



ROYAL AIR FORCE OFFICERS' CLUB

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BRYANSTON 2021

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RAFOC REMINISCENCES AND RAMBLINGS - WEEK 188

10th NOVEMBER 2023

GREETINGS:

Well, the 80% likelihood of rain on Tuesday became a reality – reports of flooding in various areas - more severe thunderstorms with HAIL predicted... the likelihood of more inane statements by various grandstanders was also amply fulfilled... Sanral spends only half of roads budget, but sends 29 officials on trip to Prague (to learn how to spend??)... Eskom kisses R5.6 billion goodbye to illegal connections... “No limit to the greed at Eskom” – Gordhan... What will the NHI provide? Nobody knows (except the tenderpreneurs)... what Ramaphosa told SARB about Phala Phala... SARS adverts add insult to injury to compliant taxpayers... Jub Jub asks for case postponement (he would, wouldn't he?)... Fiks Mbalula, fingered for corruption, has a fit of self-important self-righteousness (he would, wouldn't he?)... Ramaphosa says he ‘can't act on corruption’ – “institutions must act”... Siya's strong message to 'Mr President': 'We want to be servants of this country'... Alan Winde may call a referendum on Cape independence... Springbok tour bus crashes into private home in Aliwal North... A Guy Fawkes Day Fire in the Hemel-en-Aarde Valley threatens Vineyards...

Ukrainians bracing for new Russian assault on Avdiivka... US Congress wrangles over aid to Kyiv... US launches airstrike on Syria after attacks on US troop bases... Amid calls for march to be banned, Scots First Minister Humza Yousaf says pro-Palestinian Armistice Day marches should 'absolutely' go ahead (By their deeds you will know them)... Putin decides to stay in power until at least 2030... Gaza death toll passes 10,000... China has pro-Palestinian history, faces diplomatic conundrum... Trump testifies in fraud trial, president's lawyer told to "control him"... DeSantis and Haley rip into absent Trump... Ivanka Trump gives evidence – “I don't recall”... The Oxford-AstraZeneca Covid-19 vaccine branded “defective” in multi-million pound landmark legal action... the vaccine, for an unlucky few, was a terrifying catastrophe... Sunak accused of ‘silly posturing’ over pro-Palestine rally... Britain's loneliest sheep smuggled to new home to avoid protesters... Japan gets a new island after undersea eruption... Dutch went down the toilet looking for heat... crocodiles bellowed at the sky – then mated like mad – in sex frenzy sparked by helicopters (heli jocks must have tremendous sex-appeal.)....

42 SQUADRON REFORMS AT RAF LOSSIEMOUTH:



A Royal Air Force squadron with a long and proud history has re-formed at RAF Lossiemouth as a combined Operational Conversion Unit to train all aircrew and engineers to operate the Poseidon maritime patrol aircraft and Wedgetail airborne early warning and surveillance aircraft.

The reformation on 21st September of No 42 Torpedo Bomber Squadron, whose motto of '*Fortiter in re*' translates as '*Bravely in action*', marks a further milestone in the growth of the Poseidon capability on its journey to full operating capability as well as the ongoing programme to introduce Wedgetail into service. The squadron flew its first sortie on 26 September and fittingly the aircraft commander for the flight was Squadron Leader Roxburgh who was also the aircraft commander of the final Nimrod MR2 flight on 26 May 2010. He said: "As the aircraft commander of the final Nimrod MR2 sortie – crewed by members of STANEVAL [Standards and Evaluation] and No 42 Squadron – it was an honour and a privilege to be the aircraft commander of the first Poseidon sortie for a newly resurrected No 42 Sqn. The crew performed a mixed bag of training over the North Sea including Surface Surveillance, Acoustic training – tracking a simulated submarine - and Search and Rescue procedures." The squadron has a rich history having formed in 1916 and saw service on the western front and Italy. It returned in 1936 when reformed as a torpedo-bomber unit in the Second World War undertook a series of intensive anti-shipping operations including attacks on the German warships Scharnhorst, Gneisenau and Lützow. In 1942 the squadron transferred to the Pacific theatre where it operated Blenheims, Hurricanes and Thunderbolts. Post-war 42 Squadron returned in 1952 in the maritime role, operating Shackletons until 1971 when it re-equipped with Nimrods. A number of those who served on 42 during its time as the Nimrod Operational Conversion Unit at RAF St Mawgan operate the Poseidon today allowing the revival of the unique culture which every squadron possesses.

