

Mike Louw

## Message from the President's Desk

By now SAAFA members would have received my memorandum in which feedback was provided from our recently held virtual Annual General Meeting. Despite the physical distances separating the participants, there was a wonderful sense of closeness and oneness in dealing with the issues at hand and a strong resolve to take the Association forward despite the challenging and abnormal situation in which we are currently living.

What impressed me whilst perusing all the Portfolio and Branch Reports that were submitted before the AGM, is the extraordinary measures taken by members of the SAAFA National Executive Committee, Branch Chairpersons and members of their Branch Executives to ensure that normal operations continued during this time. It is commendable efforts such as these that remind me of the goodness of humanity and the power of human connection. Within SAAFA many good people are giving of their time and skills and who with a spirit of camaraderie serve their fellow human beings with much enthusiasm and vigour with absolutely no thought whatsoever for self-gratification.

It is said that as human beings we are wired to be generous and that being generous is good for our health. Further, when we give, we increase our self-esteem and self-worth which contributes to giving our immune systems a boost. This giving, which encompasses time, skills, financial and other resources among others, may just be the greatest gift of hope that we can give others. Hope can be a powerful force, especially in these difficult times of crisis. 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 and in this regard being a beacon of hope can be a powerful source of

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reassurance to many of our elderly and frail members.

It may seem hard to find the humour in the current crisis, but there is humour all around us if we pay attention. According to a mental health and wellness website that I came across, laughter relaxes our bodies, boosts the immune system, triggers the release of endorphins, protects the heart, and burns calories. Perhaps this is just the antidote we need to ward off the negative hype that we are bombarded with on a daily basis in all forms of media.

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.

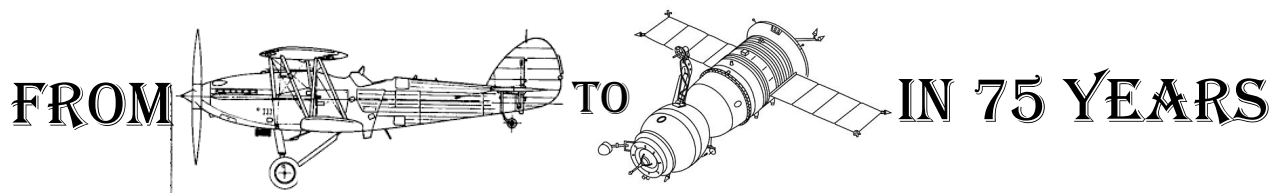
With the worst of the winter months upon us, I trust that you will keep warm, keep safe, and keep in high spirits. Let us continue to bear one another's burdens during the challenging and unknown times that still lie ahead.

God bless.

*Mike Louw*

**National President: South African Air Force Association**





## **SAAF ASSOCIATION 75<sup>TH</sup> ANNUAL GENERAL MEETING 2020**

**F**riday 19 June saw a first for our SAAFA – the holding of our Annual General Meeting through satellite communications where, by kind favour of “Zoom”, we gathered on computer screens to conduct what National President Mike Louw has aptly described as the “hard” issues of managing our Association.

**W**hile the pleasure of seeing one another in person was denied us due to the far-reaching influence of the evil Auntie Rona, we were nonetheless able to see one another’s faces and indeed enjoy some circumstantially limited camaraderie.

**T**he AGM commenced with the Act of Homage, with Branch Chairpersons or Representative’s lighting candles in remembrance of those of us who we lost during the past year. It was a rightly sombre and respectful expression of homage.

**We** had the great pleasure of the Deputy Chief of the Air Force, Maj Gen M I Buthelezi, who requested to join us and honoured us with excellently opening our AGM, thank you Sir!

**T**he business elements were conducted in fine fashion, with the President keeping matters moving along in expeditious, though not hurried, manner. There were, of course, the occasional heckles (what would an AGM be without them?), such as those aimed at one of our esteemed members who had his laptop screen camera pointed at his ceiling (which requires a coat of paint!) and still had the protective lens covering in place, leaving us with an IFR type image!

**S**pecial mention was made of Colin Trader, who has been a member of SAAFA for all its 75 years, and had at last count attended 53 Congresses! An unparalleled and unique achievement, what a wonderful gentleman and character!

