

 <p>SAAFA <i>Flying Spirit</i> JUNE 2020</p>	
<h2 style="text-align: center;"><i>THE BEGINNING</i></h2> <p>The South African Air Force while officially nearly two years younger than the RAF, actually has roots that trace back to 1912, when Brigadier General Christiaan Beyers was Commandant General of the fledgling Union Defence Force. As we probably know, the Boers went into battle on horse-back which they'd done with great success some 10 years before, and indeed many times before that. As Willem Steenkamp described it, in good times the Boer looked after his horse, and in bad times he ate it! Times were changing however. Motor vehicles were becoming ever more evident, and it became clear that the horse as the ultimate fighting instrument had its days numbered.</p> <p>In 1911, the age of aircraft arrived in South Africa when a London based group named the African Aviation Syndicate Ltd arrived in South Africa to "promote the science and practice of aviation in South Africa". The company arrived in Cape Town accompanied by two pilots, Cecil Compton-Patterson and Evelyn Driver from Pietermaritzburg as well as a French Bleriot aircraft and interestingly a South African built Paterson bi-plane. The first mail delivery by air took place at this time in the Cape, with the Bleriot having this honour. These intrepid airmen gave a number of displays at horse racing tracks, watched apparently by a number of UDF officers.</p> <p>The following year, 1912, General Beyers undertook a trip to Europe, to witness military manoeuvres in Switzerland, France, Germany and England. General Jan Smuts gave Beyers very specific instructions prior to his departure to visit the British Army's aviation school on Salisbury Plain to "obtain as many details as possible for a guide in establishing a military aviation school in South Africa on a small and economic scale".</p> <p>Beyers returned to Pretoria much enthused about what he had seen, particularly regarding the use of aircraft in conflicts. He said that the use of aircraft should be a great saving in horses and men.</p>	<p><u>Contents:</u></p> <p>Celebrating General Jan Smuts' 150th birthday P4</p> <p>Message from the National President P5</p> <p>The History of the 2020 SAAFA NEC Congress Venue P7</p> <p>[MAAC]SAAFA and the Military Attaché and Advisor Corps P8</p> <p>SAAFA Diplomat Liaison P9</p> <p>Request for DNA from Descendants 2 Sqn pilots still listed as "Missing" in Korea P10</p> <p>Memorial Services 2020/21 P12</p> <p>A Sure way to collect annual contributions P12</p> <p>Between 65 and Death P13</p> <p>Motto of the Wild Weasels P15</p> <p>Skip the Debrief? P16</p> <p>The most terrifying and claustrophobic journey of WW 2 P17</p> <p>From the Editor's desk P18</p> <p>Thank you P18</p> <p>Banking Details P18</p>
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He foresaw great things for the use of aircraft in future operations. Sadly, Beyers never lived to see his prophecy realised, as he joined the "Rebellie" at the time of the outbreak of World War I, and drowned while attempting to escape the soldiers he had formerly commanded.

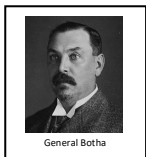
In 1913, the Government Gazette published an advert inviting applications for "officer aviators" to form the nucleus of the South African Aviation Corps, to be founded in terms of the Defence Article 19(2) of 1912. This was in response to the establishment of the Paterson Aviation Syndicate in Kimberley, an enterprise to be operated with funding by De Beers. Hundreds of young men applied, from which ten were chosen to undergo flying training. Patterson was to be



Ken van der Spuy

paid a sum of £150 for each pilot that qualified. The aircraft used was a Patterson No.2 Bi-plane, and it lasted just long enough to qualify five of the young men before, with Patterson at the controls and a young Ken van der Spuy the pupil, it ran out of vertical separation and dashed itself to smithereens on the ground. Both Paterson and van der Spuy survived, van der Spuy going on in later years to become a major general and towards the end of his life the oldest living pilot on the planet. This was not the only accident as it would seem that the Patterson Bi-Plane was prone to catastrophic side slips.

The five pilots did not have much time before they were deployed. In 1914, General Botha invaded German South West Africa, this done at the request of London to neutralise Walvis Bay and Swakopmund as shipping ports. Our five airmen, who had in the meantime been seconded to the Royal Flying Corps were recalled from England for this expedition. Technicians were obtained from the mines and hurriedly trained in rudimentary avionics and aircraft maintenance. The South African Aviation Corps was dispatched to German South West Africa with the five pilots under



General Botha



Farman F27

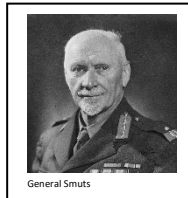
command of Major Wallace and with new steel framed Henri Farman F27's, 12 of which had been purchased from France.



Francke

On July 9 1915, Francke surrendered at Otavifontein, and the campaign was ended, and with it the end of the South African Aviation Corps. All the members who volunteered were seconded to the Royal Flying Corps, and formed into No. 26 (South African) Squadron which was deployed to German East Africa where the General Smuts was trying without success to corner yet another wily German adversary, General Paul von Lettow-Vorbeck.

In 1917, General Smuts was recalled from East Africa and sent to London to attend the Empire Conference. At the conclusion of the conference, Smuts was asked by British Prime Minister David Lloyd-George to remain in England and join the Imperial War Cabinet.



