



**Mike Louw**  
National President

## **Message from the President**

Life is filled with worries and concerns, circumstances beyond our control, so much to address and manage, responsibilities, relationships. Each day is packed, and now this Coronavirus, even more, to be concerned about. We are now in our eighteenth week of lockdown and still, the numbers of confirmed

Covid-19 cases are rising. Sadly, we as SAAFA have also had a member who has succumbed to the virus with another still battling the debilitating effects thereof. Although the mainstream media continue to bombard us with the daily number of confirmed cases, which as I compose this message stands at over 445 000, it is heartening to read that recoveries total more than 265 000 cases, with current cases just under 174 000. The recoveries are something that can bring us a little hope as more and more South Africans survive this. And in the last ten days, our Country has seen over 100 000 recoveries! We thank all the incredible frontline heroes who are helping us get through this.

SAAFA, much like many other military veteran organisations, is being exposed to a magnitude of challenges and opportunities with the implementation of Covid-19 regulations. These challenges and opportunities require a new way of thinking, conduct, and management. Unfortunately, this pandemic has also created more stress and increased challenges for many individual military veterans and their dependents in their fight for survival. Fortunately, creative, and innovative leadership within our Branch management structures have thus far assisted and supported those in destitute. To manage opportunities on behalf of our members and to create and sustain hope for the future remains high on the SAAFA agenda. I am very much aware of the numerous committed SAAFA individuals who have dedicated their time and

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## RESIDENTS MESSAGE

efforts to create and sustain hope for the future - their contributions are acknowledged and are highly appreciated. My hope and trust are that their endeavours will be contagious and serve as an inspiration to others to mobilise themselves as significant role players in making a difference among our military veterans and for the greater benefit of our Country.

Sadly one notes that the number of military veterans currently participating in the respective SAAFA Branches is minute in comparison with the numbers that have served in the SAAF over the years and who perhaps make up a portion of the estimated 80 000 military veterans currently registered on the database of the Department Military Veterans. Whilst acknowledging that many may have passed on to Higher Service, there are still many dependants that might still need to be accommodated within the military veteran system.

Currently, there are many of our SAAFA

members who are not yet registered on the database of the Department of Military Veterans and I would like to encourage such individuals to seriously consider doing so, irrespective of whether they might require any form of assistance or not. It is only with registered numbers that SAAFA will be able to make its voice heard at umbrella forums such as the Council for Military Veterans Organisations (CMVO) and the South African Military Veterans Association (SAMVA).

In closing, I would like to encourage all SAAFA members to truly live out the values of our Association in being a source of comfort and strength to those most vulnerable among us, and to continue to maintain and foster friendship, comradeship and good fellowship among all members.

Let us continue to bear one another's burdens during the challenging and unknown times that still lie ahead. In this regard I would like to leave you with the following quotation:

*God bless*

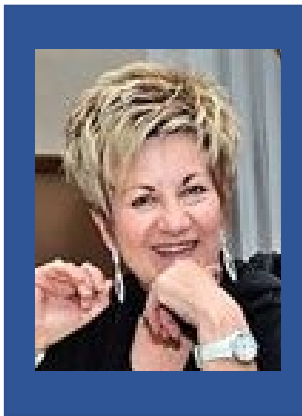
*"When everything seems to be against you, remember that an airplane takes off against the wind, not with it." - Henry Ford*





## NATIONAL OFFICE BEARERS

**Carol Havenga**  
Honorary Treasurer

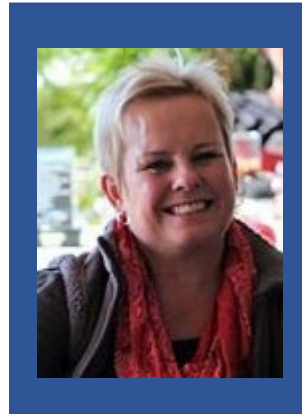


**C**arol Suzanne Sanders - born on 7 February 1961 in Johannesburg. She matriculated from Boksburg High School in 1978 and thereafter studied a nursing degree at The University of the Orange Free State.

**C**arol married Pieter Marais in 1980 and relocated to a farm in Ficksburg. After the death of her husband in 1985 she worked again becoming the branch manageress at Topics Ficksburg. She relocated to Springs, Gauteng, in 1994 after accepting a transfer to Topics Springs when her then-husband was transferred to Dunnottar as station commander.

**C**arol pursued and passed an Estate Agency Diploma as well as a Practical Accounting Diploma from Damelin Management School in 1995. She relocated to Pretoria in 2008 where she resides with her spouse Nic Havenga. Carol has served the SAAFA since 2015. Treasurer for the Pretoria branch and NEC.

**Marianne Mostert**  
National Secretary



**M**arianne was born in Nelspruit and Matriculated in Pretoria High School for Girls. After completing her Diploma in bookkeeping, she worked at Air Charter and Freight Services as an Aviation Consultant

**M**arianne then worked for several companies as a Document Control Manager/ Lead Document Controller and Communications/ Information Manager involved in the engineering industry for over 17 years on various types of projects including hydrocarbons, mining, and power. The projects have varied in size from a multi-million dollar to managing feasibility studies.

