



Official magazine of the South African Air Force

A D A S T R A



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front page front page front page



The front page of this edition depicts the new edition to the SAAF's aviation power, the Super Lynx 300 Mk 64. The Lynx will operate from 22 Sqn at AFB Ysterplaat.

Read the story on page 10.

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message



The days have long gone when education only to Grade 12 could be accepted as an adequate platform from which the average individual could support a career. Today, even tertiary education, loosely described as university or college learning, finds itself hard-pressed to keep pace with the unbelievably rapid technological progress being made every day. At the same time, within the various educational and training sectors, the erstwhile separate skills of the mechanical arts, applied sciences, and business management are merging into a single qualification. In a highly technical organisation such as any Air Force, this implies that those who do not have the will to consistently equip themselves with the expertise required of leaders, will inevitably lag behind.

For more than two decades it has been mandatory that candidates for officership in the technical mustering of the SAAF should possess an appropriate diploma or degree. In other mustering there is already a stage where promotion is largely dependent on the possession of a minimum level of appropriate tertiary education. Furthermore, in future the possession of an appropriate degree will be mandatory for officership in the SAAF. However, as compliance with this requirement cannot be demanded overnight in every case, it will have to be phased in.

Recruiting the right people, providing them with enabling learning opportunities, and then taking care of them in a manner which encourages the highest degree of loyalty and dedication, will remain the keys to the quality of the Air Force of the future. Each one of us should therefore make maximal use of the high quality training provided by the sound training systems and excellent infrastructure, equipment and programmes of the training institutions of the SAAF. It is clearly in our own interests to do so.

The Air Force Command Council has selected training as one of its focus points for the year 2008, and I foresee a bright future for the multifaceted training which the Air Force offers its members. In this context allow me to mention some random thoughts which have been exercising my mind.

Ground School could move from its present academic environment back to an aviation environment at Central Flying School.

Candidates for pilot or navigator training will do the first year's study for a Bachelor Degree at the Military Academy. After qualifying for their respective SAAF Flying Badges, they will complete the degree studies by distance education.

A "distance learning" culture should be inculcated in the SAAF.

A workshop on Training will temporarily replace the traditional Symposium on Air Power usually held on the day prior to the opening of the Africa Aerospace and Defence Exhibitions.

The SAAF must continue to make steady progress towards the accreditation of all 11 of its current training providers. (SAAF College and JARIC have already received full accreditation, while CFS and 80 Navigation School are on track to achieve accreditation by the end of 2008).

Progress is being made towards a merging of the respective training, examination and evaluation curricula of certain regulatory institutions and certain academic institutions. This could, amongst other things, result in closer collaboration between the CAA and the SAAF in respect of the issue of civilian flying licences.

In conclusion, allow me to encourage all members of the Air Force to seize every opportunity to enhance their knowledge and qualifications.



The Chief of the South African Air Force, Lt Gen Carlo Gagiano

He knows nothing who thinks that everything is already known.


(C. GAGIANO)
CHIEF OF THE AIR FORCE: LIEUTENANT GENERAL



Dear Ad Astra

reader

reader

- By Maj Elize Beukes, Acting Editor -



Consider it a privilege to serve as acting editor of Ad Astra magazine in the absence of Maj James du Toit, who was on JCSC Course. In the past months there have been quite a number of personnel changes in the Directorate Corporate Staff Services that have affected the continuity of AD ASTRA magazine. Nonetheless, in spite of the challenge of reduced capacity, we were still able to produce the magazine.

The articles in this edition reflect the excellence achieved by units, bases and directorates of the South African Air Force (SAAF). Through the dedication and perseverance of the members of the SAAF, now more than ever, it is evident that we as an organisation can still, through adversity, reach to the stars.

This year we celebrated Air Force Day in one of the most spectacular parades ever held with a mass air capability demonstration. If ever there was doubt about the SAAF's ability to remain operationally capable in the face of financial restraints, the magnificent fly-past on 1 February 2008 definitely restored confidence. Chief of the Air Force, Lt Gen Carlo Gagiano highlighted the noble efforts of the SAAF in peacekeeping, rescue and firefighting missions.

CAF stated how important it is for members of the SAAF to remain physically fit in these times. On that note, Lt Col Francois Redelinghuys is a commendable example of what can be achieved when one decides to focus on a healthy lifestyle. Read his inspiring story on page 41.

Over the past months we have had some marvelous air shows, of which the AFB Overberg air show was definitely one of the greatest ever. Thousands of people came from all over the country and abroad to witness our mastery of the sky.

In his foreword, CAF talks about the importance of training and the value that education adds to the knowledge and skills of members of the SAAF. We look forward to the next edition of AD ASTRA in which we will focus on the training units of the SAAF and their respective unique roles and responsibilities in contributing towards an effective Air Force.

Finally, the safety of our industry is always an essential concern of our daily operations. The Executive Safety Management Symposium provided a platform where world leaders in this field came together to bring new insights to the industry. This edition of AD ASTRA is concluded with an extract of the symposium.

We would like to encourage members of the SAAF and aviation enthusiasts to write about important occurrences and experiences related to the Air Force. Electronic articles and photographs can be submitted to adastra@telkomsa.net (Internet), or DcssAdAstraEd/AirComd/SAAF/DOD (Lotus Notes).

We look forward to making our readers allies in the publication of AD ASTRA magazine!

Until next time.

PER ASPERA ADASTRA.



Inspector General of the SAAF

ISO 9001 certification

- By Ms Hanrie Greebe -

Organisations all over the world have realised the benefits of implementing and maintaining quality management systems based on the ISO 9001 series of standards as it improves the efficiency and effectiveness of an organisation's operations. It also provides consistency in the quality of the product and/or service that meets and exceeds customer expectations, leading to an increase in shareholder value. According to the SABS (South African Bureau of Standards), the standard for Quality Management Systems ISO 9001 requires, among other things, that personnel in the organisation be made aware of the quality policy and objectives of the organisation and also that personnel be made aware of their roles and responsibilities within the organisation and its quality management system.

In compliance with Department of Defence standards, Directorate Inspector General initiated the transformation of its own auditing and management system in order to comply with ISO 9001 at the beginning of 2007. Under the leadership of Brig Gen Willie Hartogh, Inspector General of the Air Force (IGAF), a small and highly efficient task team consisting of Col Frank Whitehouse, Lt Col Victor Dalziel and Maj Jason Luden, who had undergone ISO 9001 training through the SABS, transferred IG's existing instruments of measurement to those of ISO 9001.

One of the primary functions of IGAF is to evaluate and audit all SAAF units in accordance with the Professional Practices Framework for Internal Auditors and to the SAEM (South African Excellence Model) standards. When the question arises as to who is evaluating the evaluators, IGAF has been audited by SABS in terms of ISO 9001 and has not been found wanting. They passed the



CAF, Lt Gen Carlo Gagiano, receives the ISO 9001 certificate from Mr Martin Kusckus, Chief Executive Officer of the SABS

- Photograph by F Sgt Andre Bester, Photo Technical Services, 5 ASU -



The team from IG of the Air Force with the prestigious ISO 9001 certificate

SABS evaluation in terms of ISO 9001 with flying colours. SABS ISO 9001 certification of registration carries a very high level of credibility. The primary focus of ISO 9001 certification is to confirm that the processes and procedures followed by the organisation deliver a quality product or service that meets requirements.

It is primarily concerned with the management of documents (which refer to current information), and records (which refer to evidence information).

The IGAF task team implemented the conversion to ISO 9001 in a commendably short period. After training at the beginning of the year, a voluntary readiness assessment was conducted on 30 May 2007. The Stage One evaluation was conducted on 23 August 2007 and, after a few minor adjustments, the second stage certification evaluation was admirably passed on 28 September 2007.

At a certification ceremony on 29 November 2007, Mr Martin Kusckus, Chief Executive Officer of the SABS, stated: "It is a great privilege for us to share this momentous occasion with you where the SAAF has now strengthened its position by achieving ISO 9001 certification. You are part of a selected audience world-wide that has subjected itself to scrutiny based on international best practice." He said that, given the wide range of activities that the SAAF is involved in, it is necessary to establish a quality culture within the public sector. He said: "What distinguishes leading nations

from the rest is the ability of continuous self improvement and this is what the ISO 9001 certification process is all about. It is a quality culture that challenges itself towards higher levels of improvement." Mr Kusckus presented the ISO 9001 certificate and a SABS certification flag to CAF, Lt Gen Carlo Gagiano. Lt Gen Gagiano congratulated Brig Gen Hartogh and his team on their commendable achievement.

As a former Inspector General of the SAAF, Lt Gen Gagiano said that it was a very special occasion to him: "This has been my vision all along. I believe that the basis of proper work lies in this ISO status. We live in a highly technological environment and as such we have to work carefully and properly according to standards and processes." In thanking the SABS for their training and partnership with the SAAF, CAF said that the people of IGAF are in direct contact with the rest of the Air Force and responsible for leading the rest of the organisation towards ISO 9001 status. CAF posed a challenge and said that, by the same time next year, he would like to see a flying unit also certified with ISO 9001 status.

Brig Gen Hartogh addressed the audience and said that the ISO 9001 certification is testimony that IGAF has documented and implemented a management system compliant with national and international standards. He thanked all the role players who assisted IGAF in achieving the ISO 9001 certification and concluded: "This should give the Air Force peace of mind that the audits, inspections and investigations carried out by IGAF can be fully relied upon." 🌐

Unit Profile

AFB Overberg



- Compiled by Ms Hanrie Greebe -
- Photographs supplied by members of AFB Overberg -

The geographic isolation of AFB Overberg makes it ideally suitable for the core function of the base, namely Test Flight Development. It is the most sought after flight test facility in the world, not only because of its geographic location, but also because of the high quality of the Test Flight and Development Centre. Part of the test strip extends into the sea. This makes it ideal for missile tests and combined naval and aerial tests.

Denel's Overberg Test Range (OTR) is adjacent to AFB Overberg which makes it ideal for sub-sonic and super-sonic weapon and capability testing. This aspect provides the ability for ground and air weapons and vehicles to be tested in close proximity. OTR provides top security in terms of confidentiality for foreign and local customers alike.

Air Force Base (AFB) Overberg provides an operational capability in support of flight testing to the South African National Defence Force in the service of South Africa. AFB Overberg ensures the integrity of combat ready aircraft and associated systems for the SA Air Force and other aeronautical organisations by applying total quality flight test management. The base hosts the Test Flight and Development Centre (TFDC) of the South African Air Force, as well as 525



Air Force Base (AFB) Overberg provides an operational capability in support of flight testing to the South African National Defence Force

Squadron, and is situated in one of South Africa's most beautiful coastal areas which boasts rare Cape indigenous wildlife and vegetation. In winter, mist often covers the base until midmorning, while on a clear day in summer "you can see forever".

AFB Overberg is situated 17 km east-south-east from Bredasdorp and 11 km

north from Arniston on a coastal lowland at a height of 12 m above sea level. The predominantly flat landscape is ideal for flight testing.

Strategic importance

AFB Overberg provides Flight Testing Facilities of International standards. In conjunction with the Overberg Testing Range, the proximity of the base to the Cape sea route makes it one of the few air bases in the world co-located with a missile test range.

Runway facilities

Main Runway
Length 3115 m
Width 46 m
Overrun 290 m
Secondary Runway
Length 2111 m
Width 40 m
Overrun 290 m

The Test Flight and Development Centre (TFDC) at AFB Overberg conducts the major portion of experimental and research and development flight test work in the RSA. TFDC was originally established on 10 August 1975 at AFB Waterkloof. When South Africa entered the aerospace industry, established Denel's sophisticated technical facilities of the Overberg Test Range (OTR) for the



The predominantly flat landscape where AFB Overberg is situated is ideal for flight testing. Above is the main entrance to the base



TFDC at AFB Overberg conducts the major portion of experimental and research and development flight test work in the RSA



AFB Overberg personnel are deeply committed to their work and the excellent esprit de corps is reflected in enthusiastic participation in base activities

space programme. TFDC was relocated in the Overberg in 1987 and has during the past 23 years, with a relatively small work force, flown approximately 30 000 flying hours and conducted more than 2 000 flight test programs.

Projects at TFDC vary from short to long duration and moderate to high technology, and include the qualification of the locally developed maritime surveillance suite, the locally developed electronic warfare suite, performance tests, flutter tests and various smart weapons. OTR plays an important role in the conduct of flight test trials and provides accurate spatial positioning as well as optical and radar tracking of airborne targets. Cine-theodolites are located throughout the test range for visual tracking of aircraft and released stores, while laser track-mounted and Doppler-tracking radars are used for accurate multi-target tracking.

The dedication of AFB Overberg personnel goes beyond loyalty to the SAAF. They

The primary client of AFB Overberg is the South African National Defence Force and the secondary client is the aeronautical industry. The following are other national clients:

- Brimet
- African Defence Systems
- Plessey
- DenelAviation
- Reutech Defence Industries (RDI)
- Reunert Defence Logistics (RDL)
- Somchem
- DAS
- Defencetek
- Advanced Technologies and Engineering (ATE)
- GES
- AZTEC
- Aerosud
- ARMSCOR

International clients of AFB Overberg include:

- SAAB
- Turkey
- Augusta
- Marshalls
- Westland
- Italy Storm Shadow
- Pilatus
- ETPS
- EPNER
- NTPS
- Airbus Industry
- Singapore Air Force
- Luftwaffe
- Eurocopter
- Thales
- Royal Air Force
- BAE



Part of TFDC's test strip extends into the sea, which makes it ideal for joint naval and aerial tests

have a deeply rooted passion for their work, community and environment. Base policies are entrenched with commitment to zero error and personal belief that, in order to be competitive in the world of international test flying, they have to do the job correctly the first time.

AFB Overberg has an independent search-and-rescue capability that can be deployed within 45 minutes. Emergency exercises are held on a regular basis in conjunction with the Southern District Council Rescue Services and the SA Police Services. At AFB Overberg a strong emphasis is placed on training - the building block for development, experience and progress. Because TFDC is a test flight facility, it is essential for members to be competent and current in every aspect of their responsibility.

525 Squadron at AFB Overberg is a unique security squadron. It is the smallest security squadron in the SAAF and yet it won the SAEM evaluation for 2007.

AFB Overberg is located on the site of the world's most densely populated variety of proteas and fynbos. This requires the base to focus on all facets of the environment in the execution of flight test programmes. The Overberg herbarium consists of approximately 455 species of fynbos. Animals dependent on fynbos are



AFB Overberg has an independent search-and-rescue capability that can be deployed within 45 minutes

relatively small, such as Steenbok, Common Duiker, Grysbok and Grey Rheebok. Invader plants such as Rooikrans, Spidergum and Port Jackson are physically removed. Scarce water resources are optimised by water-saving products such as showerheads, and the base recycles all glass, tin, paper and

cardboard. The base is involved in various community projects ranging from beach clean-ups to providing sport training at a regional prison. Participation in sport is high and there is a strong awareness of fitness amongst the personnel of AFB Overberg. ♻️

Book review

40 years of silver falcons

The South African Air Force Silver Falcons celebrated their 40th anniversary on 24 November 2007, having performed their first display at the official opening of Atlas Aircraft Corporation (today Denel Aviation) on 24 November 1967.

To commemorate this auspicious occasion by this fine group of cockpit ambassadors of the SAAF, Winston Brent, local aviation researcher, photographer and writer, has produced Book 22 in his African Aviation Series, titled "40 Years of Silver Falcons". The publication is very much a full-colour pictorial with plenty of B&W and colour photographs of the 16 leaders, 65 teams, 89 members and their Impala and Astra aircraft.

Winston has made contact with most of the team leaders and obtained a narrative from each of them, reviewing their term in office. One of the best known leaders is Lt Col Dave Knoesen who lead Teams 30 - 37, flying Impala jet aircraft, and Teams 52 - 56, flying the Harvard replacement, the Pilatus PC-7 Mk II Astra. Dave leads in the total number of displays flown, namely 106 shows, and is followed closely by Maj Alex van Oostveen who was leader of Team 65. Alex celebrated his 100th display on 10 November 2007 at AFB Overberg outside Bredasdorp, where Winston launched this book.