General Smuts

On 17 August 1917 General Smuts presented a report to the British House of Parliament which was in 1986 described by Air Vice Marshal Tony Mason, RAF, as "the single most important document in the history of air power". This second report represented a paradigm shift in conventional and accepted thinking. Air Chief Marshal Sir Jock Stirrup, said in late 2005 words to the effect that the thinking contained in this second report were so far reaching as to be difficult for traditionalists to comprehend.

In this second report, Smuts suggested that air power should have an offensive role, not just a defensive one as was Britain's practice at the time. Due to the ground-breaking nature of what he was suggesting, Smuts drew a

parallel with the role of artillery, saying that "artillery was a weapon, an instrument ancillary to a service, but one that could not be an independent service itself".

He went on to elaborate:

"Air Service on the contrary, can be used as an independent means of war operations far from and independently of, both Army and Navy. As far as can be presently foreseen there is absolutely no limit to the scale of its future independent war use. And the day might not be far off when aerial operations with their devastation of enemy lands and destruction of industrial and populous centers on a vast scale may become the principle operations of war to which the older forms of military and naval operations may become secondary and subordinate. In our opinion there is no reason why the Air Board (which was a joint service committee) should any longer continue in its present form and there is every reason why it should be raised to the status of an independent Ministry in control of its own war service"

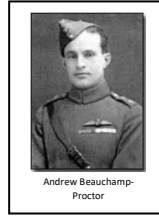
In essence, Smuts said that Britain could win the war the following year if she mobilised her inventive and mechanical genius to produce sufficient aircraft to strike hard at the enemy's communications and deep into his homeland. For this an independent Air Staff and Air Ministry were required.

The basic recommendations of the report were:

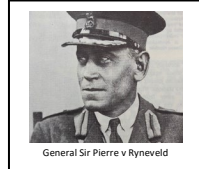
- An Air Ministry be set up as soon as possible
- An Air Staff to be set up as soon as possible
- The Royal Naval Air Service to be merged with the Royal Flying Corps
- That the Air Service keep most close contact with the Army and Navy

That the Air Staff attach to the army and navy such units necessary for military and naval operations.

South African had featured strongly in the Royal Flying Corps during World War I, with Andrew Beauchamp-Proctor topping the heap with the most kills amongst all the Empires airmen, 41, and holder of the VC, MC, DFC and DSO. Amongst his contemporaries



was one Colonel Helerus Andrias van Ryneveld, who was to play a significant role in the establishment of our own South African Air Force. He was not the most successful fighter pilot with



only 5 kills, and was known to be cold, ambitious, decisive, authoritarian, took criticism with poor grace, but was inspirational and that rarest of men, a leader of leaders. When Smuts decided to start an air force in South Africa, Sir Pierre was the man he chose to make it happen.

Sir Pierre was better known amongst the South African public for an epic flight he undertook with Quinton Brand from England to South Africa in a Vickers Vimy called the Silver Queen. Despite two crashes, and Smuts having to authorise two replacement aircraft, they



succeeded in their endeavours and both were knighted.

Having pioneered the concept of air power, and got the Royal Air Force off the ground, it followed that he would wish to have the same happen in his own country.

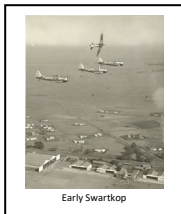
The SAAF got off to a flying start with the Imperial Gift. The Imperial Gift was according to Carel Birkby a personal gift from the War Cabinet to Smuts, who he describes as one of its most forceful members. Officially the gift was for 100 aircraft, comprising 22 SE 5A's, 30 Avro 504 Trainers, and 48 DH9 bombers. These were augmented by gifts of 10 DH 4's from the London Overseas Club and a DH 9

and two BE 2 Scouts from the City of Birmingham. Apart from the aircraft, the gift included steel frames for 20 hangars, 30 wood and canvas hangars, 50 000 gallons of aero fuel and 20 000 gallons of paint, varnish and dope. A complete engine shop as well as motor vehicles and photographic equipment were also included.



Sir Pierre was summoned from Cologne where he was engaged in the handover of surrendered German aircraft to the RAF to the Savoy Hotel where Smuts kept residence and was told "I want you to go out to South Africa and start an air force"

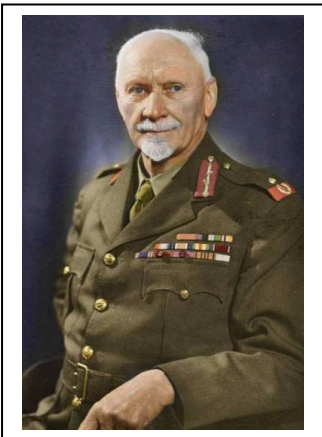
Sir Pierre supervised the shipment of the gift to South Africa which cost £32 800, where it was offloaded and railed to Pretoria at a cost of £38 300.



The Imperial Gift consignment was transported to a 23,5 morgen site some 2 miles east of Roberts Heights which had been purchased to become the SAAF's first airfield. This airfield was named Swartkop, and is still active today, in fact some of the Imperial Gift Hangars are amazingly still in daily use. AFB Swartkop is the oldest still active military airfield in the world.

The South African Air Force was officially established on **1 February 1920**, a day that is still celebrated each year. Ours is thus the second oldest independent air force in the world.

Celebrating General Jan Smuts' 150th birthday



Field Marshal Jan Christian Smuts PC, OM, CH, DTD, ED, KC, FRS (24 May 1870 – 11 September 1950) was a South African statesman, military leader, and philosopher. In addition to holding various cabinet posts, he served as prime minister of the Union of South Africa from 1919 until 1924 and from 1939 until 1948.