**M**arianne also had the opportunity to train document controllers in India on the in-house package used at UHDE a division of ThyssenKrupp Engineering (Pty) Ltd, South Africa

# MILITARY ATTACHÉ AND ADVISOR CORPS



Due to the plague that currently besets us, all Diplomatic functions and events have of necessity had to be canceled or at least postponed, until we are all granted parole by the CCC.



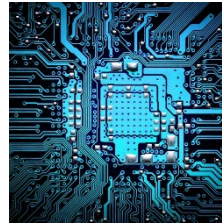
What is happening though is that the DA's are returning to the bush and of course, golf courses? Playing a game of golf without the accepted, and often most essential, post-game debrief and exchange of commiserations takes considerable adjustment. Interestingly, one might purchase and consume a soft drink with the playing partners, but beer or a G & T is taboo.



The circumstances have necessitated that innovative arrangements are made to celebrate events. Thus, it is that Bastille Day, 14 July, will as many others be a "virtual" event. No oysters and Chablis this year!



Similarly, the usual and always extremely enjoyable United States Embassy Independence Day celebration was held using the Ambassador, HE Lana Marx, and six suitably socially distanced U S Marines at her residence, Hill House. Maybe next year we will again enjoy American fare along with doughnuts (donuts!) and M & M's.



An interesting virtual event was the opening in Jerusalem of a Club House to be used by the Cyber Security Unit of the Israeli Defence Force. This is intended as a home from home for the unit, has all the necessary facilities and luxuries, and was funded by private initiatives in the UK and the USA. Of note was the fact that these youngsters, now experts in cybersecurity and warfare, were all identified while still at school and aged usually 14. Now in their late teens and early twenties, they are masters at their secret cyber craft. It is also noteworthy that the high-tech start-up companies in Israel (second in number only to the USA) are invariably conceived by these young soldiers who have completed their seven-year tours in the IDF.

One hopes for a return to a "new-normal" soon and that socially distanced Diplomatic ops normal might recommence.







Branch

News



Bloemfontein

◀Freda Garzouzie's husband, John, is receiving dialysis and is at home with the family.

◀Val Nell underwent a pacemaker battery replacement but eventually had the pacemaker, cabling, and battery replaced. Val is good for the next 11 years.

**SAAFA**



Cape Town

**SAAFA**



Durban

◀Ian Cary-Smith was transferred from the Johannesburg Branch

◀Zip, zap, zero, zilch, which is the same as "No parades/functions were attended in June 2020".

◀It was approved at Congress 2020 that the SAAFA Durban Branch will host Congress 2021 in the Midlands.

**SAAFA**



East Rand

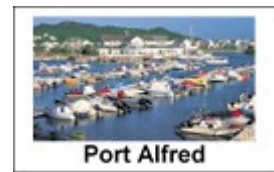
◀ex-ATCO member Bob Allison spent some time in the hospital for his regular medical procedure.



Pietermaritzburg

◀Pietermaritzburg Branch remained at 10 members.

**SAAFA**



Port Alfred

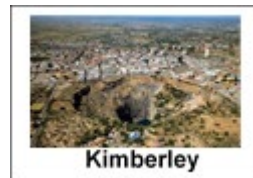
◀Lorna Els had a minor setback for a while with her heart problem and now she is back to her old self and enjoying life again.

**SAAFA**



Port Elizabeth

**SAAFA**



Kimberley

**SAAFA**



Soutpansberg

**SAAFA**



Pretoria

◀Branch Meeting will be conducted through a Zoom meeting.

◀Wedding anniversaries": Jaap and Seugnette Rossouw – 40 years on the 21 June and Mike and Vanessa Louw 34 years on the 28 June.

◀The Lunches for Love for June raised R700,00.

◀The weekly infamous Pretoria "Thirstday Evenings", which normally take place at the Hartbees Club, have been taking place "Virtually" every week thanks to Zoom sessions – enjoying beers and wine in the comfort of our own homes with good banter and stories been told on remote video feeds.

**SAAFA**



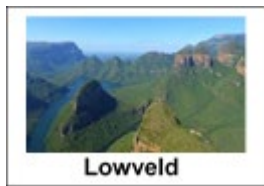
Johannesburg

◀There has been a good initial response to the Chairman's appeal for SAAFA 75 donations and this is ongoing.

◀Membership – JHB 169, DUBAI 28

◀WAAFS paid the two Beneficiaries a gift for Christmas in July.

**SAAFA**



Lowveld

**SAAFA**



Lower South Coast

**SAAFA**



Outeniqua

◀They have 78 members at present – 2 up from last month.

**SAAFA**



Stilfontein

**SAAFA**



West Coast

◀Rob Sproul is in a Private Medical Center where they will be inserting a stent.

◀Kevin en Conna Kilfoil is leaving the West Coast Branch and will be residing in Somerset West nearer to their children.

**SAAFA**



Whale Coast

◀At the end of June 2020, there are 105 members listed on the Whale Coast Branch database.

