



## ROYAL AIR FORCE OFFICERS' CLUB

Johannesburg

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BRYANSTON 2021

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## RAFOC REMINISCENCES AND RAMBLINGS - WEEK 29 – 23<sup>rd</sup> OCTOBER 2020

### GREETINGS:

Another remarkable week, and day 208 of the lockdown, which is starting to feel like the Bekkersdal Marathon - In the UK, the "confusion, chaos and unfairness" continues as the second wave hits: the devastating cost of efforts to "protect the NHS" in the pandemic has been exposed by a new analysis of 200 health conditions which reveals hospital admissions plummeted by up to 90%. The major report shows that consultations for the most common cancers fell by up to two thirds during lockdown, while heart-attack checks reduced by almost half. Experts said the findings were "staggering" and could mean thousands of extra deaths.... In the US, Trump-bashing and election frenzy continues unabated – see "From Russia With Love" below... China threatens to invade Taiwan... Lagos up in smoke. In SA, there was a sense of relief when the Senekal confrontation passed off almost without incident and the two farmers arrested were granted bail. From around midday, EFF protesters said they were getting "too hot" and started to drift away – the Court case proceeded peacefully. Another eye-watering tender bid was revealed - "R25 million to refurbish parliamentary kitchens? 'Not in my name!' said Speaker Modise. Dr Zwele Mkhize and his wife in quarantine. TV licences for Netflix? And a local commentator on the mining charter pointed out: 'God gave us 10 commandments, Gwede Mantashe gave us 2,000 new regulations in mining and 3,000 policy changes... and you now have to give away 30%.' Another disenchanting fellow citizen with a sense of humour summed it up wryly: "2020? - the year the wheelie bin went out more than me..."

### RAFOC LUNCHES:

As advised last week, the Armistice Day Lunch, on Friday 6 November, Covid restrictions permitting, will take place at the Rand Park Golf Club, which has reopened and is operating with the necessary protocols. This may be a once off as the Committee will negotiate with the Wanderers when they are in place. As the organisers of a RAFOC lunch we will be accepting the responsibility for the wellbeing of all at the gathering. As far as we know, all RAFOC members have been able to "keep safe" and free from infection, so the material risk is the venue itself and its staff. All attendees will have to sign in as per the protocols of RPGC. The lunch will be held in a dedicated venue, the Jacaranda Room, which also has its own bar. Cost has been held at R250 pp which is only possible by a very kind benefactor sponsoring the limited wines on the table. Other drinks will be for the members account and must be paid on a Card as RPGC works on a 'cash-less' basis. Thank you to those that have booked. Please let the Committee know if you would attend by RSVP to [bookings@rafoc.org](mailto:bookings@rafoc.org)

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**OBITUARY:**

Air Commodore Kenneth Joseph Goodwin CBE AFC RAF, who has died aged 92, was a Cold War fighter pilot whose brilliant solo aerobatic displays attracted widespread acclaim... He was Commanding Officer of No. 74(Tiger) Squadron RAF (Sailor Malan's wartime Squadron) from 1966 to 1969 and former Air Officer Commanding Air Cadets and Commandant Air Training Corps from 1979–1982. Ken Goodwin qualified for his wings in 1949, since then never had a desk job. During his aerobatic flying years, he appeared at dozens of international shows and hundreds of airfield displays, the best of which were Battle of Britain open days at RAF Biggin Hill and RAF Coltishall. "Never had I been so resigned to 'buying it' as when I did that manoeuvre." That is how the then 32 year-old Flight Lieutenant Ken Goodwin, one of the RAF's finest solo aerobatic pilots, described his first attempt at planned aerobatics in a Meteor. During his flying training this well built, fair-haired, young officer, who was then engaged on tactical evaluation of the Lightning at the Central Fighter Establishment, had shown a marked interest in aerobatic flying and it was probably a remark to this effect on his records that led to him being approached to do acrobatics officially. When, in 1949, he was posted to No. 92 Squadron, which was then commanded by the late Squadron Leader Ray Harries, DSO, DFC, he had only completed 30 hours on Meteors. He was soon told that he was to be the squadron's aerobatic representative and he enthusiastically began work with a routine which included a roll at the end of the runway-immediately after take-off. Although he had some misgivings about the manoeuvre, it was only after take-off that he realised that if there had not been a dip at the end of the runway he would not be alive to tell the tale - but future flying feats suggested that he was being a little too modest. During his stay with 92 Squadron he led their Meteor team but he never achieved a great deal of success with team aerobatics and he was not to find his métier as a solo acrobat until he was posted to No 118 Squadron in Germany in 1955. There he came to the attention of Wing Commander C. S. West, DFC, who was OC Flying and it is to him and to his squadron commander, Sqn Ldr N C P Buddin, that Ken gave all the credit for encouraging him in his acrobatic displays. Working with West he devised a 6¼ min routine flying a Hunter Mk. IV that, when perfected, was to be his standard display at over a hundred shows. It took many months of perseverance to perfect the routine, with Wg Cdr West suggesting refinements to Goodwin whenever he returned to the ground. "All in all, it was fairly spectacular by the time I finished.' said Goodwin, adding, modestly" at least I am told it was - naturally I've never seen it myself." The routine consisted of a roll immediately after takeoff, straight into a roll off the top of a loop. Another loop was completed, followed by a slow roll, two Derry turns, an inverted run and an inverted climb. This was followed after a pull-through by a hesitation roll and an inverted break on to the downward leg for landing.