**U**pon reflection, it was a fine meeting, albeit way short of what we are used to due to the circumstances forced upon us by the plague. Very sincere gratitude is due to our National Secretary, Marianne Mostert who communicated endlessly and laboured tirelessly to pull it all together, and of course to our National President, Mike Louw, who made considerable efforts to ensure the planning communications and of course the final execution were of such high standard.

**W**hile there remains the possibility of a gathering in mind for later this year to deal with the President’s “soft” issues, we all look forward to a return to Ops Normal in 2021, where we might once again meet in person and enjoy the camaraderie that is always such a wonderful and gratifying element of our Congresses.



## NATIONAL OFFICE BEARERS NATIONAL PRESIDENT



**MICHAEL JOHN (MIKE) LOUW**

**Mike** Louw was born and schooled in Cape Town. After school, he was called up for a stint of compulsory National Service in the Air Force after which he was appointed in the Permanent Force.

**Mike** has served in a variety of posts at many diverse units, bases, and headquarters of the Air Force. These have included appointments such as Administrative Officer, Adjutant, Base Personnel Officer, and Base Personnel and Financial Coordinator at units such as 27 Squadron, Air Force Base Ysterplaat, 402 Aerodrome Maintenance Unit, Air Force Headquarters Unit and Air Force Base Bloemfontein. Of the senior appointments he has served as Senior Staff Officer Personnel at Air Logistics Command, Officer Commanding Air Force Headquarters Unit, Director Human Resources Strategy and Planning in the Air Force Office, and spent his last eight years at Defence Headquarters in the Directorate HR Divisional Staff where he was responsible for HR Strategic Business Planning, Monitoring and Evaluation within the HR Division.

**During** his time spent in the Cape area, Mike studied part-time through the then Cape Technikon and obtained a National Diploma in Public Administration. Several years later this was followed up with a Certificate in Strategic Management through the Business School of the University of Stellenbosch. Mike successfully attended the Air Force Junior Command and

Staff Course as well as the Air Force Senior Command and Staff Course. During 1997 he successfully completed the then Joint Senior Command and Staff Course, which is the forerunner of the former Executive National Security Programme (ENSP), which has since been redesigned and named the Security and Defence Studies Programme (SDSP).

**Mike** is an avid golfer and an outdoor person. He enjoys camping, hiking and visits to the various National and other Game Parks. Mike is married to Vanessa and they have four children, including a set of twin sons, and eight grandchildren. Mike's elder daughter is a dual qualified Air Traffic and Mission Controller and both she and her husband (who is also in the Air Force) are stationed at Air Force Base Hoedspruit. The elder of the twins and his wife are both helicopter pilots based at 87 Helicopter Flying School at Air Force Base Bloemfontein. Mike's second daughter is a school teacher in Pretoria whilst the younger of the twins is a Chartered Accountant. They are both also married.

**During** his career, Mike was awarded several medals and awards of which the Military Merit Medal for services of a high order and the Southern Cross Medal for exceptional meritorious service and devotion to duty count among them. During 1994 Mike was also named the SA Air Force Senior Personnel Specialist of the year.



## NATIONAL VICE PRESIDENT



I recently posted a note on the Impala Pampoentor Facebook page that said, "today. on the 24th of June 1971, (49 years ago), at 14h00 I had my first flight in Impala 495. My Instructor was Captain Piet Roos and I believe that I was his first Pupe. What a thrill".

I first saw the light of day on the 5th of July 1946 and grew up in Pietersburg where some friends were Scully Levine and Basil Newham. I matriculated at Parktown Boys High in Johannesburg and Military service saw me as a "Bokkie" in the Infantry for 9 months, ending as a "Tydelike Assistant Veldkornet" at Lenz.

I bought a R99 boat ticket to New Zealand to begin hitchhiking around the world. To keep my finances "healthy" on the way I worked in Western Australia prospecting for nickel, teaching English in Japan, and driving VW Beetles from the Wolfsburg factory all around Europe. On my return to South Africa, I enrolled for a BSc (Geology) degree at UPE. I soon saw an advert for Flying Training in the SAAF. My Grandfather Jack Barker was one of the early founders of the SAAF and four of his sons, and three grandsons served in the Air Force. It was just something our family did. I was accepted on Course 3/70 and the six months spent at the Military Academy was the foundation I needed to commence a career in the SAAF. At that time, one could choose to train on either Harvards or Impalas. For me, that was a "No Brainer". It had to be Impalas! I went solo at 17 hours but after 123 hours it became apparent that Instrument Flying and God certainly had other ideas for me.

