



ROYAL AIR FORCE OFFICERS' CLUB

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BRYANSTON 2021

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RAFOC REMINISCENCES AND RAMBLINGS - WEEK 147

27th January 2023

GREETINGS:

Another week in the land of Oz... Ramaphosa's plan for loadshedding – what plan?... will Eskom's price hike happen?... 220 metre Khusile chimney falling down... Gauteng toll gantries close – sort of... N14 closed by service delivery protests... Mantashe punts Karpowerships (again)... first "State Capture" trial gets under way in congested and disrupted Courts... political shootings continue in KZN and now elsewhere... fuel price yoyo's... fuel retailers ask for "loadshedding help" from Oilco's... plans to relocate herd of elephants after Pongola poaching incidents... Former SA Rugby boss Jurie Roux in court... Blitzbokke head for Sydney Sevens...

"Arderne turned New Zealand into a basket case"... "Competent Rishi a mirage dissolving in front of our eyes"... Britain "sick" over transgender debate... Seven dead in (yet another) California shooting... Putin mulling fresh mobilisation 336 days on... major Russian offensive threatens... "Hammer blow" for Putin as Germany and US agree to deliver tanks to Ukraine... the hotdog seller who rose to the top of Putin's war machine... as King Charles Coronation approaches, reverberations continue of Harry's revelations and allegations in "Spare"... military instructors debunk some allegations... "Everything Everywhere All at Once" leads Oscar nominations.

EXERCISE RED FLAG:



A large RAF detachment of over 300 personnel have arrived in the United States to take part in Exercise Red Flag, a major exercise that will test the detachment in complex combat Air Operations.

The deploying RAF detachment is formed from Typhoons from RAF Lossiemouth based II (Army Co-operation) Squadron supported by Voyagers from 10 and 101 Squadron based at RAF Brize Norton, together with ground support personnel from across the RAF.

For this iteration of the exercise, the RAF Typhoons will join with combat aircraft from the United States Air Force (USAF), The United States Navy, the United States Marine Corps and the Royal Australian Air Force (RAAF). During the exercise, the aircraft will face simulated ground-based air defence systems, aggressor aircraft that will simulate a peer adversary and cyber and space-based threats as combat missions are planned conducted and debriefed. Exercise Red Flag has been a regular fixture on the RAF Exercise programme since the late 1970s and this exercise will be based at the United States Air Force's Nellis Air Base in Nevada. The objective of the exercise for participants is to develop capabilities in a high-threat and contested environment against a near-peer adversary. The exercise lasting until mid-February will see the RAF aircraft integrating with the United States and RAAF aircraft as the operations become more complex. The exercise therefore allows common procedures to be developed, tested and practised together thereby allowing future air operations to be conducted together in a coalition more effectively. The exercise follows on from the recent annual US Weapons and Tactics Conference (WEPTAC) that was this year held at Nellis Air Force Base and was attended by Air Marshal Harvey Smyth. AM Smyth is Deputy Commander Operations and as such is the senior Royal Air Force warfighter responsible for the conduct of air operations at home and overseas. The purpose of WEPTAC is to bring together senior officers from the USAF and allied combat air forces to join Mission Focused and Functional Working Groups that examine various issues. The findings are then briefed to the Air Force senior leaders who attend who then discuss potential Tactical Improvement Procedures. "After months of buildup and preparation by the Squadrons and Air A7, Exercise Red Flag is underway. This is the most rigorous training that the Royal Air Force participates in. Everyone deployed to Nellis will learn how to do their job under the most testing conditions, in the world's best combat training environment; this is an enormous opportunity to prepare for the most difficult operations with our US and Australian allies." Group Captain Roger Elliott, RAF Detachment Commander (*RAF News*)

REGIMENT TO THE RESCUE:



Royal Air Force aviators alongside Royal Navy and Army colleagues stepped in over the Christmas period to ensure essential services continued during national strikes.

More than 200 RAF personnel were part of the military contingent who covered the duties of UK Border Force staff and ambulance drivers during strikes in late December. The aviators, some as young as 17, received praise from the public and their Border Force and NHS colleagues for their professionalism and attitude.

