



ROYAL AIR FORCE OFFICERS' CLUB

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BRYANSTON 2021

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RAFOC REMINISCENCES AND RAMBLINGS - WEEK 158

14th APRIL 2023

GREETINGS:

South Africa's lawless mafia state enabled by the ANC... SA's grim winter starts with Stage 6 rolling loadshedding... day of U-turns for Eskom... Godongwana denies ANC trying to hide corruption at Eskom... State of Disaster lifted (on paper)... Bester arrested in Tanzania... Braamfontein Cemetery desecrated... Sudden indefinite closure of SA's biggest Deeds Office – WTF? – Closed for corruption?... Illegal vehicle imports siphoning billions from fiscus... Beaufort West Councilor caught withdrawing money from SASSA cards... At least nine dead in Sebokeng shootout... KZN bar brawl: one beer, two men and a murder... reign of terror: 843 years in jail for brazen robbers working with bank tellers to identify and rob clients... working class being sacrificed on the altar of Lesetja Kganyago's battle against inflation - instead of confronting corruption, monopoly and speculation... Extradition of Guptas denied by UAE... S Africa keeps scoring own goals – and investors are taking note

Mammoth Lakes, California, breaks all-time snowfall record... Tornado season claims 32 lives, dozens injured across 9 States... US hit by 'worst leak of secret documents since Edward Snowden'... Biden lands in N Ireland (to be sure)... Biden's security banned from Irish parliament... Terror threat assessment raised to "Severe" in N Ireland... Prior to Ukraine, Putin was planning to attack Japan... Defiant Kremlin critic Kara-Murza likens his case to Stalin's show trials... Why Europe risks losing much more than the war in Ukraine... Macron's "President of Violence" favourite Parisian restaurant burns (again)... Chinese aircraft, warships spotted near Taiwan... surge in Hindu mobs who attack and kill beef-eating Muslims... Britain's new warships to be partly built in Poland... Short Finals for Coronation... King Charles 'only having 15 working Royals on Buckingham Palace balcony at Coronation'... Dalai Lama pulls a tongue... How to enjoy cheese, chocolate and pasta and lose weight...

TYPHOON RB396 TO THE SKY:



IT WAS researching his late grandfather's wartime service as a pilot that inspired Sam Worthington-Lees to start a fundraising project to restore a Typhoon aircraft to airworthiness.

Sam, who was also an RAF pilot and now flies commercial airliners, is the co-founder of the ambitious Hawker Typhoon restoration project that is aiming to raise between £5.5 and £6.5 million so that RB396 can once more take to the skies. Around £1 million has been raised for the project so far and Sam, its director, hopes to be able to fly the restored aircraft himself in about seven years' time. He said: "There are only a handful of Typhoon's Napier Sabre engines left in the world and we have one of the best examples. "My grandfather, Plt Off Roy Worthington's final flight in a Typhoon was from RAF Westhampnett (now Goodwood) on May 21, 1944, when he was shot down, becoming a prisoner of war in Stalag Luft III. (RAF News)

RAF QUOTA FURORE: "LOSING THE DRESSING_ROOM"



RAF chief criticized for 'cringeworthy' response over order to prioritise female and ethnic minority recruits.

Air Chief Marshal Sir Mike Wigston, head of the RAF, was interviewed by a Parliamentary Committee over the furor caused by an email instruction, seen by Sky News, ordering female and ethnic minority recruits to be prioritised in August last year. It prompted Group Captain Lizzie Nichol, then head of RAF Recruitment, to resign at what she deemed to be an "unlawful" order in breach of equality

legislation. In the end, it was never implemented. The 3 August email was sent to Group Captain Nicholl by Air Commodore Jo Lincoln, Assistant Chief of Staff Workforce Requirements and Recruiting, "on behalf of AVM [Air Vice-Marshal Maria] Byford", the Chief of Staff Personnel. The revelations came as pressure mounted on ACM Sir Michael Wigston over the furor - described by MPs this week as a "dark chapter" for the service. "The leadership team ignored the concerns of the staff and the clear and unambiguous legal advice which was provided," a source within the RAF said. "I have never seen such dissent within the service and such contempt for a Chief of Air Staff. The lack of respect and disdain makes his position untenable. In football terms, he has 'lost the dressing room'." (*Sky News*)

CENTENARIAN DAMBUSTER:



WG CDR JOHN BELL DFC RAF has celebrated his 100th birthday.

