



# SAAF Association Port Alfred News



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## TALE DRAGGER

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### NEXT MEETING AND LUNCH AUGUST 6<sup>TH</sup> 2012, MY POND HOTEL 12H00 FOR 12H30

No stairs. R60 pp.

What we need to know please: are you attending? Please tell Mike at 046 624 4076, YES or NO, **BY FRIDAY NOON, AUGUST 3<sup>RD</sup>**. Thank You!

### WELFARE OF MEMBERS

Pierre Hendriks is feeling much better, thank you for all your good wishes and positive thinking. Ilona must have her hands full looking after him, but seems to be doing a great job; well done ma'am.

Bill Clough's situation is not good, we will get an update before this news letter goes to press and try to give some encouraging news. Not yet aware of any change.

James Hoyle, our dear Padre sounds better but we will try to give you more positive news as soon as we are able to. Still much the same.

Rob Masters, ex SAAF Liberator squadrons, at age 90 plus, is feeling the grip tighten on his health, causing him to not feel so bright eyed and bushy tailed lately. Denzil Goosen does not bring Rob to meetings in Port Alfred from East London at present, because of Rob's poor health. Hang in there Rob, we hope and pray that you get a lift up soon, and visit us again.

Our thoughts and prayers are with Margaret Birch – (very painful hip; probably needs replacement) and Lee Bothma – (back surgery).

Percy Le Roux (in PE), has had a very serious heart complaint, necessitating an urgent quadruple by-pass; Percy is my brother-in-law and together with sister Gaye (Percy's wife) late brother, George Leonard (SAAF 5 Sqn), and myself, are all SAAFA

members. Your thoughts and prayers would be appreciated, thank you so much.

To all our super star members no longer feeling on top of things, we are always thinking of you and wish you only the best; God Bless.

### DEALING WITH PAIN OR TRYING TO

- Painful Muscles: Relax in a hot water bath, with 10 drops peppermint oil, 3 times per week.
- Back Ache: Heaped cup grapes daily.
- Sinusitis: 1 teaspoon, 2 times per day, grated Horseradish.
- Bladder Infections: 1 cup Blue Berries daily (fresh, frozen or juice).
- Mouth Sores: Dab with unpasteurized honey 4 times per day.
- Breast Pain: Sprinkle ground Flax on oatmeal, yogurt or dips daily.
- Migraines: Wash down your pain killer with a cup of coffee.
- Leg Cramps: sip 10 ozs potassium rich Tomato Juice daily.

### BIRTHDAYS FOR AUGUST 2012

Petro Scales	3 <sup>rd</sup>
Hugh Holmes Addy Wilkens	6 <sup>th</sup>
Helen Hall	7 <sup>th</sup>
Hazel Hawken	12 <sup>th</sup>
Sandy Chemaly Gary Human	19 <sup>th</sup>
Lucy Godfrey	20 <sup>th</sup>
Gordon Goff Mary Long Stan Webber	23 <sup>rd</sup>
Dave Cheater	25 <sup>th</sup>
Anthon Knoetze	26 <sup>th</sup>

A VERY HAPPY DAY TO YOU ALL, KEEP HEALTHY AND HAPPY UNTIL 2013 FOR THE NEXT HAPPY DAY!

OLD is when an 'all nighter' means not getting up to use the bathroom.

If life is tough, get a helmet.

An idle mind is the devil's workshop, and the devil's name is Alzheimers!

## **LATEST NEWS (MATHEMATICS)**

A public school teacher was arrested today at OR Tambo International airport as he attempted to board a flight while in possession of a ruler, a protractor, a compass, a slide-rule and a calculator. At a morning press conference, the Attorney General said he believes the man is a member of the notorious Al-Gebra movement. He did not identify the man, who has been charged by the Hawks with carrying weapons of math instruction.

'Al-Gebra is a problem for us', the Attorney General said. 'They derive solutions by means and extremes, and sometimes go off on tangents in search of absolute values.' They use secret code names like 'X' and 'Y' and refer to themselves as 'unknowns', but we have determined that they belong to a common denominator of the axis of medieval with coordinates in every country. As the Greek philanderer Isosceles used to say, 'There are 3 sides to every triangle'.

