



ROYAL AIR FORCE OFFICERS' CLUB

Johannesburg

P.O. Box 69726

BRYANSTON 2021

info@rafoc.org

www.rafoc.org

President:	David MacKinnon-Little	
Vice Presidents:	Basil Hersov, Colin Francis, Geoff Quick, David Lake	
Chairman:	Bruce Harrison	bruce@jbharrison.co.za Tel: 011 673 0291 Cell: 083 325 0025
Vice Chairman:	Jon Adams	vice-chairman@rafoc.org Tel: 011 678 7702 Cell: 082 450 0616
Hon. Secretary:	Colin Ackroyd	Tel: 012 942 1111 Cell: 082 800 5845
Hon. Treasurer:	Jeff Earle	Tel: 011 616 3189 Cell: 083 652 1002
Committee Members:	Russell Swanborough	Tel: 011 884 2611 Cell: 083 263 2740
	Karl Jensen	Tel: 011 234 0598 Cell: 082 331 4652
	Jean-Michel Girard	Cell: 083 659 1067
	Geoff Fish	Tel: 012 667 2759 Cell: 083 660 9697
Web Master:	Hanke Fourie	Tel: Cell: 082 553 0210
Bank Account:	Nedbank - Melrose Arch	Br: 19 66 05 Account 19 66 278 063

RAFOC REMINISCENCES AND RAMBLINGS - WEEK 13 - 3rd JULY 2020

GREETINGS TO ALL:

Last week brought the spectacle of Britons flocking to beaches in defiance of Coronavirus regulations. And here at home, we mark Day 100 of the seige, and the announcement of budget restrictions that will apparently ground the SAAF "Silver Falcons" display team, and also the cancellation of AAD 2020. No news yet of Level Two Lockdown ...

In connection with Dame Vera Lynn's passing last week, Ernie Todd advises from the UK: "Plans are afoot for a super-duper memorial concert to pay tribute to this lovely lady, but, because of the Chinese Virus ... Don't know where, don't know when"

BRITAIN BOILS OVER:

As the temperature boils over, Britain is flouting the lockdown. A major incident has been declared after thousands of people defied advice to stay away and descended on beaches in Bournemouth on the hottest day of the year so far. Services were described as "completely overstretched" as visitors arrived in large volumes, with Bournemouth, Christchurch and Poole Council issuing a record 558 parking enforcement fines. The pictures of sun-seekers on the beach are quite something. This is the latest example of lockdown rules being ignored as the mercury rises, *The Telegraph* also revealed that officials in Birmingham have called for a national inquiry into a rise in cases seen 10 days after thousands gathered in the city on June 4.

ALBERT 'ZULU' LEWIS: 'ACE IN A DAY' TWICE! ...



Second only to Sailor Malan, Albert Gerald Lewis was the next best performing South African pilot flying for the Royal Air Force during the Battle of Britain. To earn the title "Ace in a Day" a pilot had to shoot down 5 or more aircraft in a single day. Only a handful of Allied pilots achieved this during World War 2, and "Zulu" Lewis is one of them. Here's the astounding bit, he achieved this 'Ace in a Day' status, not just once – but twice! He is also on the "top ten" Royal Air Force Ace list, having shot down 6 aircraft in 6 hours. Albert Gerald Lewis ended the war with the rank of Squadron Leader and for his bravery earned the Distinguished Flying Cross (DFC). He was born in Kimberley South Africa on 10th April 1918 and he attended Kimberley Boys' High School, he had an interest in flying and took private lessons in South Africa before taking his pilots licence to Britain to join the RAF.