The last surviving British wartime aircrew member of the legendary 617Sqn, he marked his landmark day with a party with family and friends near his home in West Sussex. He joined the RAF in 1940, serving in all Bomber Command's operations and took part in the D-Day landings. In July 1943 as part of Operation Crossbow, his Tallboy bomb put the Wizernes V2 dome 'La Coupole' out of action. The DFC winner was presented with a special birthday cake from the RAF Benevolent Fund at the party, where guests included his daughter Susie and her husband, four grandchildren and five great-grandchildren. Susie said: "He's amazing, he insisted on standing up to give a speech – he absolutely loved it."

Bomber Command veteran and former Halifax and Mosquito pilot George Dunn, DFC, who turned 100 last September, also attended the celebration, as well as OC Battle of Britain Memorial Flight Sqn Ldr Mark Sugden and the BBMF's former OC Sqn Ldr Dunc Mason. Wg Cdr Bell said: "I don't have a particular secret to a long life. I'm very fortunate as I don't really have aches and pains." He was awarded the DFC in October 1944, having completed a total of 50 operations. When WWII ended, he stayed in the RAF serving for 33 years. After the war he transferred to Photographic Interpretation, working in Washington and on attachment with the USAF in Korea. He was awarded the MBE for his intelligence work. Promoted to Wg Cdr in 1972, he retired from the Air Force in 1977. He was awarded the Légion d'honneur by the French Consul in 2016. Dr Rob Owen, 617 Sqn's official historian, said: "In retirement John has worked hard for charity, being a stalwart campaigner for the RAFBF. As President of the 617 Sqn Association committee, he has played a significant role in championing the commemoration of wartime Bomber Command, raising funds for the Bomber Command Memorial in Green Park and working to ensure that the story of Bomber Command is passed on to future generations." (*RAF NEWS*)

KIWI PILOT HELPED SINK THE TIRPITZ, PRIDE OF NAZI FLEET:



NEW ZEALANDER Flying Officer Arthur Joplin, who has died aged 99, was the pilot of a Lancaster on the raid that finally sank the German battleship the Tirpitz. Born in Auckland, he completed his training as a pilot in New Zealand before sailing for England where he joined Bomber Command. After training to fly bombers, he and his crew joined the famous 617 'Dambuster' Squadron, one of the very first crews to join directly from training. He was chastened by, "all the medal ribbons, high rankers and famous names" but the ground crew made him a mock DFC, saying, "everyone else has a gong, and you now have one too." His first operation with his crew was to attack the U-boat pens at Brest. They next attacked the Kembs Barrage on the River Rhine near the Swiss border, a daring raid led by the squadron commander Wg Cdr 'Willie' Tait. This was the first occasion the Joplin crew had to release a Tallboy bomb. The attack was made in two parts – an initial high-level force to cause confusion and distract the defences, followed by six aircraft coming in along the river at 600 feet. Bombing from 7,500ft in the first wave, Joplin's crew reported a very near miss. By November 1944, there had been numerous attempts by the Royal Navy and by RAF bombers to sink the battleship, dubbed by Prime Minister Winston Churchill as "The Beast." On October 28, 1944, Lancaster's of Nos 9 and 617 Squadrons were positioned at airfields on the Moray Firth. The following morning 39 aircraft, armed with the 12,000lb Tallboy bomb, headed for northern Norway where the battleship was moored near Tromsø. Cloud obscured the target but most of the crews released their bombs. On November 11, the Lancaster's again flew north to their advance bases in Scotland before heading for Norway the following morning. This time, the weather was clear and the anticipated interception by German fighters based in the north of Norway did not materialise. As the force approached Tirpitz, they met a barrage of anti-aircraft fire, but the clear conditions allowed all the bombs to be dropped. Joplin's bomb was a near miss between the shore and the battleship – sometimes more effective than a direct hit due to the shock wave created by the huge explosion. His navigator reported: "Our bomb fell in the smoke which covered the ship. One direct hit and two near misses were seen." Shortly after, Tirpitz capsized with heavy loss of life. After the attacks on the Tirpitz, Joplin dropped Tallboys on the Urft Dam and E-boat pens at Ijmuiden. On the night of December 21, they took off to bomb the oil refineries at Politz, near Stettin in Poland. Remarkably, this was the first night raid by the Joplin crew. At the briefing they were warned that the weather on return was expected to be poor. They attacked the target successfully but on the way back they were warned that Lincolnshire airfields were covered by fog. A further message instructed aircraft to land at the first available airfield. It seemed that the crew was in luck, for very soon they saw a glow

