



## ROYAL AIR FORCE OFFICERS' CLUB

Johannesburg

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BRYANSTON 2021

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## RAFOC REMINISCENCES AND RAMBLINGS - WEEK 71 – 13<sup>th</sup> AUGUST 2021

### GREETINGS:

Day 503, and here we are with the 71st issue of Ramblings – last Friday 12 members gathered at Wanders for the first informal lunch since the last lockdown.... The week ended with a bang as Morne Steyn banged the winning penalty through the posts in the dying moments of the Third Test to win the series against the British and Irish Lions... this week started with a bang of a different kind for SA courtesy of Eishkom at Medupi... the missing megawatts up in a puff of smoke... when will they ever learn? More Alice in Wonderland... Zuma goes sick on the eve of his trial... Ace back in court... and continuing deafening silence on the consequences for the ringleaders of the criminal arson, looting and robbery in KZN... as Cyril reshuffles the deckchairs.

Internationally, UK lifts most of the Covid restrictions... the 2020 Olympics ended in a burst of fireworks and a blaze of controversy... blazes also marked the "Burning Summer" in Greece, Turkey, and Algeria... and chaos in Kabul as the Taliban have a field day after the US withdrawal. But US intend to increase military presence in Africa... Barcelona blubbers in a hell of a Messi... Prince Andrew in a bit of a messi one as well... maybe he should take advice from Julian Assange... Gurkhas on a hunger strike in Downing Street for the long-standing issue of equal pension rights

### ALL THE QUEEN'S HORSES:

Meanwhile, back in England, home and beauty in July, RAF Riders finished among the top places in the prestigious Royal Windsor Horse Show, in front of Her Majesty the Queen. Three teams competed in the Services event, against the Army, Navy, Police and Cadet Forces. The Team C rookies completed their first round on 12 faults and just missed out on qualifying. Team A & B were invited back to jump-off in round 2, and with one Army team completing their first round on 0 faults it was all to play for. SAC Pritchard was selected to jump off with her super-fast and consistent horse, Identity II. The selected rider in Team B was Flt Lt Randall with her horse Laighlands Lora Falls, who has the ability to turn on a sixpence. In front of HM The Queen, both had clear rounds. This put the Army under pressure to perform and their riders also finished on 0 faults, pushing the RAF into 2nd and 3rd spot because of their first round faults. The award for best individual rider went to SAC Pritchard – who was also the top under-25 rider. She told RAF News: "It is an absolute honour to get to ride in front of the Big Boss, I'm looking forward to many more

experiences like this. Thank you to everyone involved in the organising and to my Mum for all the hours of driving.” Rookie RWHS rider Flt Lt Nat Morrell said: “I had been to the show twice before as a groom but never as a rider, it was an absolute privilege and honour to ride in the main arena as a competitor and then to parade in front of The Queen. “I was a bit nervous going in to jump because my horse has been on rehab for five months following an injury and this was only his second time off the yard, but he pulled it out of the bag for a fast clear round and was then foot perfect parading in front of ‘The Boss’ to round off a brilliant day (RAF News)