The book is in A4 format and printed on gloss paper with the foreword by the current CAF, Lt Gen Carlo Gagiano, and a brief narrative by retired CAF, Lt Gen Roelf Beukes, the first Falcon to have attained the highest post in the SAAF.

As it is a limited print run, it will not be available from the popular bookstores, but only at air shows or from the author in Nelspruit at Freeworld Publications cc, P O Box 6260, Nelspruit 1200, or by email at afmil@global.co.za, or Cell 072 610 4000.

Prices: Soft Cover R150-00, and Hard Cover R250-00 (only 200 copies numbered 1 - 200 printed). ♻️



Know your general

Brig Gen Tersia Jacobs

- By Ms Hanrie Greebe-

- Photograph by WO2 Christo Crous -

Brig Gen Tersia Jacobs, Director Corporate Staff Services, became one of the first female generals in the South African Air Force (SAAF). She has an illustrious career that spans over many of the strategic operational spheres of the SAAF. Brig Gen Jacobs is one of those unique assets to an organisation – the lady with the iron fist in the velvet glove. She faces challenges head on and has a rare capacity to combine strategic decisions with compassion for the human factor. These characteristics make her ideal for the position of Director Corporate Staff Services (DCSS).

Brig Gen Jacobs joined the SAAF directly after matriculating from Grabouw High School in the Western Cape and celebrated 30 years' service on 01 June 2008. In acknowledgement of her dedication and loyalty, the SAAF awarded her with the 30 years' Good Service medal, which is quite an achievement. Brig Gen Jacobs is married to Col Tony Jacobs, Officer Commanding Air Force Mobile Deployment Wing. Col Jacobs joined the SAAF two years after Brig Gen Jacobs as an Air Traffic Controller and they maintain a highly professional relationship when it comes to work. Since their marriage in 1985, the SAAF has benefited from the remarkable leadership of the couple. They are grateful for the consideration that the SAAF demonstrated for their marriage during transfer and promotion discussions.

Gen Jacobs says: "It was not always easy having both of us working for the same organisation when courses, staff visits, long working hours and deployments had to be taken into account, especially when one has children". Brig Gen Jacobs and her husband have a seventeen-year-old son, Stuart, who is in Zwartkop High School and a keen golfer.

Brig Gen Jacobs was the first and, to date, only woman to be appointed as a Logistic Co-ordinator. She was served as Logistic Co-ordinator at AFB Overberg between December 1991 and April 1994. The Test Flight and Development Centre at AFB Overberg is a highly technologically advanced environment and she quickly gained control over the reins after her



Brig Gen Tersia Jacobs, Director Corporate Staff Services

appointment, as she had to manage the Supply Support Services, Hospitality Services, Transport Services, Technical Base Workshops, Armament Section, Aircraft Maintenance Services, Facility Management, Environment Services, Bulk Fuel Services and Fire & Rescue Services. Her experience as Logistic Co-ordinator at AFB Overberg was an excellent learning school for the challenge she had to face when she was appointed as the Logistics Co-ordinator of AFB Waterkloof, migrating the Logistic Services to the current General Support Base Concept. In 2003 she was appointed as Director Base Support Services and as Director Logistics in 2005, a position she held for 2 and a half years.

Gen Jacobs says that the main challenge in being a female leader in the Air Force is to constantly lead by example so that she can motivate and mentor all people, not only women, to work harder. It is her opinion that more can be done in the SAAF to empower women in the ranks of Lt Col and Col.

According to Brig Gen Jacobs this challenge can only be addressed through dedicated strategic intent and a plan of action.

Her advice to younger, ambitious women in the SAAF is to make use of every available learning opportunity, to set an example and to work hard. She encourages women not to hide behind men, to take the lead and to become "the obvious choice" when promotion is discussed. Her credo is: "Trust in yourself and trust in the Lord and you will have a rewarding career and life."

Brig Gen Jacobs is excited about the contribution of female pilots in the SAAF. She smiles when she says: "Female pilots have proved that they deserve the opportunity to serve as pilots and it should be taken into consideration that no women, regardless of race, were allowed to become pilots prior to 2004." She praises the performance of female pilots and adds that she holds the same esteem towards all women in the core musterings. Brig Gen Jacobs states that women have proven to be a constant backbone of Support Services in the SAAF.

Her current position as Director Corporate Staff Services poses numerous challenges, both pleasant and unpleasant. This directorate differs vastly from the logistic environment and Brig Gen Jacobs has no prior experience in this field. She adjusted quickly to the new environment and says that in the process of dealing with new challenges, her spiritual life has strengthened tremendously.

Brig Gen Jacobs says that the main solution to the challenges in DCSS is training, training and yet more training. People can only be empowered once they have acquired the proper skills and have been given the opportunity to excel. She notes that this aspect was sadly neglected over the years, not only in DCSS but in the wider SAAF as well. In support of Chief of the Air Force, Lt Gen Carlo Gagiano's current focus, Gen Jacobs says: "The entire Air Force needs to focus on training, because it is the only insurance one can take out to avoid mistakes, embarrassments and aircraft accidents."✿

Aircraft profile

Super Lynx 300 Mk 64



- Article courtesy of Mr Dean Wingrin, www.saairforce.co.za (unofficial Air Force website) -
- Photographs by WO2 Christo Crous -

Naval Base Simon's Town, Cape Town, saw the ceremonial handover on 14 February 2008 of the Super Lynx Mk 64 helicopters to the South African Air Force (SAAF) and South African Navy (SAN).

The symbolic handover of the Super Lynx by the Minister of Defence, Mr Mosiuoa Lekota, to Lt Gen, Carlo Gagiano (Chief of the Air Force) and R Adm Moseou



Magalefa (Acting Chief of the SA Navy) provided a significant boost to maritime and air defence capabilities. In his speech, Lekota emphasised the transformation undertaken in the Department of Defence towards jointness of operations. The naval frigate and Air Force helicopter comprise a potent organic partnership. While the Air Force was accountable for the helicopters, they will be totally and indivisibly integrated with the combat ships of the Navy.

All four Super Lynx were on display. Aircraft 192 was already aboard the SAS Drakensberg. After the arrival of the dignitaries, a three-ship formation of Super

Lynx arrived overhead and broke over the assembled crowd. After a 19-Gun salute, aircraft 194, crewed by Agusta Westland test pilot Andy Ragett and SAAF Tactical Coordinator Maj Mark Holden, then continued to perform some spectacular maneuvers, showing off the aircraft at its best. The helicopter then proceeded to land aboard SAS Spioenkop moored right in front of the guests. Meanwhile, 191 had landed aboard SAS Amatola and 193 aboard SAS Isandlwana.

After the speech by the Minister of Defence, guests were invited aboard SAS Spioenkop to view the Super Lynx up close. Thereafter, guests were invited to the SAS Drakensberg for refreshments.

Super Lynx 194 then lifted off and performed for the small group of photographers assembled on the bridge of the Spioenkop before performing a high-speed pass for the guests.

Later in the afternoon, aircraft 191 departed the SAS Amatola and also performed a high-speed pass over the ship. 193 then lifted off the SAS Isandlwana and departed for Ysterplaat.

History of the SAAF Super Lynx

Although it was announced on 18 November 1998 that Agusta Westland had been selected to supply four Super Lynx maritime helicopters to the value of R787m (£82.8m), the contract was only signed on 14 August 2003. The



version purchased under Project Maulstic was the Super Lynx 300 Mk 64.

Developed from the Super Lynx 100, Super Lynx 300 incorporates an all new integrated "glass" cockpit with a colour liquid crystal display system. The more powerful CTS800-4N engines, jointly developed by Rolls-Royce and Honeywell, complemented with a Full Authority Digital Engine Control (FADEC), delivers over 30% more power. The SAAF Super Lynx

Aircraft profile Super Lynx 300 Mk 64

All-Up Mass: 4475 5330 kg
Maximum landing mass: 5126 kg
Engines: Two Light Helicopter Turbine Engine Company (LHTEC) CTS800-4N engines 1361 SHP
Fuel: 983 Liters
Two Man Aux fuel tank: 344 Liters
Total Fuel: 1 301 Litres
Duration: 2.6 Hr
Max Operating Speed VNO: 140 Knots
Speed Record: 436 km/h / 235.42 Knots
Main Rotor Blades Diameter: 12.80 m
Flotation System: Four inflatable buoyancy flotation-bags

Basic Crew

Pilot
Co-Pilot
Hoist Operator

Aircraft Primary Roles

- Search-and-Rescue
- Fishery Protection
- Reconnaissance
- Sea Surface Surveillance
- Electronic Countermeasure Measures
- Electronic Surveillance Measures

Aircraft Secondary Roles

- Internal Freight
- External Freight – Cargo Sling
- Casualty Evacuation
- Troop / VIP Transport
- Reconnaissance
- Training
- Liaison
- Logistic Support



aircraft have a high level of South African sourced avionics and mission equipment, making it the most advanced version of the Super Lynx 300 helicopter developed and produced so far.

The first of four Super Lynx helicopters for South Africa took to the air for the first time on 24 April 2006 at Agusta Westland's Yeovil factory in the UK. Pilot and ground crew conversion training was conducted by Agusta Westland at its Customer Training Centre in Yeovil starting in early 2007, continuing with Agusta Westland staff in South Africa after the delivery of the aircraft to the SAAF.

The initial delivery to South Africa was delayed by a month as formal acceptance was still awaited for one piece of equipment. However, the first two aircraft (193 and 194) arrived at Cape Town International airport aboard an Antonov An-124 on the morning of 13 July 2007. The Super Lynx maintenance crews from 22 Squadron unloaded the helicopters and, having had the transport protection

removed and the main rotor blades fitted, were flown that afternoon to AFB Ysterplaat, accompanied by two Oryx and an Alouette helicopter.

The final two Super Lynx (191 and 192) arrived in Cape Town from Yeovil on 27 July 2007, also aboard an Antonov An-124. After being offloaded, they too were flown directly to AFB Ysterplaat. The helicopters are based at AFB Ysterplaat where they will be flown by SAAF pilots of 22 Squadron for the Navy and will be deployed on the South African Navy Valour (Meko A200SAN) class frigates performing anti-surface warfare, maritime patrol and SAR roles.

The helicopters will provide a surface search capability in the anti-surface warfare roles, search-and-rescue (SAR), maritime patrol and utility duties. Ancillary duties include vertical replenishment, personnel transport and casualty evacuation. 🌀

Air Force Day

- By Ms Hanrie Greebe -

The South African Air Force (SAAF) has reason to celebrate its existence and this year it was done in a spectacular display on 1 February. The official Air Force Day Parade was held at Swartkop Airfield and on the occasion prestige awards were presented to the SAAF's directorates, bases, units and squadrons of excellence. Chief of the SAAF, Lt Gen Carlo Gagiano, decided to make the celebrations more accessible to the public and hundreds of civilians added colour to the lawn beneath Bays Hill with picnic blankets and baskets.

At the beginning of the parade, a salute flight consisting of a formation of a Cheetah and Hawk fighter aircraft and two Augusta 109 helicopters set the tone for the celebrations.

The South African Air Force Aviation Safety Award is awarded to the base, unit or squadron that has been evaluated in establishing and applying the most effective aviation safety program in the SAAF. Bronze was awarded to 2 Sqn; silver to AFB Ysterplaat and the winner this year is 22 Sqn.

The Royal Air Force Training Award is to improve training in the SAAF by rewarding trainers for initiative and innovation. Bronze was awarded to Command and Control School, silver to 2 Air Servicing Unit and the winner is Bushveld Air Space Control Sector.

According to the South African Excellence Model, the Inspector General of the SAAF evaluates its directorates, bases and units. The following awards were presented:



- Photographs by 5 ASU Photographic Unit -

- SAAF Fire and Rescue Award: AFB Ysterplaat (bronze), AFB Bloemspruit (silver) and the winner is Fire and Rescue Section at AFB Langebaanweg.
- SAAF Protection Squadron of the year: 505 Sqn (silver) and the winner is 525 Sqn at AFB Overberg.
- SAAF Reserve Squadron of the year: 102 Sqn at AFB Makhado (bronze), 104 Sqn at AFB Waterkloof (silver) and the winner is 111 Sqn at AFB Waterkloof.
- SAAF Support Unit of the year: Air Publication Service Centre at AFB Waterkloof.
- SAAF Air Servicing Unit (ASU) of the year: 5 ASU at AFB Waterkloof (bronze), 6

- ASU at AFB Bloemspruit (silver) and the winner is 2 ASU at AFB Langebaanweg.
- SAAF System Group Directorate: Directorate Aviation Safety (silver) and the winner is Directorate Technical Support Services.
- SAAF Operational Support Unit of the year: Mobile Communication Unit (silver) and the winner is Lowveld Air Space Control Sector.
- SAAF Training Award: SAAF College (bronze), Command and Control School (silver) and the winner is 80 Air Navigation School based at AFB Ysterplaat.
- SAAF Permanent Flying Unit: 35 Sqn at AFB Ysterplaat (Bronze), 22 Sqn at AFB Ysterplaat (silver) and the winner is 15 Sqn at AFB Durban.
- SAAF Base of the year: AFB Langebaanweg (bronze), AFB Makhado (silver) and the winner is AFB Ysterplaat.
- Sword of Peace: 17 Sqn at Swartkop (silver) and the winner is 15 Sqn at AFB Durban.



Recipients of the SAAF Prestige Awards at Swartkop Airfield

This year the SAAF prestige unit of the year is awarded to AFB Ysterplaat and was received by the Officer Commanding, Col JCJ Butler, MMM.

When the presentation of the awards were concluded, CAF addressed the guests and said that it is an honour and privilege to present the various prestige awards to those who won them through excellence, commitment and dedication during 2007. He reflected on the highs and lows of 2007 and stated that although the SAAF faced many challenges, the year was also a period of substantial achievements. Lt Gen Gagiano stated that operationally the SAAF participated in the peace-support initiatives of the Government and that

approximately 1 900 hours were flown during 2007 in support of deployment in Burundi, the Democratic Republic of Congo and Sudan, in assisting the election process in the Comoros and in Lesotho, and in supporting military training in the Central African Republic. Aircraft used in these initiatives were the Boeing 707, the BK117, the C47TP, the C130 and the Oryx.

Apart from joint maritime exercises with the South African navy and the United States Navy, the SAAF also participated in joint exercises with the South African Army. Furthermore the SAAF rescued 943 people marooned by floodwaters in Mozambique and transported 650 tons of food in aid of their survival. Lt Gen Gagiano mentioned that during November 2007 heavy rains and floods in the Southern Cape necessitated the rescue of 152 people by the helicopters of 15 Sqn. Then there were numerous sorties flown in casualty or medical evacuations and search-and-rescue flights. Devastating veld and bush fires required that the SAAF emptied 1 892 500 litres of water on these fires.

CAF continued to recount the many other roles and responsibilities performed successfully by the SAAF during 2007 and placed specific emphasis on training, sport and aviation safety. On excellence Lt Gen Gagiano quoted Charles Reade: "Sow an act and you reap a habit. Sow a habit and you reap a character. Sow a character and you reap a destiny," and he explained that excellence must become a way of life in the SAAF.

In looking towards the future, CAF acknowledged that the SAAF also has challenges to face. Yet, with the right attitude and commitment, he is confident that these challenges can be managed. Throughout the aviation industry there is a major outflow of skilled personnel. CAF proposes that the leaders in the aviation industry should get together to address the threat of losing personnel, particularly to the Middle and Far East.

The reality of the challenge of the SAAF budget is reflected in the marginal budgetary increase of less than 5% whilst inflation in the aviation environment exceeds 15% per annum. CAF stated that the cost of the ownership of the Strategic Defence Packages exceeds that of the systems they are replacing. The implication is that "with no budget enhancement, these new aircraft cannot be flown at the planned utilisation rates" and "thereby rendering full utilisation of their superior operational capabilities difficult," he said.