RAF staff based at airports identified a significant number of people needing attention including criminals and fake passport holders trying to enter the UK, and vulnerable people in need of help. After conducting training in early December, the military personnel were called on to undertake border checks at major airports across England and Scotland with around half of those involved providing border security for Heathrow Airport. Squadron Leader Xavier, an RAF Regiment Officer based at RAF Marham in Norfolk, was the Commander for the team covering Border Force operations at one of the airports. He has experience of providing support to the civil authorities having been previously assigned to the London Crisis Department during the COVID-19 Pandemic. Over a similar period, RAF Drivers were familiarised with the operation of NHS ambulances in preparation for the ambulance drivers' strikes. They provided cover across several NHS Trusts and were ready to respond to any incident deemed urgent but not requiring the use of the ambulance's emergency lights or sirens. "I was proud that we could provide support to the country during this

period. It was an unfamiliar role for my team, a fresh challenge, but we approached it with real positivity". Squadron Leader Xavier RAF Regiment

RED SUN RISING:

Opposition Democratic Alliance (DA) party shadow defence and military veteran minister Kobus Marais is diplomatic in his choice of words to describe the upcoming Russian/Sino/South African naval Exercise Mosi II next month. He notes in a statement Exercise Mosi II is "cause for concern" adding "most, if not all, SA Navy (SAN) vessels are unserviceable". The maritime service of the SA National Defence Force (SANDF), according to him, cannot fulfil Constitutional obligations as regards even maritime patrol and reconnaissance. "South Africa hardly has sufficient resources to comply with basic SA naval requirements and obligations to protect the nation's integrity and secure the safety of our people. To waste money on this fruitless exercise is irrational, irresponsible and unacceptable. There can be little if any real benefit for the SANDF given the enormous resource constraints it has to deal with on a daily basis. "Our first priority must be essential maintenance and upgrades to our naval vessels," he said. On the timing of the exercise coinciding with Russia's invasion of Ukraine a year ago, Marais said: "It is an awkward time in global geopolitical history due to the Russian war in Ukraine and the devastation of civilian targets in Ukraine. While the South African government claims to be neutral, this is another of many incidents where the majority party has shown its favouritism toward Russia and has in fact done nothing but showcase and prove government's bias. As the clear dominant partner in Exercise Mosi II, it is obvious the value for Russia is to showcase its geopolitical influence in southern Africa as part of global war games against NATO and the USA (United States of America)." He adds: "The DA will not stop opposing this silly exercise and we will continue to fight for the best and sustained interests of all South Africans in the broader international trade environment." The exercise is scheduled for 17 to 27 February between Durban and Richards Bay in KwaZulu-Natal. It will coincide with Armed Forces Day on 21 February.

ADMIRAL GORSHKOV IN ATLANTIC:

Shades of the Bismarck! The Russian warship is sailing into the Atlantic, destination unknown... According to Adam Gilchrist the war ship is carrying what Russian president Vladimir Putin calls unstoppable hypersonic Zircon missiles, which can travel at around 10 000 km an hour.



This ship was thought to be intended to head to South Africa for joint naval exercises but seems to have abruptly turned to the right. How far it goes across the Atlantic would be one of those questions that the top brass in the military will be asking. Adam Gilchrist, Foreign Correspondent, says this ship was being closely monitored by the NATO navies of the United Kingdom, Norway, and France.

He adds that there are a number of possible reasons this ship is crossing the Atlantic such as being lost, a show of strength from the Russian military, a show of intention to wage war or even a defection like in the film "the Hunt for Red October". (*Daily Maverick*)

Wednesday: The Russian government has confirmed via TASS that its "cutting-edge frigate" Admiral Gorshkov - which is armed with Zircon (or Tsirkon) hypersonic missiles - will take part in joint naval exercises with South Africa and China off the coast of KwaZulu-Natal in February.

SAAF MUSEUM AIR SHOW BACK IN MAY:



Part of the crowd at the 2019 SAAF Museum air show.

The SA Air Force (SAAF) Museum air show will be back this year after a three-year hiatus. The event is set down for 6 May, the first Saturday in the fifth month of the year in line with previous air shows at Air Force Base (AFB) Swartkop in Centurion. Acting Museum Officer Commanding Major Ntokozo Ntshangase told defenceWeb the theme for the 2023 show is "Taking off to new frontiers." As far as can be ascertained, the show at the oldest SAAF base in the country is the first in Gauteng and nationally for the year. A special air events calendar issued by Air Show South Africa (ASSA) lists it as the first of the year to be followed by the Lowveld Airshow in Mbombela/Nelspruit on 15 May with the Botswana International Air Show the final regional event of the month. The Museum air show is a major and essential fundraiser for the three-museum alliance responsible for South Africa's military aviation history. This includes keeping vintage aircraft – where possible – in airworthy or display condition at museum headquarters (AFB Swartkop) and its Eastern Cape (AFB Gqeberha) and Cape Town (AFB Ysterplaat) branches. The museums are not considered operational units and receive only limited financial support from the SAAF defence budget allocation, making the air show and the funding it provides integral to their continued existence. All three museums are manned by a limited number of full-time SAAF personnel, supported by Air Force Reserves and active friends' communities. The Museum air show's temporary removal from the national aviation calendar was in line with government regulations to prevent COVID-19 transmission.