## PENTAGON PAPERS:

Gordon Dyne sent in this interesting snippet of history and comments: “On this day (10 August) in 1949, the name of the U.S. National Military Establishment (NME) was changed to Department of Defense (sic – American spelling) (DOD) as NME's pronunciation sounded too much like "Enemy." Consider also that DOD may imply: Date of Death, Do or Die and Day of Disaster – when the DOD attempt to create DODos of us by their DODdery and DODgy doings!! (Only in America) This brought to mind the episode of the Pentagon Papers: In 1967, then Secretary of Defense Robert McNamara quietly commissioned a study of U.S. involvement in Vietnam stretching back in time across four presidential administrations. Why? He wanted to understand how U.S. decision making in Indochina had led to a war that increasingly seemed unwinnable. Having overseen U.S. escalation of the war under John F. Kennedy and Lyndon B. Johnson, McNamara, a committed Cold Warrior, was disillusioned. Daniel Ellsberg, then working at RAND, a non-profit think tank with ties to the U.S. government, was one of many researchers assigned to work on the secret study, a group called the Vietnam Study Task Force. The study they produced would become known as the “Pentagon Papers.” Ellsberg was especially well-positioned to contribute to the work. Not only had he written a brilliant dissertation about decision making under conditions of uncertainty for his Ph.D. at Harvard, but he had also recently returned from Vietnam, where he spent two years studying counter-insurgency for the State Department. Subtitled “History of U.S. Decision-making in Vietnam, 1945-68,” the Pentagon study was completed in late 1968. At 7,000 pages and 47 volumes, it was exhaustive. But McNamara had left the Department of Defense, and after all that effort and expense, the top-secret history languished in the safes of a few officials as the war in Vietnam ground on. At RAND, Daniel Ellsberg was given access to the entire study, and he was one of very few people to read it all. He was staggered by what he learned. President after President had lied to the American people about the war, from fake rationales for escalating U.S. involvement to false claims that the Communist-led insurgency was being defeated by the American and South Vietnamese military. The New York Times published, and the matter became notorious. There is a good deal of material on the web (Various websites) and in the light of current events in Afghanistan, have Poor Old Joe and his doddering administration learned nothing at all from this earlier passage of US history?

## BOEING'S BILLION-DOLLAR DRONE:

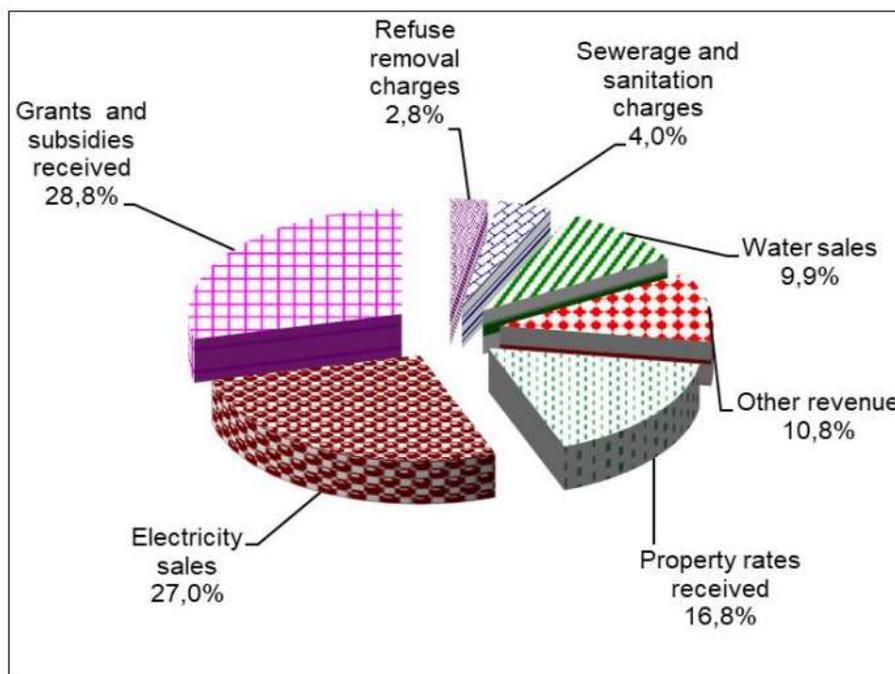


Three years ago **Boeing** landed an \$805 million development contract to build MQ-25A "Stingray" drones for the U.S. Navy, with the promise of billions more as the Navy built out a fleet of 76 of the remotely piloted, carrier-capable aerial refuelling aircraft. Over the last three years, Boeing has developed and tested the new drone tanker, conducted "extensive simulations of aerial refuelling," and run a total of 25 actual test flights.