Other challenges addressed by CAF include the disparity between private sector and public sector remuneration packages that leads to the exodus of technical staff in particular. Despite the challenges, Lt Gen Gagiano is enthusiastic about the evolution of the SAAF into a tactical, deployable force and he



concluded his address in saying: "I believe that we will make great strides forward in our search for excellence. I urge you all to make sure that you are part of it." A

spectacular capability demonstration provided the perfect inspiration to Lt Gen Gagiano's expectations for the SAAF and conclusion of the celebrations. 🌀

Most spectacular air show



- By Ms Hanrie Greebe -

- Photographs by Photographers, AFB Overberg -

The AFB Overberg TFDC (Test Flight and Development Centre) Air Show held on Saturday 10 November 2007 drew the greatest number of spectators in the history of South African aviation to date with people streaming into the Overberg from the previous day. During the course of Friday 09 November 2007, the weather literally exhibited "four seasons" in the Eastern Cape's Overberg, where hot gusty spells alternated with refreshing downpours, leaving languid rainbows in their wake. As melody line to nature's friskiness, the constant drone of aircraft arriving for the TFDC Air Show stirred the adrenalin of both the local and rapidly expanding overnight-accommodation population in the region. In a radius of 30 km around TFDC every guesthouse and hotel was fully booked.

Early morning on Saturday 10 November 2007 there were so many additional aircraft approaching TFDC that the sight and sound of them evoked images of the movie *Pearl Harbour*. The Air Show was supposed to start at 10:00, but the bumper-to-bumper ribbon of vehicles approaching the display area still wound for kilometers after the official starting time. Gone were the downpours of the previous day and spectators excitedly walked kilometers from the parking area to the display runway. While queuing for entrance tickets and a stamp on the wrist, good-natured laughter and quips emanated from the stream of aviation enthusiasts. Many had come not only from the Overberg region, but also from around the country and abroad.

By 10:30 the Support and Emergency Service Parade commenced with blaring sirens and flashing lights, much to the delight of small boys whose only ambition was to one day become a firefighter. The SAAF Golden Eagle Parachute Display Team came spiralling down to earth in smoky hues underneath light-blue canopies on which the SAAir Force eagle's wings were spread wide. Just a few moments later, the SA Air Force Silver Falcons gave a daunting display of aerial chases, followed by majestic wings cleaving the air, of deeply admired aircraft such as the Electric Lightning, Socata TBM 850, Jet Provost Mk3A, Buccaneer, Astra, Ikarus C-42, PAC 750XL and Hunter.

A SA Air Force Air Show without commentator Brian Emmenis is like a good beer without the fizz; it just doesn't raise the spirit. At this event Brian added more than fizz; he inspired the spectators to spread their own proverbial wings and join the astounding flying machines.

By 13:00 the organisers had managed to make up for the late start to accommodate spectators still streaming through the entrance gates. It was time for the SAAF air capability live air-to-air missile and bomb delivery from the Cheetah Cs, and rocket and machine-gun fire from the Rooivalk Helicopter demonstration. Spectators converged towards the safety limits of the display runway and all eyes, pointing fingers and techno-lenses followed the riveting demonstration. Billowing black smoke emanated from the horizon where



bombs were dropped. As they followed the aerial display, exclamations of “wow!” and “awesome!” underlined the passion that the spectators have for the SAAir Force.

The afternoon programme was as spectacular as that of the morning. Regardless of the scorching heat of the day, small children defied the glaring sun on their fathers' shoulders - becoming the next generation of aviation enthusiasts.

Officer Commanding AFB Overberg, Col Chippie Cross, said: “The 6th biannual Fly-Inn at AFB Overberg exceeded expectations. The TFDC Fly-Inn is unique in that we do not only accommodate the display aircraft, military and civilian, but also accommodate the aviation enthusiast's with their light aircraft, microlights and helicopters and gliders. This is a major undertaking and the planning process started immediately after the previous Fly-In. TFDC's focus on commitment, integrity and attitude have come to the fore in making it possible to present this Fly-In.”

Summarising the event, board members of the TFDC organising committee stated: “The TFDC show will most certainly be remembered as one of the finest aviation events we have ever seen in South Africa! Speaking with several regular worldwide airshow visitors, it was agreed that this event was on par with other aviation events around the world. It is the first time ever that four missiles, clearly visible to the 20 000 strong crowd, hit all their respective targets... We had rockets being fired, bombs being dropped, the sound barrier being broken, dogfights, as well as rare aircraft such as the Lightning, Buccaneer, Hunter and Mirage III CZ all displaying. The air show attracted approximately 200 visiting aircraft from all over SA. Apart from excellent planning in the layout of the event, which included static displays and ample food and beverage kiosks for the crowd, the air traffic control services by controllers from TFDC, AFB Ysterplaat, AFB Langebaanweg and ATNS were excellent.”

The SA Air Force is deeply rooted in the hearts of the population; what we do is inspiring to national pride, what we stand for is valued by the presence of 20 000 spectators. Well done, AFB Overberg TFDC! This is what flying is all about. 🚀



B707 retires

- By CO Solomon Kotane -

- Photographs by WO2 Christo Crous -

After twenty-five years of a dedicated air-to-air refueling service to the South African Air Force (SAAF), a Boeing 707 was gracefully retired at Swartkop, south of Pretoria, on 2 November 2007.

Amidst a colourful melée of multitudes of onlookers and enthusiasts alike, the huge American-built machine from 60 Squadron descended, for the last time, onto the Swartkop landing tarmac at around 14:00. Ironically, another similar machine from the United Kingdom (UK) was preparing to end its uneconomical 62-year-old Zimbabwean scheduled flights.

Besides its key function of air-to-air refueling, the aircraft had also provided electronic warfare, early warning system, transport and humanitarian roles. Some of its ardent admirers cried openly when they witnessed the last lap of the 65 000 kilogram aircraft which had the longest range of SAAF transport aircraft.

The acquisition of three Boeing 707s in March 1962 was the result of a ten-year project undertaken to provide the SAAF with air-to-air refueling capabilities. 60



Squadron took up the task when the unit was reformed at AFB Waterkloof in Pretoria on 16 July 1986. The fleet grew to five aircraft with the acquisition of two more

Boeings in 1990 and 1992, respectively. An electronic warfare and early warning capability was added to the unit's primary role. The Squadron provided a highly



effective force multiplier to the Buccaneers of 24 Squadron, 1 Squadron's Mirage F1 AZs, Cheetah Es of 5 Squadron and continued to do so for 2 Squadron's Cheetah C and D variants.

In recent times the Boeing 707s of 60 Squadron have become well known to the South African (SA) troops on peace-support missions in Africa. The aircraft's range has also made it effective in patrolling SA's maritime resources with flights as far south as Marion Island and Antarctica. The Squadrons contribution was rewarded with the awarding of its colours during a parade at AFB Waterkloof on 7 October 1994.

60 Squadron was an active ambassador, flying the SA flag across the world. During 1995 the unit displayed a B707 at the IAT Royal Air Force (RAF) Fairford in the United Kingdom (UK) with huge success.

Other visits abroad included the mission in July 1994 to fetch the crew of Shackleton 1716 that went down in North West Africa, visits to Moscow in 1995, Rio de Janeiro in 1996, Haiti in 2004 and the UK in 1996 and 1999. In 2001 and 2002 the Squadron provided support to the German Tornado deployments to the Test Flight and Development Centre (TPDC) Overberg from Ingolstadt, Manching, in Germany.

During 2006 the squadron was involved in the Gripen development programme with a 707 flying to Sweden to conduct in-flight



On its last trip, Col Giel van den Berg and Lt Col Walter Knacke, navigated by Lt Col Anton Knoetze, piloted the B707 aircraft. WO1 Piet Nel was the flight engineer

refueling trials.

Operations ended with the Boeing 707 flight flown on 10 July 2007 to Bujumbura, Kinshasa and Kindu. Aircraft 1415 was flown to AFB Makhado on 3 October 2007 and 1419 allocated to the SAAF Museum at Swartkop.

60 Squadron will continue to be a part of the SAAF and has been earmarked to operate the Airbus A400M from AFB Waterkloof on

its delivery from 2010 onwards.

On its last trip, Col Giel van den Berg and Lt Col Walter Knacke, navigated by Lt Col Anton Knoetze, piloted the B707 aircraft. WO1 Piet Nel was the flight engineer. Although the B707 was better known for its commercial use, the first order was actually placed for the military, when the United States Air Force (USAF) ordered the KC-135 variant in October 1953. 🌀



AFB Langebaanweg Wings Parade

- By Sgt Thabang Bapela - - Photographs by members from 2 ASU Photo section -



The Deputy Minister of Defence, Mr Mluleki George, appealed to hundreds of members on parade at Air Force Base Langebaanweg on 6 March 2008 to stay and serve the South African National Defence Force (SANDF) at least for ten years, as this would allow the SANDF to have experienced personnel.

Addressing a wings parade, Mr Mluleki George reckoned that the soldiers with advanced skills would impart their knowledge to those who would follow them. He told the youthful members on parade that they were "an integral part of the transformation process currently taking place in all arms of services, including the South African Air Force (SAAF)".

Furthermore, he announced that the Air Force was about to introduce side-by-side tuition. This new form of training, he pointed out, would improve a student's early

learning curve significantly. He said interaction at present between student and an instructor in an aircraft was by means of tandem sitting arrangements.

The Minister stated that the avionics of aircraft in the South African Air Force (SAAF) PC7 MKII were in the process of being upgraded. This would increase compatibility among systems in the SAAF.

The SAAF was also considering the training of air transport and helicopter aircrew in an unfamiliar Namibian environment. The operational tests and evaluations of air transport and helicopter systems would be done in a desert environment, he said.

He also noted that during 2007 the SAAF had confirmed its status as a valuable national asset and a significant contributor to Government initiatives.



Those who received wings were:
SAAF Students Pilots
Lt R. Venter
2Lt T. R. Mape
2Lt B. Mbambo
2Lt N. Mouton
Lt A. H. Gaelejwe
2Lt J. L. Adams
2Lt U. Badenhorst
2Lt C. Jansen
2Lt L. Mahada
2Lt O. G. Motloane
2Lt B. R. Ndimande
2Lt T. Neethling
2Lt J. J. Oliver
2Lt M. L. Phalatshe
2Lt J. E. Poolman
2Lt P. Rabie
2Lt B. Shabangu
2Lt Z. C. Shabangu
2Lt W. L. Sharp
2Lt A. Sheik
2Lt J. B. Smuts
D. D. van In

Air Force Reserve Pilots Wing
Capt J. P. Theron
CO C. Erasmus

Load Masters
Sgt E. Boes
Sgt J. Coetzee
Cpl J. M. Mamabolo

Flight Attendants
Sgt N. E. Bowles
Sgt N. N. Maloba
Sgt R. J. Mekgwe
Sgt D. E. Phokoje
Cpl C. T. Buthelezi
Cpl C. C. Munro
Cpl P. Taunyane
Cpl S. S. Xaba

Flight Engineers
Sgt D. T. Finnis
Sgt S. Klassen
Sgt T. Moeketsane
Sgt M. T. Mogorosi
Sgt M. K. Molepo
Sgt J. Mthombeni
Sgt A. C. Prins
Sgt P. X. Zonke

Air Photographer
Wo2 M. D. Mthembu

Electronic Warfare Operator
Maj J. L. Makgato

The Air Force provided mobility and contributed air power to various contingents of the SANDF that were deployed abroad in countries such as the Comoros, the Democratic Republic of the Congo (DRC), Lesotho, Madagascar, Mozambique and Sudan.

Mr George said support to African countries

served as an example of the contribution that the SAAF consistently made to the government's initiatives in the New Economic Partnership for Africa's Development (NEPAD), the Southern African Development Community (SADC), and Africa Standby Force and also in other areas abroad.

The Minister told those on parade that they were an integral part of the transformation process currently taking place in all arms of services, including the SAAF.

The Inkwazi Floating Trophy was awarded to 2Lt J.E. Poolman for obtaining the

highest overall percentage on the Pilots Wings Course at Central Flying School.

The Air Force Board Trophy was awarded to 2Lt J.E. Poolman, who obtained the highest overall percentage during the flying phase of the Pilots Wings Course at Central Flying School.

The Air Command Floating Trophy was awarded to 2Lt U. Badenhorst, who obtained the highest percentage during the theoretical phase of the Pilots Wings Course at Central Flying School.

SAAF Association Floating Trophy was

awarded to 2Lt J.J. Oliver, who showed the greatest overall improvement on the Pilots Wings Course at Central Flying School

The Monster Wilkens Floating Trophy was awarded to Sgt M. K. Molepo for the best overall student during both ground school phase and the practical flying phase of the Flight Engineers Course

The Emsie Schoeman Flight Attendant Floating Trophy was awarded to Sgt D.E. Phokoje, who had shown the best overall performance. 🌀

CAF honoured with

Brazilian Air Force Merit Medal

- By Col Danie van der Westhuizen, SSO Corporate Communication -

- Photo by Member from 5ASU -

On 23 October 2007, this also being the Federative Republic of Brazil's Air Force Day, the Chief of the South African Air Force, Lt Gen Carlo Gagiano, was honoured by the Brazilian Air Force with the presentation of the Brazilian Air Force Santos Dumont Merit Medal.

The ceremony took place at a prestigious event at the Embassy premises in Lynnwood, Pretoria, where the Brazilian Ambassador to South Africa, HE Mr L.P. de Amorim, decorated CAF with this highly ranked medal. The current Brazilian Air Force Attaché to South Africa, Col (Av) Paulo Erico Santos de Oliveira, acted as Master of Ceremonies during the occasion, which was attended by Embassy Staff, including all of the Brazilian military diplomats, as well as a select group of SAAF guests to witness this historic event.

The Brazilian born Alberto Santos-Dumont, after whom this medal was named, was an early pioneer of aviation. Though he spent most of his life in France, where his contributions to aviation took place, he later returned to his native country to be honoured with the title of "Father of Aviation" and Air Force patron in Brazil. In Brazil, Santos-Dumont is considered to be the inventor of the airplane, because of the official and public character (together with other technical points) of the self-propelled heavier-than-air vehicle, which he designed and built. Dubbed the 14-bis, it was flown standing up.

Santos-Dumont made the first public European demonstration of a powered heavier-than-air aircraft in Paris. The craft was incapable of sustained and controlled flight, however, at that stage, it was not labelled a true airplane. A replica of this craft is still to be seen in the Brazilian Air



Brazilian Air Force Attaché to South Africa, Col (Av) Paulo Erico Santos de Oliveira, congratulates CAF, Lt Gen Carlo Gagiano, on his medal

Force's Museum at the Brazilian Air Force University just outside of Rio de Janeiro.

The Santos-Dumont Merit Medal is awarded to civilian as well as military members (Brazilian and foreign) who have meritoriously distinguished themselves in service delivery of a higher standard to Brazilian aviation or for their attributes or value-adding contributions to aviation in general. In Brazil this medal is ceremoniously handed over to worthy recipients on 20 July (annually), which also celebrates the birthday of Santos-Dumont, still depicting a historic and proud event in this country.

In his speech, CAF thanked both the

Brazilian Ambassador and the Brazilian Air Force (FAB) for the unexpected honour bestowed upon him with the receipt of this medal. He also emphasised the importance of excellent air force relations, more specifically the existing relationship between the SAAF and the FAB, not only as far as mutual ventures are concerned, but also on the terrain of military diplomacy, expressing the assurance that this south-south relationship between two southern hemisphere air force giants will strengthen to even greater dimensions in future.

The ceremony was concluded with a light cocktail event after the formalities in typical Brazilian fashion. 🌀

Washington conference

Global air chiefs

- Written by Col Bill de Pinho Chief of the Air Force Liaison Officer -

Lt Gen Carlo Gagiano, Mrs Leonie Gagiano and Col Bill de Pinho attended the Global Air Chiefs Conference (GACC) in Washington DC, USA, over the period 21 to 29 September 2007. The event also included the 60th Anniversary celebrations of the United States Air Force (USAF).