On 18th or 19th of May 1940 – flying AK-A (an aircraft borrowed from 213 Squadron) he got 5 confirmed kills in a day: Two Messerschmidt 109s on the first patrol in the morning and three more on the evening patrol. This fight had been witnessed by his CO and the squadron. This action resulted in his first DFC (Distinguished Flying Cross) for bravery: Awarded on: June 25th 1940, the Citation reads: *“Pilot Officer Lewis has, by a combination of great personal courage, determination and skill in flying, shot down five enemy aircraft, single-handed, in one day. He has destroyed in all a total of seven enemy aircraft, and by his example has been an inspiration to his squadron.”* On 14th September 1940 at the peak of the Battle of Britain Lewis was posted to the top scoring 249 Squadron at North Weald. It was all out action at North Weald – sorties three, four or five times a day when Lewis arrived – and the very first day in the new Squadron, he shot down a Heinkel He111 and shared a probable destruction of another. On 27th of September – flying GN-R – Zulu Lewis DFC shot down eight enemy aircraft in one day! He thus got 11 confirmed victories in two days – 19th of May and 27th of September, which is believed to be a record for single-engine British fighters. Lewis was awarded his second DFC for this day. Awarded on October 22nd, 1940, the Citation reads: *“On one day in September, 1940, this officer destroyed six enemy aircraft; this makes a total of eighteen destroyed by him. His courage and keenness are outstanding.”* Lewis left Royal Air Force on 16th of February 1946, having been an Acting Squadron leader since 22nd of April 1943. After the war Lewis started farming. First in Britain – but in 1947 he went back home to South Africa and continued to farm in his homeland. He also became deeply religious, joining The Church of Jesus Christ of Latter-day Saints (The Mormons). Albert Gerald Lewis died on the 14th of December 1982 – 64 years old. (Sent in by Gen Des Barker)

See <https://samilhistory.com/2017/03/23/the-south-african-pilot-who-earned-ace-in-a-day-twice-albert-zulu-lewis-dfc-and-bar/>

ANC TALKS (AIR NAVIGATION COMMISSION) NOT THE OTHER ONE...

During the 2019 Paris Airshow, the Chief Technology Officers of seven of the world’s leading aviation manufacturers signed a joint statement that affirmed: “aviation is at the dawn of its third major era, building the foundation laid by the Wright brothers and the innovators of the Jet Age in the 1950s.” With the emergence and combination of new technologies, the industry believes it has entered a new era where there will be opportunities in innovation that will help boost the aviation industry and the air traffic management (ATM) system. For matters related to the ATM system, Airbus and Boeing have a long-standing history of working together to improve aviation systems, and though they compete on the vehicle side, their collaboration to improve operations is seen as essential in ensuring that aircraft are globally operable. There is a growing need for new types of operations that include urban air mobility (UAM) and drones that can complete a variety of missions in the lower parts of the airspace. High altitude vehicles like unmanned balloons will soon need to cross all airspaces and new concepts and vehicles will need to be integrated in the existing ones. Growth of UAS operations and the development of electric take-off and landing aircraft (e-VTOLs), high altitude pseudo satellites (HAPS) and space vehicles have brought changes that the aviation community is willing to integrate into current operations. This new reality constitutes a challenge that stems from the complexity of the various new types of operations and vehicles. The vision is to have a diverse set of vehicles that can use the totality of the available airspace and respond to new commercial needs that will be covered by new types of vehicles, bringing about challenges in terms of complexity and capacity limitations. With the envisioned mix of electric motors, jet engines, performance capabilities, high and low altitude operations and integration of manned and unmanned aviation, new regulations and procedures will be needed. Combining manned and unmanned aviation will be complicated because the current ATM system was simply not conceived to cover these types of operations. The question is: how will the aviation sector adapt and cope with all of these challenges? (Sent in by Dave Evans) <https://www.unitingaviation.com/news/general-interest/anc-talks-a-new-digital-era-of-aviation-and-the-path-forward-for-airspace-and-traffic-management/>

OBITUARIES:

LT COL THOMAS MICHAEL BERNARD “MAD MIKE” HOARE, has died in Durban, South Africa. “The well-known adventurer and soldier of fortune, Lt Col ‘Mad Mike’ Hoare, died in his sleep and with dignity aged 100 years at a care facility in Durban on February 2nd, 2020,” his family said in a statement. Hoare, who was once a staple of news headlines around the world, came to widespread public attention towards the end of the African independence era in the 1960s, during which mercenaries of different nationalities, many of them Second World War veterans, were recruited by those with interests in the region – in Congo in particular. Hoare was one of several prominent mercenaries to emerge in Africa at this time, including the Frenchman Bob Denard and Jean “Black Jack” Schramme, from Belgium. His renown was as much about his assiduous self-mythologising as his military skills. In 1964 Tshombe, then leader of the Katanga Province secession from the Democratic Republic of the Congo, hired Hoare – a lifelong anti-communist – to put down the communist-backed Simba rebellion, which had begun in 1963, led by followers of the deposed and murdered Congolese post-independence leader Patrice Lumumba. His career as a mercenary, however, came to an embarrassing conclusion for his part in a failed coup d’etat in the Seychelles and subsequent hijacking in 1981, during which he was captured and sentenced to 20 years in jail, serving just over three. After early years in India and Ireland, Hoare attended schools in England, joined the British army in 1939, became a small-arms expert, passed officers’ candidate school and rose in the commissioned ranks. In the second World War he fought the Japanese in the Arakan region of Burma with the Long Range Penetration Group, the British India special forces known as the Chindits, under Brig Bernard Fergusson. The Chindits struck behind enemy lines and helped demonstrate the effectiveness of guerrilla warfare. His son Chris said Hoare “lived by the philosophy that you get more out of life by living dangerously, so it is all the more remarkable that he lived more than 100 years”.