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**HAWKER SEA HAWK:**

"Thank goodness for the Royal Navy!" (Sir Sydney Camm) Last week's article on HMS ARK ROYAL and the balloon flight opened up another aspect of British naval aviation history. The first frontline jet aircraft from the Hawker stable, and worthy successor to the WW2 designs of Hurricane, Tempest and Sea Fury, the Sea Hawk was nearly stillborn, but rescued at the eleventh hour by interest from the Royal Navy. It began the line of Hawker successes with the Hunter, Harrier and current Hawk. The first British carrier-borne jet aircraft, the first F1 production aircraft flew in November 1951. It has a distinguished lineage and an interesting history. While Hawker Aircraft Ltd. was introducing their Sea Fury prop-driven naval fighter in 1944, they began to consider how to apply the new jet-engine technology to the Fury design. Rolls-Royce had just introduced a new engine, the B.41 (to be named the Nene), that had adequate thrust to propel the big Fury airframe, and in November of 1944, Hawker provided a preliminary concept of a B.41-powered Fury to the British government, with the designation P.1035. Th design team, working under Sir Sydney Camm, removed the Centaurus

radial engine from the nose of the Fury, moved the bubble canopy as far forward as possible, and put the Rolls engine in the middle of the aircraft, with intakes alongside the fuselage and exhaust as a tailpipe going straight out the back. After a little more thought, the Hawker engineers came up with a follow-on proposal, designated the P.1040, in December, 1944; the new design had a major refinement in that the straight tailpipe was replaced with a split tailpipe, with each outlet in the wing root; this scheme meant the wing root had to be thickened, and so the intakes were placed in the wing roots as well. This layout reduced the amount of ducting and allowed fuel to be stored both fore and aft of the engine, preserving the aircraft's centre of gravity as fuel was consumed. Avoiding having a long tailpipe also meant avoiding any thrust loss effects which were keenly felt on the earlier lower powered jet engine designs.



*P.1040 VP401 lifting off on her first flight; unknown origin*

The Fury's distinctive elliptical wing was abandoned for one with straight edges (to simplify manufacturing) and the tailplane was raised to allow it to clear the jet exhaust. The new design also had tricycle landing gear - the first Hawker aircraft to do so; it no longer looked very much like a Fury. Armament was specified as four 20-mm Hispano Mark 5 cannon. The P.1040 was intended for RAF use. Government interest, however, was mild; the war would clearly be over before long, and both the RAF and the Royal Navy had other jet fighter designs either

flying or in the works. Nonetheless, despite the end of the war, in October 1945 Camm ordered the construction of a prototype.

By this time, RAF interest had disappeared completely - their air planners believed that their latest Meteors would be the hottest thing in the air for the foreseeable future - and Hawker Aircraft, faced with massive cancellations of orders for their prop fighters, hastily modified the P.1040 design for carrier operation and submitted the proposal to naval planners in January, 1946. Much to Hawker's relief, the Navy was impressed with the design and ordered three prototypes and a test item; Hawker completed the prototype already in progress to provide the initial aircraft and quickly constructed the others. Camm's engineers then proceeded to refine the P.1040's design as a carrier-based interceptor - as well as to consider what could be done with the design to get the RAF interested again. This effort led to a number of other designs including a swept wing version (the P.1052), a rocket engined version (the P.1072) and a swept wing version with the jet pipe exiting at the end of the fuselage (the P.1081, destined for Australian use but cancelled in 1950). The P.1081 would however be the precursor of the extremely successful Hunter.