The GACC was held at the Marriot Wardman Park Hotel in Washington in conjunction with the Air and Space Technology Exposition. The event included the International Airpower Symposia and Forums, the Salute to the US Air Force's 12 Outstanding Airmen, a Formal Dinner commemorating the 60th Anniversary of the USAF, the presentation of the Air Force Association (AFA) Awards and the Exhibit itself. This year over 90 Chiefs of Air Forces from around the world attended the event. It gave the Chiefs and their spouses a chance to meet one another, to share relevant air force matters and, most of all, to reiterate the common camaraderie between airmen and women.

After arriving in Washington early on Saturday 22 September, the group was shown the sights of Washington by the resident Attaché, Col Schalk van Heerden, and US Attaché to the RSA, Lt Col TC Schultz. The World War, Korean and Vietnam memorials were impressive, yet pensive. The true impact of these memorials can only be felt when you stand next to them.

The Sunday started with the AFA Memorial Service and Wreath Laying at the newly erected Air Force Memorial outside of Washington. This memorial is adjacent to the Arlington Cemetery and represents three dispersed spires (three jets doing a vertical bomb burst), each one reaching higher than the other.

Thereafter, a welcome reception was held by the USAF Chief of Staff Gen T. Michael Moseley on board the Odyssey Cruise, which provided a scenic tour of Washington from the Potomac River. That evening the group attended the Air Force



60th Anniversary Tattoo at Bolling Air Force Base.

The GACC took place from Monday to Thursday. A separate programme was laid on for Mrs Gagiano and spouses while CAF and the rest of the group attended the various presentations and forums. The presentations were supportive of the theme and were presented by the different yet relevant General Staff of the USAF, by a number of the International Chiefs of Air Forces and related Industry members.

The Monday night saw the AFA Outstanding Airmen of the Year Reception and Dinner. This event honoured 12 Airmen and women for their outstanding achievements and recognised them individually for their efforts.

The delegations were taken to the Udvar Hazy Aeronautical Museum on Tuesday evening for a musical tour (supported by the USAF Band and entertainment group) of the more than 100 years of flying. Aircraft on display at the museum included the wooden "magnificent flying machines", the first prototypes of fighters and

bombers, as well as the most modern of these aircraft. The museum also has small and large transport aircraft (including the Concorde) on display, various forms of the helicopter and, ultimately, even the Space Shuttle.

A formal dinner was held on the Wednesday evening and a final farewell reception was held on the Thursday evening. The last event highlighted the Air Force Band and their show called the Tops in Blue Performance. This was truly a fantastic show and proved that music can and does bring everyone together, no matter where in the world you are from or what language you speak.

On the Friday before departing, Lt Gen Gagiano had the opportunity to see and experience the F-22 simulator at Lockheed Martin.

The group then departed for Dulles International Airport to board one of the longest non-stop commercial flights in the world – 17 hours from Washington to Johannesburg.✈

A single lifetime, even though entirely devoted to the sky, would not be enough for the study of so vast a subject. A time will come when our descendants will be amazed that we did not know things that are so plain to them.

Seneca, Book 7, first century AD

The facts are that flying satisfies deeply rooted desires. For as long as time these desires have hungered vainly for fulfillment. The horse, and later the motorcar, have merely teased them. The upward sweep of the airplane signifies release.

Bruce Gould, 'Sky Larking,' 1929.

CAF

40 years of career excellence

- Article by Col Danie v.d Westhuizen, SSO Corporate Communication -

Congratulations to Lt Gen Carlo Gagiano with the achievement of a very remarkable milestone in his career on 12 March 2008, ie 40 years of loyal and uninterrupted service!

On behalf of all the members of the South African Air Force, thanks and appreciation is extended to the Chief for his leadership and guidance over the past years.

Gratitude and congratulations is also conveyed to his spouse, Leonie, for her continued and unselfish support to the Chief over many years of service to the SAAF.

This is how the Chief's career unfolded ... Lieutenant General Carlo Gagiano joined the South African Air Force in 1968 and qualified as a pilot on the Aermacchi 326M in December 1969. During his career he flew the Harvard, Pilatus PC7MkII, Vampire, Sabre, Mirage III, F1CZ, as well as the Cheetah D and E aircraft.

In 1985 he completed the South African Air Force's Senior Command and Staff Course and was subsequently appointed as the Officer Commanding 3 Squadron, operating F1CZ aircraft. In 1989 he was appointed as the Officer Commanding 89 Combat Flying School with Cheetah D aircraft.

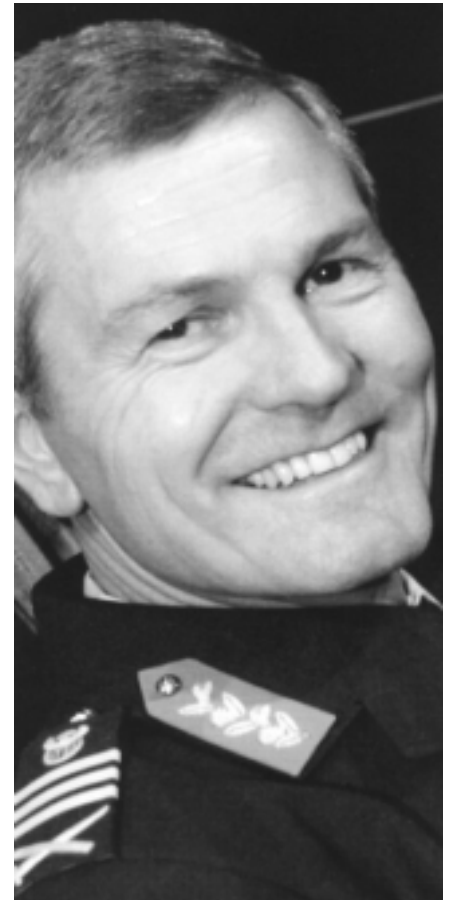
He occupied the post of military attaché in Israel from 1991 until his return to South Africa in January 1994. He completed the South African National Defence Force's Joint Staff Course in November 1994 and was then transferred to Central Flying School Langebaanweg as the Officer Commanding.

After a four-year tour at Langebaanweg, he was transferred to the Air Force Office in December 1998, promoted to Brigadier General and appointed as Inspector General of the Air Force.

On 1 November 2000 he was promoted to Major General and appointed as Chief Director Operations Development at the Joint Operations Division, responsible for defence capabilities, joint force employment strategy, joint command and control and joint doctrine.

After a three-year tour at the Joint Operations Division he was transferred back to the South African Air Force as Chief Director Air Policy and Plans, responsible for Air Force policy, capabilities, strategy and resource allocation.

Lieutenant General Gagiano was appointed as Chief of the Air Force with effect from 1 March 2005. 🇿🇦



ad astra picture

"The AD ASTRA 2008 Edition 2 Picture"

Readers are welcome to send in any photographs of interest that depict daily life and routine in and around the SA Air Force.

Submit your material via the Internet or Lotus Notes addresses below:

E-mail address
adastra@telkomsa.net

Lotus Notes address
Dcss/AdAstraEd/AirComd/SAAF/DOD

Contact number
+27 12 3122317/2316

Photo caption: Fire beware, here comes the SAAF Fire Services!



Festival of military brass bands

Saint Petersburg

- Article and photograph by Sgt Thabang Bapela -

The South African Air Force (SAAF) band took part in an international festival of military brass bands in Saint Petersburg, northern capital of Russia, on 8 to 13 June 2008.

More than a thousand of the best military brass musicians from South Africa, Kazakhstan, Ukraine, Turkey, Armenia, Montenegro and Lithuania filled the city of Nevsky with their beautiful melodies.

Moreover, the festival fell on a holiday for the city of St Petersburg. There were moving open-air concerts at Murinsky Park, Babushkin Garden, Kapella Courts, Square at Peter and Paul Fortress and Summer Garden, as well as Malaya Konyushennaya Street in Moscow. The Palace Square was the main area in St Petersburg, where the military brass bands entertained the residents of the city with familiar and unfamiliar tunes. Furthermore, the Gala Concert attracted more than a thousand people and tourists to the central hall of the city.

Each band was given a slot to showcase its unique technique and the originality of its military uniform. They showcased their martial musical talents while thousands of spectators watched and cheered. It was an opportunity to exchange cultural compositions from different countries and opened a window of diversity to many young people.



The SAAF band participated in the Russian brass band music festival

According to the President of St. Petersburg Regional Public Organisations, Ms Olga Prigozhaya, "The festival was a unique event in the city, where annually many magnificent musical compositions are created by master musicians." Ms Prigozhaya praised the originality of national costumes and the

culture of military music of different countries. The holiday was introduced in 1994 by the first president of Russia after the collapse of the Cold War (1991-1999), Mr Boris Yeltsin. Today, this national day is seen as a holiday of freedom and peace, celebrated as a symbol of national unity and democracy. ♻️

Career exhibition

Matatiele

- Article and photograph by Amn N. V. Dlevu -

Over five hundred learners attended the career exhibition held at Matatiele, Eastern Cape. The South African Air Force (SAAF) was invited by the Province's Department of Education to show the variety of career paths learners

could choose from.

The show was organised by the Matatiele District Municipality and was held at the North End Stadium, in Matatiele, on 22 to 23 May 2008.



Learners from different schools around the Eastern Cape came to Matatiele to learn more about different careers. Ms N.L. Mjajubana-Maluti, District Director in the Department of Education, addressed the learners and exhibitors.

Amongst the speakers was Brig Gen Malungisa Sitshongaye (Director Human Resource Services), who addressed the learners on the wide range of career opportunities available in the South African National Defence Force (SANDF).

Other institutions that also took part in the exhibition were the Department of Agriculture, Eastern Cape, the Independent Communication Association of SA (ICASA) and Sanlam.

Other SAAF officers who accompanied General Sitshongaye were Lt Col Alastair Saulse, Major Abby Mashao, WO1 Eugene Reed, Capt Bruce Fraser, Lt Ostile Kekana and WO2 Wade Sloane.

"It was found that learners from rural areas lack information with regard to aviation or the opportunities that exist in the field," said Maj Abby Mashao. He said that the arrival helicopter (Augusta A-109) from Air Force Base (AFB) Durban became the centre of attraction for all the learners and the community of Matatiele. ♻️

Memorabilia

Contact the SAAF Fund Office +2712 312 2281



Welco Togbags R158.00



Ceramic mugs R62-00



Milano Bonded leather travel wallet R155.00



Navy/gold sandwich caps R56.00



Caps (100 years of helicopters) R50.00



Navy knitted beanies R56.00



Ladies Pink pocket knife & mirror R180.00

Laser Pointer Pen R118.00



Acrylic Bottle & can opener R26.50



Ladies Blue Nappa leather notebook R180.00



Thermal mug stainless steel inner R57.00

Mens Black Nappa leather notebook R180.00



Shake a Shine torch R98.00

Wine (Merlot) R25.00
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South African Air Force

Association

- Photographs supplied by Mr Willie Bodenstein, SA Aviation -

The objectives of the South African Air Force Association are to maintain and foster Friendship and Camaraderie among all persons eligible for membership, to provide support and general well-being for aged members requiring assistance, to perpetuate the memory of, and commemorate those who have given their lives in service of their country, to promote the interests, image and heritage of the South African Air Force Association, the South African Air Force and their members. Present or past members of the South African Air Force qualify for membership.

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Col (Dr) Oschman

Promises success

Promises success

- By Sgt Thabang Bapela -

Col (Dr) Jacobus Johannes Oschman of the South African Air Force (SAAF) was appointed Officer Commanding (OC) 1 Air Servicing Unit (ASU) in Pretoria on 28 September 2007.

Speaking at the occasion, the newly appointed OC promised that his first big task in his new office was to show people that a positive attitude in life would make a difference in their work.

Col (Dr) Oschman seems to understand how to apply positive win-win techniques in a unit in order to accomplish positive outcomes. During his twenty-two-year career in the SAAF, the colonel has already led his sections, department and units to success year after year.

Col Oschman said: "I want to create an electricity and passion that will bond people together as one team within 1 ASU. He added that the team's first responsibility should be customers and all others who use the SAAF's products, systems and services. In meeting their needs, everything that the unit does must be of the highest quality.

"We are responsible to the men and women who work with us throughout 1 ASU. Everyone must be considered as an individual. We must respect their dignity and recognise their merit," he said.

Col Oschman emphasised: "1 ASU must encourage continuous improvements and better education. They must maintain the facilities they are privileged to use, protecting 1 ASU's environment and resources. Through positive attitudes, employees must take the responsibility in order to reach their targets in 1 ASU. They must improve their inter-communication and coordination skills so that the whole exercise becomes a culture." The colonel further urged

members of the unit to create a live, vibrant and honourable 1 ASU with a real commitment to the Air Force.

Col Oschman was born in Belville on 18 February 1962 and matriculated from the Technical High School, Belville, in 1980. In 1981 he joined the South African Railways (SAR) as an engineering assistant (Telecommunications).

He completed his National Service between January 1981 and December 1982. He obtained the Electrical Telecommunications Technician Manpower Certificate at Olifantsfontein in April 1985.

He joined the SAAF in August 1986 where he was appointed as a Technical Officer, after which he successfully completed the Candidate Officers Training Course in April 1987.

During his career he was awarded the following decorations and medals: Southern Cross medal, Military Merit medal, Southern Africa medal, General Service medal, Unitas medal and Good Service medal (Bronze and Silver).

He completed the following qualifications: Programme in Maintenance Management, Programme in Financial Management, Programme in Operations Management, National N Diploma (NND), National Technical Diploma (NTD), National Higher Diploma (NHD), Master's Diploma in

- Photograph by Member from 5 ASU -



Technology (M. Dip. Tech), Bachelor of Administration (B. Admin), Honours Bachelor of Administration (Hons B. Admin), Master of Administration (M. Admin), Master of Business Administration (MBA), Doctor of Philosophy in Business Administration (PhD) and Doctor of Administration (D. Admin).

He is married to Sandra, and they have two sons, Reinhardt and Bernardt. ♻️

SAAF Museum

Knowledge

Knowledge

- Article Sgt T. T. Mulaudzi -

New recruits undergoing basic training at the South African Air Force (SAAF) gymnasium had the opportunity to visit the SAAF Museum at Swartkop on 10 October 2007.

Accompanied by Officer Commanding 503 Squadron, Lt Col M. Botha, and military course instructors, the recruits seemed quite fascinated by this encounter as it was their first visit to the museum, and in particular that they were

made to inspect a number of aircraft at a closer proximity.

The theme of the visit was "Air Power", and the troops attended a lecture that touched on this theme as it also unpacked very valuable information with regard to the type of aircraft in the Air Force, as well as their roles and functions.

The SAAF Museum is a unit that is used to

preserve the heritages of the Air Force. However, there is a reason why it cannot only be referred to as the centre of aviation awareness; it can also be used as an extended classroom, particularly to those members of the military world who seek to learn. In this way, if such visits to the museum are encouraged, many members of the South African National Defence Force would get a better exposure to the world of aviation. ♻️

Popular in Africa

- Article and photo by Capt Z. Nombida, Corporate Communication Officer, SAAF Museum -

On 28 September 2007 the SAAF Museum was visited by members of the Defence Intelligence course. Maj R.B.L. Zondi organised the visit through the Directorate Corporate Staff Services. The students came from Botswana, Egypt, Ethiopia, Lesotho, Tanzania, Malawi, Rwanda, Mozambique, Namibia, Zimbabwe, Swaziland, Tunisia, Romania, Uganda and Zambia.

Through this high profile visit, the Air Force Museum got a unique opportunity to popularise itself. It was able to do so through the exciting exhibits that generated a lot of interest among the course students. After they were briefed on the birth of the Air Force, Lt Col Shepherd from the Museum took them through the exhibits. In the

display hall virtually all students appeared to be fascinated by the integration display. The display depicts not only the history of the former liberation movements, but it brings BACK struggle memories to those who played a pivotal role in assisting freedom fighters in exile.