MAJOR ROAD CLOSURE – R47 HENDRIK POTGIETER ROAD:

Hendrik Potgieter Road closure is testing the limitations of infrastructure and the community it serves. The washaway occurred in a flash flood at Little Falls after a major storm in December. Lengthy delays, tedious detours or total avoidance has been the theme of the start of 2023. Not only a link between Krugersdorp and the N1 highway, Hendrik Potgieter Road is a social and economic artery that keeps the community's blood pumping between the two halves of northern Roodepoort. Severing that connection brings a quiet to what was once bustling and a stagnation to where activity is a sustaining life force.



The holiday season softened the initial shock of the road closure but as residents began their January routines, the full impact was felt. On the first day of school, January 11, traffic was at a standstill in both lanes along Van Dalen Road South, Sterretjie Street and Shearwater Road extending from the traffic circle that now marks the centre of the detour. The bottleneck extended all the way to Van der Kloof Street, Sjampanje Street and Johan Road in all directions. Officially, access to Van Staden Road from Hendrik Potgieter Road is restricted but only a small sign stands guard leaving motorists free to choose their own paths. “Currently Johannesburg Metropolitan Police Department (JMPD) doesn’t have static deployment there, officers are just monitoring. Be aware that the road is a provincial road and not a municipal road. There is signage to show motorist that the road is closed,” said JMPD Spokesperson Xolani Fihla. Provincial officials gave an early repair estimate of eight months and residents and motorists will pin their hopes to that timeline being stuck to or hopefully even shortened. Gauteng Department of Roads and Transport stated that the first phase of the repair project would be to repair the damaged storm water drain under the road. “The Department is already busy with the procurement of service providers, whereas the second phase will be to commence with the process of the rehabilitation of the road,” said GPDRT’s Victor Phala.

HOVERING FROM SOUTHSEA TO RYDE:



Pilots like chatting with pilots – hence the recent Honourable Company of Air Pilots hovercraft flight from Southsea to Ryde got off to an excellent start with Capt. Paul Grant chatting with members before the flight. A very experienced hovercraft pilot and Master, he has operated and trained people to fly hovercraft around the world and been involved in development and testing of hovercraft. The

Master is still considered to be a pilot as the vessel flies above (the hull normally at a height of 7ft) rather than on the water even though the skirts are still in contact with the surface. The service is operated by Hovertravel, the oldest hovercraft operator in the world, which started the service with a single-prop turbine British Hovercraft Corp SR.N6 hovercraft number 026 at Southsea on 24th July 1965. It is the only year-round hovercraft service in Europe and as well as passengers, also provides an ambulance link between the Isle of Wight and the mainland. Capt. Grant was keen to show us the capabilities of the Griffon Hoverwork 12000TD we were flying in, promising us close passes of the large lighting arrays that provide guidance to the Queen Elizabeth class carriers entering Portsmouth, a circuit of the Spithead Fort and some tight 360° turns before settling the hovercraft into the water to show its ability to float when the lift engines stop. The demonstration proved not only the ability of the hovercraft but also those of its pilot, as it orbited around a very solid Spithead Fort only 15ft away! Hovertravel currently operates two 12000TDs which are built locally on the River Itchen in Southampton. Paul explained that one of the biggest differences from early commercial hovercraft was the change to diesel from turbine engines. This greatly improved the economy and running costs of operations. The 12000TD uses two 1,100hp (820kW) 24.24l MAN V12 diesels giving a top speed of over 45kt and a payload of 12,000kg. The 12000TD also has built-in ramps and steps which fold out over the skirt for access, obviating the need for ground equipment. After the flight there was a question-and-answer session, the length of which showed the high levels of interest generated and Captain's willingness to give his time and knowledge to provide answers. This included opening up the engine compartments at the rear of the cabin to show the engines. Many also had the chance to climb the ladder to the cockpit to see the pilot's "office." Commercial operations also require a member of the crew to act as lookout on the "bridge", especially when moving at speed through the busy Solent. The lookout's vision is supplemented by radar. *(By Warden Richie Piper, Air Pilot, December 2022)*