◀Of the 105 members, 70 members are active.

◀Brenda Moolman reported that Jules is doing fine.

◀Des Cloete had an unfortunate accident earlier in the month, is recovering well from a sprained ankle and a nasty knock on the back of her head.

**SAAFA**

## SAAFA Durban Branch



**Durban** (Zulu: *eThekwin*, from *itheku* meaning "city") is the third most populous city in South Africa. Located on the east coast of South Africa, Durban is the busiest port in the country. The modern city of Durban dates from 1824 when a settlement was established on the northern shores of the bay near today's Farewell Square. During a meeting of 35 European residents in Fynn's territory on 23 June 1835, it was decided to build a capital town and name it "D'Urban" after Sir Benjamin D'Urban, then governor of the Cape Colony.

### Background

The Durban Branch is one of the oldest branches in the SAAFA and it was approved on 24 April 1945, together with the Johannesburg, Cape Town, Pretoria, Benoni, and Windhoek branches.

Barry Clarke was a founding member of the Durban Branch and it is assumed that he was the first Chairman. However, what is known is that he served on the Committee for many years.

The longest-serving member of the Durban Branch is Vic Stow, who is now 90, and he joined in 1952 while still a Pupil Pilot at the Stamford Hill Aerodrome which was the main airport in Durban. He has thus been a member for 68 years now. He was recruited at the Air Force Club (which was at Salisbury House in Durban) when the Pupil Pilots were taken there to listen to a talk by Sir Frank Whittle, the British inventor of the jet engine.

### Committee

Clinton Wyness is currently the longest-serving Committee member and has been serving on the Committee since 1992. The current Committee consists of the following members, I mean members are:

## SAAFA DURBAN BRANCH COMMITTEE

*(The Gangsters and Gangstress)*



Chairman  
Steve Bekker



Vice  
Chairman  
Rob Sinclair



Medical Rep  
John Bayne



SAAFA 75 Advisor  
Congress 2021  
Chairman  
M/Gen (ret) Hugh Paine



Welfare/Finances  
Gavin Farquhar



PRO/Facebook  
Social/Regalia  
Clinton Wyness



Hon Secretary  
Mrs Linda Bekker

## Lunches and Meetings

As far as can be determined, the monthly lunches and meetings were held at the Royal Natal Yacht Club (RNYC) until Air Force Base Durban was established at the old Durban International Airport (then the "Louis Botha Airport") in September 1956, where after the lunches were held at the SAAF Mess, and are still enjoyed there today.

The lunches were temporarily held at the Lahee Park Club in Pinetown after the Mess at the SAAF base burned down in the 1980s after offering "extra hot" curry specials for dinner, or maybe not.

There are occasions when AFB Durban cannot accommodate the SAAFA Durban Branch for lunch, and the RNYC is once again a suitable Plan B. Lunches are held on the first Friday of every month, except January when no lunch is held.

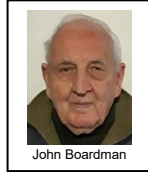
An outstanding relationship between the SAAFA Durban Branch and AFB Durban has always prevailed, and we feel very privileged for this!

## SAAFA Congresses

The Durban Branch has hosted seven out of the 74 SAAFA Congresses held to date. These were the 3<sup>rd</sup> Congress in 1948, the 9<sup>th</sup> Congress in 1954, the 15<sup>th</sup> Congress in 1960, the 25<sup>th</sup> Congress in 1970, the 39<sup>th</sup> Congress in 1984, the 49<sup>th</sup> Congress in 1994, and the 57<sup>th</sup> Congress in 2002. This means that the Durban Branch has hosted almost 10% of all Congresses to date. The Durban Branch will be hosting Congress 2021 in the Midlands in May 2021, circumstances allowing.

## Chairmen's

Like Pietermaritzburg, the Chairmen of the SAAFA Durban Branch serve for long periods. Monty Harris served from circa 1980 for some 20 years, after which Harry Oldfield served until he was called to Higher Service in 2002.



John Boardman

John Boardman then served as Chairman from March 2002 until May 2012 after which I, Steve Bekker, took over Chairmanship until now and will serve until 2022.

## Interesting facts

☀ The Durban Branch has two Past National Presidents as members; these being Arrie de Klerk and Hugh Paine. Arrie de Klerk is the most senior Past President as all those before him have been called to Higher Service.

☀ The Durban Branch has had four Country Vice Presidents among its members: these being Monty Harris in 1984/1985, Vic Stow in 1994/1995, Harry Oldfield in 2000/2001, and Arrie de Klerk since 2013 to date.

☀ The Durban Branch has had one "2<sup>nd</sup> Vice President", namely Barry Clarke, in 1978/1979.

☀ The Durban Branch has had one "Regional Vice President", namely John Boardman from 2003 until 2011.

☀ Of the 38 "Order of the SAAFA (Gold)" awards presented, only 37 were issued as number "009" was damaged. However, five of the 37 (13,51%) were awarded to members who were in the Durban Branch, or who are members of the Durban Branch. These members are Monty Harris (No 11), John Boardman (No 22), Arrie de Klerk (No 23), Hugh Paine (no 37), and Steve Bekker, (No 38).