Another important display that generated a lot of interest is in Hangar No 1. This display portrays the flood-relief operation in Mozambique of 2000. The African course students had mixed feelings about it because, while some were excited, others, especially a student from Mozambique, felt emotional about the pictures taken during the operation.

Mig-21 fighter aircraft displayed in Hangar

No 2 along with a Mirage 111 BZ fighter aircraft generated lots of interest. Pilots and visitors from African States in particular always admire it.

On the other hand, the Cheetah C, painted in Cheetah colours, fascinated the enthusiastic course members in Hangar No 3.

In essence, the visit provided the SAAF Museum with an opportunity to market itself on the African continent. It is hoped that this visit will encourage other training units in the Department of Defence to bring in more African course students as their history is also recorded. It is through visits of this nature that the Air Force Museum is able to make a memorable impression on students of the African continent. 🌍

22 Sqn

Change of command

- By Lt J. Van Schalkwyk -

On Friday, 15 February 2008 at 10:00, 22 Squadron (AFB YPLT) held the Change of Command Parade where Lt Col M.L. Carstens ceremoniously handed over command to Lt Col W.J. van Aswegen.

Lt Col Carstens was born on 27 July 1949 in Brooklyn, Cape Town, and matriculated in 1966 at Zwaanswyk High School. He joined the SAAF in 1967 as an Air Photographer and in 1970 went for pilot training at Langebaanweg where he received his wings in July 1972. During his flying career he flew the Impala, Cessna 185, Harvard, Allouette III, Puma, BK117 and Oryx. In his career he has been awarded the Air Force Cross, Pro Patria, General Service, Unitas, 10, 20 and 30-year Good Service medals. He is married to Lorraine and has two children, Corne and Dewald.

22 Sqn operates the Oryx and Lynx helicopters in maritime and landward roles. The Sqn renders conventional military support to the Army, Navy and Special Forces, and the following functions fall within the scope of its operations:

- Mountain rescue
- Air-sea rescue
- Ship-borne helicopter support to the SA Navy and Hydrographer
- Heli Aerial Firefighting

- Crime prevention
- Support to SA National Antarctic Programme
- Flood relief and similar humanitarian Roles. 🌍



Exercise Good Hope III

- By Capt Yvette ter Wolbeek -

- Photographs WO2 Christo Crous -

The SA Air Force's support and participation on an operational exercise with the German Forces named "Exercise Good Hope III" was over the period 18 February 2008 to 18 March 2008 at AFB Overberg.

This combined biennial exercise is aimed at enhancing and maintaining comprehensive defence capabilities within the SANDF.

The visit of the German Task Forces was the fourth to South Africa. This exercise is designed to demonstrate friendship and military cohesion between the nations.

The SA Navy and German Navy merged together to exercise maritime warfare and seamanship.

The SANDF involvement was: Cheetahs from 2 Sqn at AFB Makhado, Command and Control from AF Mobile Deployment Wing in Pretoria, Oryx Helicopter and Cheetahs from AFB Overberg, SA Navy with their Frigate. German Forces: German Navy warships, six Tornado fighter aircraft and two Lynx Maritime helicopters.



New SMAC

- By Sgt Thabang Bapela -

The General Officer Commanding (GOC), Maj Gen M. M. M Mangethe, commended the Sergeant Major of the Air Command (SMAC), WO1 Fred Stephenson, on 28 February 2008 at Swartkop Airfield, in that he had demonstrated the characteristics of a strong mentor, dependable colleague and public figure.

Looking back across the past forty years, the GOC said WO1 Stephenson had devoted himself to maintaining the standard and discipline of the South African Air Force (SAAF) and was also responsible in guiding the Non-Commissioned Officer (NCO) development course members on the history of the SAAF.

Describing all the activities, the GOC told the gathering that WO1 Stephenson became part of the evaluation team on MIG 29 engine integration into a Cheetah and Mirage F1, parachute jump (tandem free-fall from 9 000 ft, and heavy-duty recovery (Tank at Sterkrivier). The General pointed out that the Sgt Maj also drove a tank transporter with trailer during a field exercise and the detonation of 500 kg ammunition at Ammunition Depot De Aar. His hobby is cycling and he obtained several cycling medals during his time.

He obtained the Southern African Medal, Pro Patria, General Service as well as 10,

- Photograph by member from 5 ASU -



20, 30 and 40 years' Good Service Medals. WO1 Stephenson noted that all Warrant Officers should be fatherly figures to NCOs and that they should strengthen the link between the Officers and NCOs. Furthermore, trained soldiers with experience should not allow small things to upset them, but should make the decisions and monitor the results, because their knowledge had a major impact on the focus areas of the SAAF.

He further quoted: "There are three kinds of

people - those who watch other people do things, those who wonder what happened, and those who make things happen".

The newly appointed SMAC, Wo1 Thackway, was presented with a Command Symbol. The wooden base represents all the Warrant Officers of the Air Command. The glass base represents the SMAC. The upright columns form the backbone of the SAAF and the glass ball with eagle represents a service to the greater Air Force. ♻️

Exhibition

Science unlimited

- Article and photo by Maj Abbey Mashao -

The South African Air Force (SAAF) Marketing and Recruiting section, together with Director Command and Control Systems (DC & CS) and Siyandiza, took part in the Science career exhibition that began on 3 March 2008 at the Tshwane Events Centre.

The SAAF seized the opportunity, along with other departments, to enhance the image of Air Force in general, whilst spreading the message to learners and the public of considering careers in Aviation.

The aim of the exhibition was to ignite a passion for and interest in Mathematics, Science, Engineering and Technology.

The objective was also to encourage learners in junior secondary phase to consider subjects such as Mathematics, Science and Technology for the Senior Certificate.

The exhibition also made learners aware of the variety of sciences and technologies, and gave learners insight into the nature and applications of these disciplines. Furthermore, the intention was to foster awareness of career paths and entrepreneurial opportunities offered in the fields of science, engineering and technology.

The vision of the whole exercise was to offer the youth a life-changing experience by



opening a wide and exciting window on science and technology during the Science Unlimited week. ♻️

USAF delegation

- By CO Solomon Kotane, Directorate Corporate Staff Services -
- Photo by Cpl Mapitsi Emily Mamabolo, (Media Liaison Unit) -

Eighteen United States Air Force (USAF) Air War College (AWC) students and faculty advisors ended a five-day visit to the South African National Defence Force (SANDF) by paying a courtesy call on the South African Air Force (SAAF) headquarters on 15 March 2008.

Led by the faculty head, Dr Daniel Henk, the delegation sought an opportunity to further their studies of the South African strategic and regional issues of government, military, industry, health and education. The students were of the rank of Lieutenant Colonels and Colonels, selected from all branches of the US military, as well as and public service members of equivalent grades.

Addressing the students at the SAAF headquarters, Brigadier General Hugh Paine, Director Air Capability Plans (DACP), summarised the strategic overview of the SAAF. The General also said: "The SA Air Force needs a capacity that is able to reach well beyond its national borders".

He added: "Shortage of experienced human resources would continue to be the single biggest obstacle to operational readiness. Also innovative leadership is required to deal with the many change requirements".

Asked by a member of the delegation whether South Africa was working jointly with other members of the Southern African Development Community (SADC) on aviation problems, General Paine lamented that "it was still early days". We needed to be very cautious, he noted, lest we should be seen as dominating some regional states.

Talking about the need to retain professionals, many of whom are said to have either left or to be considering exiting the Air Force for greener pastures elsewhere, the General indicated that South Africa had consistently held warm military relations with the US. General Paine gave an example of synergy training that continued to take place in the marines. This interaction, he reckoned, continued to take place despite the "intermittent socio-political changes in both countries."



According to Col Byron Clay, (US Satellite/Space Operations), one of the two black members of the delegation, the trip had been an eye-opener to many members of the team. It was the first time for almost all the members to visit South Africa. Col Patricia McGinnis was the only female member of the US group.

The US team also included the following members:

Capt Erick Stillwell, AWC Faculty
Col Glenn Ferguson
Col David Holliday
Col Lee Randsell
Lt Col Charles Greenwald
Lt Col Jeffrey Palmer
Lt Col William Routt
Lt Col John Carl
Lt Col Harold Rogers
Lt Col Ronald Elrod
Lt Col Kimberley Greene
Lt Col Micheal Thomas, and Lt Col James Peccia.

Referring to the budget reduction in the SAAF, the General pointed out that it impacted negatively on the aviation crew. It led to "moderation of expectations", he said.

Furthermore, he stated that some of the members departed for wrong reasons. The General believed that "as they arrived at the new destinations, they discovered that they did not belong there. They also realised that they belonged to the Air Force".

Brig Gen Tersia Jacobs, Director Corporate Staff Services (DCSS), hosted the US team, and Lt Col Thornton C. Schultz, US Air Attaché, escorted them around the country. Other SAAF personnel, who acted as Liaison Officers for the trip, included, Lt Nthabeleng Mosalo, Lt Col Basimane Kgasoane (SAAF Foreign Relations Section), Maj Joy Christie (AFB Ysterplaat) and Lt Patrick Paulse (AFB Langebaanweg).

Some members of the delegation also visited Robben Island, the Constantia Winery, Central Flying School, Armscor and other institutions of interest in Gauteng. The US delegation, which had earlier visited the Democratic Republic of Congo (DRC), had been offered a marathon 40-hour tuition on South Africa and the DRC before leaving the USA. The students left the RSA on 15 March 2008. 🌐

As we got further and further away, the Earth dimished in size. Finally it shrank to the size of a marble, the most beautiful you can imagine. That beautiful, warm, living object looked so fragile, so delicate, that if you touched it with a finger it would crumble and fall apart. Seeing this has to change a man.

- James B. Irwin, Apollo 15

Change in leadership

- Article by CO Solomon M. Kotane and Sgt Thabang Bapela -

Brigadier General Piet Burger, new Head of Directorate Education, Training and Development (DETD), said on 22 February 2008: "A medal can never be bought or negotiated; it can only be earned. It is a symbol of service."

The General spoke these words when he addressed about 100 officers of the South African Air Force (SAAF), including a sprinkling of civilian members, during a medal and change of command parade at the South African Air Force College, Thaba Tshwane, in Pretoria.

The ceremony was attended by retired Chief of the Air Force, Gen Roelf Beukes, and his spouse, and member of the Air Force Command Council. Other members present included the outgoing Officer Commanding, Col Protas Lembede.

General Burger also noted that the award of a medal to a member of the SAAF reflected the Air Force's recognition and appreciation of and respect for the member's dedication in rendering a service of high standard. It was imperative, he said, that all members identify and peruse the organisation's mission, key values, role, goals and broad force design. Additionally, they should be informed about internal SAAF development.

The General commended those on parade by saying that they had upheld the best traditions of the Air Force and that they were a credit to the South African National Defence Force (SANDF) and to the Air Force in particular.

Those who received medals were:

- Operational Medal for Southern Africa: Lt Col P.M. Dolo.
- South Africa Service Medal: Lt Col P.M. Dolo and Sgt M.C. Sefume.
- Unitas Medal: Lt Col P. M. Dolo, Lt Col D.A. Lebele, Lt Col R.V. Thwala, Sgt M.C. Sefume and Sgt S.F. Serero.
- Good Service Medal (Bronze): F.Sgt T.J. Mathe and Sgt M.C. Sefume.
- Medalje vir Troue Diens: Capt G. J. Botha and Capt G. Kirsten.

Col P.S. Lembede was born in KwaZulu-Natal, Umbumbulu, on 22 August 1965. He joined the Azanian People's Liberation Army (APLA) in 1982 and he matriculated at Ekwazini Senior Secondary School in 1986.

In 1989 he successfully completed his Secondary Teacher's Diploma at Amanzimtoti College of Education. The following year he became a teacher at S'khwama Junior Secondary School. In 1991 he was



transferred to Zwelihle Secondary School. Five years later, he was posted to Embizweni Senior Secondary School.

Col Lembede was integrated in to the SANDF in 1997. He joined the SAAF in the same year as a Major at Air Force Base (AFB) Durban. In 1999 he finished a BA degree at the University of Zululand. In 2002 he attained his Masters Degree in Human Resources from then the Rand Afrikaans University (RAU) and, as from 2008, he became a firstyear student for a Masters in Business Leadership (MBL).

Col Lembede completed the Junior Command and Staff Course (JCSC) in 1999. Furthermore, he finished the Joint Senior Command and Staff Programme (JSCSP) in 2004 at the National War College, before his appointment as Officer Commanding (OC) of the SAAF College from 1 January 2005 until 31 December 2007.

Col Lembede was appointed Senior Staff Officer Human Resource Development at Air Command with effect from 1 January 2008. He is married to Pretty Lindiwe and they have two daughters, Nolwande (7) and Siyajabula (4)

The incoming officer, Col Janse van Rensburg, matriculated in 1979 at the Wolmaranstad Technical High School (North West) and joined the Defence Force on 18 April 1980.

He completed the Officers Forming Course in 1989 and was subsequently transferred to the Forward Air Force Command Post (FACP) in Port Elizabeth, where he served

- Photograph by WO2 Cristo Crous -

as an intelligence officer. He completed the Certificate in Military Management at UNISA in 1993.

On 11 April 1994, Col Van Rensburg was transferred to the Air Force Command Post (AFCP) in Pretoria where, under the command of the Senior Staff Officer Intelligence for Operations, he served as Staff Officer Intelligence Force Preparation.

On 1 March 1995, Col Van Rensburg was appointed as Staff Officer Intelligence Services in the Directorate Intelligence, and on 1 January 1998 he was selected as Staff Officer, Collection and Resource Management. During this period he was also appointed as Secretary of the Intelligence Staff Council and completed the Junior Command and Staff Course.

The following year Col Van Rensburg was appointed Staff Officer Intelligence and Security Plan in the Directorate Air Capability Plan at the Air Force Office. During this time he served as the task team leader under the chairpersonship of Brig Gen Riaz Saloojee (ret), who was charged with the responsibility of advising the then Air Force Board (now Air Force Command Council) on the transformation of the Air Force.

On 12 February 2001 Col Van Rensburg was appointed as SSO Corporate Strategy at the Directorate Corporate Staff Services, as well as Secretary of the then Air Force Board. In December of the same year he was temporarily selected as the Personal Staff Officer of the previous Chief of the Air Force, Lt Gen Roelf J. Beukes (ret).

In 2003 he completed the Joint Senior Command and Staff Programme at the National War College and on 1 January 2004 he was promoted to the rank of Colonel and permanently appointed as the Personal Staff Officer of the Chief of the Air Force, a position in which he first served under the former Chief of the Air Force and subsequently also under the current Chief of the Air Force, Lt Gen Carlo Gagiano.

Col Janse van Rensburg was appointed as Officer Commanding of the SAAF College with effect from 1 January 2008. He is married to Alta and they have three children, Drikus, Esca and Néll.

The SAAF College was formed as a wing of the former South African Military College on 7 March 1949. On 1 July 1950 the Air Wing became the Independent Air Administration and Staff School and on 7 December 1951 it was renamed the SAAF College. 🌐

Call for discipline

- By WO1 A.J. Thackwray, Sergeant Major Air Command -

- Photograph by Ms Harrie Greebe -

It is my aim to address discipline on a regular basis and this will be the first of many articles for the future as this is one of the most discussed issues in recent times.

When we address the issue of discipline in the South African Air Force, what are we referring to, and what do we really mean when we say that we are a well-disciplined Air Force? When I refer to discipline I refer to discipline in the workplace and inherent discipline (appearance). Discipline in the workplace is how we execute our task or duties with regard to enthusiasm, promptness, effectiveness, efficiency and detail. Discipline is the responsibility of every individual and the foundation of discipline is formed at home, where a member is influenced by his or her parents.

The basis of discipline in the Air Force is formed at the Air Force Gymnasium, where airmen and woman are taught, formed and conditioned to apply the standards of discipline that are the minimum requirements for inherent discipline. The foundation for the minimum standard of discipline that was formed at the Air Force Gymnasium is then carried through to the various musterings where the foundation of discipline forms the basis of excellence in the workplace.