When asked to comment on the arrest, President Zuma would not comment but Julius Malema said "If God had wanted us to have better weapons of math destruction, he would have given us more fingers and toes" Luthuli house aides told reporters they could not recall a more intelligent or profound statement by Malema – it is believed that another Nobel Prize will follow.....

## **A DANGEROUS FLIGHT by Toby Louw**

During 1944 No 11 Spitfire Squadron was re-equipped with P40 Kittyhawks and transferred to Perugia airfield in Italy some ninety miles north of Rome.

The Allied Air Forces were reliant on a system called a Ferry Pilot System which flew replacement aircraft to the various Squadrons as required.

Shortly after our arrival at Perugia one of our aircraft needed this service and for some unexplained reason the Ferry Service were unable to carry out this duty.

All the pilots' names were placed in a hat and low and behold out came my name. My first thoughts were one of excitement and

adventure. I was to fly the aircraft to Naples Airfield and report to No 5 Maintenance Depot and collect, a replacement aircraft. The flight duration was about forty five minutes, and all I needed was a map and my parachute. After a short drive to the airfield the mechanics helped me startup and off I went on my way to Naples. The weather was good and soon I was able to have a good view of Vesuvius and Pompei before landing at Naples. (The joy of flying)

After some difficulty I found No 5 Depot amongst the vast array of buildings and reported to the manager. To my horror I was informed that there was no airworthy Kittyhawk immediately available. There I was with a parachute, a map and no money. The Manager also informed me that I would not be allowed into Naples as Military personnel were not permitted to enter the City. Things could not have been worse, no help from the Depot personal, I was stranded.

My thoughts were limited to possibly spending the night in a truck with men on the back wearing red tabs on their shoulder straps. After loud shouts the truck stopped and I was able to confirm that they were in fact South Africans who took me under their "wing" and transported me to their camp.

The next day the weather had closed in to the extent that the sparrows were walking, and still no aircraft available. Four days were to pass before my aircraft was ready. The weather could (the dangers of flying) not have been worse, but by now I was determined to fly home. After studying my map I planned a route up the west coast to the river TIBER which flows through Rome, then a course due north to Perugia, some eighty miles north.

My flight plan was geared for a low level flight about fifty feet above sea level up the Tyrrhenian sea, right turn along the Tiber climbing to Five hundred above the Rome area. This was very dangerous with visibility down to about 1000ft. Then a left turn, when suddenly St Peter's Church Dome in the Vatican appeared directly in front of me causing me to pull up sharply and back up into the clouds which troubled me all the way to the airfield and home. (Well done!)

*Thank you Toby, your guardian angel was riding with you all the way!?*

## **OLD FARTS**

I never really liked the terminology "Old Farts". But this makes me feel better about it. And if

you ain't one, I betchya you know one! I got this from an "Old Fart" friend of mine!

### OLD FART PRIDE

I'm passing this on as I did not want to be the only old fart receiving it. Actually, it's not a bad thing to be called, as you will see. Old Farts are easy to spot at sporting events; during the playing of Die Stem or Nkosi Sikilele.

Old Farts remove their caps and stand at attention and sing without embarrassment. They know the words and believe in them.

Old Farts remember World War II, D day, VE day, Normandy and Hitler. They remember the Atomic Age, the Korean War, The Cold War, the Jet Age and the Moon Landing. They remember the Peacekeeping Missions from 1945 to 2005, not to mention Vietnam.

If you bump into an Old Fart on the sidewalk he will apologize. If you pass an Old Fart on the street, he will nod or tip his cap to a lady. Old Farts trust strangers and are courtly to women.

Old Farts hold the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Old Farts get embarrassed if someone curses in front of women and children and they don't like any filth or dirty language on TV or in movies. Old Farts have moral courage and personal integrity. They seldom brag unless it's about their children or Grandchildren.

It's the Old Farts who know our great country is protected, not by politicians, but by the young men and women in the military serving their country.

This country needs Old Farts with their work ethic, sense of responsibility, pride in their country and decent values.