☀ Basil Letherbarrow from the Durban Branch made the wooden crosses and base that are used during the Act of Homage at the SAAFA Congresses. John Boardman introduced the tradition of the Branch Chairmen placing the Cross for his/her branch, without authority, and obtained authority "post factum" and this has since become a standing tradition at Congress.

☀ Although John Boardman is the Honorary Treasurer of the Durban Branch, he resides



in Pretoria, which is far away from the curry curtain.

☀ Steve must be the only Colonel who has three Generals serving under him. This means that he does not have to think like a General since he has Generals who think like Generals. It is wonderful, and their committee works well.

☀ The Durban Branch introduced the concept of the "Cyber Committee", due to necessity and not due to any modern trend. One or two physical meetings are held every year, and all business of the day is dealt with via e-mail.

The Durban Branch is a wonderful branch to be a member of. Every committee member simply does his job and we are a cohesive team. Differences are resolved through discussion so that a better result is produced, and this has resulted in an absolute lack of any unpleasant politics in the branch. The same is valid for the Pietermaritzburg Branch.

Greetings from the Last Outpost!



## SAAFA PIETERMARITZBURG BRANCH



The student city of Pietermaritzburg is the capital of KwaZulu-Natal. Pietermaritzburg was founded in 1838 and named after two leaders of the Voortrekkers Pieter Retief and Gerrit Maritz.

### Background

The founding date of the SAAFA Pietermaritzburg does not seem to be known, but in 1979 the Chairman was WGC Edmonds. It is uncertain how long he was the Chairman, but Eddie Coombes was the Chairman from at least 1995 until 6 December 2007.

Thereafter Brian Broli was the Chairman until he answered the Sunset Call in 2015 where after Morgan Holmes was elected Chairman, and he is still the Chairman today. The Vice-Chairman now is Winks Stening, who is a spritely 94 years of age. Winks treats the members who attend the lunches to a few songs from World War II, and it is always a delight to experience this. Pietermaritzburg's own Vera Lynn!

### Membership/Meetings

There are currently 10 members in the Pietermaritzburg Branch, and they have their monthly lunches at the Victoria Country Club in Pietermaritzburg on the fourth Tuesday of every month. The attendance is generally 100% and a fine spirit prevails at these functions.

The most senior member of the branch is Val Parker who is a young 95 and whose husband, Bill Parker, was the Chairman at some stage.

The Pietermaritzburg Branch became a "Satellite Branch" of the Durban Branch in March 2019, but the branch still operates autonomously with the Durban Branch merely running the basic admin such as the NEC database and their Capitation Fees.



# Call back the past

From  
SAAFA Newsletter Update No 117  
August 2002

## Joe Modise was a good friend of the Association

SAAFA Patron Joe Modise passed away at his home in Centurion on 26 November 2001.

Unity after the election in 1994. Patron Modise served as the first Minister of Defense under Nelson Mandela in the Government. As he was very well disposed towards the SAAF and SAAFA, the SAAFA National executive approached him to become a patron in 1998, a position which he accepted, making him the first ever patron of the SAAFA who has never served in the SAAF, but also the first minister of Defence to become a patron of the organisation.

## Tornado takes the life of an experienced instructor

A Tornado which hit the De Deur/Walkerville/Eikenhof area of Gauteng on February 7 caused the death of Major Val Humphreys of 114 (Volunteer) Squadron.

She was flying in a Cessna with two passengers; wreckage was strewn over a koppie.

Val had more than 23 000 hours in everything from a C150 to a Citation V and had been an instructor in three Air Force Reserve squadrons.

She is survived by her husband Ken.

## Protocol list explains seating at services parades

Invitations to Memorial Services and Parades do not make provision for the dress of Military Veterans with medals. This has been brought to the attention of the correct authority, it was explained at the NEC Meeting.

Ron Haywood inquired about the seating of, in particular, the Past Presidents of the Association at SAAF/SAAFA/parades/memorial services. The Chairman explained the protocol list and how it is currently being implemented, and accepted by the SAAF:

- Patrons With retired Lt-Generals.
- Past Presidents with retired Maj Generals.
- Past Vice-Presidents and local Branch Chairman with other SAAFA participants in the allocated SAAFA block seating retired Brig Generals.
- All other SAAFA participants in the allocated SAAFA block seating.

## NEC moves

NEC has moved into its new offices one building closer to the Swartkop gate.

Phone numbers are unchanged. National Secretary Marianne Fryer despairs of the garden.

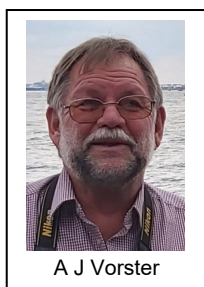
## Stilfontein

Ever since 1997 when some of the members undertook a charity march to Congress in Cape Town, they have had the reputation as a branch on the move. Now, Alex Nicoll, who has been Chairman, vice chairman and committee member, has stood down from committee participation. At least he had a long run.