I became a Minister of Religion in the Anglican Church serving God and His people in various locations and activities. I remember having a rifle thrust against my head by a young Army Conscript during the State of Emergency in 1986 which made me smile at the incongruity of my life.

Some years ago, one of my Parishioners introduced me to the RAF Association and I became their Chaplain. I had never heard of SAAFA but meeting Past President Leon Du Plessis at a RAFA event changed all that. I joined SAAFA in July 2005 and for most of the past 15 years have served on Johannesburg BEC. I currently serve a second term as Branch Chairman and as the Benevolence Portfolio Chair on the NEC.





# Patrons of the South African Air Force Association



Lt Genl A.M. Muller, SSAS, SD,  
SM, SALM (Retired)  
Born: 28 July 1930  
Years of service: 1948 – 1984



Lt Genl J.P.B. van Loggerenberg,  
SSA, SD, SM, MMM, SALM  
(Retired)  
Born: 26 August 1935 (age 85)



Lt Genl W.H. Hechter, SSAS, SD,  
SM, MMM, SALM (Retired)  
Born: 26 May 1942  
Years of service: 1965-2000



Lt Genl R.J. Beukes, SD, SM,  
MMM, SALM (Retired)  
Born:  
Years of service: 1969 – 2005



Mr B. Hersov, DMS  
Born: 18 August 1926  
Johannesburg  
Served as a pilot in the South  
African Air Force during WW II



Lt Genl C. Gagiano, SM, SAAF  
(Retired).  
Born: 26 March 1951  
Prince Albert  
Years of service: 1968–2012



Lt Gen F Z Msimang psc (j), ensp  
Born: 1 September 1960  
Johannesburg  
Present Chief of the SAAF



# National Executive



**National President  
Mike Louw**



**Marianne Mostert  
- Secretary**



**Vice President  
Trevor Slade**



**Carol Havenga  
Honorary - Treasurer**

## NEC Members



**Trevor Slade  
Benevolence**



**Philip Weyers  
SAAFA Liaison**



**Hugh Paine  
Constitution/MoA/Records**



**Mike Louw  
National Medical Liaison**



**Jaap Rossouw  
Awards**



**Renier Feldtmann  
Memorial Services**



**Koos van Rensburg  
Webmaster/Social Media**



**Bruce Harrison  
Remembrance/Heritage**



**Johann Mostert  
Fundraising/Membership/  
Camaraderie**

Branch



News



Bloemfontein

◀John Garzouzie underwent an operation at the end of April, all went well.

**SAAFA**



Cape Town

**SAAFA**



Durban

◀Basil Letherbarrow was called to Higher Service on 16 May 2020, He was 97.

◀Durban maintained a 100% payment record regarding annual fees for the past four years.

**SAAFA**



East Rand

◀The newsletter was postponed.

◀Mac has however ensured that the members' spirits were kept at a smiley level with his ongoing comms through WhatsApp.

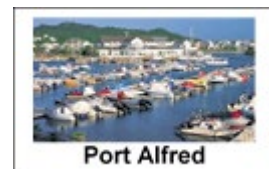
**SAAFA**



Pietermaritzburg

◀The membership remained at 10 members.

**SAAFA**



Port Alfred

◀There have been no reports of any members being ill or injured over the past month. Judging by the activity and humour on the WhatsApp group, the active members at least appear to be in good spirits and are taking the lockdown in their stride.

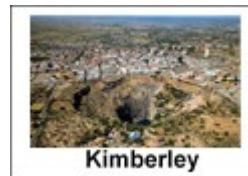
◀There have no changes to the membership since the last report.

**SAAFA**



Port Elizabeth

**SAAFA**



Kimberley

**SAAFA**





Pretoria

◀F/Sgt Ilze Havenga was called to Higher Service.

◀The Invoice/Receipt procedure is in place and has ensured we track all monies paid.

◀194 members have paid levies as at the end of May 2020.

◀The Branch monthly lunch did not take place yet again. The contribution in the form of "Lunches of Love" donations proved to be fruitful during the month of May 2020 and we managed to receive R 3,500.00.

#### SAAFA



Johannesburg

◀All functions have been postponed or cancelled through to the end of June.