Last month, all that hard work paid off with the successful completion of the first-ever successful in-air refuelling of a Navy fighter jet from an unmanned drone -- setting the stage for Boeing to collect the rest of its billions in revenue. As UNSI News reports, on June 4, 2021, Boeing's "T1" prototype flew out of Illinois, accompanied by a Navy F/A-18F fighter jet. Mid-air, the fighter connected to the drone's fuelling hose-and-drogue and received 325 pounds of aviation fuel. That's not a lot -- only about 1% of the F-18's total fuel capacity. And with the MQ-25A expected to carry 15,000 pounds of fuel, it will take two of them to fill up an F-18 entirely. But it was enough to prove the concept and advance the T1 prototype to the next stage of testing. In this next stage, the T1 will be shipped to Norfolk Naval Station in Virginia later this year to undergo "deck handling trials" aboard a U.S. Navy carrier. Meanwhile, Boeing will get to work developing an even more advanced "engineering and manufacturing development" (EMD) prototype that will be specifically designed to conduct take-offs and landings at sea, including ensuring that the aircraft is resistant to corrosion in a salt water environment. The first such EMD prototype is expected to be flying by 2022, and if all goes well, low-rate initial production of the drone could begin as soon as 2023, with full-rate production scheduled to start in 2026. The Navy has simultaneously contracted Lockheed Martin (NYSE:LMT) to build a new ground control station for the MQ-25. In the future, the Navy wants "common control standards and systems" that are interoperable and capable of controlling more than just one kind of drone. *(Sent in by Bruce Prescott)* <https://www.fool.com/investing/2021/07/17/boeings-billion-dollar-drone-tanker-takes-flight/>

## WHERE THE MUNICIPAL REVENUE COMES FROM:

Figure B – Municipal revenue stream as a percentage of total revenue for the year ended 30 June 2020<sup>1</sup>



<sup>1</sup>The sum of percentages might not add up to 100% due to rounding off of figures.

That's where it comes from – but where it goes to, nobody knows!!

## DISNEY'S BRITISH GENTLEMAN:

DAVID TOMLINSON'S name may not be familiar, but his face will be – best known as Mr Banks in Disney's 1964 film *Mary Poppins*, he also starred in *Bedknobs and Broomsticks*, *The Love Bug* and a host of other family favourites. What's less well known is that Tomlinson became a distinguished RAF pilot in World War II. Nathan Morley has written the first biography of Tomlinson, **Disney's British Gentleman** (The History Press) that details the life of the much-loved

actor. Tomlinson was born into a comfortable, middle class family in 1917 in Henley-on-Thames, and grew up in Folkestone. But his father, Clarence, a solicitor, had a double life – instead of living at his London club during the week, he was staying with his secret second family in Chiswick, West London. The deception was revealed when Tomlinson’s brother Peter looked out of the top deck of a bus travelling through Chiswick and was astonished to see his father sitting in bed drinking tea in a strange house. It was Peter, awarded an RAF commission, who inspired young actor David’s love of flying. David learnt to fly in the late 1930s in a De Havilland Tutor with Flying Officer David W Llewelyn, a crazily fearless pilot famed for flying from London to Cape Town in 1935. Peter became a Spitfire pilot and worked as aide-de-camp and personal pilot to Arthur ‘Bomber’ Harris. David joined the RAF in late 1940, following both Peter and one of his other brothers, Paul, into the service. His siblings were sent for pilot training but David wasn’t. He complained: “I had set my sights on becoming an operational pilot, but the request was ignored at every turn.” Instead, aged 23, he was sent to the ‘Chain Home’ radar station at Newchurch to locate enemy bombers. Selected for pilot training in Canada, he made the eight-day journey by ship from Liverpool, although he wouldn’t see his family for a year. During training, David was being encouraged to leave the RAF and go back to acting, as fellow trainee David Ince (later DFC) said: “He could, they said, make a greater contribution to the war effort by playing patriotic films and yet he desperately wanted to fly on ops.” David took up the offer to appear in Leslie Howard’s *Pimpernel Smith*, the story of a modern-day *Scarlet Pimpernel* which Churchill chose to be shown in the wardroom of the battleship HMS Prince of Wales on his journey to a secret conference in America with Franklin D Roosevelt. On leave in New York before returning to Britain, David met young widow and mum-of-two Mary Seaton-Lindsay and they married after a whirlwind romance. Straight after the honeymoon the RAF recalled him to Britain and he was posted to EFTS Booker in Buckinghamshire training glider crews for Operation Market Garden in Arnhem. Back in New York, Mary was planning to join her new husband, but her children were refused travel documents and told to stay in the US until the war ended. Heartbroken, she jumped, holding onto her children, from their 15th floor room at a New York hotel. All three were killed instantly. David, devastated, later learnt that it wasn’t Mary’s first attempt at suicide. Morley said: “The subject of Mary remained a closed topic for decades.” His children from his second marriage didn’t find out he had been a widower until they were adults. David was de-mobbed as a Flight Lieutenant, having starred in 1945’s patriotic drama *The Way to the Stars*, and continued his acting career. He married Audrey Freeman in 1953 and the couple had four sons. He retired from acting in 1980, after appearing in his final film *The Fiendish Plot of Dr. Fu Manchu*. On retirement, he said: “I have no regrets. I don’t really ever think I had hard times. I mean a lot of actors struggle, but I was really rather lucky I didn’t struggle very much.”