RAF AIRCRAFT SUPPORT RESCUE OF A STRICKEN SAILOR:



An Atlas A400M from RAF Brize Norton and a Poseidon MRA1 from RAF Lossiemouth have been working together to help rescue a sailor from the Atlantic Ocean after his yacht was critically damaged in storm Ciarán.

The Norwegian registered yacht put out a distress call late on 2nd November after coming into difficulties and losing both masts in the high seas of the Atlantic Ocean, approximately 700 miles off the coast of Cornwall. Initially a French Navy FA50 Falcon was launched to locate the vessel and confirm that its captain was alive. At first light on 3rd November an RAF Atlas A400M was launched and then subsequently a Poseidon to take over responsibility for the task. Both aircraft can carry survival equipment, which they can drop using parachutes to support mariners. The Poseidon carries an air search and rescue survival kit called a Uni-Pac 3, which contains a survival raft and other emergency equipment. The Poseidon from 201 Squadron monitored the yacht to ensure that the captain remained onboard. If he had been thrown overboard, the aircraft would have dropped its liferafts and survival equipment capsule. The Poseidon crew guided a merchant ship called Green Azure to the location to rescue the sailor. The RAF worked closely with a number of UK and international agencies, including HM Coastguard, to help ensure the sailor was returned to safety. "Poseidon aircraft and crews are on constant standby to respond to incidents such as this. The duty crew reacted quickly and professionally to help support the successful rescue of the sailor. The success of the mission is a testament to their professionalism and excellent training". *Wing Commander Adam Smolak, Officer Commanding 201 Squadron.*

PRINCESS OF WALES DONS MILITARY FATIGUES:



The Princess of Wales, who is the Colonel-in-Chief of the Regiment, drove a seven-ton Jackal 2 armoured fighting vehicle equipped with a machine gun during her first visit to 1st The Queen's Dragoon Guards in Norfolk on Wednesday. *(Telegraph: Photo Credit: CHRIS RADBURN/AFP/Getty Images)*

CABINET APPROVAL FOR MILKOR 380 UAV:



Acknowledgement of achievements in the South African defence industry (SADI) are few and far between so the pat on the back from the latest Cabinet meeting for private sector company Milkor earns a sustained round of applause. The post-Cabinet meeting statement, delivered yesterday (Monday, 6 November) by Minister in The Presidency Khumbudzo Ntshavheni, congratulates Centurion-headquartered Milkor "on their successful launch of the Milkor 380 unmanned aerial vehicle (UAV), which places South Africa among the

countries that continue to make strides in drone technology.” The statement further notes the Milkor 380 “is the largest drone built in Africa and it will be used by the defence industry for combat, border control, conservation efforts including to combat poaching”. Milkor put the large UAV – it has an 18.6 metre wingspan and maximum take-off weight of 1 300kg – aloft for its maiden flight on 19 September. The Milkor 380 was unveiled some five years ago with successful taxi testing earlier this year. The September maiden flight was hailed as “a significant” achievement for 42-year-old Milkor and the wider SADI by marketing and communication director Daniel du Plessis. Flight trials are set to continue for the rest of this year and into the first quarter of next year. (*DefenceWeb*)

NEW AIR FORCE ONE JETS PUT BOEING \$2 BILLION IN THE RED:



- The modified Boeing 747-8i Air Force One project has resulted in a \$2 billion loss for Boeing, with each aircraft costing \$1 billion more than was first projected.
- Boeing attributes the losses to engineering changes, labour instability, and negotiation resolution with a supplier.
- The fixed-price contract and the impact of the pandemic on supply chains have contributed to the project's delays and unexpected costs, leading to regret from Boeing's CEO.

FIRST EMIRATES REVENUE FLIGHT WITH SAF BLEND:



Emirates have taken one of its 119 Airbus A380s on a revenue flight with a SAF blend. Emirates announced its first flight with Sustainable Aviation Fuel (SAF) on October 24 between Dubai International Airport (DXB) and Sydney International Airport (SYD), Australia. The service carried

Emirates' flight number EK 412 and used an Airbus A380. Although the SAF was a blend, the blend is intended to simulate actual jet fuel and seamlessly integrate into an airport's fuel supply. For Emirates, the ongoing work to develop the global sustainable aviation fuel (SAF) supply is a matter of aviation sustainability. As Sir Tim Clark, President of Emirates, shared, "We're pushing ahead with proactive measures to enable more sustainable flying now and in the future, and powering flights from our Dubai hub is just one of the steps we've taken to reduce emissions and concretely help our customers minimize their own carbon footprint." The historical moment was accomplished by a blend of 60/40 jet fuel and SAF, loaded into an Airbus A380 – A6-EVG – that made the journey from Dubai to Sydney. The 12,039 km (7,480.7 mi) journey was accomplished without incident, but after Airbus flew an A380 test flight using 100% SAF created from used cooking oil in March 2022, this was to be expected. (*Emirates*)

