



## ROYAL AIR FORCE OFFICERS' CLUB

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BRYANSTON 2021

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## RAFOC REMINISCENCES AND RAMBLINGS - WEEK 175

11<sup>th</sup> AUGUST 2023

### GREETINGS:

The great South African adventure rolls on... Another cold front, taxi strike disrupts CT, dominates local media... sheer anarchy: N2 blockaded and Golden Arrow buses torched... Petrol-bombed buses and long walks home... City of Cape Town granted urgent interdict against Santaco... crack down on illegal taxi attempt to blockade Cape Town international... arrest drivers, impound illegal taxis... Mad Hatter criticises police instead of confronting criminals – go figure... Minister of Transport tantrum against COCT for upholding the law - her own National Transport Act – go figure... grandstanding on International Womens' Day at Union Buildings – “the Emperor has no clothes”... Malema's ‘Nazi’-style and belligerent EFF birthday rally... Meyiwa trial gets emotional... “We are putting Kelly Khumalo on hold”: Singer dropped from another music festival... The Mashatile effect... more mysterious family loans... Zuma appeals Court enforcement ruling (again)... Diamond dealer Louis Liebenberg bankrolling his legal costs... Complexes, estates and gated communities are government's next target for BEE... Eskom's De Ruyter to lecture at Yale University... Madonsela by appointed to UN scientific advisory board... Huge jump in petrol and diesel prices threatens for September... SARS' Edward Kieswetter kisses R77 billion goodbye.

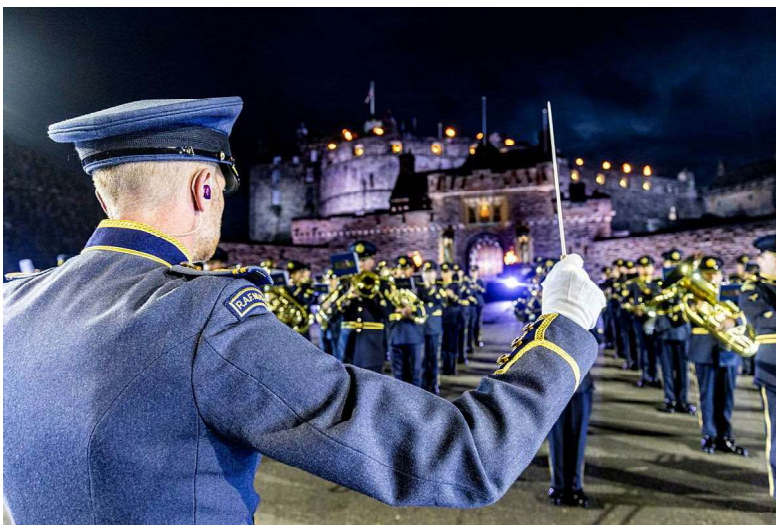
“Sugar Man” Rodriguez dies at 81 – “Oh well, I Wonder”... Niger closes airspace – air traffic chaos over Africa... Wagner in the toxic mix... Will Donald Trump be jailed before his trial?... Storms in US north-east leave two dead, thousands of flight cancellations... wildfires in Portugal and in Hawaiian island of Maui... Canadian First Nation flees wildfire for second time in two years... “How the climate crisis has changed wildfire fighting in Canada”... Russia ‘tops list of suspects’ in breach of 40 million UK voters... Russia launches new burst of missile and drone attacks... strike kills eight, damaging hotel used by journalists... mysterious explosion at optical equipment factory near Moscow... Ukraine captures Russian prisoners... Tensions rise as Belarus begins military drills near Poland and Lithuania... ‘Ruzzki not welcome’ in hostile Georgia... Northern Ireland police officers’ details exposed in “monumental” breach... Chief Constable jets back to deal with crisis... threat from “New IRA” now “severe”... UK water firms face massive sewage lawsuit... UK FCA investigates ‘debanking’ of customers in wake of Farage scandal... illegal immigrant flood continues... More than 40 migrants drown off Italian coast... Anderson tells moaning migrants to ‘f--- off back to France’... Nicola Sturgeon spent taxpayers’ money on luxury travel firm (Well, she would, wouldn't she?)... Prince

Harry's HRH title removed from Royal family website... Britain's 'wonkiest pub' reduced to rubble after mystery fire... "It's just gobsmacking" say locals...