## **EXERCISE CRIMSON WARRIOR:**

The largest military exercise to be run by the Royal Air Force in the United Kingdom for over a decade has begun. Exercise Crimson Warrior will see RAF, Royal Navy, United States Marine Corps and United States Air Force fast jets, multi-engine aircraft and helicopters operating from a number of RAF stations across the country. At its peak Crimson Warrior will see over 70 aircraft conducting high intensity tactical training together over the North Sea and North East of England. The exercise is a development of the regular "Cobra Warrior" exercises, widely regarded as the most challenging training for aircrew and the final step for those seeking to qualify as Qualified Weapons Instructors (QWI), Qualified Multi-engine Tactics Instructors, QWI Intelligence, Surveillance and Reconnaissance and Qualified Space Instructors Course. The expanded Crimson Warrior includes land based training scenarios for the Lightning stealth fighters and helicopters that will form the Carrier Strike Group Air Wing for next year's operational deployment of the aircraft carrier HMS Queen Elizabeth. The Exercise will develop and test the tactical leadership skills of aircrew and supporting personnel within

highly complex training scenarios. The aim is to develop their abilities to devise, plan and practice tactics and procedures in a realistic environment against a capable simulated adversary. The exercise began on the 19th October and will run until 5th November 2020 and is being controlled by specialist directing staff from 92 Squadron at RAF Waddington.

## NSRI SALUTE - PATTI PRICE:

The NSRI has been in the news again this week in the fatal boating accidents on the Vaal River and Vaal Dam. Following the previous tribute to the redoubtable lady who initiated this private enterprise and all-volunteer organisation, here is some more on this South African success story.



President of the Society of Master Mariners of South Africa Captain John Payne and Miss Patti Price hold certificates presented by then State President Jim Fouché. On the far right is the NSRI's founding chairman Mr Pat O'Sullivan. If Helen of Troy was the face that launched a thousand ships, then Patti Price is the woman who launched a rescue service. Here is the fascinating story. The NSRI celebrated its 50th anniversary in 2017. It was a year that was peppered with commemorative events at almost every station around the country, as volunteer crew and head office staff reflected on half a

century of rescue work and the tremendous growth of an organisation that started out with two crew members, Captain Bob Deacon and Ray Lant and a 4.7-m inflatable boat called Snoopy (donated by the Society of Master Mariners) that was housed in a little shed in Three Anchor Bay. The South African In shore Rescue Service (SAISRS) was born. The establishment of the SAISRS can be attributed to two things: a tragic event at sea and one woman's impassioned campaign to ensure that the lives of people in danger on South African waters be saved, not lost. The tragedy occurred offshore of Stilbaai in 1966. Four fishing boats went out and only one returned. Gerhard Dreyer, the skipper of the surviving vessel, had thrown the entire day's catch overboard and headed further out to sea when the storm hit. Returning in the early hours of the morning, once the storm had abated, he discovered the wreckage of the other boats, and one lone survivor clinging to a life ring. Seventeen people had died. The drama captured the attention of Simon's Town teacher Patti Price, who began a fervent letter-writing campaign to the press in the hopes that a sea rescue organisation could be founded to prevent such devastating loss of life in the future. Patti was no stranger to the terror of being out at sea in distress having been rescued as a child from a wrecked ship in the English Channel by the Royal National Lifeboat Institution (RNLI). She wanted something like the RNLI for South Africa. The pen proved mighty indeed and her efforts were acknowledged by the Society of Master Mariners of South Africa who started the fledgling rescue organisation. *(NSRI Newsletter September 2020)*

## RAF LOSSIEMOUTH RE-OPENS:

Work to resurface the runways at RAF Lossiemouth has reached a major milestone with the return of aircraft to the Moray station. The Defence Infrastructure Organisation (DIO) awarded a £75 million contract for the airfield operating surfaces project to Volker Fitzpatrick in August 2019 for most of the work, which started in May, aircraft continued to operate from RAF Lossiemouth. However, a short period of relocation was needed while the intersection between the station's two runways was resurfaced. This started in August and saw the RAF's new P-8A Maritime Patrol Aircraft being delivered to nearby Kinloss Barracks and operating from there. RAF Lossiemouth's Typhoons also operated from RAF Kinloss Barracks as well as RAF Leuchars. Works continued night and day,