ESKOM'S DEATH SPIRAL WORSENS - MARCH 2023:

- Revenue increased to R259.5-billion on a 9.61% tariff increase, but sales decreased by 5%;
- Betide (earnings before interest, taxes, depreciation and amortisation) declined by R14.9-billion, from R53-billion in 2022 to R38-billion in 2023;
- Operating profit fell to R5.6-billion from R20.9-billion;
- Net losses after tax increased to R23.9-billion from R11.9-billion in 2022;
- Open-cycle gas turbines diesel spending increased to R29.7-billion from R14.7-billion in 2022;
- Arrear municipal debt grew to R58.5-billion;
- A debt pile of R424-billion cost R72-billion to service;
- Bailouts amounted to R21.9-billion;
- The energy availability factor reached a low of 56.03% from 62.02% in 2022. There were 280 days of load shedding;
- Kusile Unit 4 achieved commercial operation on 31 May 2022; and
- Transmission network performance declined while the distribution network achieved good performance.



Source: Annual Report 2022/23, as summarised by Eskom

SAAF AIRCRAFT MAINTENANCE ONLY PARTIALLY FUNDED:



State defence materiel agency Armscor has maintenance contracts in place for most South African Air Force (SAAF) aircraft, but most of these are only partially funded at present. Only the Cessna Caravan, Beechcraft King Air and C-47TP Dakota fleets are without maintenance contracts (although the King Air contract is being finalised), according to an Armscor presentation delivered to Parliament's Portfolio Committee on Defence and Military Veterans (PCDMV) in September. All four King Airs, eight Caravans and eight C-47TPs are currently grounded, with the prospect of the C-47TPs never flying again due to challenges finding a maintenance provider. On the fixed wing side, maintenance contracts are in place for the Boeing Business Jet (BBJ), Falcon fleet, C212, and PC-12. Regarding the BBJ, Jet Aviation AG has a contract to support the aircraft from July 2023 to July 2026 (the contract cost is R500 million but only R64 million has been funded). Jet Aviation, based in Switzerland, has identified two local subcontractors to carry out maintenance work (Yes Aircraft Maintenance and Dentec). The BBJ is serviceable and has been used by President Cyril Ramaphosa on numerous recent international trips, most recently to France for the Rugby World Cup. Execujet MRO Services has the Falcon fleet maintenance, repair and overhaul (MRO) contract, running from March 2023 to February 2026. This is costed at R252 million, of which R110 million is funded, according to Armscor. A single Falcon 900 and two Falcon 50s are in the SAAF VIP fleet. Armscor reported that a C-check on the Falcon 900 has been delayed due to corrosion found on the fuel tanks, with completion scheduled by 31 October. DefenceWeb understands that the corrosion is repairable, and the Falcon 900 will be airworthy soon, while one of the Falcon 50s is currently airworthy. As for the C212, Airbus is contracted to maintain the fleet between August 2022 and August 2025, at a cost of R70 million (of which R39 million is funded). Armscor reported the order is in progress and all spares and repairs have been provided to the SAAF in order to make the aircraft serviceable. One of three C212s is believed to be currently airworthy. The Pilatus Centre Southern Africa has a contract in place from June 2023 to August 2026 to service the SAAF's sole PC-12, at a cost of R50 million (although R13 million of this is funded). Armscor noted the SAAF can do all basic maintenance on the aircraft, with Pilatus supplying spares and support. The PC-12, is however, currently unserviceable as the engine is due for an overhaul. "The quote for the engine overhaul is significantly higher than budgeted for; this is the second overhaul on the engine and the initial estimate was based on the first overhaul," Armscor stated, with the SAAF currently sourcing the additional funds for this order. The estimated lead time to bring the PC-12 back to service is March 2024. Regarding the other fixed wing aircraft in the SAAF fleet, National Treasury allocated

