



ROYAL AIR FORCE OFFICERS' CLUB

Johannesburg

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BRYANSTON 2021

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RAFOC REMINISCENCES AND RAMBLINGS - WEEK 166

9th JUNE 2023

GREETINGS:

This week ushered in with cold snap... Round and round went the bl**dy great SA wheel... taxi wars bust loose in Soweto – Uber and Bolt cars torched... “Government’s fault” says Santaco – they would, wouldn’t they?... Business urged to plan for stage 8 load-shedding and total grid collapse... ‘yo-yo load shedding’ adds insult to injury... Business SA tries to talk sense to ANC... lecturers being targeted by criminals... Fort Hare buildings torched – to avoid exams. Ja wel, no fine... Free State SAPS Head of Organised Crime seriously dead... Queenstown: Foreign nationals arrested for contravention of Immigration Act and human trafficking... NHI - Medical schemes warn of tax hikes, emigration and corruption as government push NHI... Presidency’s decision to hide findings on Russian arms shipments... Ramaphosa will tell us what is to happen at BRICS summit... ANC Integrity Commission??... ‘Arrest Putin’ billboards NOT funded by ratepayers... Zuma gets a Court klap – with costs - ‘He came to court with unclean hands... SA the loser in the Mantashe vs Ramokgopa power struggle... legal warning for Airbnb hosts in South Africa – the Taxman cometh... Limpopo ‘mayor from hell uses a Porsche’ to attend to duties... Tina Joemat-Petersen shuffles off... Desperate South Africans becoming ‘money mules’... Autocorrect can be ‘ducking’ annoying, but we’ll miss its accidental poetry when it’s gone...

Caribbean storms and flooding... Canadian wildfires blanket New York with smoke... Truth: weaponised in sinister age of misinformation... BA, BBC and Boots victims of Russian hacking gang... US schools ban Bible for ‘vulgarity and violence’... “cancel” culture is teaching a generation to fear free thought... Poor Old Joe trips up again – gets “sandbagged” on stage at USAF Graduation... Feds crackdown on Coinbase for illegal trading... at least 280 killed and 900 injured in Indian Railways crash... Rishi Sunak hails success of ‘stop the boats’ campaign... Not for the first time, Sunak has been hung out to dry by Johnson... major study declares that lockdown measures were a “policy failure of gigantic proportions”... Train drivers’ 24-hour action stops services in England... hoe ry die trein?... UK shoppers warned of delivery app markup on supermarket goods... Ukrainian counter-offensive build-up... Fatigue and frayed nerves grip Ukraine capital as it shelters from nightly Russian raids... Moscow claims to have repelled ‘major’ attack in Donetsk; Belgorod energy facility on fire... Russia sabotages major dam on River Dnieper - Hundreds of thousands without drinking water after dam collapse... Pro-Ukrainian fighters capture Russian soldiers during

raid on Russian soil... Prince Harry “no show” in Court - can’t win his war against the media... makes an extraordinary intervention into politics, claiming UK Government is at “rock bottom”... what’s the boy smoking?... Man City takes FA Cup final... I’m not used to seeing sex that kinky... ‘I got way too excited seeing margaritas on the menu’...

THE LONGEST DAY:



MEN OF THE 6TH British AIRBORNE DIVISION in Normandy D-Day, observed annually on June 6, brings overwhelming memories of the brave men and women who fought a strategically planned and well-executed battle that ultimately led to the end of the Second World War. More than 75 years after the end of World War II, these memories remain fresh to the over 300,000 living U.S. veterans of the war. The rest of us look to their legacy and the rich history of events told through museums and memorials. There is not a more important time than today for us to remember and honor them as we reflect on D-Day, June 6, 1944. The morning of June 6, 1944, Allied troops landed on the beaches of Normandy, France in an invasion, code-named Operation Overlord, during World War II, which began the liberation of France, and ultimately other areas of Europe, from Hitler’s Nazi regime. This day, known as D-Day, and the strategically planned landing of 156,000 British, Canadian and American troops at 6:30 A.M. on the five beaches of Normandy was code-named Operation Neptune. Earlier in the morning of June 6, 24,000 airborne troops were dropped into battle by parachute in order to close exits and overtake bridges slowing the advancement of Nazi reinforcements. Troops entering the beaches by land and sea were met with Hitler’s ‘Atlantic Wall,’ 2,400 miles of bunkers, landmines, and beach obstacles (metal tripods, barbed wire, and wooden stakes) established in anticipation of a French coast invasion. Nazis planted 4 million landmines along Normandy beaches. Planning for our invasion of German-occupied France began in 1942. In an attempt to mislead the Germans and maintain the secrecy of the details of the D-Day invasion, the Allies conducted a military deception, code-named Operation Bodyguard. It included fake radio transmissions, double agents, and a ‘phantom army’ commanded by American General George Patton. June 5 was originally chosen as D-Day due to predictions of weather and high tide, based on the phase of the moon. Bad weather conditions ultimately interfered with the established plans and D-Day moved to June 6. Ultimately, over 4,400 identified soldiers, sailors, airmen, and coastguardsmen died on D-Day while an estimated 5,000 or more were lost at sea, in air battles, or otherwise were not identified. Their sacrifice and the valiant efforts of all troops turned the tide of the entire war that day.