### **'RAF HAS NOT GONE SOFT':**

ARMED FORCES Minister James Heapey has slammed claims the RAF has 'gone soft' after Service chiefs admitted prioritising the recruitment of women and ethnic minorities over white male applicants to hit diversity targets. Speaking at the Global Air Chiefs conference in London, he said: "To achieve operational excellence the RAF needs cognitive diversity and that requires a recruitment policy to achieve it. "There is no doubt that over the last 12 months the RAF has got some of that wrong. Unfairly and disgracefully, we have allowed that to be characterised as the Service going soft. This is a Service delivering lethal effect day in, day out." "QRA the Gulf, air policing across NATO, intelligence gathering in the Black Sea, flying into potentially hostile airfields in the Sudan, delivery of Storm Shadow to Ukraine and innovating to help Ukraine defeat Russian air defences – that is not a Service that has gone soft. The RAF is without doubt the most cunning and professional war fighting air force in the world." Air Chiefs have agreed to adopt a list of recommendations to overhaul its recruitment procedures following an independent inquiry which found 161 recruits were accelerated onto training courses because they were women or had ethnic backgrounds. The RAF has agreed to compensate 31 airmen the inquiry ruled were discriminated against. (*RAF News*)

### **ROYAL EDINBURGH MILITARY TATTOO DRESS REHEARSAL:**



*The Royal Air Force is the lead service at this year's Royal Edinburgh Military Tattoo and showcased its exceptional talent and military precision at a final dress rehearsal yesterday, 3 August.*

Her Royal Highness, The Princess Royal, was in attendance and treated to an exclusive preview of the breathtaking musical and cultural displays presented by over 800 performers from across the globe. During the rehearsal at Redford Barracks, the Kings Colour Squadron demonstrated their drill and ceremonial expertise with the RAF Pipes and Drums also providing an outstanding performance. The Tattoo has become a cherished tradition since it was established in 1950, drawing thousands of spectators annually to witness the grandeur of the performances against the backdrop of Edinburgh Castle. This year, the event will run from 4 August to 26 August, and include fly-past's from the Red Arrows, Typhoons FGR4 from RAF Lossiemouth and an Atlas A400M from RAF Brize Norton. The Tattoo has always been an opportunity to celebrate international cooperation, and this year is no different. The RAF will proudly share the stage with esteemed international military bands and drill teams, fostering camaraderie and goodwill amongst nations. Notable groups such as His

Majesty the King's Guard Band and Drill Team of Norway, The United States Air Force Band, Swiss Armed Forces Central Band, and Trinidad and Tobago Defence Force Steel Orchestra all participated in the rehearsal and will display their incredible talents alongside the RAF in the coming weeks. (RAF News)

## **STANDARD OF NO.47 SQN FORMALLY LAID-UP:**



*The Standard of Number 47 Squadron has been formally laid-up in the Rotunda of College Hall Officers' Mess at RAF CRANWELL.*

Following the retirement of the Hercules in June 2023, it was directed that Number 47 Squadron should disband in September 2023, ready to be reformed at the first opportunity. As part of the disbandment process, the standard was laid up in a short ceremony involving members of Number 47 Squadron and the RAF College Standard party. The 47 Squadron standard bearer was Flt Lt Noble, and the ceremony was officiated by the RAF College Warrant Officer, WO Jim Dick. On disbandment, Number 47 Squadron will be the eighth most senior squadron in the Royal Air Force, having also been awarded more battle honours than any other fixed wing RAF squadron this century. 47 Squadron was formed at Beverley in Yorkshire on 1 March 1916 as an air defence unit, saw service in Russia in 1919, as a bomber squadron in Egypt and Sudan from 1920 to 1942, as a torpedo bomber squadron in the Mediterranean until 1944 and for ground attack in the Far East until 1946. Its role as an air transport unit began in Palestine in 1946, where it was equipped with the Halifax and later the Hastings. 47 Squadron flew more than 3000 missions in the Berlin Airlift. After being re-equipped with the Beverley in 1956, the Squadron began its association with the Hercules in 1968. Since this time, the Squadron has provided air mobility support to operations and disaster relief all over the world. Significant events include disaster relief in Nepal, Ethiopia, Sudan and Turkey, operations in the Falklands, the Gulf, the Balkans (including almost 2000 sorties in the Sarajevo Airlift), and Iraq from 2003. In 2001, 47 Squadron Hercules were the first UK aircraft to land in Afghanistan, in 2014 Operation Shader began with a 47 Squadron airdrop to Mount Sinjar. In 2021 the last aircraft to leave Kabul during Operation Pitting was a 47 Squadron Hercules. In 2023 the Squadron supported disaster relief in Turkey, evacuated people from Sudan, and continued its commitment to Op Shader until 4 June 2023. The final formal task for the squadron was the King's Birthday Fly-past on 17 June 2023. The Squadron motto "Nili Nomen Roboris Omen" means the "The name of the Nile will be an omen of your strength" and was awarded in 1938 by King George VI, replacing an earlier unofficial motto: "Sans Peur." Officer Commanding Number 47 Squadron, Wing Commander Sjoberg said: "It was an honour to attend the laying-up ceremony of



the 47 Squadron Standard. A superb ceremony by the RAF College team rounded off a period of fabulous celebrations of the Hercules and Number 47 Squadron. Whilst it was undoubtedly a sad moment to watch the standard being rested ahead of the Squadron's formal disbandment in September, I am reassured that the Squadron will be re-instated to an appropriate role at the first opportunity. I'd like to offer my thanks once more to the amazing people of 47 Squadron, and their families, who have achieved so much over the long and proud history of Number 47 Squadron". (RAF News)

