BATTLE/OPERATION	Indo-Pak War of 1971
OTHER AWARDS WITH DATE	

Group Captain (then Wing Commander) Man Mohan Bir Singh Talwar was born on 01 April 1931, to Shri Kartar Singh, in Abbottabad in present day of Pakistan. He later settled in New Delhi. Wing Commander Talwar pursued his education in Doaba College, Jalandhar and Meerut College, Meerut. He was commissioned as a G.D (Pilot) in the Indian Air Force on 14 October 1953. He started his career as a fighter pilot and subsequently changed to a bomber pilot.

India gained Independence in 1947, and the partition resulted in the creation of Pakistan. The foundation of Pakistan was laid by the Muslim League based on the two-nation theory. Pakistan comprised two wings- East and West Pakistan which were geographically separated by 1600 kms Indian territory. The two wings of Pakistan were culturally and linguistically different and the diversities between the two wings could not be bridged by an emotional appeal to religion. Consequently, fissures started erupting in the political body of Pakistan soon after the Independence and with each passing year it widened. In the absence of appropriate defence arrangements, the people of East Pakistan felt isolated and abandoned. Finally, the malfeasance of Pakistani leadership during Cyclone Bhola and the overwhelming support for the Awami League in the 1970 elections, proved the proverbial last straw on the camel's back.² The Awami League led by Sheikh Mujibur Rahman (of East Pakistan) secured an absolute majority in the general elections held in December 1970. This entitled the League to form a Government in Pakistan. However, Pakistan's military rulers denied this democratic right to the Awami League, in connivance with the PPP, led by Zulfikar Ali Bhutto. This arbitrary act of government caused deep resentment among the population of East Pakistan resulting in widespread protests. When the slide became unmanageable, the Pakistani rulers resorted to a midnight crackdown on 25 March 1971. The government ordered a military crackdown and the Pakistan army under Lieutenant General Tikka Khan unleashed a reign of terror and massacred thousands of Bengalis in a genocide codenamed 'Operation Searchlight'. Pakistan launched its attack against India on 03 December 1971. The Indo-Pak War of 1971 was the first war when the Indian Government engaged all three services on a large scale.

As the tension mounted along the Indo Pak borders, violation of Indian air space by PAF became more frequent. In November 1971 alone, ten major air violations by Pak F-104s and Mirages were reported in the areas around Srinagar, Amritsar, Jammu, Jamnagar and Ganganagar. In the east, on the afternoon of 22 November 1971, three PAF F-86 Sabres were shot down over Boyra.

India understood that the Pak attack would begin with a preemptive air strike on her forward airfields. On 1 December, it was learnt that Pakistan would strike in a day or two. Under these circumstances, a pre-emptive strike by the IAF would have been rewarding, but India chose not to exercise this option.



Hawker Hunters

Source: <https://www.facebook.com/photo?fbid=950176452035633&set=pcb.950176548702290>

There were apprehensions that Pakistan might attack India and that China might exert some pressure on India from the north to help Pakistan. But the Chinese would not go beyond a token show of force, felt the Indians. In the light of the directives issued by the Cabinet to the Chiefs of Staff, the following objectives were stipulated for the IAF on the Western and Eastern Front:

- To defend own bases against air attacks,
- To support the Army in the field, and to this end gain and maintain dominance over the tactical area, and mount recce, interdiction and other operations to influence the outcome of the land battle,
- To conduct counter air operations, i.e. reduce the effectiveness of the PAF by destroying its aircraft and support facilities,
- To provide transport support to own forces,
- To provide maritime air support to the Navy.

After using the resources of Maintenance and Training Commands, units were allocated separately for exclusive air force tasks and for joint operations with the other Services. A decision was taken to use the IAF affectively so that the PAF may not interfere with the plan of the Indian Armed Forces. In pursuit of this objective, the IAF was to accomplish tasks in the following order of priorities: first, to defend home bases. Second, to support Army and Navy, including gaining and maintaining dominance over tactical areas. Third, to counter operations against enemy air bases and radar stations, and attacks on strategic targets which had a vital role in sustaining the economy and war potential of the enemy.