## **CHEERS! FOR TODAY:**

Now 503 days since the start of the great pandemic, this is the seventy-first 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 and entertained through the lockdown, until we are relieved! Thanks for the contributions! We’ll use them in successive editions... We’re all still hanging in there...

Please continue to take care (and keep warm!) – Support where you can. Don’t spread alarm and despondency on social media – you may become the target of a showcase trial... Remember that all this, too, shall pass. Given the “brighter” Covid outlook we have restarted informal lunches, Wanderers and other venues are open.... And the Bokke victorious...

**TAILPIECE:**

There was a young maid from Madras  
 Who had a magnificent ass;  
 Not rounded and pink,  
 As you probably think –  
 It was grey, had long ears, and ate grass  
*(via The Sherriff of Nottingham Road)*

I don't usually brag about going to expensive places, but... I've just left the petrol station...

I've reached the stage where my train of thought leaves the station without me....

Do you ever get up in the morning, look at yourself in the mirror and think: "That can't be accurate!"

After a recent medical, a RAFOC member swears his Doctor commented: 'High sodium, high cholesterol, lots of toxins – your blood test is remarkably similar to a potato crisp.'

When the moon hits your eye and the Lions start to cry, that's a Morne..."

"We gotta get rid of turbines, they are ruining aviation. We need to go back to big round engines. Anybody can start a turbine, you just need to move a switch from "OFF" to "START," and then remember to move it back to "ON" after a while. My PC is harder to start. Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it. Turbines start by whining for a while, then give a small lady-like poot and start whining louder. Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious low pitched roar. We like that. It's a guy thing. When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting. Turbines don't break often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute. This helps concentrate the mind. Turbines don't have enough control levers to keep a pilot's attention. There's nothing to fiddle with during the flight. Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended flying machines to smell. I think I hear the nurse coming down the hall. I gotta go." *(Via Karl Jensen)*

**ODE TO THE RAF ENGINE:**

Eight little cylinders sitting facing heaven  
 One blew its head off – then there were seven.  
 Seven little cylinders used to playing tricks,  
 One warped its inlet valve – then there were six.  
 Six little cylinders, working all alive,  
 One got a sooted plug – then there were five.  
 Five little cylinders, working all the more,  
 One overworked itself – then there were four.  
 Four little cylinders flying oe'r the sea,  
 One shed a piston ring – then there were three.  
 Three little cylinders wondering what to do,  
 One over -oiled itself – then there were two.  
 Two little cylinders very nearly done,  
 One broke a valve-stem – then there was one.  
 One little cylinder trying to pull round seven,  
 At length gave its efforts up and ascended into heaven.