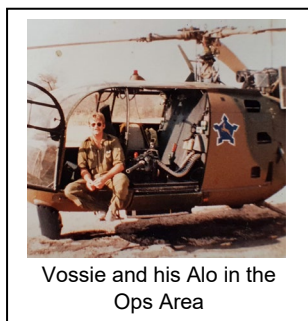
## Reaching Out To South Africans and Friends Worldwide!

The SAFFER Worldwide website is the creation of “Vossie” Vorster, resident of Eire, who created the site to enable contact between all the Saffers in South Africa and around the world, a little bit of home one might say. For us members of the SAAF and/or SAAFA, there is a connection. This connection adds considerably to the attraction for us all, in addition to which Vossie is a member of SAAFA.



A J Vorster

A J “Vossie” Vorster was for 16 years, 1977 to 1993, an aircrew member of the SAAF, an Alo Flight Engineer, culminating as Flight Engineer Leader at 16 Squadron, Port Elizabeth. Vossie’s flying career ended, sadly and unexpectedly, when he was aboard the Alo that ditched off St. Francis Bay



Vossie and his Alo in the Ops Area

in 1991 resulting in serious back injuries because of which Vossie took the VSP route when it was offered. Certainly, many of us will remember him, an all-round good guy!

Vossie and his family later emigrated to the Republic of Ireland, and while he is now well settled after 20 years, the yearnings for both home and the SAAF remain. Daar kan gesê word dat Vossie verlang! He remains

passionate about both the SAAF and Choppers, Alo’s in particular.

SAFFER Worldwide is a website through which medium a monthly newsletter with topical international articles is published, many dealing with the SAAF and SAAFA. There is a special chapter for “Veterans Tales” and a dedicated “Chopper Corner”, though an effort is being made to persuade Vossie that Transport rather than Choppers is the in thing! There is also a live-streaming music station, operating 24/7 which plays music from across the (mature) spectrum and has occasional talk elements.

SAFFER Worldwide has subscribers from around the world and a strong link with the South African Veterans Organisation International (SAMVOINT). Vossie has also provided a direct link on his website to our SAAFA site, and the hope is that ex-SAAF members living abroad might access us by this means, further enhancing our SAAFA international footprint.

All members of both the SAAF and SAAFA are invited to browse the SAFFER Worldwide website and page through the excellent magazine while listening to some good music (there is no doef-doef stuff). Let us support Vossie, one of our own, as he is supporting us!

Access SAFFER Worldwide at  
<https://www.safferworldwide.com/>

**Note:** Vossie Vorster, creator of SAFFER Worldwide at home in Eire says the water there is colder than Blouberg!





## Memorial Services 2020/21

Date	Time	Service	Venue	Town
<b>AUGUST 2020</b>				
16	11h00	Border Boys Parade		Pretoria
22		61 Mech Memorial Service	Ditsong	Johannesburg
22	10h00	SAP COIN Memorial Service	Doornpoort	Pretoria
<b>SEPTEMBER 2020</b>				
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
<b>OCTOBER 2020</b>				
11/18	10H00	Alphine 44 Memorial Service	Bays Hill	Pretoria
25	11h00	Battle of El Alamein Pretoria District MOTH	Coal Box MK2	Pretoria
<b>NOVEMBER 2020</b>				
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
<b>DECEMBER 2020</b>				
6	09h00	SAMHS Veterans Ass Memorial Service	1 Mil	Pretoria



## Funny Airline Pilot Stories from the Golden Era of Flying

Pilots must always show up in the cockpit well ahead of push-time. This is to get everything ready and safe for the flight.

*However, my pilot base had an increasing problem with captains showing up right before push-time.*

As a result, the late show-problem by the old-timers became so widespread that our Chief Pilot called the base pilots in for a pilot meeting to address the issue. The first thing the chief pilot did was to address the **worst** captain-offender of the unacceptable practice in our pilot base:

Chief Pilot: "Hey, Captain Pete, how would **YOU** feel if **YOUR** co-pilot showed up for the flight **five minutes** before airplane push-time???"

After a few seconds of dead silence, with everyone anticipating an explanation. Captain Pete responds:

*(Shrugging his shoulders) ... "Well, if he beats me, he beats me".*

The pilots in the room busted up in laughter from that response, so loud and intense, the amusing pilot reaction lifted the seriousness of the meeting like the roof of the Comedy Club flying off from fireworks! Unable to continue the meeting the Chief Pilot continues...

*Meeting adjourned, you have all been consulted!*





# FLYING THE KUDU & BOSBOK (Cont.)



By

**Maj Gen Des Barker (FRAeS, MSETP, SAAF Rtd)**

## A FLIGHT TEST PERSPECTIVE

### PART 3/3

## LIFE AFTER DEATH

Retired from SAAF Service in 1992, the Kudus and Bosboks were destined for the scrap heap as part of the 'peace dividend', however, some visionary insight resulted in a large number of them being bought by civilians for private use and some converted to meet the requirements of the skydiving mission in 'civvy street', but for this mission to be cost-effective, just as in the case of the SAAF, a suitable engine was needed to overcome the power shortcoming in the 'hot and high' Highveld conditions.

