



ROYAL AIR FORCE OFFICERS' CLUB

Johannesburg

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BRYANSTON 2021

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NEWSLETTER – AUGUST 2019

AUGUST ORDINARY LUNCH:

Members and guests gathered in the Marathon Room for the August Lunch; Grace was preceded by a Minute of Silence in honour of **Capt. 'Lin' Barratt** (SAA Retd) who had passed away very suddenly during the week.

Silvasale provided a very tasty grilled Mushroom Starter followed by a Fish Pie, the humble name belying this delectable combination of fish and potato, herbs and spices. We had anticipated that Professor Justin Jonas would speak to us on the SKA and related radio-astronomy matters, but University commitments meant that he will only be available much later, so this will be a “forthcoming attraction”.

However, 'General' Brian Stableford had located a British Pathe film of 1961 vintage about RAF Cranwell, which Karl Jensen had kindly re-recorded for RAFOC. The film followed the progress of a Pilot Training Course but included clips of the various aircraft then in front-line service – the Lightning, Vulcan, Comet, as well as the Jet Provost and the Vickers Varsity. All-in-All a vintage cocktail of the way things were back then. There were a good number of questions and comments as memories were jogged by “the way things were” nearly 60 years ago.

ROYAL AIR FORCE CRANWELL:

The history of military aviation at Cranwell goes back to November 1915, when The Admiralty requisitioned 2,500 acres (10 km²) of land from the Marquess of Bristol's estate. On 1 April 1916, the Royal Naval Air Service Training Establishment, Cranwell was officially born. With the establishment of the Royal Air Force as an independent service in 1918, the RNAS Training Establishment became RAF Cranwell. The Royal Air Force College Cranwell was formed on 1 November 1919 as the RAF (Cadet) College, and so celebrates its Centenary this year, 2019. Cranwell today is home to the Royal Air Force College (RAFC), which trains the RAF's new officers on a 24-week initial course, after which they are dispersed to their Phase II training for specific branch instruction. It is the RAF equivalent of Sandhurst or the Britannia Royal Naval College. The Central Flying School (CFS) has been located at RAF Cranwell since 1995 when it moved from RAF Scampton. CFS currently trains all RAF QFI flying instructors. The British Pathe film shown at Friday's lunch dates back to 1961 and follows the progress of a Pilot Training Course from Attestation to Wings. As well as a nostalgic glimpse of “the way things were” those many years ago, it will no doubt bring back many memories to a number of our senior members – because they were there!

OBITUARIES

CAPT FRANKLIN ('LIN) BARRATT SAAF AND SAA (RETD) was called to Higher Service very suddenly on Tuesday afternoon as a result of an apparent heart attack, at the age of 79. 'Lin had a long and distinguished career with SAA and Singapore Airlines. He was largely responsible for introducing "All Weather Operations" to SAA and retired as a much respected Senior Training Captain. One of his equally long-serving SAA colleagues said of him: *"One cannot actually believe what he did for the SAA pilot body over the years. With 'Lin it was always a case of service above self"*. In his retirement he devoted his energies wholeheartedly to welfare and benevolence. Not only in SAAFA to the benefit of former South African Air Force members, but also to the community of Rosebank Union Church and Rosehaven Retirement Village, on whose Board he served faithfully for many years. Notably, he served for many years on the local Board of Mission Aviation Fellowship (MAF) a missionary support organization, the African branch of which was founded by two other ex SAAF colleagues, Steve Stevens and Gordon Marshall. 'Lin was a man of the highest personal integrity. He lived out and demonstrated his Christian faith in the most practical way to the benefit of so many in need of help, both in his long flying career and in his active retirement. He had the courage of his convictions and stood up for the right whatever the personal cost. He was indeed a "Brother Beloved" of whom we can say, paraphrasing the words of Scripture: "He has fought the good fight, He has finished the race, He has kept the faith". His passing will leave a big gap in the Committees of SAAFA JHB and of Air Forces Housing Memorial, as well as Rosehaven. Our hearts go out to Rosemary and the extended family in their sudden bereavement, and we offer them our sincere condolences.

His Funeral Service at Rosebank Union Church was very well attended by 300+ family, colleagues and friends, and the many tributes attested to the sterling qualities of this man among men.