HAWKER HUNTER HISTORIC INCIDENT:



The Imperial War Museum (IWM) has recently featured the Hawker Hunter, in a series of exhibitions about the aircraft of the Hawker pedigree in service of the RAF in peace and war. In the late 1940s into the early 1950s, the RAF faced a crisis. First-generation jet fighters like the de Havilland Vampire and the Gloster Meteor were quickly being outclassed. Royal Australian Air Force Meteors were coming up short against North Korean Mig-15s in the skies over Korea. Something had to be done to improve the RAF's combat readiness. A second-generation jet fighter was rushed into production. Despite initial teething problems, the Hawker Hunter would go on to become a huge success for the British aircraft industry. Exported to over 20 nations around the world, the Hunter would be utilised by at least one of these until 2014. It saw action in a number of conflicts such as Suez and Aden, including in a ground attack role. Former Hunter pilot Flight Lieutenant Alan Pollock describes just

how significant a leap forwards in technology the Hunter was for the RAF: “the Hunter was a great step forward because of course it was a swept wing aircraft, and you can (sic) fly faster and with better control.’ The Hunter’s swept wing reduced turbulence and decreased friction through the air. The aircraft also had a high tail to help with control and stability as speeds and manoeuvrability increased.” Pollock famously took matters into his own hands in 1968 to commemorate the 50th anniversary of the RAF, and to protest a further round of defence spending cuts by the Labour government. He flew his Hawker Hunter over Central London, circling the Houses of Parliament and flying under the top span of Tower Bridge. The iconic image above captured the memorable occasion. (*IWM via Gordon Dyne*)

HYACINTH ON HARTBEESPOORT:



According to Professor Julie Coetzee of Rhodes University’s Centre for Biological Control (CBC), 50% of the Hartbeespoort Dam is currently covered by hyacinth with a very low number of the biocontrol bug. “The first thing we have to remember is that Hartbeespoort Dam is a dynamic, everchanging system that is under enormous pressure from urban pollution, and the elements. Since May 2022, following the destruction of most of the water hyacinth plants by the biocontrol agent, *Megamelus scutellaris*, also known as the water hyacinth hopper, the amount of water hyacinth on the dam remained below 5%. Unfortunately, a new invader took its place, *Salvinia minima* or common *Salvinia* because of the highly polluted state of the water,” she says. “This small fern took advantage of the absence of water hyacinth which usually outcompetes it. But the action of the hoppers reduced water hyacinth’s competitive ability, allowing the common *Salvinia* to dominate. And dominate it did – by September, the *Salvinia* covered more than 50% of the dam’s surface, frustrating residents, business owners and tourists alike. Due to funding constraints, progress on the testing of a biocontrol agent for the *Salvinia* by the Centre for Biological Control was thwarted, slowing down the application for release process.” She said a harvester was deployed by Harties stakeholders to remove the mats. “And then, in late November, the catchment areas of the dam around northern Johannesburg, Magaliesburg, and Pretoria received well above average rainfall, filling the dam, and the sluice gates were opened. As a result, much of the *Salvinia* washed downstream. At the same time, nutrient pollution washed down the rivers and into Hartbeespoort Dam. This created the perfect environment for the few water hyacinth plants that had remained to proliferate. Increased nutrient availability, low insect population numbers due to the small water hyacinth population size, and the absence of competition from *Salvinia* allowed water hyacinth to explode.”

CHEERS FOR TODAY:

As the end of January looms, we are well and truly into the New Year. The maelstrom of local news is dominated by the spectre of ongoing power blackouts and the absence as yet of a viable recovery

plan, and the international news by the Russian invasion of Ukraine which started a year ago next month. In the aftermath of the Covid “panicdemic” part of the “collateral damage” has been the disruption of our long-standing monthly lunch arrangements at the Wanderers Club. The current arrangement of the Cigar Bar alternating with the Terrace as a venue is comfortable for smaller groups but far from ideal when we are competing with other functions on the Terrace. As regular lunch attendees know, your Committee has been working behind the scenes on this and the related issues of Menus and the cost of food. More to follow in due course... (*Stop Press – We will be in a new room at the Wanderers Club being catered for by Protea Wanderers. The food quality is expected to be of 5 Star Hotel standard*)

Our next function is the February Members Lunch on Friday 3 February 2023, 12h30 for 13h00 at Wanderers. Suggestions for speakers at future lunches are welcome as we get back into gear... Reservations to bookings@rafoc.org please.