JOHN ARNOLD BREDEKAMP has died aged 79, in Harare on 18th June 2020. Another figure who loomed large in the political and military affairs of the African sub-Continent, he was a Zimbabwean businessman and rugby union footballer. Born in South Africa, Bredenkamp moved with his family to Southern Rhodesia while he was still a child. He was educated in Southern Rhodesia at Prince Edward School, Salisbury. As a Rugby Union international, he captained Rhodesia from 1965 to 1968. After his graduation, Bredenkamp joined Gallaher Limited, an international tobacco company in Zimbabwe (then Rhodesia), as a leaf buyer. In 1968 he was transferred to Niemeyer in the Netherlands, where he rose to the position of leaf director. After leaving Gallaher in 1976 Bredenkamp founded the Casalee Group of companies registered in Antwerp, Belgium. It is believed that the Casalee operation was involved in the sale of Rhodesian tobacco on world markets, through evasion of UN sanctions. Casalee was primarily a leaf tobacco merchanting company but was also engaged in general trading and an active initiator of counter trade and barter deals. The Casalee Group grew over 16 years to become the fifth largest tobacco merchant in the world and the biggest non-US leaf tobacco company. The Group employed 2,500 people and had offices in all the major tobacco growing countries in the world including the USA (Winston-Salem), Argentina, Brazil, Bulgaria, China, Greece, India, Indonesia, Italy, Portugal, Russia, Spain, Thailand, Turkey and Yugoslavia. The company owned tobacco-processing factories in the Netherlands, Zimbabwe, Malawi and Brazil. The Casalee Group of companies was sold in 1993 to Universal Leaf Tobacco, the largest leaf tobacco company in the world. Since then, Bredenkamp expanded his business interests into many other different areas, mainly through the Zimbabwe registered Breco Company.

THE RAF'S VIP VOYAGER "VESPINA"



The RAF Voyager "Vespina" completed its refurbishment to provide a secure, cost-effective and suitably profiled transport for Government Ministers and the Royal Family. The aircraft now proudly displays the Union Flag alongside RAF markings and is ready to represent the UK across the globe. The Voyager was originally converted in 2016 into an aircraft fit for transporting Government ministers and members of the Royal Family in just seven months. The revamp of the aircraft had been announced as part of the 2015 Strategic Defence and Security Review (SDSR) with the aim of providing a better value for money way of transporting Ministers rather than the current use of charter aircraft. The transformation of the aircraft consisted of fitting 58 business seats to make it capable of its new role and offer a cost effective, secure and flexible transport solution. As well as transporting VIPs, the Voyager can also continue to perform air-to-air refuelling in support of RAF and allied aircraft. The latest refurbishment was carried out by Marshall Aerospace of Cambridge. They can be rightly proud of the capability that they have delivered to transport the country's most senior dignitaries. The aircraft is based at RAF Brize Norton in Oxfordshire, alongside the rest of the RAF Voyager fleet. It can fly from and to almost any airport across the world that can take an Airbus A330, and its range will allow it to reach much of the world without costly and time-consuming refuelling. Some security details, such as carriage of weapons, required that clearances needed to be secured. The upgraded catering capability, although not a champagne service, recognises that "you cannot be serving VIPS a hamburger or sausage roll".. Last week the aircraft returned to its primary role of supporting operational training, acting as a 'petrol station in the sky' offering Air-to-Air refuelling (AAR) to RAF Lightning and Typhoon fighters during Exercise CRIMSON OCEAN, enabling the Royal Navy and RAF to train and hone their ability to deliver routine fighter and helicopter operations in a range of environments from the aircraft carrier HMS Queen Elizabeth. Lightning aircraft from 617 Squadron have been onboard the carrier since 10th June when they left their base at RAF Marham in Norfolk. (Sent in by Jon Adams)