PIPING HIS SOLDIERS HOME:



On D-Day, June 6th 1944, Piper William "Bill" Millin led the way playing his bagpipes for the Scottish Commando's of Lord Lovat's 1st Special Service Brigade landing on the shore of Sword Beach. This statue was erected here to honour him and his comrades. Bill survived the war and would even play the pipes for Lord Lovat's funeral in 1995.

The 3 PLAQUES ON THE PLINTH READ:

THANKS TO OUR LIBERATORS MERCI A NOS LIBERATEURS

ON D DAY, JUNE 6TH 1944, ON THIS SECTOR OF "SWORD BEACH", AS THE SCOTS HAVE DONE FOR GENERATIONS, THE BRIGADIER LORD LOVAT, CHIEF OF THE 1ST SPECIAL SERVICE BRIGADE, ALSO A HIGHLAND CHIEF, ORDERED HIS PERSONAL PIPER, BILL MILLIN TO PIPE HIS COMMANDOS ASHORE. ABOVE THE ROAR OF BATTLE CAME THE SKIRL OF LIBERATION WITH THE PIPER LEADING THE WAY. THEY BOTH ENTERED LEGEND IF THEY REMEMBER THE BAGPIPER, THEN THEY WON'T FORGET THOSE WHO SERVED AND FELL ON THE BEACHES PIPER WILLIAM "BILL" MILLIN MEMORIAL ERECTED BY THE GENEROSITY OF THOSE WHO REMEMBER.



STEAMING INTO RAUXAF CENTENARY:



Senior representatives of the RAF Reserves and RAuxAF foundation attend the dedication of a refurbished steam locomotive as part of the preparations for the RAuxAF Centenary celebrations.

As the Royal Auxiliary Air Force looks forward to 2024, when it will mark 100 years of volunteer reserve service in the RAF, a milestone event has taken place at the Nene Valley Railway near Peterborough. Battle of Britain Class locomotive No:34081 has been temporarily renamed from “92 Squadron” to “Royal Auxiliary Air Force” to honour the thousands of men and women who have given so much to support the Royal Air Force in its work at home and overseas in the last 100 years. The Battle of Britain locomotives were introduced to serve on the railways from 1945 with some 47 locomotives carrying names commemorating individuals, RAF stations and operational RAF Squadrons which took part in the Battle of Britain. These names included the celebrated “Winston Churchill”, “Tangmere”, “Sir Keith Park”, and “257 Squadron” and became a familiar and much-loved sight on the Southern Region over the following three decades. Today there are just 9 of these locomotives left, being carefully preserved by heritage railway groups with “92 Squadron” residing at the Nene Valley Railway near Peterborough. The Battle of Britain Locomotive Society was keen to support the Royal Auxiliary Air Force with a temporary name change after learning that some 41,000 RAF Volunteer Reserves were killed in action whilst serving with the RAF in World War II and to this day thousands of ordinary men and women continue to give up their spare time to train as RAF Reserves and deploy with the RAF on operations all over the world. New name plates were cast and mounted on the locomotive in time for the gala unveiling by Air Vice-Marshal Randal Munro, Commandant General of the Royal Auxiliary Air Force and the moment was marked by a fly past by a World War II Spitfire aircraft from the RAF’s famous Battle of Britain Memorial Flight. In addition to new name plates, the engine’s cab sides pay a special tribute to the outstanding service given by members of the RAuxAF. Using a precedent set by locomotive number 34050 “Royal Observer Corps” which was unique in carrying the Corps’ long service medal ribbon painted beneath the number on the cab side, “Royal Auxiliary Air Force” now carries the medal ribbon of the Queen’s (now King’s) Volunteer Reserve Medal, beneath its temporary new number 34111. The QVRM/KVRM is a state honour awarded to Reservists who have given exemplary service to the country. Locomotive number 34111 was the next un-issued number in the sequence and could well have been given to a locomotive related to the RAF Volunteer Reserve had more been built in the 1940’s. Having been renamed, locomotive “Royal Auxiliary Air Force” will now go into a programme of engineering and maintenance work to prepare it to pull passenger services next season to commemorate the RAuxAF 100th anniversary. At the end of the season, the locomotive will resume its name “92 Squadron” and the “Royal Auxiliary Air Force” brass name plates will be auctioned to raise funds for the Royal Auxiliary Air Force Foundation which works to maintain the various