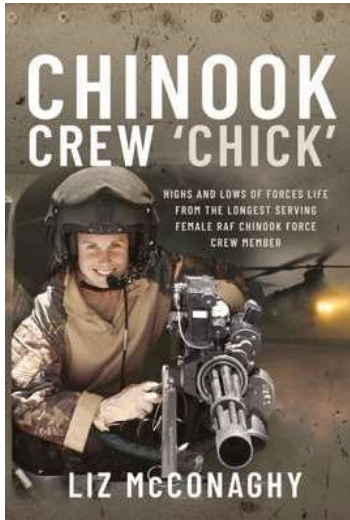
## OAR-SOME:



*OCEAN ROWERS are celebrating a new Guinness World Record after becoming the fastest female team to complete a 2,000-mile voyage around the coast of Britain. The six-strong crew of Team Ithaca, led by RAF veteran and Cadets Ambassador Wg Cdr Emma Wolstenholme, battled torrential rain, high winds, lightning and thunder during their 44-day challenge, which started at Tower Bridge last month.*

Skipper Emma said: "We are ecstatic that we have broken the world record and a bit relieved it is all over after the constant headwinds down the East coast. The GB coastline is beautiful, and I feel privileged to have seen it from the water. There are so many highlights, from the biggest shooting star I have ever seen, to dolphins, seals, minke and humpback whales, to the way the girls pulled together when I asked them to dig deep." Relentless winds forced the crew to repeatedly anchor to avoid being pushed backwards, turning a predicted 34-day circumnavigation to 44 days 20 hours and 19 minutes. "Living in such a confined space with five other women was more bearable than it sounds," said the 41-year-old former Wg Cdr and RAF Bobsleigh team member. We listened to music, sang, and laughed a lot. We were even visited by an A400M which used us to practice Search and Rescue procedures. That was a huge boost to morale." During the challenge, the team collected data on microplastics, temperature, noise pollution and biodiversity, to be analysed by scientists at the University of Portsmouth. Director of Fisheries and Research from marine technology specialists RS Aqua, Ryan Mowat, said: "This is a world first and the data will help us study whales and dolphins, identify noise pollution along our coastline, and gain insight into how the warming of the oceans has affected marine life around the UK." Emma is now focused on helping a Cadet trio known as the Three Flying Fish prepare for a record breaking Atlantic row that could see them become the youngest team to ever row an ocean. "I have no plans for another rowing challenge. Maybe an Arctic or Antarctic expedition could be next on my list," she added. (RAF News)

## CHINOOK CREW CHICK:



*A CHINOOK veteran who fought in Iraq and Afghanistan and published a candid account of her battle with PTSD has been honoured with a prestigious national award.*

Liz McConaghy, author of *Chinook Crew Chick*, was named 2023 Inspirational Woman in Defence by the Defence Discount Service. Liz, from County Down in Northern Ireland, joined the Air Force aged 21 and served for more than 17 years, racking up 3,000 flying hours on the Chinook. She was the youngest aircrew personnel to be deployed to Iraq and the only female crew member on the Chinook for four years. She served on two deployments to Iraq and 10 deployments to Helmand in support of Operation Herrick. *Chinook Crew Chick* was published last year, and Liz now works as a motivational speaker.

She said: “I feel incredibly humbled to receive this award, as I’m just one of many Forces personnel who have witnessed trauma and the after-effects. “I guess I’m just lucky I have the chance now to share my story in the hope that it helps others, and thanks to Defence Discount Services for helping me to do that.” Defence Discount Service chief Alidad Moghaddam said: “The Defence community is filled with countless inspiring women who demonstrate incredible commitment and deliver outstanding work, which makes picking just one worthy winner exceptionally difficult. Liz’s courage in the face of PTSD and mental health challenges serves as a powerful testament to others facing similar struggles that do not define us, but rather constitute a part of our life from which invaluable lessons can be learned. We’re extremely proud to honour Liz for her altruism and dedication to uplifting the lives of others.” (*RAF News*)