We need them now more than ever.

Thank God for Old Farts!

I was taught to respect my elders. It's just getting harder to find.....

### THIS IS A MONSTER

#### The World's Largest Plane at Niagara Falls Airport

This airplane was at the Niagara Falls Airport recently (twice) to load large transformers to fly directly to Saudi Arabia.



Engines and 32 wheels. It costs more than my house to rotate the tires! The world's biggest airplane; the Russian Antonov 225.

When the plane landed at the Niagara Falls Airport and while they were loading the compressors, the Russian pilots (two crews), went into town to buy cigarettes by the case and



Levis jeans.

It is amazing something this huge can stay in the air.

The Wright brothers would never dreamed it possible!?

Some statistics on the Antonov: *(Taken from Wikipedia)*

#### General characteristics

- Crew: 6
- Payload: 250,000 kg
- Door dimensions: 440 x 640 cm
- Length: 84 m
- Wingspan: 88.4 m
- Height: 18.1 m
- Wing area: 905 m<sup>2</sup>
- Aspect ratio: 8.6
- Cargo Volume: 1,300 m<sup>3</sup>

- Empty weight: 285,000 kg
- Max. takeoff weight: 640,000kg
- Powerplant: 6 x ZMKB Progress D-18 turboprops, 229.5 kN each
- Takeoff run: 3,500 m with maximum payload

### Performance

- Maximum speed: 850 km/h
- Cruise speed: 800 km/h
- Range: With maximum fuel: 15,400 km
- With maximum payload: 4,000 km
- Service ceiling: 11,000 m
- Wing loading: 662.9 kg/m<sup>2</sup>
- Thrust/weight: 0.234

### APOLOGIES

To our readers for taking so long to get a reservation at MY POND Hotel for lunch where there are no stairs to negotiate and the flat surface is old age, wheel chair, crutches and walker friendly.

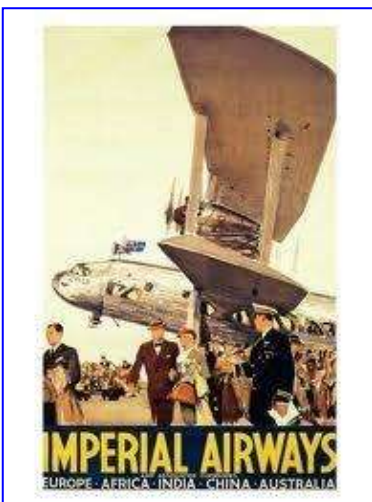
We will try to get a booking for August or September and when you phone Mike or Joan at 046 624 4076, to reserve your attendance, they will tell you venue and price.

The news letter is not practical to give you this information because of our lengthy turnaround time due to administration.

But now you have it!

My Pond at last!

### MILESTONE IN AVIATION (Jan 20<sup>th</sup> 1932)



80 years ago a bi-plane carrying a load of mail landed in Cape Town, pioneering an air service that to-day carries over 1300 people and tons of cargo to and from the Mother City every day.

The airline was

operated by Imperial Airways prior to British Airways.



On 27<sup>th</sup> April 1932 Imperial began carrying passengers between Cape Town and London.

Using five different aircraft and a train en route, the journey was long, daunting and uncomfortable, BUT, in this day and age in modern jet liners, what a pleasure!

### CONGRATULATIONS

To our members who received recognition at Congress 2012, for Meritorious Service to the Principles and Objectives of SAAFA.

- Presidential Merit Award: Mike Beaumont , Rob Taylor and Mo Goff
- OSAAFA Bronze: Gordon Goff
- OSAAFA Silver: Declined
- OSAAFA Gold: Wally van der Meulen

It is important that all our members who contribute something special, and continue doing so, should be proposed by members for SAAFA recognition of Meritorious Service to SAAFA. For example: Attitude, Commitment, Dedication (SAAFA/SAAFA Image, History, Objectives and Purpose.)

Fund Raising, Portfolio acceptance, Support, Welfare (Care of the Aged)

### SHUT DOWN

Until we meet again, best wishes, kindest regards and take care.

*Wally Vandermeulen*

#### NOTE

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