memorials to the Service and its personnel and curate the history of this unique and valued component of the Royal Air Force. The Royal Auxiliary Air Force is grateful to the Battle of Britain Locomotive Society and the Nene Valley Railway for their support and assistance in making this happen.

AIRCREW TRAINING CONTRACT:



A £125 million contract to deliver vital mission aircrew training has been awarded which will support around 50 UK jobs across the Southwest UK.

The training, which will take place at RNAS Culdrose in Cornwall under the UK Military Flying Training System (UKMFTS), will ensure the continuation of training to key members of Mission Aircrew prior to the introduction of a new system in 2026. This critical venture will prepare Royal Navy observers and RAF weapon system officers to operate onboard Poseidon, Rivet Joint, Wildcat and Merlin aircraft. Training will be conducted by a collaboration of civilian instructors and military staff operating from 750 Naval Air Squadron. The continuation of this contract will also create five new roles at RNAS Culdrose and sustain 43 jobs across the supply chain, delivering on the Prime Minister's priority of growing the economy. Lasting three years, the contract will run until June 2026 when the future intelligence, surveillance, target acquisition, and reconnaissance (ISTAR) and Rear Crew Training System (FIRCTS) programme replaces it. The contract has been awarded to Ascent Flight Training, a joint venture between Lockheed Martin UK and Babcock International. By replacing the current training system with a new Airborne Mission Trainer, the Rear Crew Sustainment programme will keep aircraft in service for longer. The Avenger aircraft that is currently used will be extensively modified to accommodate an electronically scanned array radar, an electro optical camera, and reconfiguration of the cabin area and mission consoles, extending its service life 10 years from 2023 to 2033. Additional upgrades to the ground-based training equipment will ensure better coherence across training systems. Rear crew observers in the Royal Navy are a key part of a flight crew on board Wildcat and Merlin helicopters, where they are expected to navigate, operate communications systems and on occasions control the weaponry. RAF Weapon Systems Officers manage the sensors and weapons of their aircraft during operational missions, whilst at the same time gathering intelligence and supporting forces on the ground. "This contract award is a major achievement by the UKMFTS Delivery Team, in collaboration with our industry colleagues. The continuation of Mission Aircrew training at RNAS Culdrose and obsolescence removal programme over the next three years will pave the way for the Future ISTAR and Rear Crew Training System (FIRCTS), which will significantly uplift the training system capability and capacity."

Michelle Ostergaard, UKMFTS team leader at DE&S

CLEVERLY CHAP:

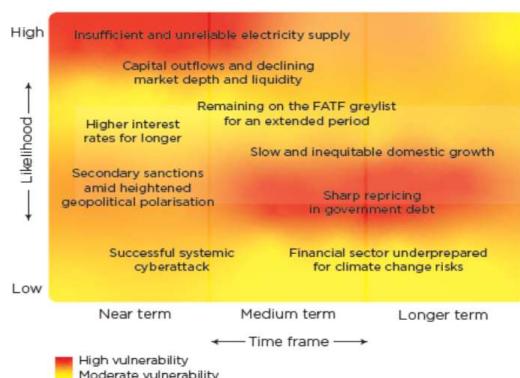


The UK's Foreign Secretary, the Rt Hon James Cleverly MP, has visited the RAF detachment currently serving in Estonian on Operation Azotize conducting the NATO's Baltic Air Policing Mission.