In the Second Boer War, Smuts led a Boer commando for the Transvaal. During the First World War, he led the southern UDF Army against Germany, capturing German South-West Africa. He then commanded the British Army in East Africa.

From 1917 to 1919 he was also one of the members of the British Imperial War Cabinet, and he was instrumental in the founding of what became the Royal Air Force (RAF). He was appointed as a field marshal in the British Army in 1941. He was the only person to sign both of the peace treaties ending the First and Second World wars. A statue of him was erected to commemorate him in London's Parliament Square.

He accepted the appointment as Colonel-in-Chief of Regiment Westelike Provinsie as from 17 September 1948. On 29 May 1950, a week after the public celebration of his eightieth birthday in Johannesburg and Pretoria, he suffered a coronary thrombosis. He died of a subsequent heart attack on his family farm of Doornkloof, Irene, near Pretoria, on 11 September 1950



MESSAGE FROM THE NATIONAL PRESIDENT

This past week or so has been hectic for a number of reasons, not least being the spreading of the Covid-19 virus and all the scrambling to prepare for the lockdown that was announced by our President, His Excellency Mr Cyril Ramaphosa. What promised to be a year to remember in terms of numerous celebrations that were in the offing has now turned into a year that will long be remembered for many other reasons.

The year 2020 is the 75th birthday of the South African Air Force Association (SAAFA), also the centenary years of the South African Air Force (SAAF) and the Aero Club of South Africa. In addition to this it is also the 150th birthday of General Jan Smuts, who is widely acclaimed as being the founding father of both the Royal Air Force (RAF) and the SAAF. Furthermore, 2020 also heralds the 100 year commemoration of the epic Silver Queen flight between the United Kingdom and Cape Town. We have much to celebrate and we were looking forward to an array of festivities.

Sadly, this is not to be. With the uncertainty and the worldwide need to combat the unseen enemy, many of the planned events are now going to have to be put on the back burner and either be pushed to the right or be postponed until next year.

Congress 2020, which was planned for May 2020, is one such casualty. However, at the National Executive Committee level we will be exploring ways and means of dealing with this so as to remain compliant with legislative requirements pertaining to our Public Benefit Organisation (PBO) and Non-Profit Organisation (NPO) status. One such possibility is to conduct a “virtual Annual General Meeting (AGM)” within the normal time span to deal with the hard issues normally conducted at Congress, such as the approval of the previous Congress Minutes, Annual Report, Financial Report, Portfolio and Branch Reports, as well as the appointment of Office Bearers, etc, whilst exploring avenues to deal with the soft issues of Congress, ie: The Act of Homage, Honours

and Awards, National Banquet, etc. I will communicate whatever is decided upon as soon as possible.

In the interim, I implore you all to remain vigilant and disciplined, prepared to ward off the threat of the Covid-19 virus through all means suggested by the health professionals, and to strictly adhere to the protocols of the National Lockdown. These are indeed trying times and I am acutely aware that self-isolation and social distancing are probably harder for the likes of us to endure than would be the case for many other people. Military Veterans are by inclination social animals, who actively seek out the company of former servicemen and women, to share and recall a common experience. In saying so I am also mindful of the many elderly and frail SAAFA members, as well as those living on their own. Fear for the future, together with the isolation of lockdown, can lead to anxiety or depression. It is at a time such as this that we need to exercise real camaraderie, albeit from a physical distance. Let us be filled with benevolence for those who are most vulnerable during this time, making the phone call to remain in contact, enquiring about a person’s well-being, offering to run shopping errands for supplies, etc. Even if we cannot gather in small or large groups, e-mail and the various forms of social media enable us to stay in touch and maintain the spirit of camaraderie that means so much to us. WhatsApp is great, but there is something special about hearing a human voice (or seeing someone’s face on a video call).

Owing to restrictions imposed by the South African Government to combat the rapid

spread of Covid-19, the NHQ office of the SAAFA cannot remain open for visits of any kind. NHQ will, however, attempt to be of assistance wherever possible in response to e-mail enquiries. At this stage, I cannot say with certainty when NHQ will resume normal operations, as National Government might well impose further restrictions on the movement of all people, especially in Gauteng, which has now become the epicenter of the Covid-19 virus in South Africa. This will necessarily impact upon the operational efficiency of NHQ and I ask for your patience and understanding until normality is restored. I pledge to keep all of our members regularly and suitably updated during these challenging times.

Before closing I wish to pay tribute to our past Editor of our National Newsletter, Crow Stannard. Unfortunately Crow succumbed to the dreaded big C earlier this year after a long hard battle which he bravely fought. He was and will remain an inspiration to us all, not least for his continuous unselfish work for the benefit and well-being of others, despite his own infirmity. Lest we forget.

I would also like to welcome on board Hermann Olmesdahl, who has graciously volunteered to take over the editorship of the Flying Spirit. Hermann previously

served as the Editor of the Stick and Throttle, the newsletter of the Pretoria Branch which later evolved into a manuscript, such is his enthusiasm. Thank you Hermann for your comradeship and sense of service, it is much appreciated. That is what SAAFA is all about.

It is my wish that despite the current National restrictions, SAAFA will in the year ahead remain an Association that provides assistance where required, remembers those who did not return, is able to support our SAAF as and when required and that we carry out these, our SAAFA objectives, while engaging in meaningful camaraderie; enjoying one another's company (even whilst practicing social distancing and limitations on our movements), which is the platform on which all else is based.