◀The next issue of Johannesburg Newsletter SKYLINE (JUNE issue) is planned to go out by 2nd week of July.

#### SAAFA



Lowveld

#### SAAFA



Lower South Coast

#### SAAFA



Outeniqua

◀It is with shock and sadness, to inform members of the passing of Sandy Rheeder.

◀Mr Colin Capon had a stroke and has eye trauma from an ophthalmic procedure.

#### SAAFA



Soutpansberg

#### SAAFA



Stilfontein

#### SAAFA



West Coast

◀Hobart Houghton, is recuperating at the home of his son in Hermanus.

#### SAAFA



Whale Coast

◀Carl Alberts was hospitalized at Hermanus Mediclinic, for treatment at the Oncology Section.

#### SAAFA



# The Sappers

The Sappers were the engineers of the army and South African Sappers who saw service in East Africa, North Africa, and Italy. They distinguished themselves building makeshift bridges, repairing roads, and undertaking construction projects. Their task was to make it possible for the army to get to the front lines and engage the enemy.

Towards the end of the war, a Sappers Association was established growing out of the S A E C Old Comrades Association. It quickly established itself as a recognized welfare organization and charity to promote and protect the interests of those who had served in the Engineers Corps and to contribute to their successful transition to civilian life following their return to South Africa and demobilisation. There was also a social network and a comradely support objective. Sappersrus was established on the road from Hartbeespoort Dam to Magaliesberg on the north bank of the Magalies River. They aimed to provide a home for men awaiting demobilisation and support them in practical ways in the search for employment. It was to become a home for those who found adaptation to civilian life difficult after four to six years in the army. The plan was to acquire a farm where crops could be grown, livestock kept, and useful new skills learned. Sappersrus became the reality.

The Sappers Association purchased part of the scenic old Grootplaats farm. It comprised undeveloped wooded land, with indigenous flora, trees, and bush on a site that fell away towards the dam. Terraces and roads were built as men were taught the skills of road making and construction. Sappersrus was a training center in agricultural engineering for men who had only known army life during wartime service. The Sappers Association gathered funds and operated as a welfare organisation. It was particularly supportive of men (and their families) who found reintegration into civilian life difficult. This rural retreat was also a focal point for the social life of former servicemen. A living memorial to those army engineers who lost their lives. The creation of a war memorial became a core objective immediately after the war to honour the men who did not return.

On a "koppie" in the Memorial area which takes the form of a Hall of Remembrance. The design was conceived by the Sapper artist, Ben Burrage. The remembrance hall was dedicated in May 1952 to the men whose names were recorded in the Roll of Honour. Every year in June the Sappers hold a memorial service at Sappers Rust dedicated to their fallen comrades in arms.

The Sappers Foundation has moved with the time to reflect changes in the Defense Force. Their membership today comprises veterans, but also friends, families, sons, and daughters, and is open to anyone with an interest in the history of the Sappers. However, sustaining a veteran's organisation and associated facilities is a tough challenge.

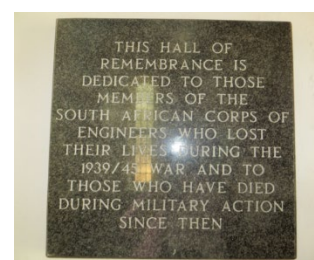
(Photos and extracts from an article by Kathy Munro titled "Sappersrus and the War Memorial to the Sappers" THEHERITAGEPORT)



Entrance Board



War Memorial Sappersrus



The Dedication

# Why we remember the 2500 South Africans who died in Delville Wood



**S**outh Africa was one of the countries with France, Britain and other colonies and dominions of the British Crown that gave soldiers and support staff during WW I. It is estimated that almost 20 million people in total died in The Great War, as it was called before World War II broke out. Not even the British Empire could seriously contemplate transporting millions of bodies' home after the war.

## Remembrance Day

July is the month that countless remembrance days at the various memorials will be held remembering those soldiers, many unknown.

## Background

**I**n just four days between 15 and 19 July 1916, the SA Brigade, numbering only 3150 men, attached to the 9<sup>th</sup> Scottish Division lost 766 men with the dead outnumbering the wounded four to one. At the height of the Battle of Delville Wood, enemy artillery fire



reached 400 shells a minute. That's what happens when you combine 19<sup>th</sup> century battle strategies with 20<sup>th</sup> century machine guns. The vast number of casualties of this war has put a question mark over the military insights of Field Marshal Douglas Haig, commander of the British Expeditionary Forces on the Western Front.