The skydiving mission essentially requires minimum time to height with at least eight skydivers carried, and a minimum time to descend, all to reduce the cycle time for each drop load. A bonus of the Kudu airframe is the cargo doors on the Kudu that provide skydivers with easy ingress and exit. The Kudu was no stranger to the skydiving mission, having been used extensively by the Defence Skydiving Club at Swartkop for many years.

The Kudu airframe met the requirements of volume. What was needed, however, was a ruggedised powerplant to provide the excess shaft horsepower (shp) for short field take-off performance at maximum all-up weight – the excess shp to provide quick time to height, and the ability to descend rapidly without the concomitant issues of 'shock cooling' associated with piston engines.

Several Atlas Aircraft C4M Kudu aircraft were purchased by Rob Taylor (Pty) Ltd and

the 340 hp Avco Lycoming GSO-480-B1B3 engine and Hartzell 3-blade constant speed propeller was replaced by a Walter M601D engine and Avia V508 3-blade constant speed propeller. The aircraft in this new configuration was designated the C4M-TP Angel, a non-type certificated aircraft (NTCA) in terms of Part 24 of the SA Civil Aviation Regulations (CARs). The modification programme was undertaken by Johan Lok's Wonderboom based aircraft maintenance organisation, Warbirds.

To best describe the performance improvements to the Kudu by the introduction of the Walter 601D turboprop, it would make good sense to relate the aircraft's performance to the typical skydiving mission. At a mission weight at take-off of 2,124 kg (145 kg less than maximum military overload) which represented, a typical jump load of seven skydivers and 111 kg of fuel. The first indication to the pilot that the original shortcoming of insufficient power available had been resolved, was with the take-off.

Operating from Wonderboom's 1 828-metre long runway at density altitude 3 670 ft, the total take-off distance over a 50-foot screen height, was 297 metres made up of a ground distance of approximately 232 metres and an air distance of approximately 61,5 m. A nominal torque value of 105 psi (83%) produced a significant acceleration with the tail wheel lift-up at approximately 35 KIAS after nine seconds (65 metres). The aircraft lifted off at 75 KIAS after 16

seconds (198 m) and airspeed maintained at 75 KIAS until 50 ft agl screen height, which was reached in 18 seconds. Good enough for the skydiving mission and light transport mission?

This is an impressive distance for any aircraft operating at near maximum all-up weight.

Confronted with in terms of aircraft controllability while monitoring engine performance, aircraft acceleration, and control during take-off. As anticipated, and in accordance with theory, maximum climb rate, a direct function of excess power climb performance, the optimum climb speed of the Angel increased from 85 KIAS for the standard Kudu, to 90 KIAS for Angel with a climb attitude of approximately  $12^\circ$  which provided adequate forward field of view. Total time to climb to a drop height of 10 000 ft pressure altitude (approximately 6,000 ft agl) was four minutes, 32 seconds from brake release (ISAdev+8,4°C) with total fuel used, was only 22 litres with rate of climb an impressive 1,330 ft/min.

The Atlas Angel was subsequently also used by Warbirds AMO (Johan Lok) as a flight testbed for one of the local optics companies in developing an electro-optical sensors suite which was manually lowered through the trap door in the cabin. The specification called for flight tests at 18,000 ft above



ground level which implied that the Angel would have to be cleared to 22,000 ft above mean sea-level. To this end, the Angel was also fitted with oxygen and the flight envelope expanded to 22,000 ft pressure altitude. Demonstrating the significant excess power available to the Angel, the rate of climb at 22,000 ft was still 700 ft/min and could in all likelihood have achieved a service ceiling of at least 30,000 ft; the biggest challenge, however, was the outside air temperature of  $-20^\circ\text{C}$  which with an open trap door, was problematical for extended time operations.

Interestingly, the stalling speed of the C4M Angel, was approximately three to seven knots lower than that for the Atlas C4M Kudu, depending on configuration, namely: the more flap selected, the bigger the difference which implied an effective increase in  $C_{lmax}$  of 0,2 at 100% flap setting. This amount of  $C_l$  increase is significant and was most probably attributable to a combination of effects, including increased propeller normal force, increased mass flow over the nose, wings, and fuselage, and the residual thrust from the idling turboprop (100 hp at sea-level). The implications of increased  $C_{lmax}$  was the

ability to approach and land at a significantly lower airspeed with the consequent reduction in landing distance, particularly the ground roll.

Landing back at Wonderboom (OAT =  $13^\circ\text{C}$ ), with full flap, approach speed at 65 KCAS over a 50 ft screen height at a relatively heavy weight of 2 012 kg in calm wind, three-point landing without using beta or reverse, the total landing distance was an impressive 180 metres – impressive, particularly due to the very short ground roll distance of only 66 metres (220 ft).