R1 billion in the 2023/24 financial year for rejuvenating the SAAF's medium airlift transport capability and this is going towards upgrading and maintaining the six C-130BZ Hercules. Marshall Aerospace received a R470 million contract to install Automatic Dependent Surveillance Broadcast (ADS B) transponders and replace the secondary flight display systems on C-130BZs 409 and 405 as well as complete major maintenance work. Marshall will work with Denel to upgrade the remaining four Hercules locally. Armscor revealed that the balance of the additional R1 billion in airlift funding will be utilised for the servicing of at least eight engines for the C-130BZ fleet, while Armscor is also placing a contract worth R40 million for aircraft spares. R75 million of the SAAF budget for 2023/24 is being allocated to Denel Aeronautics for C-130BZ maintenance, with the contract valid from January 2023 to end December 2025. These funds will be used for the servicing of aircraft, procurement of spares, repair of components and calibration of Ground Support & Test Equipment (GS&TE). Armscor noted that "C-130BZ product supply support (PSS) contracted to Denel from January 2023 to December 2025 is worth R500 million, but only R177 million is funded." The PC-7 Mk II turboprop trainer contract will end in less than a year and a replacement has yet to be placed. Armscor revealed the PC-7 contract runs from August 2023 to end March 2024 and is worth R130 million, with R118 million funded. Lead times for spares are between 8 months and 24 months. Of the 35 PC-7s in the fleet, around half a dozen are serviceable at present. The PC-7, PC-12 and Caravan fleets use Pratt & Whitney Canada's popular PT6 turboprop engine and to ensure these are kept running, on 1 August a contract with the company was placed for engine support across the SAAF. Although this is worth R250 million, the funded value is just R40 million.

The Rotary wing fleet and Combat jet fleets present an even bleaker picture in terms of low aircraft availability and limited funding.

Full article at <https://www.defenceweb.co.za/aerospace/aerospace-aerospace/most-saaf-aircraft-maintenance-contracts-only-partially-funded/?referrer=newsletter>

DOGS OF WAR: BIG BROTHER IS WATCHING YOU...

SSA (Security Services Agency) is keeping an eye on Israeli-Hamas conflict for South Africans Involvement...

The Story: SSA is monitoring the war between Israel and Hamas for participation of South Africans

How we know: This was said by Khumbudzo Ntshavheni during question time in the National Assembly

The details: South African law prohibits its citizens from participating in foreign conflicts without authorization.

NSFAS: INSULT TO INJURY:

In a recent statement, Higher Education Minister Blade Nzimande lauded the National Student Financial Aid Scheme (NSFAS) as "one of the most progressive efforts by the government to break the legacies of intergenerational poverty." But is it? NSFAS, despite its noble intentions to democratise higher education and break generational poverty, is becoming a well-intentioned disaster. As South Africa's tax base is shrinking, the financial burden of the NSFAS has seen a fivefold budget increase to R47.6 billion since 2015. This is primarily due to the policy changes implemented by former President Jacob Zuma, following the #FeesMustFall movement. With the aim of the National Development Plan (NDP) to increase tertiary education enrolment to 1.85 million by 2030 in both universities and Technical Vocational Educational and Training (TVET) colleges, and with the 2024 elections around the corner, an increase in the NSFAS budget is anticipated. Keith Engel, CEO of the South African Institute of Taxation, emphasised earlier this year in an interview with Kaya Biz that the tax base is not growing, and alternative options are few. As commendable as it may be to provide broader access to higher education, the funding source for

this ambitious social programme is drying up. With tax revenues unable to keep up, the government is draining a shrinking tax base. This increasing fiscal gap threatens the long-term viability of the programme itself. The government's response to this shortfall has been to borrow a lot of money. With national debt set to reach R5.5 trillion by the 2024/2025 financial year, it becomes clearer that today's educational grants are tomorrow's burden. As the programme stretches its resources to cover living and personal care expenses for students, it's worth noting that the costs continue to escalate. This is not merely due to the growth in the number of university and college students, but also because of the rising cost of living. Add to this, the reported R5.1 billion lost to improperly awarded grants over a three-year period (2018 to 2021), the 157 980 "ghost students" still receiving funding, and the recent notice received by NSFAS CEO Andile Nongogo for nepotism (and the subsequent cancellation of payment service contracts), and it is clear that what we have is not a solution, it is a time bomb.