Detailed offensive plans were prepared. The Western Air Command was to attack the PAF bases at Sargodha, Mianwali, Shorkot Road, Murid, Peshawar, Chanderwalla, Risalwala, Chak Jhumra, Karachi, Drigh Road and the radar stations at Lahore, Sakesar and Badin. In addition, the IAF

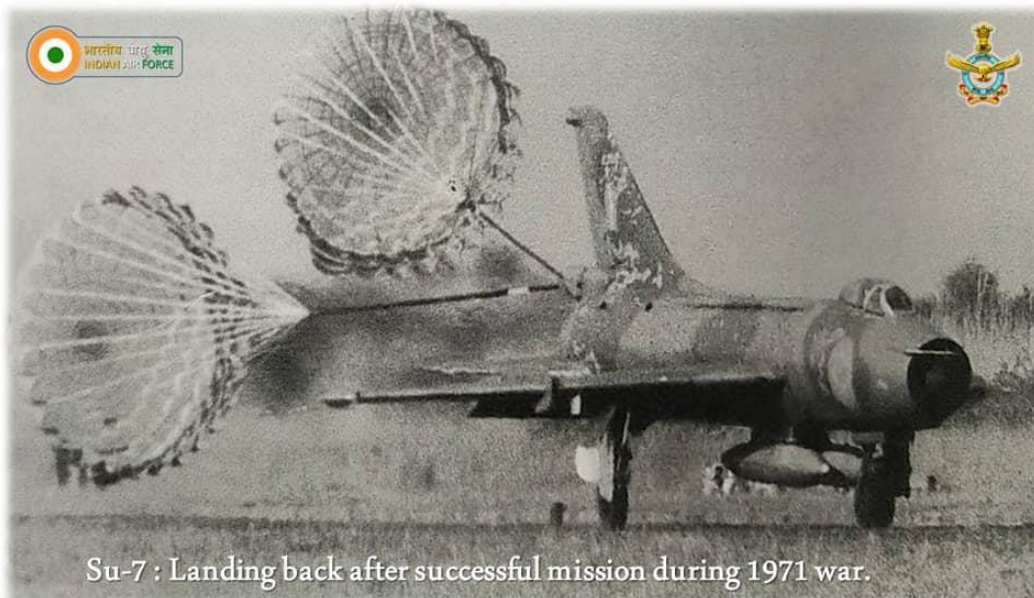
was to carry out interdiction, to prevent the concentration of Pak troops in forward areas. The aircraft to be used in these attacks were to include HF-24 Maruts, Su7s Sukhois, Hunters, Mysteres and Canberras. The Canberra bomber aircraft were tasked for dusk and night missions only. A few strategic targets like oil installations, gas and power plants and harbour facilities had also been identified for attacks.



MIG-21 during the 1971 ops.

Source: <https://www.facebook.com/photo?fbid=947887065597905&set=pcb.947887105597901>

Air Chief Marshal PC Lal, the then Chief of the IAF, says that in 1971, through a process of discussion among the joint planners and the Chiefs of Staff, a 'target system' was evolved. The first objective under the system was to achieve air superiority and therefore, to target all PAF airfields, radars, installations, infrastructure and the aircraft, both in the air and on the ground. The second objective was to target energy resource in every shape and form. This included the fuel storage tanks in the Karachi harbour, the Sui gas plant in Sind, the Attock oil refinery and its storage tanks and power stations such as the Mangla hydro-electric power plant in Punjab. The third and last objective of the 'target system' was to disrupt transportation systems, both road and rail. The geography of West Pakistan is such that its entire communication from Karachi to hinterland passes through a narrow corridor of about 100 miles, approximately 300-350 miles northeast of Karachi. The roads and railways lie broadside to the Indian frontier. Therefore, the entire communication system from Sukkur to Sialkot, over approximately 500 miles, is vulnerable to air attack from India.



Su-7 : Landing back after successful mission during 1971 war.

SU-7: Landing back after successful mission during the 1971 War.

Source: <https://www.facebook.com/photo/?fbid=948567692196509&set=remembering1971-on-4-dec-1971-iafs-su-7-mig-21-hunters-attacked-paf-airfields-ra>

The need to obtain accurate intelligence about PAF bases and radar stations was a top priority. Therefore, photo recce missions for all major PAF airfields and SUs were planned. In addition, the Army needed photographs of enemy concentrations and troop movements. An eye on the movement of I Armoured Division of Pakistan, then deployed in Multan under II Corps was particularly important to the Indian Army in framing its strategy. For this purpose, it was necessary to conduct photo-reconnaissance deep inside Pakistan. Notwithstanding the vulnerability of the Canberra aircraft, these had to be employed for the task. In an innovative effort some fighter-bombers were also fitted with cameras.