It is just over 40 years since the Falklands War of 1982 – the piece at the end of this issue features Operation Mikado, part of the “secret war” events surrounding the actual armed conflict as the British Forces invaded and took control of the Islands back from the Argentine invaders. And thanks to the regular contributors who send in items of interest...

TAILPIECE:

ONLY IN SA

An anonymous post is going viral in South Africa, reminding us that somehow, we find humour, even in the toughest of times.

"Living in South Africa is basically a permanent camping trip. You need a 4x4 to dodge potholes. Last week, I hit a massive one and the gravel shot out as if I was attending my own surprise party. You need a shed load of matches, batteries, candles and torches. Yup, Loadshedding. When the power does (eventually) come on, we basically put our entire “campsite” at risk because we plug every single thing that must charge in. You also need sunglasses because your house suddenly turns into a soccer stadium as you cannot remember which lights were left on. And that’s only because it’s a distant memory. Cold showers are fine if the geyser hasn’t heated up yet because it’s hot in South Africa all the damn time. So, it’s basically like cleaning yourself under a waterfall. You need either a skottel or gas stove to survive otherwise you spend the electric hours cooking madly, who says cold spaghetti bolognese isn’t nice? When you boil the kettle, you fill a flask as if it’s a family trip to Durbs, except there’s no Wimpy stop in Harrismith and your milk is probably iffy coz the fridge has been off for so long. Mozzies are the biggest enemy as they sit on the fan blades in silence because heat wins and fans don’t work, who has a fan camping anyway. There is no internet connection in the wild, so we are constantly on the prowl for at least 1 bar of signal. Actually, you can’t top up data because by hour 3 the cell phone towers have deceased. And sometimes we are a little overwhelmed by technology when we see a working traffic light. 4-way stops versus a traffic light is a gamble, no one really knows what to do except all go at the same time – we need to start teaching these skills in schools. Life out here is wild, but you know what? We are happy here. We don’t listen to the noise our politicians make on TV as TV’s are permanently off, why do they bother trying to brainwash us if there is no communication, we ignore the hate created by toxic people on social media, we can’t connect to Social media. We no longer glue ourselves to TV’s or electronics we go for walks or get to know our neighbours by being outside and chatting over the wall. As for freezers, meat is too expensive to buy in bulk, tinned bully beef is back in fashion and at least we are eating out, out of a tin albeit cold.

Love our Land - We put our heads down and get on with it. We work hard. We play hard. We buy batteries. We store water. We fix potholes. We look after our neighbours. And we laugh. And we braai. And we drink beer and wine. Living in South Africa may be wild but we love it."

MATT

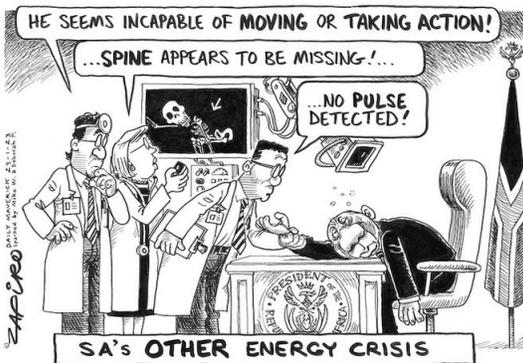


'I'm shocked by the news about Nadhim Zahawi. I had no idea there were Tory ministers in favour of paying less tax'

MATT



'Have you thought about what job you'd like to be on strike from?'



OPERATION MIKADO:

This Operation was mentioned in last week's Ramblings as the action for which Lt Cdr Peter Imrie RN, then a Sea King winchman, was recently recognised at RAF Cranwell. Operation Mikado was the code name of a military plan by the United Kingdom to use SAS troops to attack the home base of Argentina's five Dassault-Breguet Super Étendards at Río Grande, Tierra del Fuego, during the 1982 Falklands War, Brigadier Peter de la Billière was in charge of planning the operation. Forty years after the Falklands conflict more details have emerged about aspects of the campaign – including what the SAS were doing in Chile. The Argentina Exocet missile attacks on Royal Navy ships became a serious concern after the sinking of HMS Sheffield early in the 1982 Falklands conflict. Following the attack on HMS Sheffield, SAS commandos were called in to organise a mission to take out Argentina's remaining Exocet missiles. The British Task Force had been successfully attacked by these Argentinean aircraft using French Exocet air-to-sea missiles, sinking two ships. This operation was intended to destroy the three remaining Exocet missiles that Argentina had in its possession as well as the Dassault-Breguet Super Étendard launch aircraft. It was also intended to kill the pilots in their quarters. To achieve this, Brigadier de la Billiere, (Director Special Forces) proposed an operation similar to Operation Entebbe, the successful Israeli operation to rescue hostages from Entebbe Airport, Uganda. This consisted of landing 55 SAS soldiers in two RAF Lockheed C-130 Hercules aircraft directly on the runway at Río Grande. According to the plan, the C-130s would be kept on the airport apron with engines running while the men of B Squadron SAS performed their mission. If the C-130s survived, then they would head for the Chilean air base at Punta Arenas. If not, the surviving members of the SAS Squadron and aircrew would use whatever transport available on the airfield to make their way to the Chilean border, about 50 miles to their west. Operation Mikado was controversial from the outset and nicknamed "Operation Certain Death" by many insiders as it involved landing two C-130 Hercules aircraft 2,000ft apart on a runway at an airbase in Argentina in an "Entebbe Style" raid. This would then allow SAS personnel to jump out, attack and destroy the Super Etendards – the aircraft that carried the missiles that had already sunk HMS Sheffield - at the Río Grande Airfield on the Argentinian mainland. An early issue for the RAF C-130 Hercules to deliver the SAS was the long flight. Former RAF 47 Squadron Hercules pilot Harry Burgoyne said: "Problems that we had with that was this was going to be a 13-hour flight all the way round from Ascension Island and back. And it wasn't entirely clear where we were going to go should we survive the landings. For me, where we were going to go after we landed was not really a major thought because I didn't see us surviving the landing," he added. The huge distances involved meant that air-to-air refuelling was essential – something the Hercules was not designed for. It was swiftly adapted but required an unusual refuelling technique. SAS B Squadron's Ian 'Chalky' White said: "You refuel it with the only aircraft that we had... these huge great planes that they used to refuel the Vulcan bombers with. And they are jets, obviously, and we're in a turboprop. So, you get to that point where the Hercules can't go fast enough and the jet refueller can't go slow enough."



Vickers Valiant tanker pictured from the C-130 Hercules (Harry Burgoyne)

According to Chalky, the jet would have to fly in front of the Hercules and then go into a shallow dive allowing for the Hercules to get the speed up to connect – during this point the refuelling takes place. Mikado was preceded by Operation Plum Duff the recce mission to gather intelligence that would help in Operation Mikado – information about the number of troops at Rio Grande airfield, the weather and whether the runway was lit. The Sea King was supposed to drop the troopers close to the airport, but terrible fog forced them to abandon the mission and reroute to Chile. Hercules pilot Harry Burgoyne recalls: "By the time they got to the area it was fog bound, there were lights reported in the area and they took the decision to abort and fly west towards Chile." After getting over the border and landing, the recce team got out and decided to march east a considerable distance to see what they could find at the target area. However, they found themselves in Patagonia in the austral winter in the middle of a blizzard and only lasted three days due to food shortages and equipment issues. They eventually aborted the mission and were recovered back to the UK on a civil flight from Chile. The helicopter crew, in the meantime, planned to land the helicopter in a lake in Chile and sink it. They tried that but it floated, so they set it on fire and headed into the hills around Punta Arenas, staying concealed for three days and nights. Headlines were made as "politically it was quite embarrassing that a task force helicopter had arrived in Chile unannounced," Mr Burgoyne added. After getting little information back from Op Plum Duff relating to their target, he "was absolutely astonished" that the word back from the UK via the SAS was for Operation Mikado to proceed as planned. He suspected "the aeroplanes would be destroyed on the runway" if they got that far. "As far as I was aware they only had one missile left. The risk and reward didn't make any sense at all to me," he said. Operation Mikado was eventually abandoned to the relief of all involved, after severe disagreements between Sir Peter de la Billiere the SAS Commander and the resignation of some of his senior officers and NCOs. On 30 May, Argentina used its last air launched Exocet missile against the carrier HMS Invincible. It did not cause any damage to the carrier, after failing to lock on to its target.

Of RAFOC interest, had the raid gone ahead, it would have been commanded by our late member, Lt Col Ian Crooke DSO, SAS...