ALOE RIDGE PRIMARY SCHOOL: 120 YEARS:

About 2 months back, Bill De Pinho mentioned that his wife and siblings (sister is a teacher at present) were at Aloe Ridge Primary School in Walkerville, about 2 km south of Tedderfield. The school was founded in 1903, the same year as the Wright Brothers first powered flight on 17 December that year. Bill hinted to me that a flyover would be appropriate when they celebrate the Centenary +20 years of the school's establishment with an aviation theme. I understood the hint and volunteered to do the flyover in my Cessna 170. The Headmistress, Bill's daughter and other staff put in a massive effort to make the day of the celebration on 28 October a memorable event. They arranged with Tara Penny, head of news of radio station, Hot 102.7FM to publicise their achievement and the flyover. I departed my base at Fly Inn Airpark on the day early to land at Panorama Airfield near Alberton, to await word when they wanted me to pass overhead. The landing and wait were fortuitous as there had been a power failure at the school, so their programme had slipped. I flew overhead at altitude not to disturb the farm animals in the bucolic area, and then do a flyover for the kids and adults. Apparently, it was a wow for the folk present. As they said, the flyover of Ellis Park in 1995 was followed by a Springbok win of the Rugby World Cup and hopefully this minor demo was a portent for the Springbok RWC win in Paris that evening! A real "feel-good" experience for me. *(Captain Karl Jensen)*

MEMBERS WRITE:

Ken de Goede writes from Portugal: My apologies been meaning to notify you we have been in the process of immigration to Portugal and it's been quite an experience however all completed now so have time to breathe. Falling and breaking my leg and prosthesis from a hip replacement in SA did not help... Trust all well with you and Rafoc please send my best to all the boys our meetings will be one of the things I will really miss. Take care, Kind regards, Ken.

THE WAY IT WAS...



Rhodesian Pilot Officer Douglas Leggo was shot down on 20 March 1942 and died when he baled out at low altitude. He is seen here before his commission with a message for Hitler written in Shona



Pilot

Officer D C Leggo (Rhodesia): killed; Spitfire, 249 Squadron; aerial combat, aircraft shot down and crashed near RAF Hal Far, Malta, 20 March 1942.

LEST WE FORGET:

Long Gone Smiling Faces

Schoolboys we'd been but one year past
But now we bashed the square
And marched about at double time;
We found our trouble there.

Ran endless miles in heavy gear
With rifles at high port,
Exhausted in our misery...
The long, the tall, the short

Swift through the grass we leopard crawled,
No more where we had been.
No sound, no sight, no silhouettes --⁶
We saw, we were not seen.

And on the range the honours his
Who shot the tightest group.
We started as a rabble band
We end a fighting troop!

~~~~~

Too young to die we surely were,  
We young men of the war.  
We knew the bush, it's sounds and signs,  
Through all the seasons four.

We were the hunters in the wilds  
The hunted we also.  
In heart and mind we steeled ourselves  
Who sought the hidden foe

Down dusty tracks, through moonless nights,  
An ambush yet unsprung

We bore it all with careless hearts  
Back then for we were young.

With keenest edge and readiness  
Each watched his buddy's back,  
Yet now and then a brother fell;  
We called it "taking flack"

~~~~~

We, gathered here (who beat the clock)
Now old, but then were young,
Who fought the war out in the wilds,
The hills and trees among,

Bow down our heads and call to mind
Past things, though seldom told,
Of hardships, war and sacrifice;
Our friends, who grew not old.

With heads still bowed we know again
The heat, the noise, the places
And in our minds we see once more
The long gone, smiling faces.

Our sorrowed pangs as hard to bear
This day, though years have passed
As they had been long years before
When first that shadow cast. ~ td 2022



Northern Lights bring colour to skies as far south as Stonehenge

“I WANDERED LONELY AS A SHEEP”... *(apologies to Wordsworth!)*



Britain's loneliest sheep piled on the pounds after gorging on unlimited grass in Scotland. Farmer Ben Best, who runs Dalscone Farm Fun, rejects 'misleading' claims about the Dumfries farm that Fiona now calls home, and says it is the right place for the overweight animal. He says Fiona is 'doing phenomenal' since being rescued.

CHEERS FOR NOW:

Well, we eventually got the rain, with some severe weather, downpours and flooding... Our 'Boks triumphed in the final of the Rugby World Cup after an unprecedented series of one-point wins over France, England and finally the All Blacks. What a set of performances! And in a performance of another kind we include a statement from the Chief of Air Staff at the end of this edition, on the outcome of complaints last year against the Red Arrows... never thought in my Air Force career that I ever would be reading such a statement...thought-provoking indeed, at the very least...

Our next **Ladies Lunch** will be **today Friday 10 November, 12h30 for 13h00 at Wanderers...** we will lay wreaths at the Wall of Remembrance just before lunch, as has been our practice. Our final event this year will be the **Ladies Christmas Lunch on Friday 2 December 2023, 12h30 for 13h00.**

Price remains R250 per head and we request you to pay by EFT to our account - Nedbank - Melrose Arch - Br: 19 66 05 - Account 19 66 278 063. Use your name and "November Lunch" as reference, please... Please also note that we are committed to pay for the number of meals booked.