through the murk which was identified as the airfield at Ludford Magna. That this was visible was solely due to it being one of the few equipped with FIDO – using burning petrol to disperse fog on the runway approach enabling aircraft to land in poor visibility. Joplin homed on the glow but received no reply to his radio call. Desperately short of fuel, he approached to land, but a wingtip hit the ground just short of the runway. Two of his crew were killed and others seriously injured, including Joplin who broke both legs and was trapped. His navigator, Basil Fish, managed to extricate the injured before going for help. After a long period in hospital, Joplin returned to New Zealand and was demobilised in February 1946. The loss of his comrades affected him deeply and, thinking he was to blame, he suffered considerable anguish but was reassured in later life when his former squadron colleagues told him that the crash was not his fault. In 1993 he returned to England for a 617 Sqn reunion at its former base, Woodhall Spa. He was awarded the Legion of Honour by the French government for his wartime service. “Joppy was a much loved founding member of the 617 Squadron Association, having served on 'The Dambusters' during WWII. His natural ability as a pilot was demonstrated when he was posted directly from training onto the RAF's most elite Squadron. Despite the distances across the Commonwealth, we stayed in close contact over the years. During our many telephone conversations, I was always struck by his gentle humility and generous nature. As our last surviving Lancaster pilot, he will be sorely missed by all our members now he has flown off to all his wartime colleagues. Per Ardua at Astra, Joppy..”. *Wg Cdr Andrew Walters RNZAF (RAF News)*

KEEPING IT IN THE FAMILY:



Natalie Insall with Commandant CFS

HIGH-FLYING PILOT Officer Natalie Insall's graduation from Cranwell marks 108 years of military history for her family. It was during Officer Training that the 22-year-old discovered one of her ancestors won both the VC and MC in the Royal Flying Corps during World War I. Gilbert Stuart Martin Insall (21), was commissioned into the RFC on March 14, 1915. He won the VC after seven months serving with 11 Sqn but could not personally receive the medal as both he and his gunner had been captured.

But after two unsuccessful attempts he escaped and was eventually decorated by George V on September 27, 1917. After the war, Insall remained in service, receiving a permanent commission as a Captain in the newly-formed Royal Air Force on August 1, 1919 and was regarded to Flt Lt on the same day. Just three months later he was awarded the Military Cross for his gallantry in escaping. He attended the fourth Flying Instructors Course between March and June 1921 at the Central Flying School Pilot Officer Insall, who is training to be a Logistics Officer, said: “To be continuing my family's legacy in the RAF makes me proud and I'm looking forward to my future career.” Commandant CFS Gp Capt Mike Jordan, said: “It was a genuine delight meeting with Pilot Officer Insall to discuss her great-great-uncle's illustrious military career. “His exploits, which led to the award of both VC and MC, reminded me of the innovative spirit that the founding fathers of our Service and the CFS exemplified. “While the technology that we operate might have changed

since 1915, the ethos remains, and we should be extremely proud of our heritage and legacy.” (RAF News)