**S**outh Africa had been a Union for a little over four years when the Great War broke out. Wounds were still fresh from the Anglo-Boer War, and it was a country sharply divided between English and Afrikaans. The war was not a popular one on all fronts, and yet 229 000 South Africans volunteered



(those that were not in the army already) to join the British and French forces fighting on the Western Front.

Of those 10 000 in total would die on the battlefields of WW1 and countless thousands injured and maimed. Amongst the South Africans were 1100 black and coloured SA troops from the SA Native Labour Corps, used as stretcher-bearers and trench diggers, many of them died while rushing to the rescue of their compatriots in this



brutal battle, which lasted from 15 July – 3 September 1916.

## Why did they go in the first place?

Times were hard, work was scarce, there was labour unrest, and for many people, the army provided secure employment. Also, this could be their one chance to travel beyond SA's shores in days before traveling was so commonplace. Or it might have been a feeling of patriotic duty, a sense of adventure, or a combination of any of the above. Hurlled into the kind of ongoing hell we can scarcely imagine from the relative

safety of our suburban homes, these men put on a brave battle. Many of these South Africans were hardly professional soldiers. They were ordinary people with a few weeks of hurried and probably insufficient training and little if any battlefield experience and they were thrown into one of the most vicious and deadly battles mankind has ever known – in four months in the Battle of the Somme, there were, on both sides, over a million casualties.

### **Why do we remember them?**

Do we remember the SA soldiers because they were young men, distant relatives, or South Africans? Or because we hope that the senseless slaughter of these young men was not in vain and would deter us from engaging in fresh wars? Barely a generation later, within 21 years, Europe was at war again. So, if deterrence is not what remembrance days are about, then what is?

**We** honor those who fought and died, possibly not by choice, for a minute remembering the fear, the blood, the trenches, the mud, the bravery, the desperation, the boredom, and the agony. Respecting that they knew if they survived no one who had not been there would ever really understand what they had gone through – and how life just could not ever really be the same again.

**T**here's little romance to war. But what one does often seem to find in real life among the survivors is a sense of desperate, intense and lasting camaraderie – the kind that brings tears to the eyes of an 80-year-old war veteran saluting fellow soldiers and friends who did not survive. In the face of death, one is probably the most acutely alive that you will ever be. Two-thirds of those 5493 soldiers buried at Delville Wood are unknown – a testimony to the incredible destruction that characterised this battle. Countless families remained bereft at

having nothing more than the phrase 'missing in action' hanging over them.

**I**n a way by standing still and paying quiet tribute to these men who died in brutal chaos, even if just in our minds, we, for a moment, restore their "dignity and their individuality" to quote poet Walt Whitman. He spoke of the "untold and unwritten history of war" and of the countless men who suffered and died anonymously.

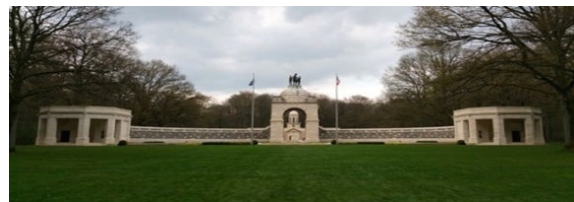
**T**hey are not just names on memorial plaques gathering dust – for someone out there that was a father, a husband, a lover, a son, an uncle, a friend, a brother. The tragedy of such a loss can echo through a family for generations. The stories of the heroes are often remembered, but what about everyone else who also lost everything?

**We** cannot change history, and we cannot stop it from being repeated, but we can acknowledge what we think these people went through.

**I**n honoring these soldiers, we honor the life, what we have now, and pay some tribute to the society in which we would like to live. And in which they never would.