## ROYAL MAIL ORKNEY DRONE DELIVERY SERVICE:



LONDON—Britain’s Orkney Islands are set to become the first region of the UK to have an uncrewed aircraft system (UAS) mail delivery service. UK postal delivery company Royal Mail has teamed with UAS service company Skyports to provide the island chain with a UAS-based mail distribution service. The UAS - called the Orkney I-Port - initially will operate for three months with the aim of extending into the future. Skyports will use Brazilian UAS manufacturer Speedbird Aero’s DLV-2 multicopter air system for the services that will fly from Stromness to make deliveries to Royal Mail

staff on the islands of Graemsay and Hoy. Once the mail has arrived on the islands, postal workers will deliver it using their usual island routes. Skyports says the DLV-2 with its 6-kg (13.2-lb.) payload and 16-km (9.9-mi.) range is well suited for the service and already has been used in initial trials performed in July. The use of the UAS is expected to make mail deliveries to the islands more efficient and reliable. Postal delivery services are currently dependent on ferry schedules. Bad weather can prevent the ferries from docking on the islands, particularly in the winter when the seas can become rough. The islands are just off the northernmost coast of Scotland. "Everyday, the mail comes into the Orkney Islands on a plane and then it cascades out from one main airport and gets transported to the islands by ferry over the next 24-48 hours," explains Alex Brown, director of Skyports Drone Services. "What we're doing is replacing those ferry transports with drones, and we're doing it for two particular islands." Speaking to *Aviation Week*, Brown said that the UAS can deliver mail and packages in just 24 hours, compared to up to 48 hours by ferry. The largest operating constraint is wind, he says, as the DLV-2 cannot safely operate in wind speeds greater than 30 knots. That can be an issue in the Orkney Islands, he says, which are known for strong winds, particularly during the winter season. (*Aviation Week*)

## CHINESE CHECKMATE:

Chinese electric cars 'could paralyse UK roads' in an instant. Hundreds of thousands of electric cars could be immobilised remotely from China, an industry expert has said. China could paralyse Britain's roads with a flick of a switch with electric cars manufactured by the Asian giant potentially posing major security issues, an industry expert has warned. Professor Jim Saker, president of the Institute of the Motor Industry, has said between 100,000 and 300,000 electric cars in Europe could be immobilised remotely by Chinese officials. Professor Saker told *The Times* the threat of connected electric vehicles flooding the country could be the most effective Trojan horse that the Chinese establishment has" if Beijing saw fit to destabilise Britain's economy." According to the same publication, industry analysts have said 30 electric car brands want to enter the UK market before the Government's planned 2030 ban on the sale of petrol and diesel vehicles. Professor Saker said in a report that he feared it was impossible to stop the Chinese from including spyware in the vehicles which could bring them to a halt. He told *The Times*: "Virtually every country is trying to fight against an overreliance on China, except the UK." It is believed British motor regulators can test imported cars for spyware, but Professor Saker said the process takes time and it would be impractical to assess thousands of vehicles. Professor Saker writes in his report that Beijing has been trying to dominate the market for lithium, which is an important mineral for vehicle battery production. He suggested ministers should focus on hydrogen power for vehicles because the technology does not need mineral imports. (*The Times*)

## THERE WAS A CROOKED HOUSE...





An 18th-century building thought to have been the wonkiest pub in Britain has been reduced to rubble after being gutted by a fire at the weekend. Images posted on social media seem to show that the structure of The Crooked House near Dudley had collapsed on Monday. The building on Himley Road in the West Midlands city was extensively damaged after the fire on Saturday evening. It was not immediately clear how the building came to be demolished. Police have said they are “reviewing all of the available evidence” on the cause of the blaze. No one was inside the building at the time of the fire or injured. The incident, which required 30 firefighters to extinguish, came two weeks after the building was sold by brewer Marston’s to a private buyer. Staffordshire police said investigations into the cause of the fire were under way and a cordon was in place around the site. Earlier in the day, DI Richard Dancey said: “This incident has caused a great deal of speculation locally and we understand the significance of the building within the local community. We would like to remind the public that our investigation is ongoing, and we are reviewing all of the available evidence alongside fire investigators to determine the cause of the incident. “We’re asking people to avoid the area. Those who may have any useful information are urged to get in touch with us whilst we continue to complete our lines of inquiry alongside the fire service.” The pub became a popular local landmark due to one side being significantly lower than the other, caused by the effects of nearby mining. The building, which dates back to 1765, was put on the market by Marston’s in January this year, a spokesperson said.