We were looking forward to having the incoming UK Defence Adviser, Colonel Conor, as our guest and speaker on Remembrance Day, however, the "exigencies of the Service" prevailed and he will be elsewhere on the day. We look forward to meeting him at a future lunch in the New Year. Bring your Ladies and guests along to mark Remembrance Day in convivial company. Look forward to seeing as many of you as possible as we start Short Finals for the end of the year...

TAILPIECE:

Israeli Political Oratory:

An example of oratory and political skill, recently at the UN. Benjamin Netanyahu said: "Before I begin my speech, I want to tell you something new about Moses. (Everyone was very curious).

When Moses struck the rock with his staff and water came out of it, he immediately thought: "What a good opportunity to take a shower!"

He took off his clothes, left them next to the rock and went into the water.

When he finished and wanted to get dressed, the clothes were gone!

The Palestinians had stolen it!"

The president of Iran stood up angrily and shouted: "What a wild lie! There were no Palestinians at that time", and all the Palestinians present agreed, applauding.

The Prime Minister of Israel then smiled and stated:

"Very well... now that it is clear who arrived first in the territory and who the invaders were, I can finally begin my speech..."

17TH CENTURY NUN'S PRAYER

Lord, thou knowest better than I know myself that I am growing older and will some day be old. Keep me from the fatal habit of thinking I must say something on every subject and on every occasion. Release me from craving to straighten out everybody's affairs. Make me thoughtful but not moody; helpful but not bossy. With my vast store of wisdom it seems a pity not to use it all, but Thou knowest Lord, that I want a few friends at the end. Keep my mind free from the recital of endless details; give me wings to get to the point. Seal my lips on my aches and pains. They are increasing and love of rehearsing them is becoming sweeter as the years go by. I dare not ask for grace enough to enjoy the tales of other's pains, but help me to endure them with patience. I dare not ask for improved memory, but for a growing humility and a lessening cocksureness when my memory seems to clash with the memories of others. Teach me the glorious lesson that occasionally I may be mistaken. Keep me reasonably sweet; I do not want to be a saint-some of them are so hard to live with-but a sour old person is one of the crowning works of the Devil. Give me the ability to see good things in unexpected places and talents in unexpected people. And, give me, O Lord, the grace to tell them so. Amen.

Its the Irish in Me...

Paddy and Mick were walking along a street in London. Paddy looked in one of the shop windows and saw a sign that caught his eye. "Suits £5.00 each, Shirts £2.00 each, trousers £2.50 per pair." Paddy said to his pal, "Mick look at da prices! We could buy a whole lot of dose and when we get back to Ireland we could make a fortune. Now when we go in you stay quiet, okay? Let me do all da talkin' 'cause if they hear our accents, they might think we're thicks from Ireland and try to screw us. I'll put on me best English accent." "Right ye'are Paddy, I'll keep me mouth shut, so I will. You do all da business" said Mick. They go in and Paddy said in a posh voice, "Hello my good man. I'll take 50 suits at £5.00 each, 100 shirts at £2.00 each, and 50 pairs of trousers at £2.50 each. I'll back up me truck ready to load 'em on, so I will." The owner of the shop said quietly, "You're from Ireland, aren't you? Well yes," said a surprised Paddy. "What gave it away?" The owner replied, "This is a dry-cleaners."

A Day in the Diary of a BMW Driver...

"The other day I was cruising along as usual coming onto one of my motorways, which was very busy with inferior cars. First off, I couldn't believe that the volume of traffic DIDN'T slow down for me AT ALL as I came off the slip road! I had to squeeze into a barely big enough gap between two cars in order to get onto my motorway! The driver of the car behind me did realise his mistake though and honked an apology to me with a long blast of his horn. Unbelievably, I had to do the same again before I could get to the BMW lane. Anyway, once I was in the BMW lane and posing along at 110

mph enjoying the adulation that the inferior car drivers were giving me, I noticed an inferior car ahead of me which was not only in the BMW lane of my motorway but was driving at a ridiculous 70 mph!