SQUADRON LEADER BERNARD "BOB" CULPIN DSO DFC RAF who has died aged 97, served with the Pathfinder Force of Bomber Command. Bob Culpin's first bombing operation was a chastening experience. Searchlights on the streets of Duisburg in Germany spotted the Halifax bomber he was navigating and forced its pilot, Harry Gowan, to dive the aircraft down to 8,000ft to avoid the beam. The crew released their bombs and made it back to safety, but on the landing strip they discovered that German anti-aircraft guns had cut 50 holes in their aircraft. Each was a reminder of what small chance they had of making it through their quota of missions. He survived a remarkable 75 bombing missions during the war, some of which saw airframes and equipment shredded and fellow aircrew killed. After the war, he returned to civilian tax office duties, but after a few months he accepted an extended service commission in the RAF and, for the rest of his career, was primarily engaged in training and navigational duties; these included being a staff navigator at the Telecommunications Flying Unit at RAF Defford and teaching low-level navigation on Meteor jets at Advanced Flying Schools. His flying duties included a 15-hour "Aries" North Polar flight in a modified Lincoln bomber. His service career ended with postings abroad to Egypt shortly before the Suez crisis; as a flight commander at RAF Laarbruch in Germany; and to RAF Episkopi in Cyprus.

CAPE TO CAIRO CHALLENGE TRAGEDY: Des Werner and Werner Froneman were accompanying a team who had just flown a four-seater Sling 4 plane from Cape Town to Cairo. They were in a support plane that went down in the Tabora region, while following the teenagers that had made the successful flight. Both died in the crash. They had been expected to land back in South Africa on Monday. Tanzania authorities said the plane went down on Saturday after take-off from Tabora airport. The pilots sent a distress signal about engine failure before disappearing from radar, according to the Tanzania Civil Aviation Authority. The plane was completely destroyed with only a few parts recovered, local authorities said. It was owned by **U Dream Global**, an organisation founded by 17-year-old Megan Werner, Des Werner's daughter. "Cape to Cairo Challenge is devastated to report that there has been an accident of the flight support aircraft and that the Project Directors, Des Werner and Werner Froneman, have lost their lives. No-one else was involved in the accident," U Dream Global said in a statement on Facebook. Miss Werner started the organisation

to inspire young people. For the inaugural Cape Town to Cairo flight in June, six teenagers - including Miss Werner - obtained pilots' licenses and shared flying duties to cover the 12,000km (7,400 miles) to the Egyptian capital. The four-seater Sling 4 plane flown by the teenagers was assembled by a group of 20 students from vastly different backgrounds. The young pilots' goal was to give motivational talks to other teenagers along the way. They landed in Namibia, Malawi, Ethiopia, Zanzibar, Tanzania and Uganda during their three-week journey. The teenagers built the aircraft in three weeks from a kit manufactured in South Africa by the Airplane Factory.

AHRLAC:

The business rescue process for the AHRLAC aircraft, being developed by Paramount and the Aerospace Development Corporation (ADC), is fraught with complications as the Potgieters (50% shareholders in ADC) are now seeking liquidation. The business rescue practitioner and Paramount Aerospace Holdings (the other 50% shareholder) are opposing the Potgieter's liquidation application. AHRLAC's developer, original equipment manufacturer and designer is the Aerospace Development Corporation, of which Paul Potgieter Snr and Paul Potgieter Jnr, are executive directors. Paramount Aerospace Holdings (PAH), a Paramount Group company, are 50% shareholders in ADC. Paramount Logistics Corporation Ltd, another Paramount Group company, is the launch customer for the AHRLAC aircraft.

NATO:

This year marks the 70th Anniversary of the North Atlantic Treaty Organisation (NATO) and RIAT celebrated this in style with a special anniversary fly-past to showcase NATO's air power capabilities. The fly-past featured current operational aircraft from a number of NATO member nations including the UK, Belgium, Germany and the USA. A British Airways Boeing 747, painted in its iconic British Overseas Airways Corporation (BOAC) livery, performed a dramatic fly-past with the RAF Red Arrows Aerobatic Team to celebrate the centenary of this legendary British brand. RIAT first featured a British Airways aircraft in its flying program in 1985 when Concorde flew a memorable joint fly-past with the Red Arrows.