I wish you all well, and trust that SAAFA will remain an integral part of your lives and from which you derive much enjoyment, along with the satisfaction and pride which comes from being of service to your fellow man.

Let us bear one another's burdens during the challenging and unknown times that lie ahead.

God bless.

Mike Louw

National President: South African Air Force Association

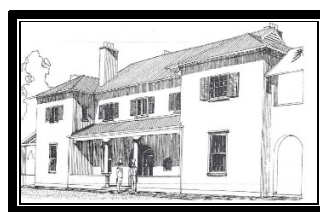
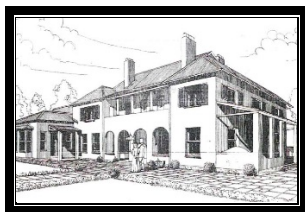


The History of the Generals House postponed SAAFA NEC Congress Venue

The SAAF Association Congress is an annual business and social event on the Association's calendar that would have taken place 14 – 17 May 2020 at the General's House (SAAF Col Officers Mess) Thaba Tshwane. The congress would have been hosted by the SAAFA Pretoria Branch. The association will also celebrate a milestone this year as the association is celebrating its 75th year.



This building was designed by Sir Herbert Baker and was completed in 1903 as the official residence of the Commander-in-Chief of British forces in South Africa. Construction began in November 1902. The plan was H-shaped with stoeps, on both north and front sides, arched on the ground floor and columned upstairs. The finishes were white plastered walls under an iron roof. In the original color scheme all the external woodwork was stained green and all the internal walls were painted white. Its first occupant was General, (later Sir) Neville Lyttelton, whose successors, Sir Henry Hildyard and Lord Methuen, probably also lived there. From 1921 to 1932 the building was used by the South African Air Force as its headquarters. It was declared a National Monument under old NMC legislation on 26 June 1981.



[MAAC] SAAFA and the Military Attaché and Advisor Corps

Many of our members might not be aware that SAAFA has an initiative involving the Military Attaché and Advisor Corps (MAAC).

Back in 2001 it so happened that by a chance meeting a relationship was established between the then RAF Attaché and SAAFA Pretoria. This happy meeting resulted in the Attaché enjoying SAAFA camaraderie with occasional benefits (incl. wine from the Cape and SAAFA social functions) and SAAFA becoming exposed to the MAAC community at large by being invited to attend various National Day and Defence Day functions.

With the passage of 17 years, this initial contact has expanded to relations being established with 42 Foreign Missions in South Africa. Certain select Military and/or Air Force Attachés are invited to join SAAFA Pretoria Branch as Honorary Members for the duration of their tours here, usually three years.

Clause 7.1 of the Constitution of the South African Air Force Association determines that:

"The Association may invite eminent or distinguished persons to become honorary members of the Association for a period terminable at the discretion of the National Executive Committee without the payment of a SAAFA membership subscription or Member's Levy. Invitation to this class of membership by Branches shall be submitted to and approved by the National Executive Committee."

Pretoria Branch submitted a proposal to the NEC for blanket approval to invite foreign Defence Attachés (DA's) to join Pretoria Branch without prior NEC approval, which was granted subject to an annual report detailing the honorary membership status of the Branch.

The results of our MAAC affiliation are most beneficial to both parties. DA's are sometimes at a loss as to how to proceed in certain situations, such as blocked drains or power failures and it is made known that certain select SAAFA BEC members may be contacted at any time for advice.

A number of DA's are also reliant on SAAFA Pretoria members for advice on how to deal with, or approach, elements of the SANDF which is a minefield in most instances.

Many High Commissions and Embassies celebrate their national and defense days with receptions and SAAFA members are often invited to join the celebrations. It has also been a characteristic of many of our Branch functions (fund raisers, banquet, golf days and Thirstdays) that a number of DA's are often in attendance and very supportive for which we are extremely grateful.

It is also so that when problems are experienced with Visa's to visit some countries our DA friends have come to the rescue and resolved matters.

Some while ago a South African member of the British Army was critically injured in an IED explosion in Afghanistan and there were doubts as to whether he would survive. The soldiers' mother, distraught at the news and wishing to get to her son in England before he was lost, was desperate as obtaining a visa to visit the UK is known to be a less than simple undertaking with visits to the sub-contracting visa agency and often involving an interrogation. The process can also take up to a month with multiple forms to complete. The then RAF Attaché in South Africa, Wg Cdr Nigel Cookson RAF (OSAAFA G) was approached and he secured an in-principle visa, subject to presentation of passport, in 90 minutes! Happily, the soldier survived his injuries, and this is a good example of how our MAAC relationships can be of assistance and of course illustrates again the bond between servicemen worldwide.

We can also say with pride that SAAFA played an instrumental role in the French Embassy awarding two of our colleagues; Alex Reith (LSC) and Brig Gen Albie Gotze (Outeniqua) the prestigious Legion d'Honneur medal by the French Ambassador by communicating directly with the French DA.

The MAAC initiative will be continued into future generations of foreign DA's as it is doubtless a mutually beneficial exercise appreciated by both SAAFA and MAAC.



SAAFA Diplomat Liaison



Royal Thai Armed Forces Day



The Royal Thai Armed Forces (RTAF) is the name of the military of the Kingdom of Thailand.