RAF C-17 AID FLIGHTS TO AFRICA:

The RAF is also in action in Africa as the first of a series of Royal Air Force flights taking medical supplies to help fight the coronavirus pandemic departed on Saturday, June 27th 2020. The RAF C-17 took off from RAF Brize Norton, Oxfordshire on a journey funded by the Department For International Development. The transport aircraft was carrying a field hospital, which will be used for frontline aid workers in Africa. Aid workers are playing a crucial role in West Africa working to improve health systems, prevent the spread of coronavirus and save lives. The RAF response follows a request to the UK by the United Nations (UN) to NATO's Euro-Atlantic Disaster Relief Coordination Centre. The UN is leading global logistics efforts to make sure medical supplies reach those who need them most during the pandemic. With commercial flights disrupted and the cost of cargo flights having escalated, the UK's support is crucial. The field hospital, which weighs approximately 130 tonnes, the equivalent of seven buses, will be transported to Accra in up to five flights. WFP will then arrange for it to be built to support the coronavirus response where the need is most.

AAD 2020 CANCELLED:

This year's edition of the Africa Aerospace and Defence (AAD) show has been "deferred" to 2022 due to the coronavirus pandemic, the exhibition organisers have announced. The exhibition, long seen as Africa's premier aerospace and defence event, was set down for 16 to 20 September this year at Air Force Base Waterkloof in Centurion. The traditional weekend airshow was set to include large parts of the SA Air Force (SAAF) inventory as part of the commemoration of the force's centenary. AAD organisers said on 30 June the exhibition has been deferred to 21 to 25 September 2022 "as a result of the current COVID-19 pandemic". The decision was made after consultations with the Department of Defence (DoD) and key stakeholders. The exhibition organisers list five factors influencing the delay decision. They are an absolute need to ensure the battle against the COVID-19 virus is won and further safeguard human lives; the severity the pandemic imposes on the global aviation and defence exhibition sector; a Department of Defence (DoD) decision to put a hold on all foreign activities and events, including in and outbound missions; and South African borders remaining closed with no travelling anticipated by September.

"PHYGITAL" CASH:

The shut-down of ECONET's operations in Zimbabwe inspired this article on a Fintech website: "As we prepare to enter a new normal as lockdown slowly ends, I was inspired by the words of a friend of mine who is an outstanding thought leader in our industry who reminded me at the end of last week that electronic payments face risks and have vulnerabilities not shared by cash in hand. One flaw all electronic payments have is their susceptibility to cyber attacks. Another is their relative vulnerability to changing regulations and edicts, as mentioned by my friend, quoting the action taken just last week by the Brazilian govt to shut down What's App money sent by chats. The risk of this sort of change of policy happening overnight affects digital money far more than cash. And then there is the recent Wirecard collapse taking down some online banking services. This is a timely reminder to always carry cash as backup even if you love all things digital. The point is we should love cash and digital money. Let's keep human freedom of choice intact as well as a balanced coexistence of cash and digital money in the new "phygital world" we now live in. Thanks to my friend for these reminders of important realities in our industry. [#cash](#) [#payments](#) [#phygital](#)

THE SECOND IN COMMAND AND THE TILTED PICTURES:

It must be difficult to be the only adult living in the Mess. And so it was for the Second in Command; sentenced to 4 months living in with the junior officers. He had had to deal with the fallout of the Blue Party, the explanation to the CO of the tree felling incident as well as routine water pistol fights and complaints from the Station Mess (defenestration being a regular grievance); it was just as well as he didn't know about the burning of all but the façade of the bureau he had bought for the drawing room