The fitment of the Walter 601D turboprop on the Kudu, significantly increased the performance of the C4M. Contrary to SAAF pilots' experience flying the Kudu under operational conditions during the Angolan conflict, pilots assigned to fly the skydiving missions now had an aircraft in which the deficient performance challenge to operating the Kudu, was resolved in the 'C4M Angel.

Never has there been a pilot that has complained about too much power. There is no doubt that, in this case, the Kudu has been provided with adequate power for the mission and many former SAAF pilots who operated the Kudu and Bosbok in the operational area would have given their eye teeth for this engine to reduce their stress levels.



# BAD ANGEL

In Hanger #4 of the Pima Air and Space Museum, Tucson Arizona is a beautifully restored B-29, and next to it is a P-51 Mustang.



Its name? "Bad Angel"

Before this aircraft with its aerodynamic lines came into service, the skies over the Pacific Ocean were dominated by Japanese Zeros.

Proudly displayed on the fuselage of "Bad Angel" were the markings of the pilot's kills: seven Nazis; one Italian; one Japanese AND ONE AMERICAN.



Did "Bad Angel" shot down an American airplane?

Was it a terrible mistake?

If it had been an unfortunate misjudgment, certainly the pilot would not have displayed the American flag.

There had to be a good story here.

In 1942, the United States needed pilots for its war and a Lt Louis Curdes was one. When he was 22 years old, he graduated flight training school and was shipped off to the Mediterranean to fight Nazis in the air over Southern Europe.

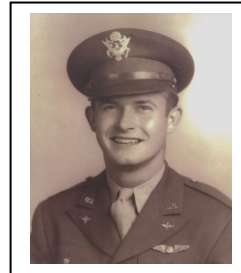


He arrived at his 82nd Fighter Group, 95th Fighter Squadron in April 1943, and was assigned a P-38 Lightning. Ten days later he shot down three German Messerschmitt Bf-109 fighters. A few weeks later, he downed two more German Bf -109's. In less than a month of combat, Louis was an Ace.

During the next three months, Louis shot down an Italian Mc.202 fighter and two more Messerschmitt's before his luck ran out. A German fighter shot down his plane on August 27, 1943, over Salerno, Italy. He was captured by the Italians and was sent to a POW camp near Rome. No doubt this is where he thought he would spend the remaining years of the war. It was not to be.

A few days later, the Italians surrendered. Louis and a few other pilots escaped before the Nazis could take control of the camp.

One might think that such harrowing experiences would have taken the fight out of Louis, yet he volunteered for another combat tour. This time, Uncle Sam sent him to the Philippines where he flew P-51 Mustangs. Soon after arriving in the Pacific Theater, Louis downed a



Mitsubishi reconnaissance plane near Formosa. He was one of only three Americans to have kills against all three Axis Powers: Germany, Italy, and Japan.

Up until this point, young Lt. Curdes combat career had been stellar.

His story was about to take a twist so bizarre that it seems like the fictional creation of a Hollywood screenwriter. While attacking the Japanese-held island of Bataan, one of Louis' wingmen was shot down.

The pilot ditched in the ocean. Circling overhead, Louis could see that his wingman had survived, so he stayed in the area to guide a rescue plane and protect the downed pilot.

It was not long before he noticed another, larger airplane, wheels down, preparing to land at the Japanese-held airfield on Bataan. He moved in to investigate.

Much to his surprise, the approaching plane was a Douglas C-47 transport with American markings. He tried to make radio contact, but without success. He positioned his Mustang in front of the big transport several times trying to wave it off. The C-47 kept ahead to its landing target. Apparently, the C-47 crew did not realise they were about to land on a Japanese held island, and soon would be captives.

Lt Curdes read the daily newspaper accounts of the war, including the viciousness of the Japanese soldiers toward their captives. He knew that whoever was in that American C-47 would be, upon landing, either dead or wish they were. But what could he do?



One of "Bad Angel's".50 caliber machine guns built into it wings.

Audaciously, he lined up his P-51 directly behind the transport, carefully sighted one of his 50 caliber machine guns, and knocked out one of its two engines. Still, the C-47 continued toward the Bataan airfield. Curdes shifted his aim slightly and knocked out the remaining engine, leaving the baffled pilot no choice but to ditch in the ocean.

The big plane came down in one piece about 50 yards from his bobbing wingman. At this point, nightfall and low fuel forced Louis to return to base.

The next morning, Louis flew cover for a rescuing PB4Y that picked up the downed Mustang pilot and 12 passengers and crew, including two female nurses, from the C-47.

All survived. Later, Lt. Curdes would end up marrying one of these nurses!

For shooting down an unarmed American transport plane, Lt. Louis Curdes was awarded the Distinguished Flying Cross.



Pilot Lt. Louis Curdes in his P-51 Mustang "Bad Angel"

Thereafter, on the fuselage of his P-51 "Bad Angel", he proudly displayed the symbols of his kills: seven German, one Italian, one Japanese and one American.

(Truth or Fiction claims this is mostly true except for this: "Military records indicate that Curdes received the honour of the DFC for his service with the 95th Fighter Squadron, 82nd Fighter Group, in the Mediterranean Theater of Action during World War II.