On January 18 2020 the Royal Thai Armed Forces honored the anniversary of the victory won by the King Naresuan in the epic Yuddhahatthi or Elephant Battle against Mingyi Swa in 1592 at Nong Sarai, Suphanburi. A ceremony of the trooping of



Note speaker Dep-CAF
Maj Gen Butheez

the colors was held at the Cavalry Center's Fort Adisorn in Saraburi province, where the military and police paid allegiance for the first time in the reign of King Rama X who is the chief commander of the Royal Thai Armed Forces.

The Thailand embassy honored the Royal Thai Armed Forces Day on 23 January 2020 in Pretoria.

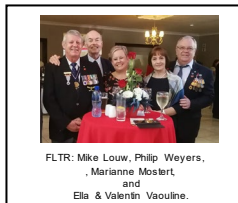


Defender of the Motherland Day



Defender of the Motherland Day is celebrated on 23 February every year, a holiday observed in Russia, Turkmenistan, Belarus, Kyrgyzstan, Kazakhstan and Tajikistan.

First celebrated in 1919, the holiday marks the date in 1918 during the Russian Civil War when the first mass draft into the Red Army occurred in Petrograd and Moscow (on 17 February).



FLTR: Mike Louw, Philip Weyers,
Marianne Mostert
and
Ella & Valentin Vauline.

In January 1919, it was decided to combine the celebration of that day with the anniversary of the publication of the decree on the establishment of the Red Army (of 18 February 1918). In 1919, 17 February fell on a Monday, so it was decided to move the holiday to the nearest Sunday – 23 February.

That choice of day has been retained ever since. It was originally known as "Red Army Day". In 1923, it was officially named Day of the Red Army and the Navy. Following the fall of the Soviet Union in 1991, the holiday was given its current name in 2002 by Russian President Vladimir Putin, who decreed it a state holiday (in Russia).

SAAFA NEC members attended the reception hosted by the Defence Attaché of the Russian Federation at the Saint George Hotel.



National Day of Japan



Japan's National Day is its National Foundation Day celebrated on the 11 February each year. The National

Foundation Day marks the founding of Japan in 660 BC when Emperor Jimmu, its first emperor, sat on the throne. The day serves as a reminder to the Japanese of their roots as a nation. The National Day strives to foster nationalistic spirit among the citizens.

The National Day of Japan was celebrated on 28 February 2020 in Pretoria at the residence of the Ambassador of Japan with members of the SAAFA NEC in attendance.





SOUTH AFRICAN KOREAN WAR VETERANS ASSOCIATION

(Extracts from SAKWA Newsletter No 330 November/December 2018)

Request for DNA from Descendants of South African 2 Squadron pilots who were still listed as “Missing” in Korea.

The Chairman of the South African Korean War Veterans Association, Col Dirk Louw, received the message from Mr. G J du Preez the Political Counsellor in the South African Embassy in SEOUL, (Republic of Korea) that the next of Kin of the 24 pilots must be located as a matter of urgency to provide DNA samples to the Republic of Korea Ministry of National Defence Agency for KIA Recovery and Identification (MAKRI).

The message reads:

During the most recent monthly UN Command Ambassadors’ Roundtable meeting hosted by the Commander of the UNC & USFK, Gen Vincent Brooks, the Director of the ROK Ministry of National Defence Agency for KIA Recovery and Identification (MAKRI) gave a presentation on the repatriation efforts undertaken to date.

He indicated that these efforts have so far resulted in over 9 000 sets of remains being unearthed since the recovery project started in 2000, with only 116 having been identified.

He noted that MAKRI believes that some of the unidentified remains are not American or Korean, but from other Sending States and therefore encouraged Sending States to have families of those fallen soldiers who have not been accounted for yet to submit DNA samples which can be used to identify remains. He indicated that only Belgium has so far submitted DNA samples.

In view of the fact that South Africa still has 24 airmen missing in action, would it be possible for SAKWVA to convey the request for DNA samples to the families/descendants of the 24 missing men? The Embassy will in the meantime make enquiries with the MAKRI with regard to how such samples should be dispatched.

We at the SAAFA NEC are glad to be of assistance to our fellow SAAF members and are publishing the photographs of the 19 pilots with the hope that somebody will recognise some of these men and provide detail of their next of kin:

				
2/Lt D.R. Leah	Lt G.D. Deaton	Capt F.M. Bekker	Lt N. Biden	2/Lt H.T.R. Joyce
				
2/Lt C.J. Pappas	Capt A. J v Rensburg	Lt G.J. Baransky	Lt T.C. Scott	Lt W.E. St E Wilson
				
Lt D.A. Ruiter	Lt R.M. Du Plooy	2/Lt C.L. De Jongh	2/Lt M.O. Grunder	Lt L.W. Parsonson
				
Lt D.L. Taylor	Lt J.O. Holtzhausen		Lt P.I. Norman-Smith	2/Lt M.C. Botha

Urgent request for support.

Col Dirk Louw expresses his sincere appreciation to next of kin/descendants who have responded. As he now depend on the memories of Fellow Air Force Members, Veterans, wives and widows to trace the next of kin of the remaining 19 pilots, he wants to make an urgent request that anybody that might be able to assist me, to contact him as soon as possible. This will enable him to provide the details to the Embassy of the Republic of Korea in South Africa as well as the South African Embassy in Seoul, South Korea for further action.