## **NEW R216-MILLION N4 INTERCHANGE:**



The new R216-million Montrose interchange on the N4 national highway between Crocodile and Elands rivers is set to boost the economies of not just South Africa but also neighbouring Mozambique and Botswana by enhancing the movement of goods and people between the nations, according to the National Roads Agency. (*Sanral*) Not only that, it will also “revolutionize the experiences” of motorists, pedestrians, businesses, and communities in and around Mpumalanga. Receiving its first upgrade in over 30 years, the Montrose interchange is nearing completion after 23 long months under construction, the lengthy timespan being necessary to “ensure road safety and mobility along the route,” said Trans African Concessions’ (TRAC) Executive Manager for Engineering and Technical, Wimpie Janse van Rensburg. During this time, it has also “changed the lives of local small businesses and residents” by creating 350 jobs and providing subcontracting opportunities for at least 10 companies. To keep development costs down in upgrading the Montrose interchange, TRAC partnered with engineering firm SMEC to build a 3D model of the bridge in virtual reality through the use of UAV drone photography and Bentley’s Context Capture software, in order

to collect context on the topography of the area and site logistics, as well as all the potential alternatives for the design. TRAC then decided to change the intersection from a level cross T-Junction to a free-flow level split interchange to improve the flow of traffic as it is a critical crossing in the agency's concession that joins Elandsvallei and Schoemanskloof on the Eastern side. Work already completed at Montrose includes the construction of four new interchange ramps and the widening of the existing two-lane Crocodile Bridge from two to five lanes, said Van Rensburg. In addition, two new arch bridges supported by adjacent rock-cut faces are still to be constructed to cross the existing Elands Valley section and to accommodate two new ramps. When finished, the interchange will be illuminated by five 25m-high masts for increased visibility and safety, too. "Approximately 560m of the existing Schoemanskloof Road is being realigned to accommodate the interchange," said Van Rensburg. "This upgrade will ensure free-flowing movement of traffic to and from Mbombela, Schoemanskloof, and Elandsvallei in all directions." The new interchange is of particular importance to the taxi and international transport industries, which frequently deliver passengers and products like coal from South Africa to Mozambique and Botswana. (*TopAuto News*)

## **AERIAL FIREFIGHTING:**



While panicked residents in a Scottsdale neighbourhood scrambled to collect a few valuables and drive haphazardly out of the path of the approaching flames, the first fire-fighters responding amidst the chaos needed a buffer line to keep the flames from getting to the homes. Fortunately sitting standby at nearby Phoenix-Mesa Gateway Airport (KIWA) in Arizona were air tankers poised to leap into action. The first air tanker on scene was "Tanker 167," an Avro RJ85 operated by AeroFlite. The incident commander instructed the tanker crew to "paint" a group of houses on the boundary of the suburb with their load of retardant. This is a rare instruction, but it illustrated the desperation of the rapidly evolving situation. Next in line was a massive DC-10 operated by 10 Tanker which dropped a long line of retardant, then was instructed to "load and return" to the tanker base at KIWA. Air tankers pounded the fire line for the next two days as 300 firefighters from multiple local, state and federal agencies bravely stood between the flames and the neighborhood in searing heat. Nearly 3,000 acres were charred and 1,100 people evacuated during the two-day battle. Despite the formidable challenges, no homes were lost, and some of the grateful residents are proudly showing off the new pink tint on their fences and roofs left by the retardant. While these aerial fire-fighters should have taken a few moments to see the relief and joy in residents who faced losing all of their dreams, the wildfire season doesn't allow such a luxury. The air crews were already on their way to



other wildfires in the west, living the life of vagabonds. Each morning they put their overnight bags in the aircraft, not knowing where they will sleep that night. This routine will continue day after day until the wildfire activity subsides with winter's snow.

## CHEERS FOR NOW:

We had a very pleasant August lunch in the Captain's Lounge last week, with a tasty meal of an excellent Butternut Soup and a traditional Beef Casserole. Hanke Fourie (despite being under heavy financial year-end pressure – Dankie Hanke!) gave us an interesting talk, very well illustrated by some of his outstanding photography, on his Team's recent adventure to the World Ballooning Convention in the North of France. With a record 400 plus balloons in the air, Team SA flew the South African flag with pride!

A number of our members were able to get to the EAA Airshow at Oshkosh, Wisconsin, USA and have come back bubbling with enthusiasm and stories – so watch this space – Captain Jensen is itching to get his hands on the mike for a forthcoming talk on the experience!

It's now 83 years since the dark days of 1940 and the Battle of Britain, so we'll be including a couple of articles in Ramblings, the first of which is at the end of this issue, on the "Witherspoon's principle" (if you can't remember what that is, ask your Scribe at Lunch – if you remember!)

Our next Lunch is the **Battle of Britain Ladies Lunch on Friday 15 September 2023, 12h30 for 13h00 at Wanderers**. The traditional fly-past will be at **13h00 sharp** and we shall watch from the lawn behind the Club as usual – make sure you are in good time! Please also book early for the lunch as we expect a full house for this traditional Act of Remembrance.

It greatly assists us and the caterers in getting a good idea of numbers as early as possible. Lunch price remains R250 per head (which includes wines at table). Please make your booking ASAP with [bookings@rafoc.org](mailto:bookings@rafoc.org) - make your payment to the RAFOC Nedbank account and send proof of payment to confirm your booking.