The Foreign Secretary arrived at Amari Airbase where he was greeted by the Commanding Officer of 140 Expeditionary Air Wing, Wing Commander Scott MacColl, the Officer Commanding number 1 (Fighter) Squadron, Wing Commander John Cockcroft and the UK's Ambassador to Estonia, Ross Allen. After the initial greeting, the Foreign Secretary was escorted to the Quick Reaction Alert hangars where he witnessed a training scramble. The sortie showcased the speed with which the RAF can respond to any potential threat and demonstrated how the NATO Air Policing Mission in Estonia is conducted. The Foreign Secretary was given the opportunity to sit in the cockpit of a Typhoon and discussed the various air-to-air and air-to-ground capabilities of the jet. He was also briefed on recent Typhoon integration activities involving HMS Albion and UK Land forces based in Estonia. He then met with Commanding Officer of the Army Aviation Task Force, Lieutenant Colonel Alexander Rivett, who explained the British military helicopter capabilities currently in Estonia, such as the Apache and Wildcat helicopters. "The Foreign Secretary's visit to Amari highlights the importance of the RAF's role in Estonia. It was a fantastic opportunity to discuss the operations we have already delivered, to witness the responsiveness we provide and to gain a broader understanding of the Typhoon's capabilities. The RAF's role in Estonia is key to upholding regional security and integrating with our NATO allies. The ongoing efforts of 140 EAW has meant that we are able to provide the MOD and Ministers with flexible and agile operational choices."

Wing Commander MacColl, CO 140 EAW (striking the right notes)

WOBBLY SA FINANCIAL STABILITY:



The South African Reserve Bank's (SARB's) Financial Stability Review (FSR) for 2023 has flagged nine key risks to the country's economy, including two entirely new risks that have only emerged in recent months. The two new risks are the risk of US sanctions – as highlighted in reports this week – as well as the possibility of greater capital outflows.

The risk of US sanctions is notable in that if it materialises, the SARB warned that this could trigger a financial crisis in South Africa. Load-shedding also features prominently among the risks, with the central bank highlighting, amongst other things, that a worsening in the energy crisis could disturb financial system infrastructure. Economists at Nedbank highlighted the risks to the domestic financial system, noting that each carries short-, medium- and long-term impacts which could disrupt the local economy.

Broadly, the nine risks are:

1. Insufficient and unreliable electricity supply
2. Sharp repricing in government debt
3. Higher interest rates for longer
4. Remaining on the Financial Action Task Force (FATF) greylisting for an extended period
5. Slow and inequitable domestic growth
6. Financial sector underprepared for climate change risk
7. Successful systemic cyberattack
8. Capital outflows and declining market depth and liquidity
9. Secondary sanctions amid heightened geopolitical polarisation

The SARB's review of the risks shows that not every factor carries the same weight, and each has a different level of likelihood. For example, South Africa being hit with insufficient and unreliable power supply carried a high likelihood of occurring – indeed, it is currently the reality – but its impact is only over the short and medium term, given the mitigation efforts underway. Despite this, it carries a high degree of vulnerability in the local economy. A newer, but critical risk identified by the SARB is that of possible direct or indirect sanctions against South Africa. “This risk comes off the back of the US accusations that South Africa sold arms to Russia in support of the Kremlin’s war against Ukraine. The allegations and the South African government’s defensive stance have raised concerns about whether the country is genuinely neutral in its position, thus fuelling tensions with the US,” Nedbank said.

JOBURG TO DURBS ON R23 A LITRE:

It costs **R2,279** to drive from Johannesburg to Durban at the current inland rate of R23 per litre of petrol 95 in a typical family-focused crossover. This is a welcome **R182** less than the trip would have cost around a year ago thanks to a reduction in fuel prices from the all-time high reached in June 2022. However, it's approximately **R694** – or 44% – more than what it was around two years ago when petrol “only” cost R15.67 per litre, illustrating the massive impact that fuel price hikes has on the real cost of travel.



A popular route for holiday-goers is the one from Sandton's peripheries to North Beach in Durban, a route that is around 584km long and is expected to take just over six hours. As an accurate representation of a modern family car and one of the most popular vehicles in the country, we chose the Toyota Urban Cruiser as our mule for the trip. With an average fuel consumption of 6.1l/100km, the 1.5-litre crossover would use at least 35.62 litres of petrol from point A to B, equating to **R832** in fuel spend from Gauteng to KZN and **R1,664** to get back home.