PROJECT MONET: SUSTAINABLE FUEL FOR RAF:



Sustainable fuel technology aircraft boost for RAF: Two brand new experimental aircraft with ground-breaking technologies will be created by the Royal Air Force in the latest step towards a sustainable aviation future.

The commencement of Project Monet, a joint initiative between the Rapid Capabilities Office (RCO) and Industry, will see the development of two experimental flying test aircraft to showcase the capabilities and potential of a range of sustainable technologies. Using the aircraft as the testing focus, Project Monet will draw together expertise from across the RAF and industry to evaluate how technologies can meet key military requirements and the whole-life environmental impact of operating such a fleet of aircraft. The range of sustainable aviation technologies includes the potential for all-electric battery power, synthetic fueled internal combustion engines, hydrogen cells, and hybrid. (RAF News)

RED CHINESE THREAT TO TAIWAN:



Taiwan's defense ministry on Thursday said that it has detected a Chinese anti-submarine helicopter and three warships around the island country. "1 PLA aircraft and 3 PLAN vessels around Taiwan were detected by 6 a.m. (UTC+8) today," Taiwan's Ministry of National Defence said in a statement. The statement comes on the heels of the meeting between Taiwan President Tsai Ing-wen and US House Speaker Kevin McCarthy which took place in the US despite China's threat of a "resolute" response to the meeting.

"It is training, but the timing is quite sensitive, and what it is up to we are still studying," Taiwan's Defense Minister Chiu Kuo-cheng said. The aircraft has not taken off from its deck yet, he added. A Chinese unilateral move on Taiwan would hit 'literally every country on earth,' US Secretary of State Blinken warns. (Dailymotion)

THE KURIL ISLANDS:



The war in Ukraine has consumed the Western world but a leaked email shows that if things had gone slightly differently, Russia could have attacked Japan instead. According to a leaked email from a whistleblower with Russia's Federal Security Service (FSB), months before Vladimir Putin began his disastrous invasion of Ukraine, he was planning to attack Japan. Dated on March 17th, 2022, the email was sent to exiled human rights activist Vladimir Osechkin from a Russian whistleblower dubbed "Winds of Change," who has been writing regular dispatches to Osechkin since the war with Ukraine began.

Igor Sushko, the executive director of the Wind of Change Research Group has been translating and analyzing the correspondence from Russian to English since the start of the war and has been sharing the information with the American weekly online journal Newsweek. In the email to Osechkin, the FSB whistleblower stated that Russia was "quite seriously preparing for a localized military conflict with Japan." The whistleblower also mentioned the war in Ukraine and suggested that they were certain Russia would go to war, but that they weren't sure why Ukraine was chosen. "Confidence that the countries would enter the stage of acute confrontation and even war was high," wrote the FSB whistleblower in their March 17th, 2022 email to Osechkin. Isabel Van Brugen, the Newsweek journalist who broke the story wrote about the specific details involved with Russia's proposed attack on Japan. "The whistleblower detailed movements of electronic warfare helicopters targeting Japan, while Russia's propaganda machine was also initiated, with a huge push to label Japanese as 'Nazis' and 'fascists'." While the verbiage may sound very similar to what Russia used as its justification to go to war with Ukraine, it is difficult to know whether or not Winds of Change is a legitimate FSB leaker or if their emails are part of the larger information war at play. Christo Grozev, an expert on Russia's Federal Security Service, stated that he believes the emails from Winds of Change are from a genuine agent connected to the FSB. All of this leads one to ask why? What advantage would Russia gain from attacking Japan? Well, the answer might have something to do with the two countries' dispute over the Kuril Islands. After the end of World War II, the new Japanese government never formally signed a peace treaty with the Soviet Union, largely because of their disputes over a group of islands that were being occupied by Soviet forces - which are still under Russian occupation today. Ultimately, however, the whistleblower wrote that the Russian leadership "sort of swapped out Japan for Ukraine." "But on the whole," the FSB whistleblower continued, "war was inevitable for Russia due to the maniacal desire for war by the leadership... And now the bulk of the combat-ready units from that direction has been redeployed to Ukraine." So we shouldn't expect a Russian attack on Japan anytime soon. *(Various)*