Meantime, enjoy the read in (hopefully) the last of the winter chills, and as we look forward to Spring, which will have sprung when next we meet...

Please also plan to attend the annual **Battle of Britain Memorial Service at St Margaret's Church, Harper Road, Bedfordview**, on the following **Sunday 17 September 2023, 11h00 for 11h30**. The Service will be conducted by our Chaplain, Rev Trevor Slade, and the Welsh Choir will be in attendance to lift proceedings on "Wings of Song."

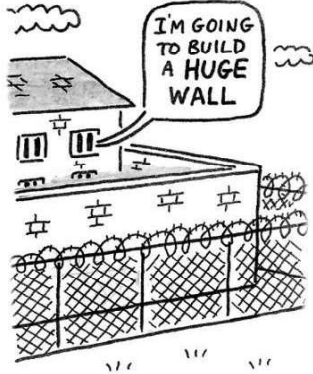
## TAILPIECE:

*So now we have to suffer speeches by Malema,  
Who apparently loathes anything Britannia,  
If he actually went to school,  
All he utters now is drool,  
And without the whites he'll be so much happier.*

®dicktasker

MATT

TRUMP 2024?



MATT



*In 2023 civilisation will suffer a terrible blow when Volvo stops making estate cars ...'*

NAVY	ARMY	AIR FORCE
Captain	Colonel	Peter / John
Aye Aye, Captain	Yes, Colonel	Cool
Heads	Toilet	Powder Room
Galley	Mess Hall	Restaurant
Adrift	AWOL	Night out
Auxiliary of the Watch	Guard Duty	Huh?
Galley Cook	Mess Chef	Personal Chef
Mud	Coffee	Latte
Seaman	Rifleman	Dave / Colin
Chief	WO2	Paul / Simon
Midshipman	Officer cadet	Debutant
OC	CO	Main Oke
Defaulter	DD1	The naughty corner
Cabin	Barracks	Apartment
Underwear	Scants	Knickers
Confinement	DB	Sent home
Whites	No 1's	Armani suit
Blues	Browns	Givvies
Cap	Beret	Optional
Stores	QM Store	Shopping Mall
Hammered	Pissed	Tipsy
Trainees	Takkies	Moccasins
Shiemate	Buddy	Babe
Die for your country	Die for your buddy	Die for Air Conditioning
Deck boots	Jump boots	Ugg boots
Diver	Parabatt	Computer Analyst
Shore Patrol	On leave	With Chaperone
Chop one off	Salute	Wave
Confidence Course	Obstacle Course	Computer Course
Avast!	Halt!	Chill
Black Water	Sewage	Poo
Blue Force	Blue-on-blue	Target
Chuffed	Happo	Stoked
Cut and Run!	Run!	Quickly, guys
Deck	Floor	Carpet
Heave to	Stand at ease	Relax
SOS	Mayday	Pull in
Foul up	Folklopp	Life

😂😂😂 One spelling mistake in hurry can make hell.. 😊!

A golfer wrote a romantic message to his wife on his golf tour and missed an "e" in the last word. Now he is seeking police protection to enter his own house....

He wrote "Hi darling I'm experiencing the best time of my life & I wish you were her !!"

Used Bank Repossessed...

2021 Toyota Hilux 2.8 GD-6 RB Legend  
Double Cab Auto 4x4  
BUY NOW BEFORE AUCTION  
PRICE: :R69 900  
FUEL TYPE : DIESEL

LOT NUMBER : LVCAA200

BUY NOW / BID  
REGISTER TO PARTICIPATE @R10 500

START AND GO ENGIN ✓  
ACCIDENT FREE ✓  
FULL SERVICE HISTORY ✓

FOR MORE INFO KINDLY  
CALL JACKSON ☎️ +27634085880  
EMAIL

Send WhatsApp message

A man followed a girl into the bathroom, stating he identified as a woman.



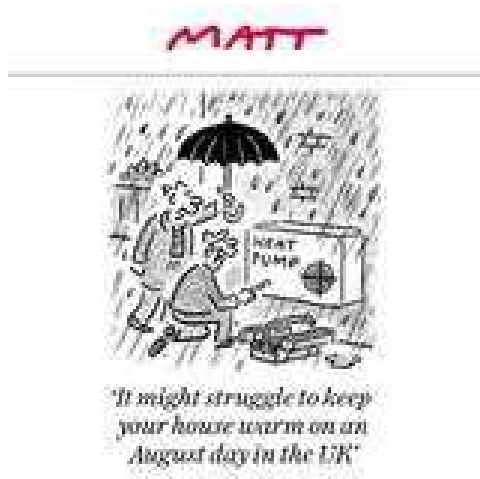
The man's teeth were knocked out by the girl's father, who identifies as the Tooth Fairy.