The majority of the journey follows the busy N3 freeway eastbound and includes five toll gates:

- Mooi – **R62**
- Wilge – **R83**
- Tugela – **R88**
- De Hoek – **R60**
- Marian Hill – **R14.50**

The combined costs of these concessions work out to **R307.50** for a standard passenger car in one direction and **R615** for both ways. Luckily, e-tolls are no longer part of the picture so motorists save at least R20 here, almost enough for an extra litre of petrol. With the prices of tolls added to that of fuel, the entire 584km journey from Sandton City, Johannesburg to North Beach, Durban and back in a Toyota Urban Cruiser will cost **R2,279**. South Africa's road safety standards have reached a catastrophic low point with grave implications for citizens' social, economic, and physical well-being, a statement recently made by civil rights group the Organization Undoing Tax Abuse (Outa). Without context, this sentence doesn't carry too much gravitas for its reader, but it's truer than it has ever been. Drivers, who are often on the roads illegally, are becoming careless, reckless, even suicidal, and the shrinking share of motorists who abide by the law are paying the price. (Outa: See full story at: <https://topauto.co.za/features/78045/a-real-picture-of-the-sorry-state-of-south-africas-roads/?source=newsletter>)

AIR TANZANIA FIRST 767F:



Boeing and Air Tanzania are celebrating the delivery of the airline's first-ever 767-300 Freighter. This momentous occasion marks the arrival of Africa's first production 767F and signals a major boost to Air Tanzania's cargo operations, allowing the carrier to meet the increasing demand in the country's burgeoning import and export market. The aircraft arrived today at Air Tanzania's hub in Dar es Salaam, Tanzania. Eng. Ladislaus Matindi, Managing Director of Air Tanzania, expressed his excitement about the new addition to the fleet, stating, "We are thrilled to welcome the 767-300 Boeing Freighter to our fleet. This dedicated freighter will address the growing cargo demand previously handled by passenger aircraft. The 767 will enable Air Tanzania to support a more sustainable future and meet time-critical cargo schedules across Africa and beyond. We look forward to expanding our imports and exports industry, facilitating timely deliveries. With this airplane, global businesses can transport commercial cargo goods worldwide, contributing to national economic growth." The brand-new freighter, with registration 5H-TCO (msn 67788), boasts exceptional fuel efficiency, operational flexibility, and low noise levels, making it an ideal choice for Air Tanzania to support time-critical cargo schedules throughout Africa and beyond.

BLACK EAGLES BREED:



After much anticipation, the Black Eagle Project Roodekrans monitors have made some interesting observations about this year's Black Eagle eggs at Walter Sisulu Botanical Garden. Dougie Crewe explained that, through rigorous monitoring, they have deduced that the first egg did not hatch successfully. Fortunately, they saw Makatsa going through the motions of feeding a chick on June 5. "This leads us to believe the second chick has hatched successfully," added fellow monitor Johann van der Berg. Visit the Garden on a Tuesday morning and you'll find the monitors at their usual spot, underneath the waterfall, to learn more about the Black Eagles, - still surviving in the urban sprawl of Roodepoort. (*Roodepoort Record*)

CHEERS FOR NOW:

Another week in Africa, and the intriguing prospect of SA and other African States attempting to intercede in the Ukrainian conflict, (having already received instructions from the Russian aggressor) Ramaphosa assures us he will tell us what is to happen at BRICS summit. We'd prefer him to tell us what is going to happen in SA... The mystery "RussianGate" ship sails on... the "Flying Russian" of SA waters... another own goal for SA.

Our next lunch is a Ladies Lunch at 12h30 for 13h00 Friday 7 July at Wanderers Club, Illovo... Price remains R250 per person, which includes wines at table. Hamilton Wende is scheduled to come and address us. If it changes, we will let you know. Please make your booking asap with bookings@rafoc.org. - make your payment to the RAFOC Nedbank account and send proof of payment to confirm your booking. Meantime, enjoy the read as the winter chills set in...

TAILPIECE:**MATT**

*'The counter offensive by
Holly Willoughby has
seized control of vital
sofa territory...'*

MATT

*'The mortgage repayments
are bad, but it's the food
price inflation that is
the real problem'*

Happy Chaps

What do you expect from such engaging creatures?

Your last name stays put.

The garage is all yours.

Wedding plans take care of themselves.

Chocolate is just another snack.

You can be President.