seven days a week to allow the aircraft and their crews to return to RAF Lossiemouth as soon as possible. As a Defence Critical project, work also continued despite the difficulties presented by corona virus, with various safety measures taken to make the site COVID-19 secure. The first aircraft to land and use the newly-resurfaced intersection was a Typhoon returning from a training sortie on Exercise JOINT WARRIOR, having taken off from RAF Leuchars. The return of the Typhoons will shortly be followed by the P-8A Maritime Patrol Aircraft. The RAF currently has two P-8As with a further seven on order from manufacturer Boeing. They are submarine hunters which locate and track potentially hostile submarines. Home to four fast-jet squadrons flying the Typhoon, it has been some time since RAF Lossiemouth has regularly operated a larger aircraft such as the P-8A Poseidon. Resurfacing works are one of many improvements being made, future-proofing the Moray base for years to come. Other improvements include accommodation for personnel, a new Air Traffic Control Tower, upgrades to drainage and electrical supplies, and upgraded facilities for IX (Bomber) Squadron. Russ Liddington, DIO's Project Manager for the resurfacing works, said: "It is great to see the aircraft return to Lossiemouth and to see the arrival of P-8As is particularly pleasing as it represents a new era in operations from this Station. This significant investment in Scotland introduces a new UK Defence capability and has definitely focused minds and efforts. With this important milestone achieved we can now look to complete the remainder of the project works to enable full use of the airfield for future aircraft operations."

## **MEMBERS WRITE:**

Another Lightning pilot, our Committee member Geoff Fish (who was serving in the RAF at the time) comments on Alan Pollock, the Hunter and Tower Bridge: Very interesting! I always wondered if there was a picture in existence of the Hunter flying under Tower Bridge. He certainly made sure that he missed the Bus and I can see why he was worried about the fin! Another very entertaining Ramblings - Thanks Gentlemen!

Bruce Prescott wrote in with another serendipitous and interesting link to a personal friend, another famous British aircraft designer with Hawkers, and disciple of Sir Sydney Camm: PROFESSOR JOHN FOZARD, O.B.E In 1963 Fozard was appointed Chief Designer on the project to build the Hawker P 1154 Kestrel, the forerunner of the Harrier, and he came to the revolutionary concept of Vertical/Short Take-off and Landing with a strong reputation. After serving an engineering apprenticeship with Blackburn Aircraft, he had joined Hawkers in 1950 as a design engineer under Sir Sydney Camm, whose historic designs included the Hart (1928), and the Hurricane prototype (1935). As Fozard nursed the Harrier into being it was obvious to old Hawker hands that something of Camm had rubbed off on him. "Cammisms" were instantly recognisable even when camouflaged in "Fozprose", as his immaculate memoranda, correspondence and papers were termed. His clarity of presentation, plain speaking and directness of approach were weapons in his career-long war against the reputed inarticulacy of engineers. Fozard also believed in making himself available not only to members of his design and development team but also to those who, borrowing from Camm, he described as "fringe" people. He always found time to discuss difficulties and progress with them. Fozard called the Harrier "the world's most misunderstood aircraft." Reflecting on his long battle to gain acceptance for Vertical Take-off and Landing, Fozard, pipe in hand and pushing back in his office chair, would explain the resistance: "The military man wants things he knows something about - more and better. He does not want to change quickly, and stays with the familiar - longer range, better airfields, bigger than before." Military suspicion was not the only obstacle to the success of the Harrier. At the 1963 Paris Air Show, Bill Bedford, the Hawker test pilot, crashed an experimental prototype. (In 1960 he had flown the first tethered flight - with a leg broken from a road accident.) Fozard was vastly relieved when a NATO scheme to form a tripartite American, British and German developmental squadron survived the attendant publicity.





John William Fozard was born on Jan 16, 1928 at Leeds - "a native of Yorkshire, the Texas of the UK", as he would tell American visitors to Hawkers at Kingston-upon-Thames in Surrey. Aged 37, Fozard had been elected the youngest ever Fellow of the Royal Aeronautical Society, which he served as President in 1986. He published many papers in Aeronautical Journals and the specialist press and edited "Sydney Camm and the Hurricane" He was appointed OBE in 1981. Fozard also lectured all over the world during and following his design engineer career.