Good leadership of the members that are in command can only further enhance this excellence of discipline that is converted into loyalty, effectiveness and efficiency. Leadership, that is from the lance corporal up to the most senior general, must take the lead by setting the example and continuously doing self-examination of discipline and standards that are required by the SA Air Force. These standards must be adhered to by subordinates.

Some factors that influence and cause ill or poor discipline are:

-Subordinates who do not execute their daily tasks with promptness and fail to carry out orders or instructions on time or to set deadlines.

-Tasks that are performed carelessly and not properly completed.

-Lack of attention paid to detail in the execution of a task or to the environment of responsibility.

-Ineffective quality control of standards implemented by supervisors or superiors.

-Delays in carrying out orders and, in some instances, Air Force instructions and directives that are regarded as unimportant and not applicable to a certain situation or individual.

-Relationships between superiors and

subordinates that are tense and negative.

-Communication between the leader and his or her subordinates that is lacking.

-The execution of military compliments and saluting is of a sub-standard level and these are performed without the required promptness and military bearing.

-Lack of regular inspections of living quarters or messes and the general neatness of uniformed members and equipment used to ensure that we remain effective in the execution of our tasks.

-Misuse of alcohol that leads to fraternisation and disrespect towards superiors and subordinates alike.

Some factors that influence, assist and ensure good discipline are:

-Leaders must be role models for discipline in the workplace and on the parade ground, and must also set the example.

-Military discipline must be reinforced as the socially acceptable norm.

-Standards of military bearing and neatness must be set with clear and concise guidelines.

-Mutual trust must be cultivated and high standards must be set and attained.

-There must be regular inspection of living quarters and of members in a military way of life and this must be conducted in a fair and firm way.

-Compliments and saluting must be conducted and executed correctly by superiors and subordinates alike to create a mutual respect for rank and authority that has been invested in the individual.

-Favouritism must not be exercised or



Well disciplined Air Force members form the cornerstone of any Air Force

bestowed on individuals in the workplace.

-There must be regular evaluations of morale and esprit de corps.

-There must be regular communication sessions indicating achievements as well as areas for improvement and the setting of goals with time scales.

-Members who do not uphold discipline must be dealt with swiftly, fairly and firmly and brought on office bearing.

-Recognition must be given to deserving individuals, and criteria for achieving recognition must not be too easily attainable or it will lose its value or prestige.

Discipline is not debatable if success is to be achieved in reaching the SA Air Force's objective of excellence in all we do. Well-disciplined Air Force members form the cornerstone of any Air Force and this should be pursued at all costs to maintain this aspect. ♻️

Beachwalk clean-up

- By Lt J. van Schalkwyk, Corporate Communication Officer AFB Ysterplaat-
- Photos by Sgt J.P. van der Merwe (Photo Section 2ASU Detached) -

On Friday 14 March 2008 Air Force Base Ysterplaat once again hosted its annual Beach Walk and Clean-up. This initiative was a combined effort by the Chaplain and Environmental Officer of the base and was started in 2007.

Various members of the base participated, including approximately 50 children and teachers from the Alta du Toit School for Physically and Mentally Disadvantaged Children. This was a major event in these special children's lives and the teachers had to maintain an exhausting pace in order to keep up with them.

The route identified was approximately 6,5 km long and commenced at the Milnerton Woodbridge Island and came to a sweaty end at the Dolphin Beach Hotel. All who participated were presented with a "boerewors roll" on completion. This was greatly appreciated as most of those who participated were exhausted, not only from the walk, but also from all the fun that was had along the route!

Members were asked to make a voluntary donation of R20, which entitled them to a medal as proof of their commitment and dedication to this cause. All funds generated were donated to the Bible Society of South Africa to aid them with the printing of Bibles which are distributed across the country in all the official languages.

Projects such as these are vital to ensure that the Air Force is seen as a committed partner in the everyday lives of the community.

Enquiries: Lt J. van Schalkwyk (Telephone: 021 508 6135 / Facsimile: 021 508 6344). ☎



News

Snippets

A combined training exercise between the SA Air Force and the Lesotho Air Wing was executed between 25 February and 08 March 2008. The exercise took place in the mountainous areas of Lesotho. The aim of the exercise was to train junior SAAF Air Transport aircrew in unfamiliar flying environments. Some of the aspects covered during the exercise were aircraft performance in hot and high conditions (airfield elevations between 7 000 and 10400 feet above sea level), tactical air operations and day/night mountain flying.

Between two Cessna Caravans and two Casa 212s, more than 200 hours were flown and over 600 landings were executed



Chief of the Algerian Air Force, together with eight delegates from the Algerian Air Force, visited AFB Makhado on Friday 08 February 2008. The aim of the visit was to foster good defence relations between the South African Air Force and the Algerian Air Force. Upon arrival at the base, the Chief of the Algerian Air Force, Maj Gen Abdekader

Lounes, was welcomed by a guard of honour at 85 CFS, before being met by the Officer Commanding of AFB Makhado, Brig Gen C.J. Delpont. The delegates were then introduced to the various units and sections on the base, such as 85 CFS, 2 Sqn and 3 ASU, escorted by the base Counter Intelligence section. The delegation, together with CAF, Lt Gen Gagiano, and Brig Gen Delpont, as well as representatives from the base, then enjoyed lunch together at the Gripen Dining Room before departing to AFB Waterkloof. ☎

Soccer Soccer Soccer

Old Mutual - SAAF championships

- Article by Lt Col A.R. Lekalakala (Chairperson SAAF Soccer) -

- Photograph supplied by Lt Col Lynette Plomp -

The opening ceremony of the first Old Mutual sponsored SAAF Soccer Championships was held at the Goodwood Rugby Sports Field, Western Cape, on Monday 22 October 2007. Eighteen Air Force Base/Unit soccer teams, including woman's soccer teams, participated in the event.

The event started with a ceremonial parade. The review officer, Brig Gen Mbambo (acting patron of SAAF Soccer), on behalf of Maj Gen Lucky Ngema, informed the sportsmen and women participating in the SAAF Soccer tournament that they needed to know and understand the effort and time that had been invested to put together such a tournament, and that their participation and attitude on and off the field had to demonstrate that they appreciated the value of this event. He requested these sportsmen and women to dedicate themselves in the coming days to truly celebrate the

opportunity that the creator had freely given to them.

A special word of appreciation was conveyed to the OC AFB Ysterplaat, Col Kobus Butler, Old Mutual, Turbomeca Africa and AMG as the main sponsors of the tournament, particularly Old Mutual for making these members' dreams a reality.

Adding prestige to the event, a flypast was done by the C47TP Dakota from 35 Squadron before the opening of the event.

100 learners from disadvantaged communities were also invited to attend the opening ceremony as part of the Siyandiza project. After the opening ceremony the learners were escorted to AFB Ysterplaat for an aviation orientation visit. The learners were taken to the SAAF Museum, 22 Squadron and 35 Squadron. After the

visit to the different units/squadrons the children were treated to a meal prepared by the personnel of the AFB Ysterplaat Combined mess.

The results for the men were:

- AFB Ysterplaat (0) against AFB Langebaanweg (1).
- AFB Overberg (0) against 68 Air School (3).
- 10 Air Depot (1) against AFB Waterkloof A Team (2).
- AFB Durban (3) against AFB Bloemspruit (1).
- AFB Waterkloof B Team (1) against AF Mobile Deployment Wing (2).
- AF Gym (1) against AFB Hoedspruit (2).

The results for the women were:

- Combined team AFB Hoedspruit and Air Command (1) against 68 Air School (4). 🏆



The right shock absorber for your investment portfolio

The road to success is often paved with a few hurdles - soaring interest rates, spiralling food and petrol prices, a plummeting rand - can all take their toll on your investments in the short-term. The resulting market volatility coupled with exposure to risky asset classes can dampen the most promising investment horizon.

"And where does that leave your investment confidence," asks Rosie Wilson, Market Development Manager for Old Mutual? Here is some reassuring news. When unpredictable markets threaten to uproot your sense of stability, and emotion overrides reason, there is an investment option that will cushion the ripple effects of market fluctuations - Smoothed Bonus funds.

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Says Wilson: "Because we fully understand your need to get out on top, thanks to the ingenuity behind Smoothed Bonus funds, you can. Once the stabilising effect of Smoothed Bonuses takes over, being at the mercy of short-term market forces will be much less of a factor."

Smooth Bonus funds allow investors to participate in a balanced spread of local asset classes that includes equities, fixed interest and property as well as offshore exposure; give investors peace of mind through smoothing of market volatility; and provide a core solution for investors' portfolios.

Performance highlights in 2007 for Old Mutual's retail range of smoothed funds

- Real (i.e. above inflation) bonus declarations between 5.8% and 7.2% depending on the

underlying taxation of the portfolio. Declarations are net of investment fund charges and tax.

- Funds remain in an excellent financial position and are well positioned to continue delivering excellent value to policyholders.
- Old Mutual Flexi Smoothed Bonus fund has delivered real returns averaging 6% p.a. above inflation since inception in 1984.

Source: www.oldmutual.co.za

The best of both worlds

When the outlook for the economy seems uncertain, and it seems like cashing-in would be your best option, Smoothed Bonus funds remain a key solution to deliver long-term investment success. In fact, it is in this very environment that Smoothed Bonus funds come into their own. And with the current turbulence in the markets, 2008 augurs well for these funds to continue delivering real value.

Wilson added: "Whatever your investment approach, be it defensive or aggressive, it will serve you well to include a smoothed bonus investment in your portfolio."

Rosie Wilson
Market Development
Manager



To invest, speak to your Old Mutual financial adviser, or your broker or call 0860 932 584. www.oldmutual.co.za



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Adrenalin and perseverance

- By Lt Col Craig Stanton -

- Photos by Sgt J.P. van der Merwe, Photo Section 2ASU Detached -

Midmar Mile

The Midmar Mile is a swimming event held over the second weekend in February every year at the Midmar Dam outside Howick in KwaZulu-Natal. This year was the 35th year that the event had been held and saw some 17 000 swimmers braving the water during the weekend.

The event is held on a Saturday and Sunday, the Saturday being the Iron-Man event (for members who have completed the Dusi Canoe or Comrades Marathon and then enter for the Midmar), the Company Relay, Non-company Relay, Family Relay and Non-family Relay, with the Sunday being the individual event, swum according to age groups.

In 2002 a few Air Force members attempted the Midmar Mile, under the name "Air Force Flippers". This year the remaining members of the original team, namely Lt Cols Stef and Linette (Sterretjie) Hennop and Craig Stanton, attempted their 6th Midmar Mile (having missed 2003). They swam in the Business Relay. Five members can enter, but only the top three times are taken. These members therefore qualified as a team and survived the 1,6 km swim. They then swam on Sunday in the individual event, where the women and men swim separately. They are also divided into age groups. Fourteen years and younger are combined and the 15 to 29-year-olds are in another group.

There are swimmers from all over the world who take part in this well-organised event. Some swimmers are as young as eight, and then there are more experienced swimmers, some over eighty years. There are also swimmers who belong to the "8-mile Club", who swim all eight-mile events over the weekend to raise funds for Cancer research and institutions.

This is usually a superb weekend to get away and relax, with a bit of swimming in between, and also to keep the Air Force's name high. Should anyone else wish to join the

"Midmar Team", feel free to contact Lt Col Stanton at Air Command on 312-2238.

Argus/Pick 'n' Pay Cycling Tour

Craig Stanton is also a keen cyclist, having recently completed his 19th Cape Argus Cycling Tour on 9 March 2008. He enjoyed cycling from a young age, but only took it more seriously in 1989 when he asked his parents for a proper racing bike for his 21st Birthday. Since March 1990 he has

taken part in every Argus Cycle Tour, not missing a year. After his 10th Argus Race he contemplated making it his last one, but he decided that there was no reason to stop and is now aiming to join the newly established "21 Club".

Lt Col Stanton often cycles to work and home during the week and cycles longer distances over the weekend to stay fit and prepare for official races during the year. He has taken part in various races over the years. To name a couple, the 'Vasbyt' over a distance of 165km, which he's done twice, the



94,7 Race in Johannesburg, and once the Tour D'Urban.

He says cycling is a wonderful sport which creates opportunities for meeting new people. Cycling early in the morning is the best, especially to see the sunrise. Some of the images are incredible, but are not appreciated by the rest of us, because so many people are still in bed at that time of the morning. Asked whether he was worried about the traffic on the roads, he said that it was obviously a concern, especially the increased traffic over the last few years. One had to be constantly aware of what was going on, think for the drivers of cars, anticipate their moves and just ride sensibly. Some cyclists enjoy riding two abreast, which is dangerous and irresponsible. "Respect other road users and they will respect you", is a policy that Craig applies when out training on the roads.

On completing the Argus Cycle Tour, Craig left Cape Town to take part in the Master's National Swimming Championships at the King's Park Swimming Pool in Durban over the period 12-15 March 2008. (Being an avid "Sharks" supporter it was fantastic to be so close to "The Home of the Sharks" for these few days!)

Masters National Swimming Championships

Lt Col Craig Stanton is a member of Coelacanth's Masters Swimming Club in Pretoria, which has a membership of more than 100. He joined this club in 2002, after having been part of the Swimming Team participating in the 1st All Africa Military Games in Kenya in April 2002. At the time, Lt Col Stef Hennop and WO1 Marijke Kosteljik were also part of the All Africa Games Team and Marijke was a member of this Masters Swimming Club, introducing Craig to it. He had not swum for 14 years after leaving school and was really keen to get back into the pool; He hasn't looked back since.

Masters Swimming in South Africa is growing at an impressive rate, especially when people realise that they don't have to be 80-years-old to take part. Junior Masters fall into the age group 19-24 years, and the age groups for Masters move up by five years at a time; so, if you are 60 years old, you do not compete with a thirty-year-old, for example. There are some 15 Masters Swimming Clubs in South Africa that, apart from their Provincial Swimming galas held during the

swimming season, all get together in the third week of March annually for the National Masters Swimming Championships.

The National Championships attract clubs from not only the rest of South Africa, but from Swaziland and even swimmers from Russia. The Championships are held at a different venue each year, having been held in Durban this year, to be held in East London next year and in Pretoria in 2010. There are usually over 400 swimmers who take part in these Championships over a period of 4 days.

At this year's National Championships, Craig took part in the 200 m and 400 m Individual Medleys, 100 m and 200 m Backstroke and Breaststroke, as well as the 4x50m Men's and Mixed Freestyle Relays. Medly Relays, obtaining three Silver and three Bronze medals overall. This was his 6th National Championship and, although he hasn't come close to breaking any Provincial or National records, still enjoys the training and the competition between the various clubs.

He is currently the President of Masters Swimming in Tshwane, a position he has filled for the last two years. He enjoys the camaraderie between everyone involved, whether it be in Gauteng or at a National level. It is a perfect sport for all-round fitness; it's safe and injury is not as common as in most other sporting disciplines.

SANDF Swimming

Swimming in the SANDF, except for the All Africa Military Games held in Nairobi, Kenya, in 2002, has been non-existent since about 1990. It is only in the last 18 months that swimming has been given more attention in the SANDF.

Lt Col Stanton is the President for Swimming in the Gauteng area (SANDF-wide), sitting on the Sport

Committee at the Pretoria Military Sports Club. In April last year, there were SANDF Swimming Championships held in Cape Town. This was rather exciting, as championships at this level had not been held for so long. During this week there was also the presentation of a Basic Water Orientation Gala for beginners on the swimming scene.

During Basic Military Training and



Instructors Courses, it has become part of the curriculum for learners to pass a Basic Water Orientation Course in order to be able to help themselves should they experience difficulty in water.

Lt Col Stanton is going to Cape Town in April to attend a 'Learn to Swim' Course, which will officially qualify him to give instruction in swimming. During this time in Cape Town he will also manage a team from the Air Force Gymnasium and Air Command, which will be taking part in a Basic Water Orientation Championship. On completion of this exercise, the swimmers will be afforded the opportunity to take part in a mini-gala in order to determine who has the potential to improve their swimming to qualify for the SANDF Swimming Championships to be held next year.