Naturally, I got within a foot or so of his rear bumper and flashed my headlights to remind him he shouldn't be in the BMW lane of my motorway and to get out of my way. Of course, once he realised it was a BMW behind him, he did just that, but I could hardly believe it when he pulled straight back out behind me! He also tried to keep up with me and when he realised I would out-run him, he put on some blue lights in his front grill and urged me to get onto the hard shoulder so that he could congratulate me on my excellent car. Needless to say, I was eager to oblige and when we had stopped, the man gave me a piece of paper confirming what I already knew - that my car goes fast! Apparently he wants everyone to know what a superior car I have, so I had to take my driver's licence to a police station to be sent away to have some points put on! (They're not free points either - they're £20 each and I was only allowed 3.) But the man at the police station said that because I drive a BMW, it won't be much longer before I earn the full 12 points, and then I won't even NEED a driving licence, so they will take it off me! See, now THAT'S the sort of respect you get when you own and drive a BMW! "

MATT



"We've seen your messages, Mr Fawkes. You described the King as a 'useless f--- pig' and a 'moron'"

MATT



'Your car is floating away towards the Ulez zone'

IT'S A HUMANITARIAN CATASTROPHE WHAT'S HAPPENING IN GAZA!! HOW CAN PEOPLE LIVE WITHOUT FOOD, WATER, ELECTRICITY!!

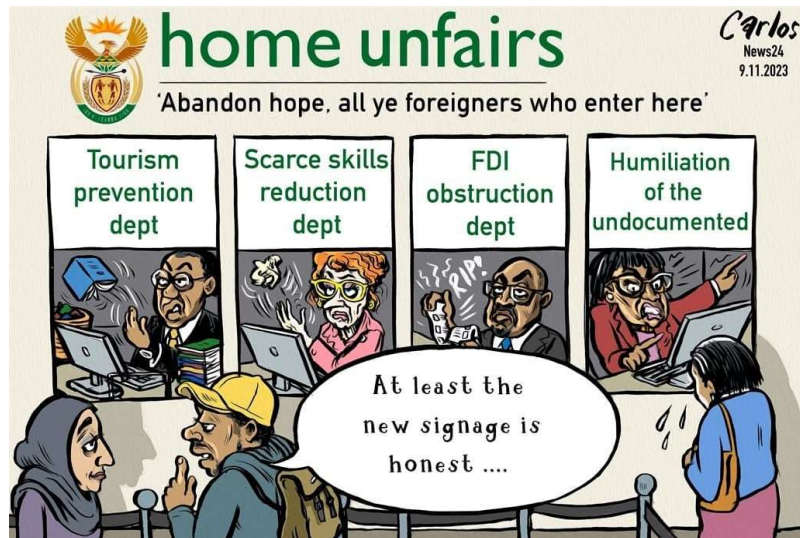


TDF/DAILYFRIEND.G-ZA

@DAVIDTOONS



30-8-23
ZAPIRO
DAILY MAIL



CAS STATEMENT ON THE RED ARROWS:

ACM Sir Richard Knighton certainly inherited a particularly hot potato from his predecessor in the complaints about bullying, sexual harassment and alcohol focused culture within the Red Arrows. However, the reports published on the website, create a distinct impression of a military organisation with long established norms and behaviours, written and unwritten, to underwrite its operational task, now walking on eggshells and tying itself in knots to try to conform to a “Woke” cafe culture of a society which has long since lost its moral compass...

Statement from Air Chief Marshal Sir Rich Knighton, Chief of the Air Staff, 01 November 2023: We have today published two reports related to historical allegations of unacceptable behaviour within the Royal Air Force Aerobatic Team (RAFAT) – the Red Arrows. Redacted versions of the reports were published on the RAF Website at 4pm today (links below). The reports have been redacted because the people who spoke to those doing the investigation were guaranteed confidentiality and to meet our legal obligations to protect personal data. An Inquiry was commissioned in December 2021 at Air Chief Marshal Sir Mike Wigston’s request after three women approached him directly with serious allegations about the culture and behaviours on the Red Arrows. The inquiry, which considered evidence dating back to 2017, concluded last summer but led to a further formal investigation into the command, leadership, and management of the Squadron. I want to thank the investigators for their diligence and all the witnesses, who supported the inquiries. Now that both

