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Newsletter of the Cape Town Branch

South African Air Force Association

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Editor: John Bayly Brown.



Four old faithfulls, Table Mountain, Shackleton, Wasp and Albatross
Picture: Facebook

Editorial:

A very successful SAAFA Congress was held at Krystal Beach Hotel Gordons Bay from 24th to 26th May, with numerous letters of praise and thanks for it. (Some pictures further on.)

Wearing my other hat as Branch Chair, I would like to thank all of the Committee members and others who assisted in making this event happen.

Winter has arrived with a little bit of vengeance, we have had several good cold fronts coming in and providing us with the water that we desperately needed. The dams are now hovering around 40% which is more than they were 2 years ago and we still have several months of winter ahead, lets hope we get back 100% full. It is incredible to see how the veld up the West coast has gone from brown dead looking shrubs and plants to bright green with even some flowers.



***The past president SAAFA Hugh Paine and his wife Caire with the Chief of SAAF General Masimang and his wife Africa
(He is also a Patron of SAAFA now)***



***The Chairman/editor with CAF's wife, Africa
who received a gift from the branch***

NOTE: *The Editor extends his thanks for any contributions received.*

Opinions expressed in this newsletter do not necessarily reflect those of the Editor or SAAFA National Executive or Branch. The Editor reserves the right to amend or reject any editorial matter submitted for publication.

A Funny:



Membership Notes

Membership levies/Finance

Please some 2016/2016 levies are outstanding. Why not pay 2018 at same time. The levy is only R100-00. So please pay up and if possible include something extra for the branch or R100 for the Centurion Fund – could win some back. Please remember when paying into bank that you include your name as the reference. Please don't pay cash into bank as we loose R20-00 of the R100-00 to banking fees, if you want to pay cash pay it at monthly lunch.

Banking Details: SAAFA Cape Town Branch Standard Bank

Account No. 072974915 Rondebosch Branch Code 02-50-09-11

For those of you who don't have Facebook, this is a tribute that Piet Nel wrote today (12th June 2018) about his dad who passed away 10 years ago.

Today is the tenth anniversary of the death of my dad, Francis Harold (Frank) Nel (1923 – 2008). In commemoration, I'm sharing his wildly improbable war stories—the ones I remember, anyway.

Frank was a navigator on a Wellington bomber during WWII, in the days when the SAAF was one of the best air forces in the world (the major powers excepted). The Wellingtons patrolled the South African coast and dropped depth charges on enemy submarines. He said they never actually sank anything, although they once chased a submarine halfway to Australia before discovering that it was the Royal Navy!

Even more exciting was serving in the desert in North Africa, where he once again managed not to be involved in any shoot-ups. The tedium was interrupted by a visit from a famous U.S. warplane, a B-17 Flying Fortress called The Memphis Belle.

My dad said he signed his name on the visiting bomber, but I'm sure his signature isn't there any more (the plane is still on display in Dayton, Ohio). One of the visiting airmen came up to him and enquired "Say, fella, are you a GENERAL?!" He was a lieutenant—rank insignia obviously differ among armed forces.

But the highlight of serving in the desert was the phone call to King Farouk of Egypt. With nothing to do except admire ten million square miles of sand dunes, one of the South Africans decided to phone King Farouk and ask whether they could borrow his yacht for the weekend. The call was duly made, an aide was successfully contacted, and, believe it or not, King Farouk was more than happy to make his yacht available! Nothing came of it, of course, since it was really just a prank call.

Frank was awarded the Italy Star, the Atlantic Star, the 1939 – 1945 Star, The 1939 – 1945 War Medal, and the Africa Service Medal. In 2008, I pointed out a passing aircraft to him and reminded him that he'd once been an aircraft navigator during the war.

But he couldn't remember.



Sunset Call:



Colin Murch passed away after a period of illness, he was a regular luncheon attendee with his wife, Barbra. Colin was also a member of the Royal Air Force Association and was often seen carrying their colours. Our condolences to his family



At the going down of the sun and in the morning,

WE WILL REMEMBER THEM.