Contact details

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Memorial Services 2020/21

Date	Time	Service	Venue	Town
JUNE 2020				
7	11H00	Sappers Memorial Service	Sappers Rust	Hartbeespoort Dam
JULY 2020				
12/19	10h00	Delville Wood Memorial Service	Burgers Park	Pretoria
12/19	10h00	Delville Wood Memorial Service	Soweto	Johannesburg
24	10h00	Korean War Veterans Ass Service	Bays Hill	Pretoria
AUGUST 2020				
16	11h00	Border Boys Parade		Pretoria
22		61 Mech Memorial Service	Ditsong	Johannesburg
22	10h00	SAP COIN Memorial Service	Doornpoort	Pretoria
SEPTEMBER 2020				
6	11H00	WARSAW Flight Commemoration Service		Johannesburg
13	10h30	RLI RAFA Battle of Britain Service	Bedfordview	Johannesburg
13	09h00	International Day of Peace Service	NGK Raslow	Pretoria
OCTOBER 2020				
11/18	10H00	Alphine 44 Memorial Service	Bays Hill	Pretoria
25	11h00	Battle of El Alamein Pretoria District MOTH	Coal Box MK2	Pretoria
NOVEMBER 2020				
1	09H30	Italian Prisoners of War Memorial Service	Italian Cemetery	Zonderwater
8	11h00	Remembrance Sunday Memorial Service	Union Buildings	Pretoria
8	11h00	Remembrance Sunday Memorial Service		Johannesburg
11	17h30	Cornwall Hill Service	Cornwall Hill	Pretoria
DECEMBER 2020				
6	09h00	SAMHS Veterans Ass Memorial Service	1 Mil	Pretoria

A Sure way to collect annual subscriptions

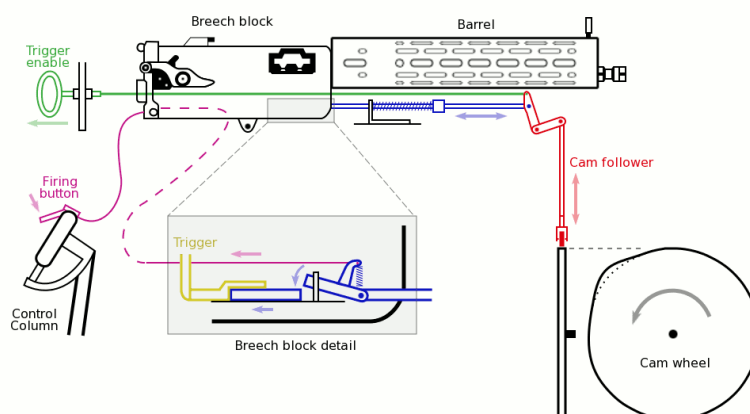


Diagram of Fokker's "Stangensteuerung" synchronisation mechanism. Pulling the green handle drops the red cam follower onto the propeller shaft cam wheel. Twice during each rotation of the propeller the cam lifts the follower which depresses the blue rod against the spring, connecting the yellow trigger plate to the purple firing button allowing a round to be fired

BETWEEN 65 AND DEATH

Many of us are between 65 and death. Here is an excellent list for aging, and, it's good advice to follow:

- **It's** time to use the money you saved up. Use it and enjoy it. Don't just keep it for those who may have no notion of the sacrifices you made to get it. Remember there is nothing more dangerous than a son or daughter-in-law with big ideas for your hard-earned capital. Warning: This is also a bad time for investments, even if it seems wonderful or fool-proof. They only bring problems and worries. This is a time for you to enjoy some peace and quiet.
- **S**top worrying about the financial situation of your children and grandchildren, and don't feel bad spending your money on yourself. You've taken care of them for many years, and you've taught them what you could. You gave them an education, food, shelter and support. The responsibility is now theirs to earn their own money.
- Keep a healthy life, without great physical effort. Do moderate exercise (like walking every day), eat well and get your sleep. It's easy to become sick, and it gets harder to remain healthy. That is why you need to keep yourself in good shape and be aware of your medical and physical needs. Keep in touch with your doctor, do tests even when you're feeling well. Stay informed.
- Always buy the best, most beautiful items for your significant other. The key goal is to enjoy your money with your partner. One day one of you will miss the other, and the money will not provide any comfort then, enjoy it together.
- Don't stress over the little things. You've already overcome so much in your life. You have good memories and bad ones, but the important thing is the present. Don't let the past drag you down and don't let the future frighten you. Feel good in the now. Small issues will soon be forgotten.
- **R**egardless of age, always keep love alive. Love your partner, love life, love your family, love your neighbor and remember: A man is not old as long as he has intelligence and affection.
- Be proud, both inside and out. Don't stop going to your hair salon or barber, do your nails, go to the dermatologist and the dentist, keep your perfumes and creams well stocked. When you are well-maintained on the outside, it seeps in, making you feel proud and strong.
- Don't lose sight of fashion trends for your age, but keep your own sense of style. There's nothing worse than an older person trying to wear the current fashion among youngsters. You've developed your own sense of what looks good on you – keep it and be proud of it. It's part of who you are.
- **A**lways stay up-to-date. Read newspapers, watch the news. Go online and read what people are saying. Make sure you have an active email account and try to use some of those social networks. You'll be surprised what old friends you'll meet. Keeping in touch with what is going on and with the people you know is important at any age.
- **R**espect the younger generation and their opinions. They may not have the same ideals as you, but they are the future, and will take the world in their direction. Give advice, not criticism, and try to remind them that yesterday's wisdom still applies today.
- **S**ome people embrace their golden years, while others become bitter and surly. Life is too short to waste your days on the latter. Spend your time with positive, cheerful people, it'll rub off on you and your days will seem that much better. Spending your time with bitter people will make you older and harder to be around.