## FROM RUSSIA WITH LOVE...

Brave new world: Microsoft Corp said on Tuesday this week that it had disabled more than 90% of the machines used by a gang of Russian-speaking cyber criminals to control a massive network of computers with a potential to disrupt the US election. Aided by a series of US court orders and relationships with technology providers in other countries, Microsoft said in its weeklong campaign against the gang running the Trickbot network was heading off a possible source of disruption to the 3 November US vote. "We've taken down most of their infrastructure," corporate Vice President Tom Burt said in an interview. "Their ability to go and infect targets has been significantly reduced." The criminals in charge of Trickbot have infected more than one million personal computers, including many inside local governments, according to cybersecurity professionals. They then make deals with other gangs to install ransomware and other malicious programs on the infected machines, security professionals say. Although there is no evidence that the gang has worked with foreign governments, Burt said he wanted to disrupt Trickbot before the election in case Russian agencies attempted to use it to interfere with voting or cast doubt on the results by manipulating data. Some security experts who had seen little impact from Microsoft's initial efforts to combat Trickbot said this week that new control servers being brought online by the gang were getting cut off, making it harder for the group to install new programs on infected computers. "Disruption operations against Trickbot are currently global in nature and have had success against Trickbot infrastructure," said Intel 471 Chief Executive Mark Arena. "Regardless, there still is a small number of working controllers based in Brazil, Colombia, Indonesia and Kyrgyzstan that still are able to respond." The Trickbot gang is now asking other malware groups to install its software, Arena and others said, and it is expected to rebuild its infrastructure in other ways. Burt said such efforts to adapt would at least distract the gang from bringing chaos to voting or other local government activity if it had been so inclined.

## CHEERS! FOR TODAY:

This is the twenty-ninth weekly Newsheet - "Members News, Reminiscences and Ramblings" - items of Air Force interest, or greetings to the Club or any other happenings of interest (preferably not 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, and continue to do so! We will use contributions progressively as we move upwards and onwards....

Take care – keep safe in these troubled times, use your PPE, and remember that all this, too, shall pass.... We'll keep you posted on further developments at Wanderers as they occur... So, let's hear from you...Please send your suggestions or contributions to [bookings@rafoc.org](mailto:bookings@rafoc.org)

## TAILPIECE:

Om deesdae toets Rugby te kyk is presies dieselfde as om in die Wildtuin te wees... Jy sit lekker en eet 'n stukkie biltong, drink 'n koue biertjie, en kyk hoe kak die Bokke... Which, being interpreted,

reads - These days watching test rugby is just like being in the Game Reserve... You sit comfortably, chew a stick of biltong, drink a cold beer and watch the Springboks defecating...

If you ever think your job is pointless, just remember there is a bloke in Germany who puts indicators on BMW cars...

Studies suggest that 9 out of 10 men prefer women with curves. The 10th man drives a Ford.

I asked Alexa: what do women want? She hasn't shut up for nine days...

I've just released my own fragrance....Nobody in the car seemed to like it.

There was a fire in the Multichoice building earlier this week. Fire-fighters are on standby as a repeat is expected tomorrow...

What do you get if you divide the circumference of a pumpkin by its diameter? Pumpkin Pi... (Sorry. I'll see myself out...)

### REMEMBER WHEN...

In the Village pub, the elderly husband leans over and asks his wife, 'Do you remember the first time we had sex together over fifty years ago? We went behind the village tavern where you leaned against the back fence and I made love to you.'

Yes, she says, 'I remember it well.'

'OK,' he says, 'How about taking a stroll around there again and we can do it for old time's sake?'

'Oh Jim, you old devil, that sounds like a crazy, but good idea!'

A police officer sitting in the next booth heard their conversation and, having a chuckle to himself, he thinks to himself, I've got to see these two old-timers having sex against a fence. I'll just keep an eye on them so there's no trouble. So he follows them.

The elderly couple walks haltingly along, leaning on each other for support aided by walking sticks. Finally, they get to the back of the tavern and make their way to the fence. The old lady lifts her skirt, and the old man drops his trousers. As she leans against the fence, the old man moves in.... Then suddenly they erupt into the most furious sex that the policeman has ever seen. This goes on for about ten minutes while both are making loud noises and moaning and screaming. Finally, they both collapse, panting on the ground.

The policeman is amazed. He thinks he has learned something about life and old age that he didn't know.

After about half an hour of lying on the ground recovering, the old couple struggle to their feet and put their clothes back on. The policeman is still watching and thinks to himself, this is truly amazing; I've got to ask them what their secret is.

So, as the couple passes, he says to them, 'Excuse me, but that was something else. You must've had a fantastic sex life together. Is there some sort of secret to this?'

Shaking, the old man is barely able to reply,

'Fifty years ago, that wasn't an electric fence.'

MATT



*'Hallowe'en? No, this is nothing to do with that'*

MATT



*'That was awful. Let's move somewhere in a higher tier so we don't have to invite them back'*