## **We will remember them.**

**And we should.**



*(Extracts of an article by Susan Erasmus who is a freelance writer)*





## Memorial Services 2020/21

Date	Time	Service	Venue	Town
<b>JUNE 2020</b>				
7	11H00	Sappers Memorial Service	Sappers Rust	Hartbeespoort Dam
<b>JULY 2020</b>				
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
<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



## Remember this scene from a 1960's movie



Classic piece of cinematic aviation magic as famed movie pilot Frank Tallman flies a Twin Beech through a billboard in the 1963 Stanley Kramer movie, "It's a Mad, Mad, Mad, Mad World." A large bullseye was painted dead center on the back of the fabric and balsa-wood billboard, and Tallman used the gunsight from a WWII F4U Corsair mounted atop the Beech's instrument panel to hit the target. Note the wingtip clearance on either side! Photo courtesy of AIR CLASSICS Magazine at [airclassicsnow.com](http://airclassicsnow.com).



# FLYING THE KUDU & BOSBOK (Cont.)



By

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

## A FLIGHT TEST PERSPECTIVE

### PART 2/3

#### **Flying the Bosbok and Kudu**

When assessing the Kudu and Bosbok's handling and performance, it should be considered in terms of the defined role of the specific aircraft. The conventional design of the Kudu/Bosbok airframe with a mechanically linked control system and a wide stability margin, rendered aircraft that were relatively easy to fly despite being somewhat underpowered; the 340 hp was less effective at the relatively high-density altitudes of the Highveld and the South West African battlefield. Remembering that manifold pressure reduces by approximately 0.5" Hg/1,000 ft and the horsepower approximately 10 hp per 1,000 ft.

Density altitudes of 8,000 ft were not uncommon and with a full-throttle height of 8,000 ft, fully loaded, these aircraft exhibited less than impressive performance producing approximately only 260 hp. Rates of climb, particularly in unstable atmospheric conditions where significant verticality existed, sometimes resulted in marginal rates of climb as the aircraft battled against the vertical down currents – but by the same token, up currents could generate surprisingly, relatively high rates of climb. The gust response of the high lift wing sections furthermore could result in an uncomfortable ride in turbulence which added to pilot workload.

The ride quality in turbulent conditions increased pilot workload significantly due to the Dutch-roll generated by the gusts; with

the high wing dihedral effect and the close-coupled, short fuselage, the snaking mode was prevalent making accurate directional control a challenge.

The Kudu and Bosbok each had two weight limitations, a normal maximum all-up mass and a military overload limitation; the Kudu 2,040 kgs and a military overload mass of 2,275 kgs and the Bosbok 1,750 kg (3,858 lbs) and military overload mass of 2401 kgs (4,500 lbs).

The mission criteria of a light utility transport aircraft for short field take-off and landings were equally applicable to the Kudu and the Bosbok. Typical performance for a normal take-off, operating out of Swartkop (elevation 4,800 ft), 46" Hg manifold pressure/3,400 RPM/66% flap ft at military overload mass of 2,275 kgs, required a lift-off speed of 60 KIAS which resulted in a ground run of only 460 metres (1,500 ft). The short field take-off technique was not permitted for military overload conditions but under similar conditions, the ground roll at 2040 kgs was even shorter at approximately 270 metres (885 ft) – certainly an enhancing feature for limited field operations typically found in remote areas and on battlefronts.

Optimum climb speed was 85 KIAS and climb performance at military overload was a Service ceiling of approximately 13,000 ft pressure altitude in typical ISA+20 conditions but at a time to climb of 25 minutes, an average rate of climb of approximately 300 ft/min.

While the Bosbok had an impressive crosswind limit of 20 kts, the Kudu, with the large keel surface area aft of the CG, was limited to 15 kts. In terms of range, with an economy cruise setting of 75% and 45minutes reserve, typically ranges of 600 nms were possible with a 400 kgs payload and a ferry range of 710 nms. Flying for endurance at approximately 75 KIAS, flight times of 6 hours were possible which enabled the Bosbok to be used for 'Telstar' roles, essentially acting as an airborne relay station for VHF communications.

Where the Kudu and Bosbok come into their own is in the low-speed handling with stall speeds at 2,200 kgs of approximately 56 KIAS with full flap while in a dive at full power, the Vne was 165 KIAS for the Kudu and 179 KIAS for the Bosbok.

The impressive performance feature of the Kudu/Bosbok was the minimum radius of turn obtained at 80 KIAS which at 6,000 ft pressure altitude was only 150 metres (500 ft) which were ideal for visual reconnaissance and also manoeuvring the aircraft during tactical photo recce missions.

The Kudu maximum acceleration limits are 3.8g and -1.9g while that of the Bosbok was +5g/-2g, the Bosbok being a lot more manoeuvrable, was capable of limited aerobatics such as loops, rolls, lazy eights and stall turns.