- **Never** use the phrase. *In my time*. Your time is now. As long as you're alive, you are part of this time. You may have been younger, but you are still you now, having fun and enjoying life.

- **Do** not surrender to the temptation of living with your children or grandchildren (if you have a financial choice, that is). Sure, being surrounded by family sounds great, but we all need our privacy. They need theirs and you need yours. If you've lost your partner (our deepest condolences), then find a person to move in with you and help out. Even then, do so only if you feel you really need the help or do not want to live alone.

- **Don't** abandon your hobbies. If you don't have any, make new ones. You can travel, hike, cook, read, and dance. You can adopt a cat or a dog, grow a garden, play cards, checkers, chess, dominoes, golf. You can paint, volunteer or just collect certain items. Find something you like and spend some real time having fun with it.

- Even if you don't feel like it, try to accept invitations. Baptisms, graduations, birthdays, weddings, conferences. Try to go. Get out of the house, meet people you haven't seen in a while, experience something new (or something old). But don't get upset when you're not invited. Some events are limited by resources, and not everyone can be hosted. The important thing is to leave the house from time to time. Go to museums, go walk through a field. Get out there.

- Pain and discomfort go hand in hand with getting older. Try not to dwell on them but accept them as a part of the cycle of life we're all going through. Try to minimize them in your mind. They are not who you are, they are something that life added to you. If they become your entire focus, you lose sight of the person you used to be.

- **Laugh A Lot.** Laugh at everything. Remember, you are one of the lucky ones. You managed to have a life, a long one. Many never get to this age, never get to experience a full life. But you did. So what's

not to laugh about? Find the humour in your situation.

- Be a conversationalist. Talk less and listen more. Some people go on and on about the past, not caring if their listeners are really interested. That's a great way of reducing their desire to speak with you. Listen first and answer questions, but don't go off into long stories unless asked to. Speak in courteous tones and try not to complain or criticize too much unless you really need to. Try to accept situations as they are. Everyone is going through the same things, and people have a low tolerance for hearing complaints. Always find some good things to say as well.

- If you've been offended by someone – forgive them. If you've offended someone – apologise. Don't drag around resentment with you. It only serves to make you sad and bitter. It doesn't matter who was right. Someone once said: *Holding a grudge is like taking poison and expecting the other person to die*. Don't take that poison. Forgive, forget and move on with your life.

- If you have a strong belief, savour it. But don't waste your time trying to convince others. They will make their own choices no matter what you tell them, and it will only bring you frustration. Live your faith and set an example. Live true to your beliefs and let that memory sway them.

- Take no notice of what others say about you and even less notice of what they might be thinking. They'll do it anyway, and you should have pride in yourself and what you've achieved. Let them talk and don't worry. They have no idea about your history, your memories and the life you've lived so far. There's still much to be written, so get busy writing and don't waste time thinking about what others might think. Now is the time to be at rest, at peace and as happy as you can be!

And

Remember

Life is too short to drink bad wine!!!!!!



Motto of the Wild Weasels

The expression comes from an elite group of fighter pilots that were formed in the Vietnam War in 1966 to combat increasing losses from Soviet SAM (Surface-to-Air) missiles.

Wild Weasel is a code name given by the United States Armed Forces, specifically the US Air Force, to an aircraft, of any type, equipped with radar-seeking missiles and tasked with the Suppression of Enemy Air Defenses: destroying the radar and Surface-to-Air Missile installations of enemy air defense systems.

Wild Weasel tactics and techniques began their development in 1965 following the commencement of Operation Rolling Thunder during the Vietnam War, and were later adapted by other nations during following conflicts, as well as being integrated into the Suppression of Enemy Air Defenses (SEAD), a plan used by U.S. air forces to establish immediate air supremacy prior to possible full-scale conflict. Initially known by the operational code "Iron Hand" when first authorized on 12 August 1965, the term "Wild Weasel" derives from Project Wild Weasel, the USAF development program for a dedicated SAM-detection and suppression aircraft. The technique was also called an "Iron Hand" mission, though technically this term referred only to the suppression attack before the main strike. Originally named "Project Ferret", denoting a predatory animal that goes into its prey's den to kill it (hence: "to ferret out"), the name was changed to differentiate it from the code-name "Ferret" that had been used during World War II for radar counter-measures bombers.

In brief, the task of a Wild Weasel aircraft is to bait enemy anti-aircraft defenses into targeting it with their radars, whereupon the radar waves are traced back to their source, allowing the Weasel or its teammates to precisely target it for destruction. The mission of the Wild Weasel was to fly ahead of incoming F-105 Thunderchief formations. In essence, the mission was to trick the VC (bad guys) into thinking that the WW (Wild Weasel) was an attacking Thunderchiefs, when they targeted the Weasels, they would initiate a tactical maneuver to hit the SAM site with a radiation seeking missile.

The term YGBSM comes from one of the original briefings when a weasel pilot stated, in content "You're telling me that I have to fly downtown Hanoi, with one bullet, and I can't shoot at him until he shoots at me..... You gotta be shitting me" --- YGBSM



Skip the Debrief? I don't think so...

By

Brett Williams, Maj Gen USAF (Ret)

If you are going to skip the Debrief, you might as well not fly the sortie.

That is the attitude held by most of the fighter pilots I know. The Debrief is where you hold yourself and your team accountable for results. It is the process you go through to ensure you can routinely execute at a world-class level. And, it is in the Debrief where you grow the leaders who will take your place. This same mind-set is essential to driving business success.