SIX-MONTH SENTENCE FOR DAMAGING HERITAGE SITE:

The George magistrate's court sentenced Asisipho Maqwazima, 22, on Wednesday in relation to an accident in March last year. Hawks spokesperson Zinzi Hani said Maqwazima hit the corner post of Silver River Bridge on the well-known Seven Passes route outside George, "causing it to break off

and fall into the river below.” The accused is reported to have failed to report the incident. It is understood his charges came after a complaint from the Wildlife Trafficking and Cultural Heritage section head office to the Hawks serious organised crime investigation team in George on August 4 2022” said Hani. “Through preliminary investigation, the owner of the truck was traced and admitted one of his drivers had damaged the bridge. This culminated in a summons being issued to the accused to appear in court.” Hani said the cost of the damage was about R50,000. The court sentenced Maqwazima to six months behind bars. The sentence was wholly suspended for five years on condition he pay R20,000 into the account of the department of transport and public works for damaging a provincial heritage site. He pleaded guilty to contravening the National Heritage Resource Act. *(TimesLive) (Wonder what sentence the ANC might get for wrecking SA?)*

143 FULHAM ROAD BRIXTON:



SHOP, No 143 FULHAM RD.
Fig. 50 Shop No 143 Fulham Road, drawing by Eric Brindeau
(Source: Eric Brindeau, 1991)

The Brixton Community Forum is raising funds to paint the exterior walls and roof of the historic house, erected before 1905, at 143 Fulham Road in Brixton, Johannesburg. This unique wood and iron building is a true gem of South African architectural heritage and was declared a National Monument by the National Monuments Council (NMC) in 1985. It is also one of the few historical monuments to the working class left in Johannesburg. The restoration project will not only secure the building's future but will also help secure its Blue Plaque heritage status, which is awarded by the Johannesburg Heritage Foundation to buildings of historic and cultural significance. We are seeking support to cover the costs of the renovation and the fees associated with obtaining the Blue Plaque heritage status. By supporting this project, you will not only help preserve a valuable piece of South African history but also contribute to the revitalisation of the Brixton area. We believe that this project is not just about restoring a building, but about restoring a sense of pride in our neighbourhood. Brixton monuments by Thorsten Deckler. Linocut prints for sale to raise funds for a Blue Plaque (and fresh paint) for original corrugated iron house / shop in Brixton. This is one of the only official working-class monuments in South Africa.

20 prints, numbered & signed. R3000 / print. If you reside in Brixton you get it for R1500 / print. Printed by Bronwen Findlay on proper artist's paper. <https://mailchi.mp/e89aa05dfde7/brixton-monuments?e=44c2ec9a28> (Heritage)

ESKOM DOG IN THE MANGER:



In a case before the Johannesburg High Court on 5 April, Frankfort, a small community in the Free State took on Eskom for the right to use independently generated solar power to mitigate the effects of loadshedding.