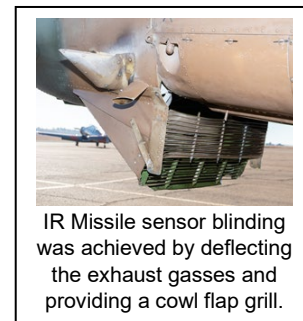
Landing distance, another critically important parameter for remote military operations was where both the Kudu and Bosbok performed really well, from an approach speed of 72 KIAS at 2,200 kgs, a three-point touchdown, resulted in a landing roll of only 370 metres (1,200 ft) – an enhancing feature for the short field, remote operations.

### Flight Test Projects

The single biggest vulnerability of the Kudu and Bosbok was that of speed. Theoretically, the Kudu and Bosbok were not to be operated in a hostile environment but that was not realistic and as such, the primary threat was shoulder-launched

missiles and anti-aircraft artillery. Without significant airframe changes and an upgraded engine, survival indices could only be improved by modifications and tactics.

To improve the operational utility of the Kudu and Bosbok, several projects were conducted at TFDC, the most important probably being the introduction of the 'Strela' modifications aimed at alleviating the surface-to-air missile threat of the IR



IR Missile sensor blinding was achieved by deflecting the exhaust gasses and providing a cowl flap grill.

seeking, shoulder-launched SAM-7. To this end, the CSIR was called in to develop passive countermeasures by shielding the hot areas of the engine which entailed relocating the engine

exhausts from the under-fuselage cowl flap area and relocating them to the side of the engine nacelles in an upwards facing cupola.

To blind the IR missile sensor to the engine through the cowl flap opening, a grill was fitted in the cowl flap area which although it blinded the missile IR sensor to the engine hot spots, it reduced the cooling flow through the engine. The qualification of the modification under Project Renegade, was not without some challenges, particularly engine cooling and several design iterations were required before the engine cooling issues were resolved, but not before several precautionary landings due to excessive cylinder heat temperatures.

To increase pilot survivability against small arms fire, armour-plated seats were fitted but these increased the mass of the aircraft by approximately 15 kgs which further reduced the performance. These modifications were relatively successful but resulted in a power loss equivalent to approximately 5 kts in level flight speed.

Although bombs were never carried, marker rockets were carried operationally in the F2 Pods and Pirelli flares were launched. An additional role of the Bosbok flare launches was to provide IR targets for 2 Squadron

Cheetahs during air-to-air missile training down at Langebaanweg air-to-air range.

A little-known fact about the Kudu is that it was turned into a gunship; the fuselage volume available was provided with a hardened floor and a battery of 4 x .303 calibre machine guns hydro/mechanically driven, were remotely aimed by the pilot

fitted with a helmet sight. The guns were fired by the pilot who 'stared' at the target through the helmet sight and after steady tracking, the .303's were fired by a trigger fitted to the pilot's yoke. The operational utility of the Kudu and Bosbok was significantly enhanced by the implementation of innovative mechanical engineering solutions.



# The Kiss

## V-J Day in Times Square



**The Kiss** is a photograph by Alfred Eisenstaedt that portrays a U.S. Navy sailor embracing and kissing a stranger—a dental assistant—on Victory over Japan Day in New York City's Times Square on August 14, 1945. The photograph was published a week later in Life magazine, among many photographs of celebrations around the United States that were presented in a twelve-page section titled "Victory Celebrations".

Kissing was a favourite pose encouraged by media photographers of service personnel during the war, but Eisenstaedt was photographing a spontaneous event that occurred in Times Square soon before the announcement of the end of the war with Japan was made by U.S. President Harry S. Truman at seven o'clock.

Eisenstaedt did not have an opportunity to get the names and details. The photograph does not clearly show the face of either person involved, and numerous people have claimed to be the subjects.

From "The Eye of Eisenstaedt":

"I was walking through the crowds on V-J Day, looking for pictures. I noticed a sailor coming my way. He was grabbing every female he could find and kissing them all —

young girls and old ladies alike. Then I noticed the nurse, standing in that enormous crowd. I focused on her, and just as I had hoped, the sailor came along, grabbed the nurse, and bent down to kiss her. Now if this girl had not been a nurse, if she had been dressed in dark clothes, I would not have had a picture. The contrast between her white dress and the sailor's dark uniform gives the photograph its extra impact.