BOEING 737 MAX:

Even before the Lion Air and Ethiopian Airlines crashes claimed 346 lives, it has emerged that Boeing flight tests had revealed problems similar to those encountered by pilots on the ill-fated 737 MAX flights. Company officials learned that its MCAS anti-stall system - which is at the center of both accidents - activated within minutes of takeoff, repeatedly pushing the nose of the aircraft down even when the plane was operating in normal conditions at lower speed. This disclosure, recounted to news agency AFP by two former Boeing engineers who spoke on the condition of anonymity, suggested that mastering the MCAS was important for safely flying the MAX. The MCAS should have been closely vetted by regulators, and procedures for operating the system should have been included in plane manuals and highlighted during pilot training. But none of that happened. Before the Lion Air disaster in October 2018, the MCAS was not even named in the official documents given to pilots. In the earliest documents submitted to the FAA (Federal Aviation Administration), Boeing said the MCAS would only activate under abnormal conditions, such as a sudden turn at great speed. Boeing later amended its documents to say MCAS could be activated at lower speeds but maintained throughout that there were no significant safety changes compared with earlier models. Consumer activist Ralph Nader has weighed in on the issue in a scathing TV interview with NBC.

WHAT CAN GO WRONG?

The flight data recorder and cockpit voice recorder (also known as FDR, CVR, and "the black box") are now indispensable in Air Accident Investigations. David Ronald de Mey Warren AO (20 March

1925 – 19 July 2010) was an Australian scientist, best known for inventing and developing these devices.

Warren worked at what are now the Defence Science and Technology Organisation's Aeronautical Research Laboratories in Melbourne from 1952 to 1983, rising to the level of principal research scientist. While there, he came up with the idea for the cockpit voice recorder while investigating a crash of the world's first commercial jet airliner, the Comet, in 1953, after seeing a miniature voice recorder at a trade show. "If a businessman had been using one of these in the plane and we could find it in the wreckage and we played it back, we'd say, 'We know what caused this.'", Warren later recalled. "Any sounds that were relevant to what was going on would be recorded and you could take them from the wreckage." While devices had been previously used to record certain flight parameters, they did not include voice recording, and were not reusable, and therefore were not practical for routine commercial flights. Warren's invention, which relied on magnetic recording media, allowed easy erasing and re-recording, which made it practical for routine line service. Warren's concept of cockpit voice recording added a new dimension to instrument data in flight recorders, and has proved extremely valuable for accident investigation. Some accidents where the CVR played a prominent role were solved not by the crew's recorded voices, but by other sounds incidentally recorded on the CVR, which provided a vital clue to the accident cause. In the investigation of the 1960 crash of Trans Australia Airlines Flight 538 at Mackay (Queensland), the inquiry judge strongly recommended that flight recorders be installed in all Australian airliners. Australia became the first country in the world to make cockpit-voice recording compulsory.

https://en.wikipedia.org/wiki/Flight_recorder#History

LIBRA IN THE FIRING LINE:

Donald Trump has some harsh words for cryptocurrencies trying to make it in the United States. The president warned that Facebook's impending release of Libra will need to comply with banking regulations if it wanted to act like a bank in the country. The ability to ignore state regulations, however, is precisely half the charm of cryptocurrencies in the first place. Don't expect this bugbear to disappear easily just yet.

NEXT FUNCTION:

Battle of Britain Ladies Lunch: Friday 13 September 2019, 12h30 for 13h00, Wanderers. There is a planned fly-past by the **Flying Lions** at **13h00** which will be viewed from the lawn outside the Vista room, with a drink in hand.....Be in time!

We are hoping that our Speaker will be a retired senior RAF Officer – still in negotiation.

REMEMBER: Lunch Fees are now R250 pp.

Ladies Lunches are three courses, plus additional wines.

PLEASE BOOK EARLY – this will be a "Full House"! - and we prefer you to pay by EFT - please use your name as "reference": NEDBANK Melrose Arch, Branch 19 66 05 Account 19 66 278 063

All bookings please to bookings@rafoc.org or if you do not have access to e-mail:

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Looking forward to seeing you there!

Cheers,

Bruce.