with Mess funds. It all began to tell on his mental health. A stickler for straight picture and ornaments placed “just so”, he would often breeze through the Mess doors cheerfully humming to himself, pausing on the way to check that pictures were horizontal (a slight tilt to the left or right, step back, admire the line, move on) and silver mutually supportive and symmetrical (slide slightly left, right or back, purse lips, adjust marginally, check alignment with other ornaments, move on). To the casual observer, this may have been insignificant, but to the subalterns it offered some excellent sport; a morning patrol was sent round to tilt pictures and move ornaments out of place. Then get into the Mess for morning coffee before the 2IC, select an observation post and wait. You heard the humming first; then he arrived, went through the adjustments of the offending items and proceeded to the drawing room. The secret now was not to over correct by too much, but just enough for the perfect alignment to be obviously out in the other direction. Thus the 2IC would not suspect deliberate malevolence, but might question his original adjustment. He would, on his way out, thus have to move the picture again. Frustration and self-doubt began to creep in as the 2IC would stand in front of a previously re-aligned picture only to note that “he” had tilted it too much the other way. After several days of this he would now double check each alignment on leaving the Mess only to discover when he came back for lunch/tea/dinner it was marginally out again. The humming got less cheerful and more strident. After a couple of weeks the decline in mood was palpable; passing the picture he had straightened only 20 minutes before, he would stare at it in a moment of disbelief, let out an irritated hurrumph, correct it, go to leave but be unable to resist the temptation to take a quick glance back to check. Sure enough, on return later in the day, the picture was misaligned by the exactly the same distance in the opposite direction. He finally cracked during dinner one Tuesday evening. The subaltern end of the table was discussing loudly that one of our number had used the Regimental Picture depicting the batteries in 1792 in India (a picture so bad it was christened the Dancing Monkeys of Seringapatam, but never in front of the CO) as a dart board. Initially not wishing to eavesdrop he eventually could not resist listening to the story of how late last night 2 Lt Mole had drunkenly taken his “arrows” to the canvas in an attempt to skewer his battery’s rivals. The 2IC cast a sneaking glance at the picture hanging over the mantelpiece, and there, sure enough, he could see indentation in the plaster surrounding it. Like a dog spotting a hare his head snapped round, eyes widened. He stood up, threw down his napkin, bellowed “dear God have they no respect” or something akin and strode to the picture. On closer inspection the indentations were pencil marks, which, sure enough, had been put there by Mole that afternoon as the ruse had been talked through. The 2IC, his posting from the Regiment imminent, had the good grace to see the funny side (if only in public) and he returned to UK, to his wife, sanity and promotion to Lt Col. I met him at the airport several years later on my way to Kuwait; he greeted me like a long-lost friend and was insistent that his time as a liver-in had been great fun. His face on leaving Hohne in 1985 had told a different story. (Sent in by Bob Napier)

CHEERS! FOR TODAY:

This is the thirteenth weekly Newssheet - “Members News, Reminiscences and Ramblings” - items of Air Force interest, or greetings to the Club or any other happenings of interest (preferably nothing on the antics of Ministers (various) or NCCC!) that will help us all to keep in contact through the lockdown. Thanks again to all those who have contributed!

Take care – keep safe in these troubled times, and remember that all this, too, shall pass... Remember to contact Gordon Dyne for orders for Rick Peacock-Edwards book “**Rate of Climb**”.

So, let’s hear from you...Please send your suggestions or contributions to bookings@rafoc.org

SPARE A THOUGHT FOR THOSE WHO ARE NOT WELL, OR WHO ARE LOCKED DOWN IN ISOLATION. A phone call can mean a great deal...

TAILPIECE: HARLEY BIKER

A Harley Biker is sitting on his Harley, drinking a beer, by the Zoo in Washington, DC when he sees a little girl leaning into the lion's cage. Suddenly, the lion grabs her by the collar of her jacket and tries to pull her inside to slaughter her, under the eyes of her screaming parents. The biker jumps off his Harley, runs to the cage and hits the lion square on the nose with a powerful punch. Whimpering from the pain the lion jumps back letting go of the girl, and the biker brings the girl to her terrified parents, who thank him endlessly. A reporter has watched the whole event. The reporter addressing the Harley rider says, "Sir, this was the most gallant and bravest thing I've seen a man do in my whole life." The Harley rider replies, "Why, it was nothing, really. The lion was behind bars. I just saw this little kid in danger, and acted as I felt right." The reporter says, "Well, I'll make sure this won't go unnoticed. I'm a journalist, you know, and tomorrow's paper will have this story on the front page. So, what do you do for a living, and what political affiliation do you have?" The biker replies "I'm a U.S. Marine, a Republican and I'm voting for Trump." The journalist leaves. The following morning the biker buys the paper to see if it indeed brings news of his actions, and reads, on the front page:

"U.S. MARINE ASSAULTS AFRICAN IMMIGRANT & STEALS HIS LUNCH"

And THAT pretty much sums up the media's approach to the news these days!

MATT



'Meet the new team mascot'