U.S. Navy photojournalist Victor Jorgensen captured another view of the same scene, which was published in The New York Times the following day. Jorgensen titled his photograph Kissing the War Goodbye. It shows less of Times Square in the background, lacking the characteristic view of the complex intersection so that the location needs to be identified, it is dark and shows few details of the main subjects, and it does not show the lower legs and feet of the subjects.

After various people claimed to be the persons in the photo, it was concluded that Glenn McDuffie was recognized as the "Kissing Sailor" and the woman was Greta Zimmer Friedman.



# Call back the past

From  
SAAFA Newsletter Update No 120  
December 2004

## Jubilee Congress in 2005 will go wild

Next year's Congress will be special to mark the South African Air Force Association's 60<sup>th</sup> birthday. Two generous donations will bring the cost within reach of most members.

The venue is the Berg-en-Dal camp in the Kruger National Park, which has conference facilities.

It can be reached by bus from Swartkop to Pretoria railway station on the Wednesday. Special train to the border town of Malelane, nights topping at Waterval-Boven. A station platform braai has been mentioned.

The cost will be R500 per individual.

## NEC rules on how to deal with real deadwood

The National Executive Council has asked, branches to notify NHQ of all **genuine** "Deadwood" members on the strength of Branches having exhausted ALL avenues of establishing whereabouts and re-recruiting them.

These names would be removed from the Branch name list in regard of annual capitation fees but kept on a National data base list. Annual, Associate and Honorary deadwood members are to be removed, as only Life members would be held on the National list. Should a Life member resurface, become active again he/she will be transferred back to a Branch.

Branches are to note that Branch voting strength could in future be affected!

## Moves and closures in the Air Force

SAAF Liaison Officer, **Marthie Visser** was transferred to DHQ, **Derick Page** is her replacement.

19 Squadron has moved to AFB Hoedspruit and would be operational again from 1 April.

Forward Air Command Posts (FACP) and Air Operations Teams (AOT) has closed on 19 December 2003 and been integrated into Regional Joint Tactical HQ's.

Five new SAAF Honorary Colonels were appointed.

**Col Colesky** to 111 Squadron

**Col Molotlegi** to 16 Squadron

**Col Nestadt** to Air Command.

**Col Takalo** to SAAF College

**Col van der Vyver** to 60 Squadron.

**M.H.D.O.F:** After beam flying at night, the instructor landed unwitting at the wrong aerodrome, He then sent the pupil solo. The pupil then landed at base. – TEE EMM

## Phone rebates

Over 70s can apply for a rebate on telephone rental charges. The reduced rate is R50,57 compared with normal R71.81. For service in English phone 10210 or in Afrikaans phone 0800 600 810. Have your ID number and telephone account number available. – **Duncan Ralston**







It just goes to show what a dynamic organisation the SAAFA is... Not even a deadly virus that plunged us into a worldwide pandemic which the likes have not been seen since the 1918 Spanish flu can hold us down at SAAFA. From aircraft to satellite we've all become tech geniuses overnight. The annual AGM was held on what for many was a lifeline to comms with the outside world Zoom and believe it or not with greenscreen backgrounds and our AGM was a great success, but I believe it was not a first, for our tech junkies in the Durban branch, who have been ahead of the curve for quite some time.

I trust that this initiative will motivate all the branches (*I do receive some*) to send their branch news to central control to be placed as extracts of what is happening at their branches in the Flying Spirit, or could it be that some of us have fallen victim to panic buying toilet paper instead? Sharing is caring everyone! We look forward to your news, pop it through to us via mail, we not even opposed to pigeon message carriers (humour is essential during these times) but so is communication, so let us get that news in.

In the next issues, I hope to introduce more members from the NEC, followed by branch chairman and key players in the organisation. I know that branches do have their newsletters, but if they would like to have stories of branch members to be published in the National newsletter I would gladly do it, let us put some spotlight on the people that play integral roles in our organisation. Each branch will also have an opportunity to have its history published as the Whale Coast branch did, tell us your stories so our organization can grow and prosper.

Happy reading people, there are still many interesting stories in cyberspace to be published for your entertainment! Till next month, cheers!



*Thank You*

Marianne; Philip; Des, Trevor.

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|---|------------------------|---|
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