A lovely message

Once upon a time! When Window was just a square hole in a room and Application was something written on a paper. When Keyboard was a Piano and Mouse just an animal. When File was an important office material and Hard Drive just an uncomfortable road trip. When Cut was done with knife and Paste with glue. When Web was a spider's home and Virus was flu. When Apple and Blackberry were just fruits - that's when we had a lot of time for family and friends.



Surge in UK civil servants on £100,000 salary – number doubles despite pay freezes.



You  
53 minutes ago

**SANTACO**  
THE ENGINE BEHIND THE NATION

**WESTERN C.**  
Suite 805, 8<sup>th</sup> Floor, Su  
2, 0A

09 August 2023

**Notice :** To All Operators in the Western Cape

SANTACO held a brief meeting with the National Minister on the 9<sup>th</sup> of August 2023 at 18:30 and she indicated that she engaged in discussions with the Western Cape Government via the Premier Alan Winde.

Furthermore, SANTACO has engaged the services of lawyers to an **urgent** interdict via courts for the release of all vehicles been impounded and to interdict the City of Cape Town and D of Mobility from impounding anymore vehicles until all matters been resolved.

With this in mind, we appeal to all our members to be patient as we complete this process. The application will be lodged 48 hours and **we will therefore not operate** until this process is completed.

We apologise for any inconvenience this might cause to our members and public at large. We will keep you informed of any developments.

*E. Sani*  
E. Sani  
General Secretary - SANTACO WC





## BATTLE OF BRITAIN (PART ONE)



A pivotal fight in the Battle of Britain on Sept. 15, 1940 (Art by Gary Eason)

On Aug. 20, 1940, at the height of the Battle of Britain, Prime Minister Winston Churchill addressed the House of Commons. With his resonant voice masterfully manipulating the English language, the gifted orator paid credit to the Royal Air Force pilots and crewmen then fighting in the skies over the south of England: "Never in the field of human conflict was so much owed by so many to so few."



RAF pilot "scrambling" for his Spitfire IWM



A bombardier in a Luftwaffe He 111 approaches the British Coast

The phrase has resonance 80 years later. Conventional wisdom holds "The Few" handed Nazi Germany its first defeat in World War II and set the Allies on the road to ultimate victory. But is that true? After eight decades perhaps it's time for an objective analysis. The air raids Adolf Hitler ordered against Britain in the summer of 1940 were not the first aerial attacks on that island nation. During World War I German Zeppelins and conventional aircraft bombed towns across England, injuring and killing nearly 5,000 people. Rapid communication among the defenders was key to reducing the carnage caused by the raids. During attacks police constables claimed priority on phone lines to provide current information on the raiders' location and direction. Thus despite technical limitations, the British established a model for defending their country from air attacks. While historians roundly condemn Prime Minister Neville Chamberlain for seeking to appease Hitler by signing the 1938 Munich Agreement, some observers note the British badly needed the extra time to prepare. There