Sick parade:

There have been no reports of anyone been laid low, if by anything it is the normal winter sniffles etc.

If I have missed somebody out, we wish you a speedy recovery and return to good health.

Birthdays:

Birthday wishes to those who celebrated it in May, June and July, if it was a special one sorry that the editor did not pick it up, any that are missing I will take the blame.

| | | |
|----------|---------------|--------|
| Denbigh | Bennett | 02-May |
| Rod | Holshausen | 07-May |
| Kenneth | Bannister | 10-May |
| Lance | Nicholson | 10-May |
| Joan | Boyd | 11-May |
| Ricky | Liebenberg | 14-May |
| Leon | Rubens | 14-May |
| Le Roux | Vlok | 17-May |
| Marie | Dagg | 22-May |
| Bastie | Botha | 28-May |
| Dale | Cavell-Clarke | 30-May |
| Theuns | Prinsloo | 30-May |
| Brian | van der Merwe | 30-May |
| Bill | Constantine | 04-Jun |
| Glen | Williams | 04-Jun |
| Penelope | Horwood | 06-Jun |
| Daan | Badenhorst | 07-Jun |
| Hazel | Bond | 10-Jun |
| Carmen | Allison | 20-Jun |
| Kobus | Conradie | 20-Jun |

| | | |
|---------|-----------|--------|
| Barbara | Murch | 22-Jun |
| Elva | Smith | 24-Jun |
| Alec | Kitley | 25-Jun |
| Bob | Gillett | 26-Jun |
| Brian | Stockland | 28-Jun |
| Koos | Kotze | 29-Jun |
| Neville | Sharpley | 29-Jun |
| Eunice | Crafford | 02-Jul |
| Alan | Nelson | 02-Jul |
| Leon | Becker | 05-Jul |
| Jules | Julyan | 13-Jul |
| Dirk | Brits | 15-Jul |
| Shane | Beeton | 18-Jul |
| Ingrid | Maartens | 22-Jul |
| Cathy | Brink | 23-Jul |
| Sydney | Fryer | 25-Jul |
| Gordon | Gloyne | 29-Jul |

RAF's centenary flypast:



RAF Red Arrows during a flypast over Buckingham Palace. Photo: PA

The largest concentration of military aircraft in recent memory will descend on the skies above London as the Royal Air Force marks its centenary year. Up to 100 jets, helicopters and aeroplanes from across a range of different eras of RAF history, including Spitfires and modern state-of-the-art aircraft, to take place on 10 July 2018.

But how has the spectacle been organised and planned? Here are some of the questions surrounding the event on July 10.



The Royal Air Force marks its centenary year with up to 100 aircraft taking to the skies. Credit: PA

Which aircraft will take part?

Weather and serviceability dependent, it is expected the new cutting-edge stealth fighter F-35 jets will feature, as well as helicopters including the Puma, Chinook, Juno and Jupiter.

Aircraft from the Battle of Britain Memorial Flight including the Dakota, Lancaster, Hurricane and Spitfire are also part of the line-up, as are training aircraft including the Prefect, Tucano and Hawk.

The Hercules, Atlas A400M, C-17, BAe 146, Sentinel, Voyager, Shadow, Rivet Joint, E-3D Sentry, Tornado GR4, Typhoon and Red Arrows are also set to appear.

Will 100 aircraft fly on the day?



Tornados are also on the list of aircraft joining the flypast. Credit: PA

Wing Commander Kev Gatland said the weather across the holding areas, where the aircraft take off from, over London and the areas they disperse to afterwards is key and may affect the numbers involved. If the weather is bad or unsuitable in any of these areas, some aircraft may not join the flypast or it could be cancelled altogether. He also said operational commitments of the aircraft are another reason why they might not take part, as is the serviceability of each one.

How will it all happen?



A range of aircraft from different eras of RAF history have been selected for the event. Credit: PA

The aircraft will take off from where they are based and fly into their designated holding areas – this is where they will circle and move into their formations until it is time to join the flypast. It is expected the flypast will begin to form up over Suffolk to the west of Ipswich at around 12.45pm before heading towards Colchester, and then Chelmsford. The formation will continue over the M25, Stapleford Abbots, Hainault Forest and on to central London – passing the Olympic Park, Hackney, Bethnal Green and Shoreditch before getting to The Mall at around 1pm.