*(Sent in by Sean Cronin, who says his nephew found a book in a bookshop in Cape Town – all World War Aviation Songs – this is one of them.)*

A blond motorist was about two hours from San Diego when she was flagged down by a man whose truck had broken down. The man walked up to the car and asked, "Are you going to San Diego?" "Sure," answered the blonde, "do you need a lift?" "Not for me. I'll be spending the next three hours fixing my truck. My problem is I've got two chimpanzees in the back which have to be taken to the San Diego Zoo. They're a bit stressed already so I don't want to keep them on the road all day. Could you possibly take them to the zoo for me? I'll give you \$100 for your trouble" "I'd be happy to," said the blonde. So the two chimpanzees were ushered into the back seat of the blonde's car and carefully strapped into their seat belts, and off they went. Five hours later, the truck driver was driving through the heart of San Diego when suddenly he was horrified! There was the blonde walking down the street, holding hands with the two chimps, much to the amusement of a big crowd. With a screech of brakes, he pulled off the road and ran over to the blond. "What the hell are you doing here?" he demanded, "I gave you \$100 to take these chimpanzees to the zoo." "Yes, I know you did," said the blonde, "but we had money left over so now we're going to Sea World."

MATT



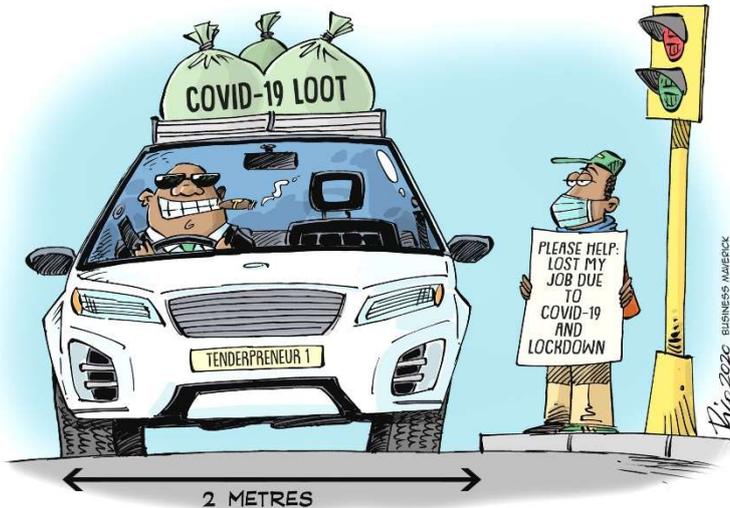
*'We need migrants to do the jobs Brits won't or can't do. Like Prime Minister or Leader of the Opposition'*

MATT

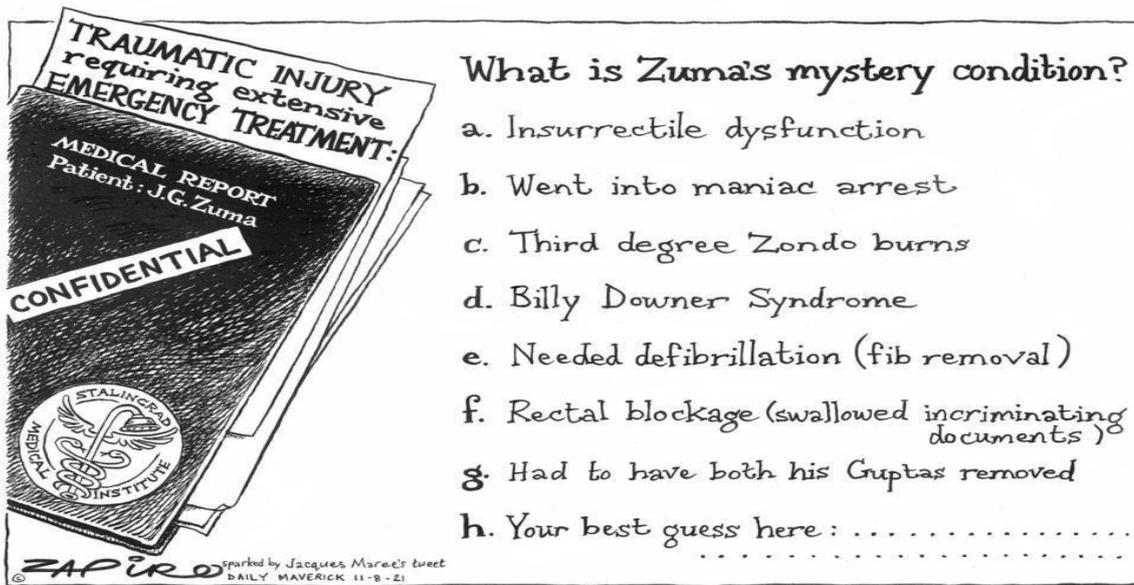


*'It gives off so much heat and it runs entirely on election pledges'*

SOCIAL DISTANCING



*Kic 2020 BUSINESS MURDERICK*



What is Zuma's mystery condition?