Should swimmers in the Pretoria area be interested in joining the Air Force Team (Gauteng) and, later, on qualifying, the SANDF Team, they are welcome to contact Lt Col Stanton on (012) 312-2238. ☎

Demonstration Air capability

- Article by Maj Gen Des Barker - CDFP

The South African Air Force (SAAF) proved its air power capability at Roodewal bombing range in Makhado on 13 September 2007.

There are obviously many ways in which air power can be defined. Major General "Billy" Michell saw air power as "the ability to do something in the air." It could also be defined from its functions, such as "transporting of all sorts of things by aircraft from one place to another." Air power may also be characterised as the ability to fly where you want, when you want, and to prevent the enemy from doing the same.

Since World War II, air power has played an important, if not dominant, role in both conflict and in peace. As military air power has become a precondition for effective and efficient military operations, so commercial aviation has become the centerpiece for long-distance and international travel, and an important element of the global economy.

The worldwide trend of modern democracies for the civilian control of the military has increased the affiliation between politicians and the military, bringing new meaning to the Von Clausewitz dictum that has been quoted

ad nauseum. This, in ordinary language, means "that warfare is just an extension of the political battle by other means." In democratic societies, illicit or unmotivated commitment to warfare, or significant losses of personnel during battles, can bring down any government.

Air power now offers not only the military, but also the politicians, the ability to attack targets with precision and with low risk of collateral damage and risk of loss of aircrew and aircraft.

The concern now is that air power could be considered by politicians as a solution for all future wars; with the entry into service of unmanned airborne vehicles (UAVs) and unmanned combat air vehicles (UCAVs), risks are even further reduced. Unmanned combat air vehicles remove all risk to aircrew, thereby satisfying one of the most critical political and "CNN phobia factors" "no body bags".

Retaining a lead in technology is crucial to military success and air power feeds from the breasts of technology. Within the African context, there is a large gap in capability between the RSA and its SADC neighbours. This gap is increasing even more with the implementation of the Strategic Defence Packages.

- Photograph by WO2 Christo Crous -

Winston Churchill said in the House of Commons on 14 March 1933: "Not to have an adequate air force in the present state of the world is to compromise the very foundations of national freedom and independence."

Mobility, flexibility and firepower are the three main characteristics of military air power. Air power bestows upon a military force great mobility through air-landed and parachute operations; strategic, operational and tactical battlefield support; the ability to provide firepower in a variety of locations within a short time span; and the ability to execute surveillance, reconnaissance and patrol operations over a large area. It also provides great flexibility and adaptability in changing between missions rapidly from offence to defence, to support and surveillance, as the need arises.

We all know how flexible our transport aircraft and helicopters are, but what about our fighters? Fighter aircraft also show flexibility in their employment from offence to defence and in the variety of weapons delivery and mode of delivery.

According to the Military Strategic Objectives, we, as the SANDF, need to



enhance and maintain comprehensive defensive capabilities: we must promote peace, security and stability in the region and continent and, lastly, we must support the people of SA. With this in mind, the utilisation of air power in Africa has changed drastically. The main role of air power in Africa includes a variety of tasks apart from the transportation of passengers and cargo. Emergency evacuation of injured persons, water bombers to extinguish forest fires and photographic and geophysical surveys are just some of the typical critical missions. Helicopters are used in the construction of buildings, power lines, radio mast inspections, servicing of ships offshore, supporting lighthouses, oil exploration and search-and-rescue operations, which plays an important role in natural disaster support.

South Africa plays a leading role in the SADC region. We are also seen as the "Big Brother" and may at short notice be required to participate in peace-support missions and other diplomatic initiatives associated with regional security. Such operations could range from merely showing the flag, through tactical reconnaissance and air defence, while air-denial missions could even include the full spectrum of offensive counter-air operations that could be associated with peace-enforcement missions. These potential scenarios clearly highlight the need for the retention of a viable air capability to ensure effective participation in any mandated military operation that would be sanctioned by either the UN or at least by the AU.

A tactical deployable Air Force is our vision for 2015. More importantly, with the 2010 Soccer World Cup on our doorstep it is essential for the rapid movement of protection and relief forces into a disaster zone. This includes search-and-rescue teams, medical teams and teams required for the maintenance of essential services.

Air power will also be required to rapidly move in relief supplies like water, food, medical equipment and supplies, clothing and shelter for temporary accommodation.

Air power is also essential to ensure an effective casualty evacuation system. In the absence of local medical facilities, well-equipped aircraft and helicopters are essential to rapidly move victims to established facilities.

One needs to ask oneself where the SAAF stands to ensure that we are capable in providing the required air power capability to the nation. By world standards the South African Air Force's force design represents a modest force, but within the context of Southern Africa it represents an adequate and indeed superior force.

The small size of the SAAF and the widely divergent requirements placed on it demands that two key characteristics be recognised and developed: Agility and Adaptability. Agility in this context refers to our ability to respond rapidly and efficiently, and conduct air operations throughout the spectrum of operational environments and circumstances. Adaptability refers to our capacity to react timeously and in an appropriate manner to new challenges, while recognising new opportunities and seizing them where they can produce an advantage.

One of the main problem areas is that the SAAF does not possess sufficient airlift capacity to meet the SANDF's requirements; in fact, the current fleet of C130s is incapable of accommodating a large percentage of the engineering equipment and there is no alternative to getting equipment to the required destinations. Clearly, the lack of adequate heavy airlift will continue to handicap SANDF peace-support operations until the arrival of the Airbus A400M in 2011.

In addition to our inability to provide an adequate airlift capability, African countries need to find a way to control their waters and to protect such assets and trade but, to do that, they must first be able to patrol their waters, which will require both aircraft and ships. The acquisition of the Super Lynx 300 maritime helicopter will enhance the SANDF's capability to operate in the demanding maritime security environment and will complement the capability of the new Corvettes. The current SAAF in-shore maritime aircraft, the C47-TP Dakota, is totally inadequate. The aircraft does not add real benefit to the SA Navy in terms of long-range maritime surveillance.

Although the role of the SAAF has undergone a subtle change to become a more tactical deployable air force, we must pay attention to the lessons learned from eighty-seven years of air power practice that confirmed that control of the air cannot be achieved by superior numbers of inferior aircraft. The South African Air Force's recapitalisation programme of Gripen, Hawk, Augusta A109, Rooivalk, Super Lynx and, later, the A400M, is a clear statement of intent and support for the collateral utility of air power. However, to provide a balanced air power capability to our country and continent, a suitable maritime patrol aircraft must be acquired for the SAAF as a matter of urgency.

In conclusion, there is no doubt that the future of the South African Air Force and Africa is linked to developments in air power, and one of the greatest challenges facing the SAAF today is to ensure that we respond quickly and sensibly to changes in conceptual air power thinking.

Air power is a national asset and the SAAF is the proud custodian of this asset on behalf of the nation. We trust that this small demonstration will adequately provide insight into the South African Air Force's Air Power Capability. 🌟

Project

Goodwill parcel

- Article and Photo by Sgt Thabang Bapela -

The spouses of the South African National Defence Force (SANDF) members deployed outside South Africa received food parcels from the Goodwill Parcel Project on 12 December 2007.

The key objective of the organisation, which was started in 2001 by WO1 Jakes Jacobs, is to assist these women and children whilst their husbands are out on military missions abroad. Every end of the year they are provided with food parcels as an early Christmas gift.

The wife of the Chief of the SANDF, Mrs Busisiwe Ngwenya, who, over recent years has become passionately involved with this project, distributed the parcels to the selected women. Each of the military services has its own champion, who ensures that the food parcels reach their designated areas and persons.

The South African Air Force (SAAF) has chosen WO1 Johan Botha from Directorate Supply Support Services (DSSS) to be the organisation's champion. 🌟



The wife of the Chief of the SANDF, Mrs Busisiwe Ngwenya

Aeronautics & Aviation week

- By CO Solomon Kotane -

Over sixty Gauteng high schools swarmed over five laptops showing aerial flight photographs at the South African Air Force (SAAF) stall during the Aviation week held at the Sci-Bono Discovery Centre in Newtown, Johannesburg.

Most of the children were attracted by the usual collection of interactive aircraft videos and other science exhibits that amazed and amused visitors. Furthermore, they were also drawn to the hall by the colourful T-shirts, which were given out to matriculation pupils who do mathematics and science at school.

The French Ambassador to South Africa, His Excellency, Denis Pietton, who is an aviation enthusiast and supports the event, launched the programme. The Centre had planned to focus public attention on all aspects of transport, but during the week of 15 October most of the viewing was on aviation. The Sci-Bono week ran from 15 to 20 October 2007.

The ambassador of the Federal Republic of Germany to South Africa, His Excellency Dieter Haller, hailed the organisers of the initiative, saying the event augurs well for the country. It coincided, he said, with the handing over of the first Airbus A380 to Singapore Airlines. He reckoned that the event was another proof of EADS' visionary capacity for long-term planning.

He argued that EADS remained a success story of European industrial policy. He added that it reflected the determination of key Caucasian partners not only to advance the political process of integration but also the economic one.

Moreover, he believed that "in the world of today, technological advancement can never be achieved by individual or fragmented action." What is needed, he noted, is a joint and broad-based effort of Government, the academic world and the private sector. He said: "All actors have to take hands to foster the research, bring the best brains together and create an overall favourable framework which allows the swift transfer from research to production."

Whilst supporting the industrial policy framework of South Africa, he doubtlessly felt that EADS and European experience might in this respect be useful for South Africa when it comes to incorporating external know-how. There is cooperation between Germany, France and Spain in the production of some aviation equipment.

The Ambassador of the Kingdom of Spain to South Africa, His Excellency Ramon Gil-Casares, Phillipe Bohn, Senior Vice-President and Regional Director of EADS, and the Chief Executive Officer of Sci-Bono Discovery Centre, David Kramer, also attended the launch of the aviation week.

In partnership with the French Embassy and EADS, a global leader in aerospace, defence and related services, Sci-Bono offered schools and the public an opportunity to explore the world of flight and flying. With the help of EADS and local role players such as the SAAF, Denel, Eurocopter, South African Airways (SAA) and many other companies, the Centre hosted an exhibition of commercial and military aircraft.

In addition to a spectacular collection of models and components, there was a programme of activities and events that included paper plane workshops, flight simulations, presentations by pilots on how planes fly and talks for youngsters by a range of role models. The display also included a career exhibition that looked at the wide variety of opportunities for young people in the aeronautics and aviation industry.

"Flying a modern airplane is one of the most challenging and exciting activities in the world, said EADS' top man in South Africa, Hans Lueken. He added that it is not a oneman job. He acknowledged that it takes many people doing a variety of skilled jobs to get an Airbus that weighs over 500 tons off the ground and keep it up.

Most school learners and their parents, he noted, had a limited perception of the modern aviation industry. He pointed out that there was a constant need to get enthusiastic school leavers into the industry and that EADS was keen to expose the wonderful study and work opportunities for young people in aviation.

The Sci-Bono Discovery Centre offers advice, testing and counselling that provides the first step. Most of the visitors had fun and learnt some interesting things about aircraft and flying. The key aim of the SAAF exhibition was to capitalise on the Centre's Aeronautics aviation week to promote and enhance the SAAF and Siyandiza image amongst Gauteng communities. 🌱

AAD 2008

Africa Aerospace and Defense

Africa's largest aerospace, defence and security exhibition is moving to what many have called the world's most beautiful city. Africa Aerospace & Defence – AAD 2008 – will be held in Cape Town from 17-21 September 2008.

Air Force Base Ysterplaat, against the backdrop of Table Mountain, will provide the setting for the only exposition of its sort in Africa and will feature more than 400 exhibitors from at least 25 countries.

All of the major suppliers of civil and military aerospace, defence and security equipment to the South African government will be represented in Cape Town by top ranking executives. It is an innovative and expanded showcase for

local, regional and global exhibitors who supply civil, military and security products, systems, components and services to customers in Africa and around the world.

AAD 2008 will feature three trade days and two public days. The last show, AAD 2006 in Cape Town, drew more than 22 000 professional trade visitors from Africa and beyond. The public days, featuring some of the world's most advanced aircraft, drew 90 000 spectators in 2006.

This year's show also coincides with the South African government's strategy for strengthening, growing and forging worldwide alliances for its domestic aerospace, air transport, maritime, land systems, security and space industries.

Exhibitors from industrialised countries, as well as from emerging markets, will ensure an unparalleled diversity of product systems and a vast array of newly developed technologies.

AAD 2008 will provide a unique opportunity for industry and the media to get to grips with the opportunities unfolding on the African continent, particularly as South African industry joins hands with its international partners.

By taking part in AAD 2008, trade visitors and the media have the unique opportunity to get in on the ground level, experiencing and participating in the renaissance of the African aerospace and defence industry. 🌱

Winning Battle against obesity

- By CO Solomon Kotane -

- Photograph Wo2 Christo Crous -

It took the end-of-the-year function at work in November 2006, with all the mouth-watering delicacies laid on the tables, for Lt Col Franscois Redelinghuys (49), with bulging stomach and weighing 108 kg at the time, to decide to cut down the excessive lipids that nearly clogged his arteries.

The next morning Lt Col Redelinghuys went to Braam Joubert, South African Strongman and Lifestyle Coach, and asked him: "Please fix me up." On that Saturday morning Lt Col Redelinghuys started a strict training regimen in Braam Joubert's Centurion studio by exercising two to three hours every day of the week.

The studio currently trains 40 people suffering from a variety of health-related conditions and offers the following therapeutic services: physical evaluation, individualised exercise programmes, nutritional guidance, strength training, sports-specific training, lifestyle coaching, increased energy and self-esteem, decreased stress and depression and ongoing monitoring.

Lt Col Redelinghuys added two additional rigorous training hours to his Saturday afternoon programme. He altered his diet completely by eliminating bread, chocolate, sweets (he used to finish nearly two packets a day) and alcohol. He started drinking three litres of water a day, and for

the first five months did not eat red meat. A variety of fruit has the green light from coach Joubert, especially apples.

In conjunction with the intensive training programme, Lt Col Redelinghuys takes vitamin B complex and B12 to sustain his immune system, calcium to strengthen his bone structure and Omega 3 for his joints and arteries. He also takes vitamin C and magnesium, all of it topped up with two tins of tuna fish in water, every day.

Five months after starting the therapy, Lt Col Redelinghuys weighed 78kg and trained only one-and-a-half hours in the evening every other day and the same amount of time every Saturday. "I never knew it would be so easy to lose weight," smiled Lt Col Redelinghuys. He used to wear a size 42, but in just five months he had gone down to a size 34.

He had to give away 17 of his "big" pants because they could not be altered. Lt Col Redelinghuys also had to obtain a new SAAF uniform. Incidentally, he noted, "I used to be easily exhausted when climbing the stairs at SAAF Headquarters, but now I can run up and down without worrying about hypertension."

FSgt Janse van Rensburg, a database specialist (IT) at Directorate Education, Training and Development (DETD), joined Lt Col Redelinghuys in the training sessions and says that the "therapy is very useful". Since March 2007, FSgt Janse van Rensburg's weight has dropped from 98kg to 87kg.

Lt Col Redelinghuys's cholesterol dropped from 5 to 3,9 and his glucose decreased sharply from 5,5 to 4,9 from 21 November 2006 to 20 July 2007. According to Lt Annemarie Barnard of the South African National Defence Force (SANDF) Army Headquarters Sickbay, Lt Col Redelinghuys's blood test results indicate a healthy body, including a low risk for prostate cancer at 0,9, and display a body-fat drop from 30% to 15,7% within nine months.