Plan-Brief-Fly-Debrief

That is the standard mission flow.

The planning phase typically starts a day prior to the mission.

The briefing. Two hours prior to take-off, the flight leader briefs the flight.

Then you fly. A typical training sortie lasts between 60 and 90 minutes.

Then you Debrief. It depends on the complexity of the mission, but most debriefs range from one to three hours. So, if you fly say three sorties per week, you can count on spending three to nine hours every week in a debrief assessing performance against objectives, doing root cause analysis on errors and taking actions that ensure better performance next time.

How many companies devote that much time, even once a quarter, to improving future performance?

Here are a few tips on how you can apply the tenets of fighter debriefing to achieve your business goals.

1. Prioritise the Debrief. Plan ahead and plan around that time. Make it a priority. Be fully engaged. In a fighter debrief no one has a computer or a phone, there are no side-bar conversations, you don't step out to take a call or answer an email. Everyone is fully engaged in the Debrief from beginning to end. Short of an emergency, no one interrupts the process.

2. The leader leads the Debrief. Whether it is a flight of two aircraft or a package of 50 jets, someone is designated as #1. That person is responsible for mission execution and they lead the Debrief. They hold people accountable for execution, especially themselves. If #1 is not taking responsibility for his or her execution errors, then they do not have the right to hold others accountable. The leader makes sure the debrief is not over until we have covered all of the objectives, we understand why we were successful and where we fell short, and most importantly, the leader ensures we have identified the root cause and have a plan to address the deficiency and meet the goal next time. In business there should be a quarterly, if not monthly, debrief against corporate goals and at that level the CEO leads the Debrief.

3. Apply the 90/10 rule. Plan on spending 90% of the time talking about the 10% that did not go right. 90% success is pretty good, but the point is, don't spend a lot of time talking about people who met expectations. For us, we don't pat you on the back for showing up on time, for having prepared for the flight, for being in formation or having your radar pointed in the right spot. All of that is expected. However, if any of those expected behaviours are below standard, we will debrief them. Ruthlessly. The 90/10 rule may seem harsh, but the only way to world-class is to set high expectations and drive even higher results. Importantly, this must be done in an

environment of mutual respect and drive for team success. If people do not walk out of a Debrief with a positive view of the lessons learned, #1 has failed.

4. Get to the root cause. Make sure you are addressing root causes and not symptoms. The reason you did not hit the target with the bomb may have been a switch error on run-in. Or it might have been because you were dealing with an enemy fighter that someone should have killed earlier. Or it might be because the tanker was late and we did not push on time. Or it might be because the brief was unclear. Or the mission may have been poorly planned. If you did not make the quarterly booking goal is it because the salespeople did not make enough calls? Or were they not properly trained? Or is the market segmentation and positioning unclear?

Or is the product not sufficiently mature or differentiated? Or is the booking goal unrealistic? Make sure you get to the root cause so that when you expend resources to fix the problem, you really fix the problem.

5. Correct the individual, but focus on the team. We are ruthless on individual execution. We may spend 10 minutes talking about one radio call or a 15 second window when your radar was not correctly positioned. But the big learning points are understanding how the team did or did not come together to achieve the goal. So your quarterly review cannot be 1:1 with the CEO looking at each division in isolation. At least once per quarter, everyone needs to come together and understand the horizontal dependencies, that when optimized, guarantee world-class performance.

This article continues his theme that everything that made us successful leaders in the military has an analog in the private sector. For more of his leadership thoughts check out his website www.brettwilliamsleadership.com and follow him on Instagram @generaletwilliams.

The most terrifying and claustrophobic journey of World War II The P-38 Capsules

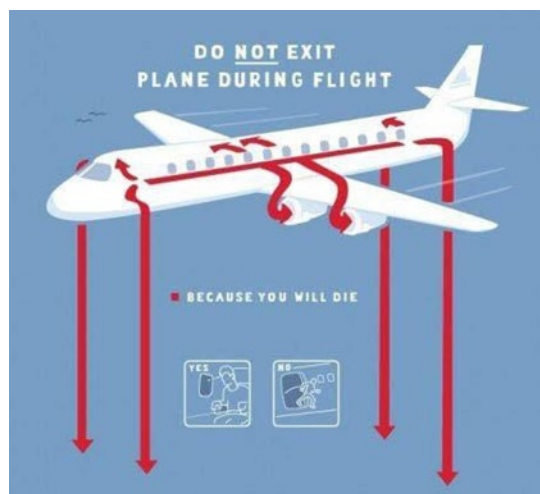
During the war, Lockheed decided to design belly tanks for people, either as an ambulance or for photo surveillance, a noisy and awkward trip!





Picture it, retirement was just around the corner. I would close my eyes and be miles away from the hustle and bustle of the city. Sitting outside on a warm summer evening chardonnay in hand, listening to the sound of crickets and in the distance sunbirds chattering about their day. Then someone changed the channel from NatGeo, it was

warm because the aircon had been switched off the sunbirds were actually a lousy bunch of Hadedas and the sound of crickets was my phone with a message asking me to be editor of the Flying Spirit. I graciously accepted because let's face it one day in and I was bored. All jokes aside I am happy to undertake this duty and it is my mission to make each issue better than the last. We aim to make this an informative walk through the regal history of our organization. If you have topic you would like to see featured or have any ideas, comments, complaints or musings I am all ears and look forward to your messages. (olmesdahl@gmail.com)



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