- Insurrectile dysfunction
- Went into maniac arrest
- Third degree Zondo burns
- Billy Downer Syndrome
- Needed defibrillation (fib removal)
- Rectal blockage (swallowed incriminating documents)
- Had to have both his Gupstas removed
- Your best guess here : .....

## THE STAMP SHOE INCORPORATED IN JOHANNESBURG'S MUNICIPAL CREST:

Where once the roar of the lion on the African veld had been drowned out by the roar of stamp batteries pounding away on the gold-rich ore in the early mining town of Johannesburg, today there is only the roar of city traffic.

Stamp-mills have all but disappeared from the South African mining scene. Their number has been dwindling steadily since the last major installation on the Witwatersrand in 1918. In their place, the mines have been installing tube mills - better suited to the different methods of extracting gold from the type of ore encountered as the mines went deeper. By the end of 1948 there were still some 22 producing mines with a total of 4,577 stamps in operation. Today they are found virtually only on small mines.

There is still one stamp-mill in the heart of Johannesburg. It has never crushed any ore. It stands silent - a monument to Johannesburg's colourful mining past. Near the corner of Sauer and Marshall Streets, outside the new Union Corporation Building, is a full-scale replica of a stamp-mill. Initially, the job of the stamp-mill was to crush the gold bearing ore to a fine powder from which the gold could then be extracted. Their capacity was about 5 tons of ore per stamp every 24 hours.

As more tube-mills were introduced, the stamps were relegated to the duty of a fine crusher, producing a coarser product which was then milled to a fine powder in the tube mills. In this latter role, with certain other modifications, the stamps were able, by 1946, to handle an average of 17 tons of ore every 24 hours. The newer mines, however, did not instal any new stamp batteries, but used only ball and tube mills.

Description of operation of a stamp-mill; In a stamp mill, the ore is fed from a bin down an inclined steel chute on to a mechanical feeder which controls the rate of feed into a chute at the back of the mortar box. The actual crushing is accomplished in the cast-iron mortar box, which is lined with removable manganese steel or white iron liners and equipped with five steel dies resting on the bottom of the box. The dies, on which the crushing is performed, are made of steel and are cylindrical in shape, with a diameter of 9 to 10 in. The average life of these dies was about 75 days. The stamp - the gravity drop of which delivers the blow to crush the ore on the die - consists of a stem, a head, a shoe and a tappet. The stem, to which the other components are attached by means of wedges and gibs, is from 13 to 18 ft in length. The head, which is the connecting link between the shoe and the stem, is between 20 and 42 in. long. The shoe is that part of the stamp which does the actual crushing of the ore on the die. It consists of two integral parts - the shank, which fits into the socket of the head and the shoe proper (depicted on the municipal crest). The diameter is 8 to 9 in. and the length from 15 to 18 in. Its average life is about 55 to 60 days and it is discarded when worn down to about 1 in. (During the 1914/18 war, battery spares were difficult to obtain by import from overseas and through the aegis of the Chamber of Mines, a factory was erected on the outskirts of Johannesburg to manufacture shoes and dies.) Clamped around the stem is a tappet, which rides on the camshaft and converts the rotary motion of the cam into the required vertical motion of the stamp.

The battery in the photograph has five stamps and the cams are so adjusted that each stamp falls in a pre-determined order - much the same as the pistons in a motor car. No two adjacent stamps fall in succession and when one stamp is falling, its neighbour should be rising. The most generally used order of drop is 1-3-5-2-4. This gives the best distribution of pulp on the dies and prevents clogging.

*(The History Portal: Chamber of Mines, 18th February, 1970.)*