In another Alice in Wonderland move, Eskom is trying to stop residents in Mafube Municipality from implementing “voiding,” the process of using alternative, non-state-sponsored energy to make up for energy deficits as in the case of load shedding. “We’re going to fight for that voiding,” CEO and engineer at Rural Maintenance Chris Bosch told Daily Maverick in the courtroom after arguments were heard. “Because remember, if you’re in a small town, if you’re a small business, you either have a petrol generator running when the power is off, and if you’re poor, you have nothing.” He added that supplying energy when the grid cannot, will allow residents to have at least an hour and a half of additional electricity. Eskom is strongly opposed to Mafube Municipality using its own separately sourced energy and is concerned that “it would encourage customers throughout the country who have additional embedded generation capacity to claim similar relief”, according to its affidavit. The applicants in the case, which include Rural Maintenance, its subsidiary and the Mafube Business Forum, are seeking to preserve the status quo – allowing them to keep providing power to Frankfort, thus alleviating load shedding – until the National Energy Regulator of South Africa (Nersa) finds a resolution or investigates their complaint. *(Daily Maverick)*

MISSING WW2 USAF AIRMEN RECOVERED:

A couple of weeks ago Gordon Dyne sent in a clipping from the Telegraph about the recovery of the remains of Lt Montgomery, USAAF, the Captain of a Liberator Bomber, from the WW2 crash site in Sussex. Further work resulted in the recovery of the remains of a second crewman, Sgt Holoka. A Defence Press release reads: “The Defense POW/MIA Accounting Agency (DPAA) announced today that U.S. Army Air Forces Tech. Sgt. John Holoka Jr., 25, of Cresson, Pennsylvania, killed during World War II, was accounted for Jan. 24, 2023. In the summer of 1944, Holoka was assigned to the 844th Bombardment Squadron, 489th Bombardment Group (Heavy), Eighth Air Force. On June 22, Holoka was an engineer on a B-24H Liberator that was struck by anti-aircraft after a bombing raid on a German airfield in Saint-Cyr-l'École, near Versailles, France. Despite the damage to the B-24 Liberator, the pilot was able to nurse the aircraft until it was over the English coast, whereupon he ordered his crew to bail out. Seven of the airmen parachuted successfully while the other three crew members, including Holoka, were still on board and were killed when the aircraft crashed. Two of the crew witnessed the aircraft crash into a farm in West Sussex, England” *(Sent in by Gordon Dyne)*.

OVERSEAS READERS WRITE:

FABULOUS article on that SR 71 Breakup.. GEEZZ lucky man Bill Weaver!! Most entertaining - thank you Karl for forwarding.. It's on the airwaves ol' buddy around the world as we speak!!! Best Regards from Don P (**Don Pengelly**, SAA Retired)

Good morning Karl, I could not manage to print the RAFOC Ramblings newsletter. ... Just the story about the SR-71 pilot's balls was so heavy that the printer kept malfunctioning!! I have read it before numerous times, but still read it with enormous respect and awe. Incredible people with a mindset leaving ordinary mortals dumbfounded. Thanks for the share. Regards, Mike and the mechanics.

CHEERS FOR NOW:

Well, here we are in the second quarter of 2023, still on the SA rollercoaster... Following a majority vote at a previous lunch, and in a trial run of a "first" for the Club, the Annual Dinner was held as a lunch to avoid the hazards of Friday afternoon traffic and driving in the dark on Johannesburg's dicey roads. Traditional Toasts were offered to His Majesty the King, the Republic of South Africa, the Royal Air Force and the Ladies. Judging by the number who lingered comfortably in the Gala Room after lunch and the comments at the time and since, this was a welcome move. And we still had time to watch the rugby... There were some complaints about the food (and the coffee) and a debrief is being held with the Protea Marriott caterers, who have gone out of their way to accommodate our requirements.