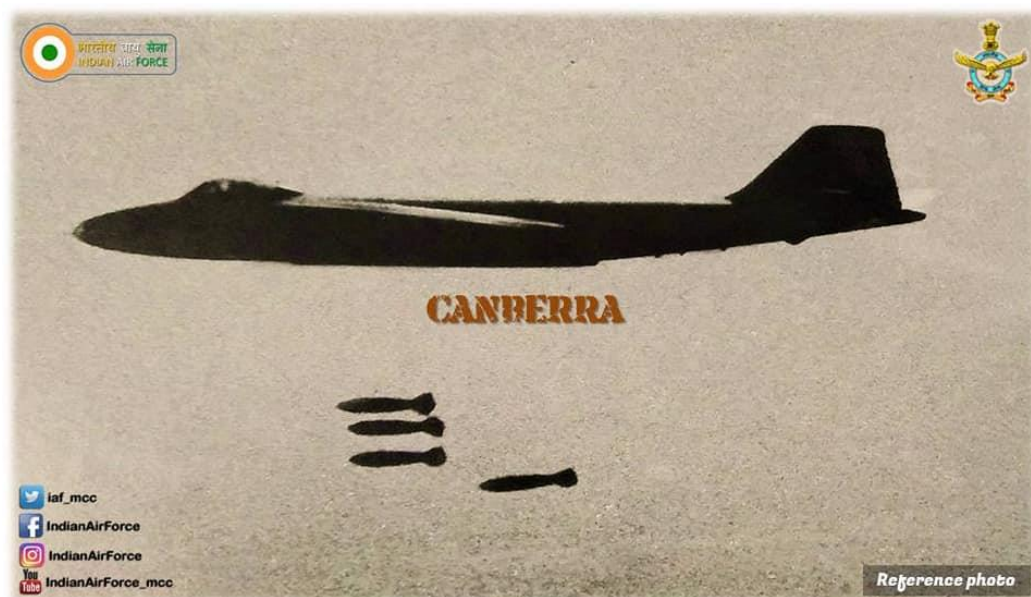
No 16 Squadron in 1971 War

Source: <https://www.facebook.com/photo?fbid=1239131653140110&set=pcb.1239132819806660>

Some IAF squadrons were placed in direct support to the Army to provide air cover to the troops in battle area. For maritime operations, the Super Constellation aircraft at Pune were to be deployed at the Hakimpet airfield near Hyderabad. The AOC, Western Command (later AOC Maritime operations) in coordination with the Indian Navy, was to monitor the operation of these aircraft.

It was decided to move Transport Squadrons out of the combat area of Punjab and Agra to safer bases. These could be moved forward as and when required in support of the Army. Contingency plans relating to the airlift of Army units to forward areas, use of para forces in selected areas and commando type heliborne operations were to be prepared jointly. AN-12 transport aircraft were modified to drop 500 and 1000-lb bombs. Pilots underwent extensive training for low-level bombing missions. Before the hostilities commenced, radars were redeployed on the western front to obtain better coverage.

After the pre-emptive strike by the PAF, Indian Canberras mounted twenty-three attacks on the Pak airfields at Murid, Mianwali, Sargodha, Chander, Risalwala, Shorkot and Masrur (Karachi) scoring direct hits on runways and installations.



Canberra

Source: <https://www.facebook.com/photo?fbid=947887038931241&set=pcb.947887105597901>

Wing Commander Man Mohan Bir Singh Talwar is known as the man who bombed Sargodha. He was commanding No 5 'Tuskers' Squadron based in Agra in 1971. Hours after the Pakistan Air Force struck Indian airfields on 03 December 1971, Wing Commander Talwar and his men in their Canberras took off from Agra. In Sargodha, the runway lights were still on to recover the PAF planes when they bombed. They took off at 2150 hours despite home base Agra having been attacked an hour earlier. Led by the Commanding Officer, Wing Commander Talwar, No 5 squadron's first counter-air missions were against the PAF airbases at Sargodha and Shorkhot Road. Wing Commander flew to both the Western and Eastern Sector. He had divided his squadron into four batches for its missions. They were all allotted targets. He flew with all of them, taking out three of four Pakistani artillery gun positions in Chhamb that were pinning down Indian troops.



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IAF BLASTS PAK TANKS, OIL DUMPS IN CHHAMB THREE ENEMY POSTS CAPTURED IN FAZILKA SECTOR

SRINAGAR, Dec. 12 (PTI)—The IAF inflicted "deadly blows" on enemy tanks, petrol dumps and ration depots in an early morning raid today on Burejal, eight kilometres west of the Munawar Tawi in the Chhamb sector.

An official spokesman told reporters here that eight tonnes of explosives were dropped by IAF planes and columns of smoke were seen

in the area after the raid. The raid during the morning operations in the Chhamb sector destroyed the tanks of a Pakistani armour unit in the area.

During the same operations a number of enemy tanks were also destroyed. The raid was also successful in destroying the ration depots in the area.

In the Burejal sector too, the IAF planes dropped bombs and incendiary bombs, which had caused heavy damage to the enemy tanks and depots.

An official spokesman in New Delhi said that the IAF planes had inflicted heavy damage to the enemy tanks and depots in the Chhamb sector.

There was no serious fighting in the Chhamb sector, which had been quiet since the IAF raid. The IAF planes had inflicted heavy damage to the enemy tanks and depots in the Chhamb sector.