What speeds are the aircraft doing?



The Chinook is a helicopter expected to flypast on the day and can reach maximum cruising speeds of around 300 km/h. Credit: PA

Wg Cdr Gatland said: “The front aircraft, the helicopters, are doing 90 knots, so about 100 miles an hour, the back aircraft, which will be the Red Arrows, are doing about 300 knots – just over 300 miles an hour.

“They obviously compress, they are at their tightest when they go over Buckingham Palace with a 30-second spacing in between.

“At that point we need to geographically deconflict them all safely using height, track lines away from each other and timing to keep them all clear.”

How high will the aircraft be flying?



The flypast will begin to form up over Suffolk to the west of Ipswich before heading towards Colchester, and then Chelmsford. Credit: PA

Wg Cdr Gatland said they will be stacked between 1,000ft and 1,200ft above the ground. He said their heights are alternated “through wake turbulence” and to provide space if the aircraft “happen to get too close”.

What happens after the aircraft have passed over Buckingham Palace?

Wg Cdr Gatland said the dispersal, or what is known as egress, is where the aircraft then head back to their bases, and is one of the most important aspects .He said there will be a “bomb burst” of up to 100 aircraft once they have passed over the royal family in Buckingham Palace and a packed Mall.

The three sections of the flypast will head into different directions, with the larger, heavier aircraft including the Sentinel and Voyager heading towards Runnymede.

The training aircraft will head towards Hendon and the fast jets including the Typhoon and Tornados will pass over Heathrow, Windsor and Maidenhead before going back to their bases.



Buckingham Palace is the focal point. Credit: PA

How has it been planned?



Flypasts take lots of planning to account for obstructions such as tall buildings and cranes. Credit: PA

The event has been planned using what Wg Cdr Gatland called “fantastic” and “very accurate” software in which speeds, routes and locations are entered and worked out.

They have also conducted flights over the planned route to check for obstructions – including new tall buildings and cranes on top of buildings that are being erected.

(Last updated Tue 3 Jul 2018, hopefully it will be broadcast on ITV)

Military Humour :

At Air Force Base, a man in civilian clothes approached an airman and requested a vehicle pass.

The young airman, fresh out of technical training, asked to see his military ID, driver's license and his vehicle registration. Noticing the letters BG on the man's identification, the new airman asked, "What's BG stand for - Big Guy?" "No," the man replied, leaning over the counter. "Try Brigadier General."

A Sergeant was addressing a squad of 25 and said: "I have a nice easy job for the laziest man here. Put up your hand if you are the laziest." 24 men raised their hands, and the sergeant asked the other man "why didn't you raise your hand?" The man replied: "Too much trouble raising the hand, Sarge."



Is this what is called military rations?

An airplane pilot had had a particularly difficult flight and a rough landing.

The airline had a policy which required the first officer to stand at the door

while the passengers exited, smile and give them a "Thanks for flying Royal Airlines."

But, in light of his bad landing, the pilot had a hard time looking the passengers in the eye, thinking that someone would have a smart comment.

Finally, everyone had gotten off except for this little old lady walking with a cane.

She said, "Sonny, mind if I ask you a question?"

"Why no, Ma'am," replied the pilot, "what is it?"

The little old lady said, "Did we land or were we shot down?"

Last Laugh

An elderly gentleman...

Had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted for a set of hearing aids that allowed the gentleman to hear 100%.

The elderly gentleman went back in a month to the doctor and the doctor said, *'Your hearing is perfect; your family must be really pleased that you can hear again.'*

The gentleman replied, *'Oh, I haven't told my family yet. I just sit around and listen to the conversations. I've changed my will three times!'*

Committee 2018/2019

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This is where the editor calls it time out and time to hit the presses.

So as said before folks, - Over and Out until next time.



**“Captain, Should we not be putting down our under carriage?
How low can we go?”**