is no doubt the calculating German chancellor duped Chamberlain. Yet the partition of Czechoslovakia provided the latter's countrymen a precious 11 months to begin making up for two decades of naive optimism and neglect after the Great War. From the declaration of war in early September 1939 another 10 months passed before the aerial storm broke over Britain. Those 21 months, purchased at the expense of Czech independence, proved especially crucial for the RAF. The so-called "Phony War" turned chillingly real in May 1940 when the German military unleashed the blitzkrieg that swallowed Western Europe, leaving Britain to face the triumphant Third Reich alone. After a short interval in which Hitler expected London to concede to his demands, the Battle of Britain began that July with persistent Luftwaffe attacks. The course of the battle was in many ways determined by a mix of techniques and technologies developed in the interwar years. Obvious factors included aircraft and radar—vitally linked by voice radio—and high-octane fuel. Organizational innovation was also a factor. In 1935 the RAF had begun an expansion program that increased its numbers and capabilities. By January 1938 it and the Royal Navy counted little more than 2,000 "first line" aircraft (including many biplanes), about 1,500 of which were based in Britain. The tally reflected a doubling of air strength since the expansion began, with nearly three times the number of aircraft on "Home Establishment." Fighter Command remained the domain of biplanes, dominated by Gloster Gauntlets and Gladiators. In fact, the "Glad" had only entered service in early 1937—the same year as the far more capable Hawker Hurricane monoplane. The RAF received its first wartime fighters in the two years before open hostilities began. By January 1938 No. 111 Squadron had exchanged its Gauntlets to become the first Hurricane unit. Over the next 20 months 17 more squadrons converted to the "Hurribox," with production averaging about 25 per month. In June 1938 No. 19 Squadron—also flying Gauntlets—welcomed the first Supermarine Spitfires. The transition from a 230-mph two-gun biplane to a 370-mph eight-gun monoplane was nothing short of revolutionary. Both the Hurricane and Spitfire employed Rolls-Royce Merlin engines. The RAF then used 87-octane fuel, limiting Merlins to about 3,000 rpm. The Air Ministry asked ESSO to develop 100-octane gasoline, which it duly produced, albeit in insufficient amounts. Shortly before the war Royal Dutch Shell was able to provide additional supplies. Equipped with the 100-octane aviation fuel, the Spitfires and Hurricanes nearly doubled their respective boosts, yielding 300 additional horsepower. Due to ongoing fuel shortfalls, the valuable commodity went almost exclusively to Merlin squadrons, arriving in quantity barely in time - during the spring of 1940. As important as Merlin-engined fighters proved during the battle, another technology - radio detection and ranging, or radar - was even more vital to Britain's defence. As early as 1934 Britain had experimented with sound detection for early warning, but technology lagged. RADAR showed exceptional promise, emerging as radio detection finding (RDF). An RAF committee consulted Robert Watson-Watt, a noted electronics authority and Scottish descendant of the inventor of the practical steam engine. Working with a handful of colleagues, Watson-Watt demonstrated in 1935 that "aeroplanes" passing through a radio wave interrupted the signal strength, suggesting RDF could detect incoming aircraft from a considerable distance. The Air Ministry was convinced. Suspecting the Luftwaffe would come at night, the RAF pushed to deploy an all-weather early warning capability. The first five radar stations were installed in 1937, launching the Chain Home early warning network, which by September 1939 had grown to 21 stations covering England's eastern and southern coastal approaches. The network expanded throughout the war. Chain Home setups were perched atop 360-foot masts, with a transmitter and receiver mast at each site. The technology integrated high- and low-altitude radars, providing coverage roughly from 500 feet upward out to as much as 100 miles. Despite its limitations, Chain Home was a quantum leap in military technology. However, CH radar only provided reasonably accurate range and bearing on incoming targets. The altitude was far less reliable, with margins of error into the thousands of

feet. Operators sometimes had to refer to “fade charts,” based on peacetime tests, with aircraft appearing and disappearing at certain altitudes depending on the radar horizon. While such charts were only approximations, they gave controllers a starting point. The network necessarily looked seaward. Once German aircraft passed inland, however, the British were electronically blind over most areas, relying instead on visual reports from a network of outposts. The designated Royal Observer Corps was largely composed of civilians with rudimentary training in aircraft recognition and altitude estimates. While the estimates passed to sector stations were often wrong, the reports provided basic data on enemy numbers and direction. Some military radio and radar operators developed a high regard for the ROC. “An Observer Corps post was simply a sandbagged hole in the ground,” controller Sgt. Stanley Wright recalled. “There’d be two or three observers sitting in a little hole with hats, microphones and earphones on. Someone would have a theodolite affair at the ready to look for aircraft. They were the fastest people I’d ever seen at recognizing aeroplanes. Just give them a glimpse, and they could say, ‘Junkers 88.’ Each observer post was connected to a main center by telephone.” Among the defenders were Women’s Auxiliary Air Force personnel, the most capable of whom worked as radar plotters in fighter control centers. One was 20-year-old Edith Heap, who was engaged to Pilot Officer Denis Wissler of No. 17 Squadron. Tragically, Edith heard the radio chatter of the very dogfight in which her fiancé died. Heap worked at RAF Debden, a sector station in North Essex. In 2006 she recounted her wartime duties to *The Yorkshire Post*: *“Any fool could do it. You just had to be accurate. I sat underneath the controller’s desk and drew up a plot on a piece of tracing paper so he could see where to vector the aircraft to intercept the enemy. My information came from Uxbridge. RDF radar was top secret, and we were told not to breathe a word about it to anyone. One girl went home and apparently talked to her parents. She got two years in Holloway jail.”*



ACM HUGH DOWDING



Observers P.C. Austin and E.C. Smith track incoming enemy aircraft / IWM

After the war Flight Lt. Charles MacLean, a sector controller, summarized the early warning system. “The whole theory of fighter defence was created to avoid ‘standing patrols,” he explained “if you were guarding the country by having aeroplanes up all the time, you ran out of engine hours, and you were on the ground when the attack occurred. So RAF Fighter Command leader Air Chief Marshal Hugh Dowding developed a system of reporting incoming raids. First, he used radar to plot the aircraft as they were approaching Britain, and then he used the Observer Corps to spot them when they’d crossed the coast. All the information was fed to a filter room and then to an operations room, where you got a picture of the developing raids plotted on a table. That picture would be three or four minutes old, but it was sufficiently up to date to get the fighters off when they were really needed.” *This article first appeared in the September 2020 issue of Military History magazine.*