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There were indications that the IAF planes had inflicted heavy damage to the enemy tanks and depots in the Chhamb sector.



The wrapped body of Kashmir Chief Minister G. M. Sadiq being taken out of the PGI, Chandigarh, on Sunday by Doctor P. N. Chaturvedi and others.

CHIEF MINISTER G. M. SADIQ PASSES AWAY

From Our Staff Representative
CHANDIGARH, Dec. 12 — The Jammu and Kashmir Chief Minister, Mr. Ghulam Mohammed Sadiq, passed away at the P.G.I. here today follow-

ing cardiac arrest (congestion) of the heart. He was 59.

The veteran Kashmir leader was flown from Srinagar last evening on an air ambulance to the P.G.I. for treatment of heart ailment. He had been in poor health since his return from a tour of the United States.

Mr. Sadiq's house behind his office in Srinagar was the scene of a mourning party. His wife, Mrs. Sadiq, and their only son, Mr. Ghulam Sadiq, were also in Srinagar.

He expired in the morning at the P.G.I. after a long illness. The Prime Minister, Mrs. Indira Gandhi, conveyed her condolences.

Continued on page 10 and 11

U.S.A. seeks extraordinary Session of UN Council Heavy Fighting Raging Near Dacca And Khulna

CALCUTTA, December 12 (UNI).—Fighting was raging today near Dacca and the key district town of Khulna, as columns of Indian and Bangla Desh forces continued to close in on the capital as well as the port town of Chittagong.

BODY ARRIVES IN JAMMU

JAMMU, Dec. 12 (PTI)—The body of the late Chief Minister G. M. Sadiq arrived in Jammu today.

Mr. Sadiq's body was flown from Chandigarh to Jammu on a special flight.

The late Chief Minister was laid to rest in a family burial ground in Jammu. His wife, Mrs. Sadiq, and their only son, Mr. Ghulam Sadiq, were also present.

Continued on page 10 and 11

The Tribune

Source: <https://www.tribuneindia.com/news/features/mvc-wg-cdr-man-mohan-bir-singh-talwar-is-known-as-the-man-who-bombed-sargodha-332316/>

On 08/09 December, No 5 Squadron flew five sorties to Chhamb, three to Raiwind and two against the Jassar Railway Yards. On December 10, they flew three to Chhamb and three against the Lodhran Railway Yards; On December 13 and 14, there were 11 missions. The following day, there were three raids near Dhaka and seven missions to the west and on December 16, the day the Pakistan army in the east surrendered, the Tuskers flew five missions to Chhamb again. These were relentless bombing runs.



Group Captain Man Mohan Bir Singh Talwar

Source: <https://www.facebook.com/photo/?fbid=6975633365884792&set=a.237493279698868>

Within the first 24 hours of the attacks, Wing Commander Talwar flew five missions into enemy territory. He was awarded the Maha Vir Chakra for displaying conspicuous gallantry. Wing Commander Man Mohan Bir Singh Talwar was later promoted to Group Captain. He commanded the Gorakhpur Station. He took voluntary retirement on 30 April 1979. Wing Commander (then Group Captain) passed away on 31 May 2019 at the age of 88.

CITATION

Wing Commander Man Mohan Bir Singh Talwar (4573) F(P)
(Effective date of award—17th December 1971)

Wing Commander Man Mohan Bir Singh Talwar, Commanding Officer of Bomber Squadron led five day and night bombing missions against very heavily defended enemy targets within the first 10 days operations. On one of these missions, Wing Commander Talwar inflicted very severe damage to the Pakistani Air Force installations at Sargodha. In a daylight mission in the Chhamb area, in support of the army, Wing Commander Talwar attacked four enemy gun positions near the Munawar Tawi river and effectively silenced three of them facilitating the advance of our troops in difficult terrain. Both these targets were heavily defended, the later was close to any enemy fighter base from where interception was also likely. Despite this, Wing Commander Talwar pressed home his attack with great determination and much success. His conduct was an inspiration to the crews of the other aircrafts, which he was leading.

The bold leadership, tenacity of purpose, flying skill and conspicuous gallantry displayed by Wing Commander Man Mohan Bir Singh Talwar were largely responsible for the many successes of his squadron.

Reference: Gazette of India, Notification No. 20-Pres/12.—dated FEBRUARY 12, 1972

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<https://www.hindustantimes.com/chandigarh/the-veer-ahir-who-set-karachi-ablaze/story-On5CTypParRpoT36AGQeoJ.html>.
4. Tribune web desk. n.d. Tribune India. <https://www.tribuneindia.com/news/features/mvc-wg-cdr-man-mohan-bir-singh-talwar-is-known-as-the-man-who-bombed-sargodha-332316/>.
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