However, at the time he shot down the C-47 he had been reassigned to the 4th Fighter Squadron, 3rd Air Commando Group. The incident occurred near Bataan Airfield in the Philippines, which was in the Pacific Theatre.

That means he likely was awarded the Distinguished Flying Cross specifically for shooting down the C-47, which has been widely reported.

So, most details about Lt. Col. Louis Curdes and his "Bad Angel" P-51 Mustang check out, but we're calling this one "truth and fiction" because of claims about why he was awarded the Distinguished Flying Cross.")



P51 Bad Angel





Glenfiddich is the world's best-selling single malt.



Johnnie Walker Red Label is the world's best-selling Scotch.



The Famous Grouse is the best-selling whisky in Scotland.



Glenmorangie is the best-selling single malt in Scotland.



The world's fastest-growing Scotch today is Black Dog. India is a major contributor to its sales.



The five most popular single malts globally are:



Glenfiddich;  
Glenmorangie



Glenlivet;



Aberlour;



Laphroaig.



Bruichladdich's The Octomore is the most heavily peated whisky in the world (167ppm)



The three oldest single malts currently sold are:



Glenturret,



Oban



Glenlivet.



In the UK, its home country, the five most popular blended Scotch whiskies are:



The Famous Grouse;



William Grant's.



Bell's;



Teacher's;



J&B Rare.

### Note:



Johnnie Walker does not feature in the list of best-selling blends in its home country.



with each bottle of Laphroaig that you buy, you are entitled to a lifetime lease of one sq. foot of the distillery's land, along with a personalized certificate of ownership



the most expensive country in which to buy Scotch, ironically, is the UK, where it is made.



(Continued)



The oldest distillery in Scotland is Glenturret (1775)

followed by



Bowmore (1779)



Edradour is the smallest distillery in Scotland. The entire operation is run by just three people.



The Glenmorangie distillery is one of the smallest in the Highlands and employs just sixteen craftsmen, called 'The Sixteen Men of Tain'.



A closed bottle of Scotch can be kept for **100 YEARS** and still be good to drink. After opening, a bottle of Scotch whisky will remain good for five years **5 Years**.



Cadenhead's Whisky Shop on Canongate has a unique selling point: customers can have a bottle poured straight from a cask and labeled with their name. When sealed it has a label with the 'born on date', as whisky stops aging as soon as it leaves the wooden barrel, so each bottle is a unique blend.



(Continued)



🍷 18,000 liters of Scotch whisky worth over \$800,000 were accidentally flushed down the drain at Chivas Brothers' Dumbarton bottling plant in 2013.



If there is a serpent, there is also an angel. As its ages, 2-2.5 % of the whisky maturing in a barrel is lost to evaporation every year. Distillers refer to this as the 'angel's share'.



There is also a devil. The whisky absorbed by the wood of barrel during maturation is known as the 'devil's cut'



The Australian Wine Research Institute

has introduced a measure called a standard drink



ONE STANDARD DRINK

. In Australia, a standard drink contains 10 g (12.67 ml) of alcohol, the amount that an average adult male can metabolize in one hour.



🍷 Indian 'whisky' is technically flavored rum because it's essentially made from sugar.

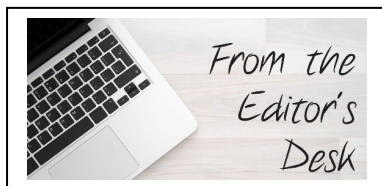


Experts advise you to drink single malt with just a dash of water. The water supposedly 'releases the serpent' from the whisky

## NOTE

Although their proof differs, standard drinks of beer, wine and spirits contain the same amount of alcohol – 0.6 ounces each. They are all the same to a breath analyser.

# CHEERS



Winter is almost a thing of the past and autumn is distant memory... other things that have become distant memories are our fellow branches sending us information and updates. Perplexing most definitely, understandable... not so much. We know things are happening at your branches, but we have no information to pass onto our SAAF family. Pandemics have

a way up upending our lives, but we should strive to maintain a supportive and informative community.

Luckily, spring is around the corner and soon the air will be filled with everything besides covid-19 particles. We do look forward to sharing the news you send to us and once again request that our branches do their utmost to partake in our community.

Seasonal and covid metaphors aside we also have a note for you, our dear reader. We want to hear your thoughts on our past published issues. Did you find the content engaging? Did you like what you saw? Do you have any suggestions for us? Any feedback is welcome as we strive to deliver issues that matter to you, our reader. Let's put it this way you pat our backs and we'll give you a heads up to the people that have alcohol and cigarettes in supply 😊 #kiddingnotkidding

Just remember that more current information and activities will be forthcoming once the lockdown has finally come to an end. See you all in the September Spring issue.



*Thank You*

Marianne; Philip; Des,

- **Account Name:** The South African Air Force Association
- **Bank:** ABSA
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- **Code:** 632005
- **Account Number:** 16 6016 7699
- **Ref:** Your name and Surname

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