investigations are concluded, the findings are being released publicly. I have accepted all the recommendations from both investigations. I want first to say that I am sorry and offer my unreserved apologies to any individuals that were subjected to unacceptable behaviours during their association with the Red Arrows, particularly the three women who felt they had no option but to raise their complaints directly with my predecessor. The reports show that during the period investigated, unacceptable behaviours were widespread and 'normalised' on the Red Arrows. These included sexual harassment, bullying and an alcohol-focused culture. The situation was compounded by a 'bystander culture', meaning people did not challenge what was happening. The behaviours described by witnesses in the reports have no place in the Royal Air Force – or anywhere else. The findings of the investigations are clear. Actions have been taken against a number of individuals, up to and including dismissal from the Service. I was appalled when I read the investigations' findings. The behaviour of a minority of individuals has harmed the Squadron's reputation and that of the Royal Air Force. Like my predecessor, I am intent on rebuilding public trust in one of our highest profile units. I know that the current team is working hard to do just that. The leadership, air and ground crews of the Red Arrows have undergone many changes since the period covered by the investigations, with few still serving on the Squadron from that time. I have confidence in the command and people of the current Squadron. More broadly, I would like to make it very clear today that where appropriate, I will not hesitate to use the most severe sanctions available to me to deal with those whose behaviour harms others. Anyone who has experienced, or witnessed unacceptable behaviours where they work can raise their concerns with their command chain. If, however, they prefer to remain anonymous, there are confidential helplines available to service personnel and organisations that can help if you have been a victim of workplace bullying or harassment. We will take any complaint seriously and it will be thoroughly investigated, in line with the MOD's 'zero tolerance' policy.

<https://www.raf.mod.uk/documents/pdf/rafat-nsi-report/>

<https://www.raf.mod.uk/documents/pdf/rafat-coc-report/>

ESKOM KISSES R5.6 BILLION GOODBYE:

Eskom lost approximately 14,000GWh of electricity sales, equivalent to R5.6 billion, to illegal connections and the like during the 2022/23 financial year. The power utility also told MyBroadband that 28% of all unplanned outages it responded to between 1 April 2022 and 31 March 2023 were caused by theft, vandalism, and illegal connections. "Illegal connections impact Eskom's revenue negatively in the sense that illegally connected customers or members of the public consume electricity without paying for it, and they also damage the Eskom electricity distribution infrastructure, which then requires fixing," it said. "The overall energy theft for the 2022–23 Financial Year non-technical losses is 13,396GWh and is equivalent to R5, 607, 441,692." "This energy theft figure is inclusive of other significant contributors such as meter tampering, illegal electricity sales or vending, illegal network construction, illicit meter installations and material theft," Eskom added. However, the figure of R5.6 billion could be significantly larger. In July 2023, Mashangu Xivambu, senior manager for maintenance and operations at Eskom, said the utility had lost R22 billion to "non-technical" issues. Between 1 April 2022 and 31 March 2023, 28% of the unplanned outages to which Eskom responded were caused by illicit activities like illegal connections. "In the Financial Year 2022/23 – 28% of all unplanned outages that Eskom responded to were related to theft and vandalism and illegal connections," Eskom said. "The associated cost in responding to these unplanned outages is in excess of R200 million." The state-owned power utility also spends millions normalising areas with illegal connections, and this financial year is no different. "In 2022/23, Eskom spent R227.8 million (incl. VAT) normalising areas with illegal connections," said Eskom. "In

2023/24, Eskom spent R65.9 million (incl. VAT) to date, normalising areas with illegal connections. The Financial Year for 2023/24 ends in March 2024, the process is still ongoing.” In October 2023, law enforcement entities, including the South African Police Service, announced they were planning an operation, which they believe could help cut two stages of load-shedding. Following a South African Revenue Service-driven raid that resulted in the seizing of R63 million worth of equipment and multiple trucks across five provinces, Brigadier Ahtlenda Mathe said it was just the beginning. “It is a wide spectrum with anybody from informal settlements, businesses and housing estates being involved. This week’s raids were a message to these people,” said Mathe. “If we can break this down, we will save two stages of load-shedding. We are hard at work profiling these entities,” Mathe stated. Eskom posts R24 billion loss: Illicit activities like cable theft and illegal connections are worsening Eskom’s already poor financial situation. The power utility reported a loss of R24 billion for the 2022/23 financial year, effectively doubling the loss it reported for the year prior. “[We had a] net loss after tax being increased almost two-fold... despite a 9.61% increase in tariffs,” said Calib Cassim, Eskom’s acting CEO. Martin Buys, acting chief financial officer at Eskom, said factors like poor plant performance, delays in commissioning new independent power producer capacity, and criminal conduct are the most significant contributors to Eskom’s poor financial performance. However, he said losses from criminal conduct — such as theft, illegal connections, corruption, and vandalism — also contributed to Eskom’s overall net loss of almost 24 billion.

(so what Andre de Ruyter wrote in his book was just the tip of the iceberg)