You can wear a white T-shirt to a water park.

You can wear no T-shirt to a water park.

Car mechanics tell you the truth.

The world is your urinal.

You never have to drive to another gas station because this one's just "too icky".

You don't have to stop and think of which way to turn a nut on a bolt.

Same work, more pay.

Wrinkles add character.

Wedding dress - R200,000; suit rental - R1000.

People never stare at your chest when you're talking to them.

The occasional well-rendered belch is practically expected.

New shoes don't cut, blister, or mangle your feet.

One mood, ALL the time.

Phone conversations are over in 30 seconds flat.

A five-day vacation requires only one suitcase.

You can open all your own jars.

You get extra credit for the slightest act of thoughtfulness.

If someone forgets to invite you, he or she can still be your friend.

Your underwear is R50 for a three-pack.

Three pairs of shoes are more than enough.

You almost never have strap problems in public.

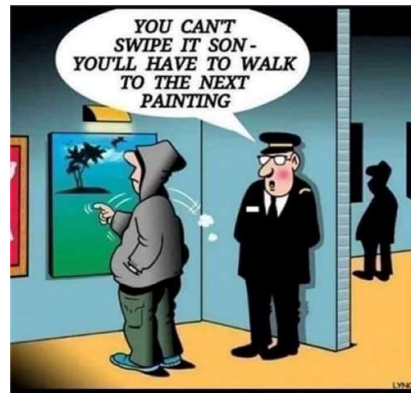
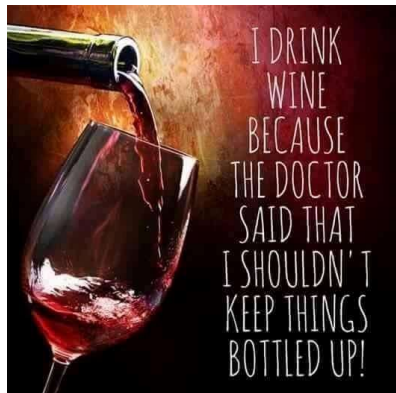
You are unable to see wrinkles in your clothes.

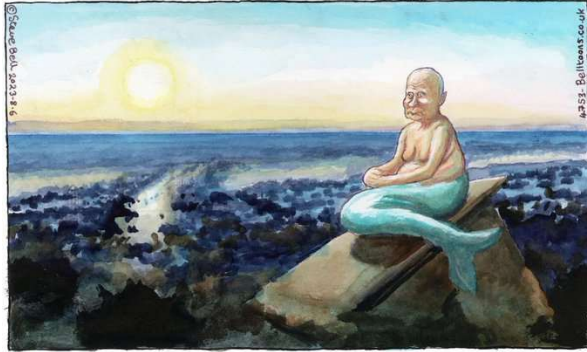
Everything on your face stays its original colour.

The same hairstyle lasts for years, maybe decades.

You only have to shave your face and neck.
 You can play with toys all your life.
 Your belly usually hides your big hips.
 One wallet and one pair of shoes, one colour, all seasons.
 You can wear shorts no matter how your legs look.
 You can "do" your nails with a pocketknife.
 You have freedom of choice concerning growing a moustache.
 You can do Christmas shopping for 25 relatives, on December 24th, in 45 minutes...

A farmer drove to a neighbour's farmhouse and knocked at the door. A boy, about 9, opened the door. "Is your dad or mom home?" said the farmer. "No, they went to town." "How about your brother, Tommy? Is he here?" "No, he went with Mom and Dad." The farmer stood there for a few minutes, shifting from one foot to the other, mumbling to himself, when the young boy says, "I know where all the tools are, if you want to borrow one, or I can give Dad a message." "Well," said the farmer uncomfortably. "No, I really need to talk to your Dad, about your brother Tommy getting my daughter Mary pregnant." The boy thought for a moment, then says, "You'll have to talk to my Dad about that. I know he charges \$500 for the bulls and \$150 for the pigs, but I have no idea how much he charges for Tommy."





D DAY 1944:

German General Wilhelm Richter tried to warn Hitler that a Normandy attack was imminent. Hitler had standing orders not to be awakened before 9:00 am. When Richter called him shortly thereafter, he was told that the invasion would be near Calais (Sp) not Normandy. This is the most spectacular presentation of photos and descriptive text I've ever seen on the D-Day landing! It truly is a miracle the allies prevailed. It's hard to believe that allied planners were able to adequately estimate the number of troops, supplies, and equipment that would be required to make this operation successful. The planning and immensity of the "D Day Landing" just boggles the mind; the scenes show many phases of the operation. I could not get over the C-47 loaded with US Paratroopers and each with "shined boots" ! Some amazing photographs for history buffs....WW2 Normandy Landing photos that have been declassified recently.