Lt Col Redelinghuys matriculated at Nassau High School in Mowbray, Western Cape, in 1976. He did most of the junior and senior military courses, including a Senior Management Programme (SMP) at the Business School of the University of Pretoria. He is currently working in the Directorate Education, Training and Development (DETD) at SAAF Headquarters. ♻️



Safety is an attitude

- Compiled by Ms Harrie Greebe -

One of the Aviation Safety highlights of 2007 was the Executive Safety Management Seminar held on 30 and 31 October 2007. International leaders in the field of aviation safety came together to address the current day issue of aviation safety. "Seminar" comes from the Latin word "Seminarium", which means "seed plot". Prof Dr Milde said that only seeds of knowledge can be planted there. Later, after careful cultivation, the tree of knowledge will grow through study and experimenting. Prof Dr Milde spoke on various topics, ranging from the Legal Status of Military Aircraft, Aircraft Accident and Safety Investigation, Aviation Security, Interception and Safety, Law of Aerial Warfare and Military Aviation Authority.

Maj Gen Des Barker of the SAAF made a strong argument in saying that "Executives are responsible for ensuring correct attitudes towards safety in their organisations." He portrayed statistically that Africa is responsible for only 3% of the world's aviation, yet it is responsible for 24% of the world's aviation accidents. At the time of the seminar, more than 60

Maj Gen Barker explained his argument by saying that aviation safety transcends all levels of management, both upwards, and downwards. When the costs of aircraft collisions are measured in terms of dollars and lives - either or both can make or break any aviation organisation. If aircraft collisions are not prevented, huge liability costs could bring an organisation to its knees on top of loss of credibility due to unsafe acts and poor track records.

Maj Gen Barker explained that Africa's attitude towards aviation and aviation safety is the major contributor to the dreary aviation safety statistics of the continent. He said the only conclusion is: "Africa does not appreciate the complexities of aviation. Guidance cannot come from the 'bottom up', it must be 'top down'. The requirement to have skilled and experienced personnel is fundamental to aviation safety, but above all, the safety mindset from Government down to the last person in the aviation safety chain is a paramount element to safe and professional aviation practice."

According to Maj Gen Barker, safety is an

policy, procedures and philosophies are developed to make the sky a safer place to operate in."

Cmdr Scott Lockey from the Royal Australian Navy placed aviation safety in the framework of the "just" culture. In his presentation he stated: "In a just culture, an acknowledgment of human error and sense of justice works in concert with the demand for accountability. A 'just' culture provides a fair and productive alternative to the two extremes of punitive or blame-free cultures. A just culture balances the need to have a non-punitive learning environment with the need to hold persons accountable for their actions."

There is an increasing adverse trend in the State aircraft maintenance workforce's compliance with maintenance standards inherent in the aircraft maintenance regulations, said Cmdr Lockey. Three main contributors to the problem are: insufficient maintenance personnel, high operational tempo, and inappropriate attitudes. In an effort to address the problem, Cmdr Lockey explained the aim of Achieving Measurable



African airlines were banned from flying into Europe because of non-compliance with safety regulations and standards. Realising its own shortcomings, Maj Gen Barker stated that Africa's air navigation services, airport infrastructure, air traffic control and personnel training have been recognised by African Civil Aviation organisations as unacceptably low.

attitude. He explained: "Aircraft collisions, particularly midair, are generally sensational media events and draw huge amounts of negative aviation publicity. These tragedies are mostly avoidable if adequate control, communication and management are applied. This is where and how executive safety management is required. It is here where the budget,

Improvements in Performance (AIMP) of aircraft maintenance. AIMP is a State aircraft maintenance organisation whose workforce culture and competence, supported by appropriate systems and resources, ensure consistent and effective compliance with the maintenance practices and standards inherent in the aircraft maintenance regulations in order to

deliver safe, airworthy aircraft.

In support of desirable attitudes, Cmdr Lockey proposed the following maintenance checklists on personal work standards:

Inappropriate Attitudes and Behaviours

- Poorly documented maintenance.
- Failing to use or follow approved maintenance procedures.
- Must Do Attitude.
- Perception of a 'blame free' culture where personnel commit violations with no fear of reprisal.

Desirable Attitudes and Behaviours

- Working within the established maintenance regulatory framework at all times.
- Changing the system if it is wrong to ensure that it is right for others in the future.
- Reporting all maintenance incidents and 'near misses.
- Establishing and maintaining a 'Just Culture'.

Before the task

Do I have the knowledge to perform the task?
Do I have the right technical data to perform the task?
Have I performed the task independently before?
Do I have the proper tools and equipment to perform the task?
Have I had the proper training to conduct the task?
Am I mentally prepared to perform the task?
Am I physically prepared to perform the task?
Do I have the proper safety precautions to perform the task?
Do I have the resources available to perform the task?
Am I performing this task iaw the appropriate publications?

After the task

Did I perform the task to the best of my abilities?

Was the task performed iaw the appropriate publications and data?

Did I use all the methods and practices acceptable to the ADF?

Did I perform the task without pressures, stress and distractions?

Did I re-inspect my work or have someone inspect my work before return to service?

Did I make the proper entries in the aircraft paperwork and CAMM2?

Did I perform the operational checks after the work was completed?

Am I willing to sign on the bottom line for the work I performed?

Am I willing to fly in the aircraft once the maintenance is completed?

Cmdr Lockey concluded his presentation with his perspective of the future: "The future is not a result of choices among alternative paths offered by the present, but a place that is created – created first in the mind and will, created next in activity. The future is not some place we are going to, but one we are creating. The paths are not to be found, but made, and the activity of making them changes both the maker and the destination."

Mr Danie Williams from the National Safety Association (NOSA) used the following quotations as framework for his presentation on aviation safety management:

"If you put garbage in a computer nothing comes out but garbage. But this garbage, having passed through a very expensive machine, is somehow ennobled and none dare criticise it" - Anonymous

"Celestial navigation is based on the premise that the Earth is the centre of the universe. The premise is wrong, but the navigation works. An incorrect model can be a useful tool" - Kelvin Throop III

Mr Williams placed these quotations in the context of an average risk manager for whom three things are very clear:

The task of preventing accidents contains too much information to be managed manually. A computerised risk management system (software) is not a "nice to have"; it is an essential, if not a critical tool, needed to properly manage occupational risk issues. The choice of a software package must have as first objective proper management of the controls over the risk issue.

Every risk manager has to deal with the issue of risk assessments and, more precisely, Qualitative Risk Assessment (or risk ranking). A sound, consistent and defensible model (premise) from where to begin the risk assessment process will go a long way towards managing occupational risks effectively.

Attempting to accurately calculate risk values in a qualitative risk assessment

model leads to hair splitting, and losing focus of the bigger picture, resulting in a final result that is in any case not accurate nor value adding in the attempt to manage the risk issue.

Capt Gavin McKellar, Chairperson of the International Federation of Airline Pilots' Associations (IFALPA) Accident Analysis Committee, identified the following safety challenges:

- Lack of Qualified Personnel.
- Lack of Political Will.
- SMS Implementation.
- Criminalisation of Error.
- Lack of Implementation.
- Lack of Enabling.
- Competing Interests (Security, Environment, Public).
- Acceptance of Risk.
- Lack of Trust.

Capt McKellar said that profit and protection need to be balanced and that there is a need for good risk management. Bringing management into the picture, he said: "Workers behave the way that managers manage – positively or negatively." In promoting an accident-prevention culture, Capt McKellar expanded on Cmdr Lockey's concept of the "just" culture, by opting for a "safety" culture that incorporates a just culture, learning culture, adaptable culture, informed culture and reporting culture.

Capt McKellar explained the causes of aviation safety failures in terms of the following human errors:

Time shortage (X11)
Fatigue/ long duty (X10)
Poor signal to noise ratio (X10)
Poor man / machine interface (X8)
Designer / user mismatch (X8)
Irreversibility of errors (X8)
Information overload (X6)
Negative transfer between tasks (X5)
Unfamiliarity with the task (X17)
Misperception of risk (X5)
Poor feedback from machine/system (X4)
Inexperience (not lack of training) (X3)
Poor instructions or procedures (X3)
Inadequate cross checking (X3)
Educational mismatch of person task (X2)
Disturbed sleep patterns (X1.6)
Hostile environment (X1.2)

According to Capt McKellar, almost all identifiable accidents and incidents have a crew error component. He explained that the most commonly quoted figure is 70%, but in reality, human error is close to 100%. Since aviation is a fallible system operated by humans, Capt McKellar stated that this allegation should not be a surprise.

In explaining human nature, Capt McKellar explained that errors would not be

prevented by threat of prosecution; errors can only be prevented by knowledge, training or system redesign, and that error prevention requires data. However, the irony is that the threat of prosecution dramatically impedes the acquisition of data on causal factors leading to an error. To prove this point he used the lengthy prison sentence of four individuals for the failure of a system as an example that led to the dangerous message to others of not to "improve", but rather "keep your head down". This led to the safety premise of: 'Learn from mistakes'.

But if mistakes are prosecuted, information

- Firefighting – live firefighting every 3rd year and simulated drills annually.

- Emergency Procedures - Company-specific training, preparing the cabin for an emergency landing, decompressions, ditching, etc.

- Emergency Equipment – practical demonstration of each piece of equipment crew may be required to operate, e.g. oxygen, halon, life vest, ELT, PBE, megaphones, pyrotechnics, etc.

- Security – management of unruly/disruptive passengers, bomb

- Cabin Crew are licensed in terms of CAR Part 64:

- Must be at least 18 years old.

- Medically fit.

- Able to read, speak and understand the English language.

- Successfully complete theoretical and practical training.

- Pass the Licensing Exam at the CAA.

- Cabin crew are allowed to operate on 3 aircraft types.

- Must carry license while on duty.

- Aviation authorities view flight attendants as essential for safety, and they are thus required on Part 121 aircraft operations with more than 19 passenger seats.



flow stopped, mistakes were repeated, not prevented, and if you punish...you probably cannot fix.

The 'just safety' culture therefore is: "A culture with norms and values in which front line operators are not punished for actions or errors. It is a culture where safety information leads to accident-prevention management..."

The South African Civil Aviation Authority (SACAA) is a player in the international arena that seeks to promote and maintain a safe and secure civil aviation environment in South Africa, by regulating and overseeing the functioning of the industry in an efficient, cost-effective, sustainable and customer-friendly manner.

During the early years of travel the "stewardess" portrayed a carefully cultivated and glamorous image that became inseparable from the air travel experience. There has been an evolution from the "stewardess" of the 1930s to today's professional flight attendants/cabin crew. Rigorous compliance to Cabin Crew training as per SA-CATS-FCL64 include:

threats, sabotage, hijacking, etc.

- Ditching – wet drill (in water) conducted every 3rd year demonstrating the use of rafts, slide rafts, life vests, survival kits, etc.

- Aviation Medicines – Cabin crew have to deal with anything from airsickness to death on board. They are also trained in CPR, heart attacks, use of defibrillators, how to dress wounds, etc.

- Practical training – must be assessed by a designated examiner, conducted on aircraft type, looking at procedures and equipment. This training also covers shouted commands, emergency announcements and demonstrations, preparing the passengers and cabin for an emergency situation.

- Undergoing an aviation medical test as per CAR Part 67 in order to obtain a DD50 medical certificate. This medical certificate is valid for 2 years if the cabin crew member is under 40 years old; if older the medical test is required annually. The medical certificate must be carried while on duty.

- 1 cabin crew member for every 50 passenger seats.

In aviation, flight attendants (formerly known as trolley dollies, sky girls, air hostesses, stewardesses or stewards) are members of a flight crew employed by airlines to ensure the safety and comfort of passengers onboard commercial flights.

- TWA flight 847: a flight attendant protected passengers during a hijacking by assisting with negotiation efforts.

- BA flight 5390: a flight attendant was able to prevent a pilot from being lost through a cockpit window that had failed.

- TWA flight 843: the aircraft crashed after an aborted takeoff and was destroyed by fire. Nine flight attendants, along with five off-duty flight attendants, evacuated all 292 passengers.

- Pan Am flight 73: a flight attendant saved the lives of passengers and crew during a hijacking. She was killed protecting children from terrorists. ☹

Information overload

Saldanha Bay

- Article and photographs by CO Maryke Lynn, Pupil Pilot, Course 112-

After a lengthy year of studying, studying and some more studying, Pupil Pilots Course 112's last page of their chapter at the Military Academy could finally be turned over, the book closed and shelved.

It all started in early January 2007. A week of induction by the MASC (Military Academy Student Council), including a sunrise swim in the chilly west coast waters of Saldanha Bay, familiarised the group of 38 pupil pilots and navigators with their new environment. Active participation in RAG with residences of the University of Stellenbosch succeeded in bringing military and civilian students together in an act of goodwill and, also, for the briefest of time, introduced many of the 'pupes' to student life as it can only be experienced in Stellenbosch.

Following this last bit of relaxation, academic studies took off without further ado. Mathematics, Physics, English, Computer Information Systems and various Aeronautical Science subjects were completed during the year. Countless late nights (and early mornings) had to be put in to get through the escalating workload and weekly Aeronautical science exams.

The availability of computers with Internet access and flight simulators in each room eased the learning process vastly. It provided effortless access to vital information and created the opportunity to



put aeronautical science theory into practice in preparation for the 'real thing' at Air Force Base Langebaanweg next year. Even though physical training at the Military Academy is limited because of the intensified academic focus, quarterly fitness tests ensure that all students comply with military fitness standards. Therefore, for the most part, it is each student's own responsibility to keep himself/herself in good physical condition.

The pupil pilot's accommodation block is

situated closest to Saldanha Bay and therefore regular sightings of whales and dolphins can be made right out of their bedroom windows as they are studying. The bay also grants picturesque sunrise and sunset views enhancing the already scenic surroundings, especially during springtime when flowers of every colour stretch as far as the eye can see.

One of the biggest hurdles in becoming an Air Force pilot is now behind them and they are good and ready for the next evolution –

aviation

Quotes

Air power may either end war or end civilization. (Winston Churchill)

Aviation is fine as sport. But as an instrument of war, it is worthless. (Genl Ferdinand Foch)

It is not possible...to concentrate enough military planes with military loads over a modern city to destroy that city. (US Col John W. Thomason)

Thank God men cannot as yet fly and lay waste the sky as well as the earth! (Henry David Thoreau)

17 Sqn deployment

Snowy Dragon Peaks

- Article and photographs by members of 17 Squadron -

As a newly qualified co-pilot on the Oryx helicopter and now stationed at 17 Sqn, I had the opportunity to deploy to the Drakensberg Mountains near Winterton. Although this was not my first time on a trip to the mountains for training, this trip was from an operational squadron. At 87 HFS we were introduced to mountain flying and covered most of the procedural side, but this trip with 17 Sqn was an eye-opener as we practised real-life scenarios. Some of the exercises that we went through were:

Live hoisting of SA Mountain Club members and medics onto mountains at around 10 500' AMSL.

Cargo slinging at 10 000' AMSL.

Pinnacle landings, some at 11 000' AMSL.

Valley flying and confined area landings.

We also had a simulated aircraft crash, and it was wonderful to see how efficiently and quickly the rescuers reacted and actually got to the 'downed aircraft'.

We were quite lucky on the second last day of the deployment when snow fell on the mountains. It was just amazing to see the mountains covered in white.

In the aviation line it is extremely important to maintain currencies and get as much training in as possible, and on this deployment I learnt a considerable amount of how an operational squadron handles different scenarios not to mention that the scenery and environment was post-card, perfect.

Training exercise 17 Squadron in the Drakensberg



aviation

Quotes

Only air power can defeat air power. The actual elimination or even stalemating of an attacking air force can be achieved only by a superior air force. (Maj Alexander P. de Seversky)

Science has not yet mastered prophecy. We predict too much for the next year and yet far too little for the next ten. (Neil Armstrong)

A time will come when men will stretch out their eyes. They should see planets like our earth. (Christopher Wren)

What can you conceive more silly and extravagant than to suppose a man racking his brains, and studying night and day how to fly? (William Law)

It is not really necessary to look too far into the future; we see enough already to be certain it will be magnificent. Only let us hurry and open the roads. (Wilbur Wright)

There shall be wings! If the accomplishment be not for me, 'tis for some other. The spirit cannot die; and man, who shall know all and shall have wings... (Leonardo da Vinci)



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because
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succeed.



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