TAILPIECE:

MATT

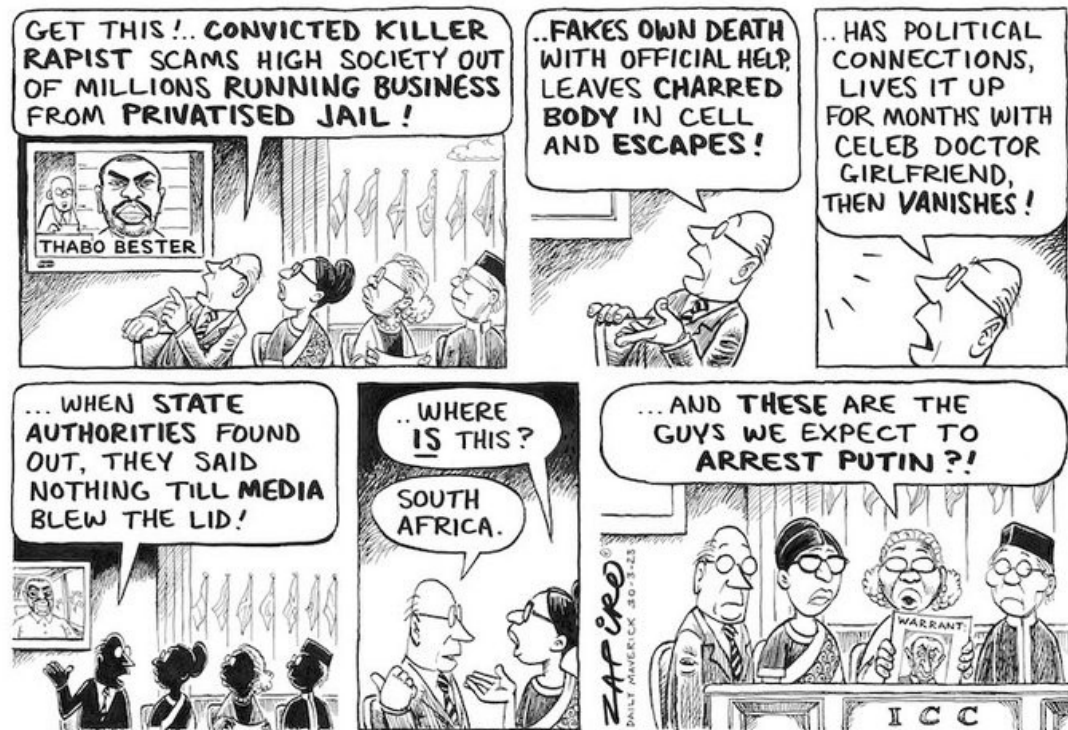


*'Nicola Sturgeon said
Westminster is to blame,
but she hasn't worked
out how'*

MATT



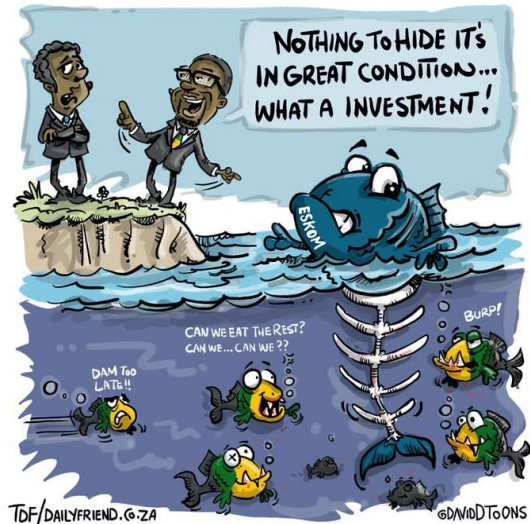
*'There will be a delay, so
if anyone needs to renew
their passport they
do have time'*





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FOREVER A LEGEND, FOREVER A SHARK...RIP, MAC:



The tributes continued to pour in in the wake of the passing of the legendary ex-Sharks and Springbok coach Ian McIntosh. Fans, friends and family turned out at Kings Park on Wednesday afternoon to honour former Springbok and Sharks coach Ian McIntosh. The KwaZulu-Natal Rugby Union and South African Rugby Union headlined the eulogies for McIntosh, who – after losing his battle with cancer – passed away during the early hours of Wednesday morning, at the age of 84. “Mac” as he was fondly known, was a revolutionary in rugby, a trailblazer, an innovator, and an icon who helped turn the B league Banana Boys into the Sharks, who became a South African force during his time as a coach. “When you speak of the legends of Sharks rugby, the first name that springs to mind is Mac,” Sharks CEO Eduard Coetzee said. “He embodied the very essence of Sharks rugby and was a passionate and loyal supporter until the very end.” “His contribution to the game was immense and we extend our sincere condolences to his wife Rona, his children, grandchildren, his extended family and everyone who knew and loved this larger-than-life personality, who lived and breathed the game of rugby.” After leading Natal to the Currie Cup title in the union’s centenary year in 1990, he quickly became a household name in South African rugby and followed his success with a second title in 1992. He was selected as the Springbok coach in 1993 and 1994 after his achievements with the province and on his return to Durban, he claimed back-to-back victories in the 1995 and 1996 tournaments as the province dominated the competition for a decade. McIntosh was a rugby pioneer during a coaching career spanning decades that started in the country of his birth and continued in South Africa – from before until many years after unification – as he broke the mold on many levels. Apart from coaching the Springboks, he also coached the Springbok Sevens team in 2003 – the only man who was head coach of both of South Africa’s senior national men’s rugby teams. “I am saddened to hear of Mac’s passing and extend my deepest condolences to his entire family,” Former CEO of The Sharks and now President of the KwaZulu-Natal Rugby Union Brian van Zyl said. “He was not only innovative, but also practical. He did not want robots for players, but intelligent men who could think on their feet. He personified what

is meant to wear the jersey with pride and was a true rugby man. “His piercing stare and intense personality underlined his determination to succeed, but a glint in his eye marked him as a man of the people. His players respected him, but they also loved him and would do anything for him. “His proud and celebrated legacy will continue for years to come.” After his coaching days came to an end, McIntosh was a Springbok selector for 13 years, providing mentorship and advice to a number of national coaches on junior and senior level, and he stayed involved in the game through the South African Rugby Legends Association (SARLA). In 2013, he was presented with World Rugby’s Vernon Pugh Award for Distinguished Service, recognising his achievement in changing the face of rugby in South Africa. SARU President Mark Alexander also paid tribute to McIntosh. “Mac left an indelible mark on the global rugby landscape, but even more so in South Africa and with his beloved Sharks,” said Alexander. “He was an intensely passionate rugby man through and through, someone who never stopped learning, coaching, educating and giving back. “He will be remembered as Springbok and Sharks coach, who plotted the unthinkable in 1990 when the ‘Banana Boys’ beat the mighty Bulls in the Currie Cup Final in Pretoria, but later in his life, along with SARLA, ‘Mac’ did magnificent work in uplifting the less fortunate, using rugby as a tool to bring smiles to the faces of thousands of children through the years.” “Mac never stopped working and believed in giving back to the game that he loved so much. As South African rugby, we owe him so much gratitude for what he’s done, and we honour him for the role he played in the game, both here and internationally. “We are thinking of Rhona, his wife of almost 60 years, and their three sons, Ross, Craig and Evan, as well as the rest of the McIntosh family, friends and other loved ones in this very difficult time. May you find solace in the memories of a man who will forever be remembered as a pioneer in rugby and whose influence stretched over generations. “Rest in peace, Master.” When he retired as Sharks coach at the end of the 1999 season, his passion for the sport kept him involved in rugby and he spent many years with the South African Rugby Legends, coaching the team of former Springboks as well as rugby clinics in disadvantaged areas. In 2013, World Rugby awarded the Vernon Pugh Award for Distinguished Service to McIntosh, for his outstanding service to coaching and management. In 2021, his legacy at The Sharks was honoured when the main entrance to the stadium was renamed ‘the Ian McIntosh Gate.’