We cannot... and should not forget their sacrifice! Very rare photos!

<https://www.gettyimages.com/photos/d-day?assettype=image&phrase=d%20day&sort=mostpopular&license=rf.rm>

THE COMMANDER'S LOT IS NOT A HAPPY ONE:



White men trying to join the RAF were branded 'useless' by recruitment officers in leaked emails set to renew row over diversity quotas. The emails, which are set to renew a row over diversity quotas, were sent by a Squadron Leader in the RAF's recruitment division in January 2021. They expose the pressure that officers appeared to be under to filter out white male recruits and fast-track women and ethnic minorities.

The RAF is also reportedly paying £5,000 each to 31 white men who it found had been unfairly disadvantaged by its recruitment policy. And some selection boards were cancelled if they did not include women or ethnic minorities, according to the leaked messages. One email seen by Sky News, which was sent on January 19, 2021 under the subject line 'BOARDING PROFILE', reads: 'I would be grateful if you could provide me with a breakdown of the candidates awaiting boarding, by Br [branch - the type of profession, such as pilot, engineer or chef] and BAME (black, Asian and minority ethnic) /Female.' He continued: 'I noted that the boards have recently been predominantly white male heavy, if we don't have enough BAME and female to board then we need to make the decision to pause boarding and seek more BAME and female from the RF [recruitment force]. I don't really need to see loads of useless white male pilots, let's [sic] get a [sic] focussed as possible, I am more than happy to reduce boarding if needed to have a balanced BAME/female/Male board.' The Ministry of Defence has stressed that the 'useless' remark did not refer to individuals' talent, but rather the fact their recruitment would not help boost diversity targets. An email sent the following day by the same squadron leader to a more senior member of the recruitment team suggested they were struggling to hit diversity targets. It also described the efforts being made to get more women and ethnic minority candidates onto selection boards. Selection boards are used to choose recruits for different branches at RAF Halton and RAF Cranwell, the air force's training colleges. The second email read: 'You will note however that the pot for BAME and female is drained. From 336 Cs [candidates] we have c10% female, 5% BAME which we will burn through quickly using the boarding profile proposed. As you know we select approx. 45-50% of BAME and female that we board therefore we expect to select c15 female and 7 BAME from the current cohort. The demand signal needs to go back to RF [the recruitment force] to focus now on sending all the BAME and female they have. We have cancelled 2 x boards next week due to them having no female/BAME or priority Br [priority branch] on them.' The emails date back to when recruitment and selection was led by Group Captain William Dole. He succeeded Group Captain Elizabeth Nicholl, who resigned in protest at what she deemed to be an 'unlawful order' to effectively pause the selection of white men in an effort to hit 'impossible' diversity targets, according to defence sources. The order was never implemented because of her resignation. An RAF spokesman said: 'The Royal Air Force will not shy away from the challenges we face building a Service that attracts and recruits talent from every part of the UK workforce. We will continue doing everything we can to increase our recruiting intake from under-represented groups within the provisions of the law. All individuals joining the Royal Air Force were and are selected on merit and any individuals that were advanced to their training courses had already passed the selection process. There was no compromise of entry standards and no impact on the frontline or operational effectiveness.' It comes after the outgoing Chief of the RAF admitted the Air Force made mistakes in its diversity recruitment drive. Air Chief Marshal Sir Mike Wigston, who is retiring next month, said: 'We were doing all we could to tackle this intractable problem, which is the lack of diversity in our service.' But the CAS revealed that the failing recruitment drive resulted in the resignation of a senior officer, which he described as a 'regrettable outcome'. His goals had been for 40 per cent of the force's personnel to be women and 20 per cent to be from ethnic minorities by the end of the decade. Sir Mike, 55, said one of the mistakes made was that those 'aspirational goals filtered down into people's personal objectives in-year, which they found almost impossible to meet. That put intolerable pressure on them and I've apologised to the recruiting and selection organisation,' he added. (*Daily Mail: RAF Official Website is choep-stil on the issue.*)