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JUDGE MUSI: We just want to put it on record why we're starting this time, you will see that it's 10h40 and yet our starting time is 09h30. The reason for today's delays is that it was found out that there were not sufficient copies of the documentation that would be used by the witnesses and other interested parties in today's proceedings, so our personnel had to attempt to make sufficient copies. The documentation is a bit voluminous, that is why they took some time to complete and photocopy, that is the reason. Thank you.

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10 ADV MPHAGA: Commissioners, we have seen it fit this morning that before we can start with the formal evidence of General Malinga that at least we should have a slide presentation by General Bayne and also General Burger who will at least do a slide presentation on the Air Force equipment, past capabilities and current abilities so that at least when we commence with the formal evidence it would be easier for us to understand the particular aircraft that will be shown on the slideshow, and there will also be a video clip, a video clip for about four minutes, a helicopter which was used during the flights in Mozambique, so if it's possible for the Commissioners to descend for us to be able to watch the slideshow. Commissioners maybe if we could ask, General Bayne will commence, so we would have to swear him in when he commence, and thereafter General Burger will then proceed with the helicopter presentation, is it possible that they be

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sworn in while you are seated here or should he be sworn in right now?

CHAIRPERSON: Maybe let him take the oath now before he starts, then we'll, he will start and thereafter the next one
5 when he comes, when he was sitting there, and they can also take an oath.

ADV MPHAGA: Thank you.

(Witness is sworn in.)

CHAIRPERSON: Okay.

10 ADV MPHAGA: Thank you.

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DEPARTMENT OF DEFENCE**SOUTH AFRICAN AIR FORCE****WITNESS NUMBER 1 : BRIGADIER GENERAL JOHN WILLIAM**

5 **BAYNE (Hereinafter referred to as "BRIG GEN BAYNE"),
GIVES EVIDENCE UNDER OATH**

EXAMINATION IN CHIEF:

ADV MPHAGA: Thank you General Bayne. You are currently
the Director of Combat Systems in the South African Air Force.

10 BRIG GEN BAYNE: Chair, that is correct.

ADV MPHAGA: Since when?

BRIG GEN BAYNE: Since August 2009.

ADV MPHAGA: I'm not going to take you through your
Curriculum Vitae for the current presentation but it is common
15 cause that you have been in the Air Force from 1972, am I
correct?

BRIG GEN BAYNE: Chair, that is correct.

ADV MPHAGA: And during your career in the Air Force you
have been a fighter pilot?

20 BRIG GEN BAYNE: That is also correct Chair.

ADV MPHAGA: And also you have also been an instructor for
other fighter pilots.

BRIG GEN BAYNE: I've been instructed for other fighter pilots
also, yes.

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ADV MPHAGA: Today's presentation that you intend to show to the Commission, briefly what does it entail?

BRIG GEN BAYNE: It will show the history of fighter aircraft in the Air Force from the 1940's through until the present
5 equipment and we will also talk a little bit about the changes in some of the performance of the aircraft and we'll also show a schematic to describe the difference between classes of fighter aircraft, which is relevant to later testifying. Thank you.

ADV MPHAGA: Are you ready to take us through the
10 slideshow?

BRIG GEN BAYNE: Chair, I am ready.

ADV MPHAGA: If it's convenient Commissioners, can you simply descend?

(Recording machine switched off.)

ADV MPHAGA: Thank you General. The slideshow
15 presentation is identified as bundle K Commissioners. You may proceed General.

BRIG GEN BAYNE: Chair, thank you. The presentation then
20 is for the Arms Procurement Commission of combat aircraft of the South African Air Force and the two aircraft we have here are our two current aircraft, the two that were involved in the Strategic Defence Packages, on my left the Hawk Mk 120 Lead In-Fighter Trainer, and on the right the Gripen Advanced Light Fighter Aircraft, both of these photos were taken during the
25 Soccer World Cup, you can see the stadium on the left hand

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side in the background in which the aircraft were utilised and we'll be speaking more about that later on.

Thank you. This is just to take you through all the different types of aircraft in their, to try and illustrate the change from early aircraft through to our modern aircraft which we have in the Air Force today. Starting on the top left hand side is the Harvard, it was an American trainer aircraft and these aircraft are piston driven aircraft and you can see it's a two-seater aircraft, fairly simple design that was used from the early 1940's.

The one just below it was the first jet aircraft in the South African Air Force named the Vampire, this was from the United Kingdom and it was a single jet engine, it was used for fighter training, jet conversion and fighter training and thereafter also it had a weapons capability as well. Then in the sort of mid-1950's we got the Sabre aircraft which was our first, what is termed a transonic aircraft, that is an aircraft that can go faster than the speed of sound in a dive, but mainly operates in the high speed band just below the speed of sound.

The aircraft below this was our first bomber which we got from the United Kingdom, it was called the Canberra, it also had a reconnaissance role, so it could both be a, carry a large payload of bombs and also do photo reconnaissance. Then we entered the supersonic era with the introduction of the Mirage 3 aircraft, they were French and there were variants,

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many variants of that aircraft and it was our first supersonic fighter aircraft and you can see they've got a change in the design of that aircraft, the typical what we term a Delta wing, that is designed so that the aircraft can go through the sound barrier efficiently, compared with, as you see the Sabre here which still had the traditional straight wing. These aircraft of a Russian-type were the typical MIG series, also eventually ending up in Deltas and this was so that the performance above the speed of sound could be optimised.

10 And then in about the same time we also from the United Kingdom you see Buccaneer Bombers, these Buccaneer Bombers were initially designed as maritime strike aircraft, dedicated maritime strike aircraft and we acquired them but we also used them extensively as bombers over the air-to-surface
15 role in many of the campaigns because it could carry a very large payload of bombs in a large bomb base, similar to the Canberra but at much higher speed and was also very stable at low levels for low level bombing attacks and this was the first aircraft we had that could carry out a maneuver called "toss-
20 bombing" which is where you fly at very low speed close to the ground, pitch up and you toss the bombs over a much longer distance, which means that you can go into a higher threat area and deliver the bombs further. Traditionally all the other aircraft would have to go into a dive very close to the target to
25 do this. So, again a further development as you see the growth

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in the capabilities and the technology over time which came into the Air Force over its history.

And then this is a photo of an Impala, the Impala was the Aermacchi aircraft, this is the single seater which was the light fighter version. The dual seater was also then a trainer, a jet conversion trainer and it took over the training from the Vampire from around about the mid-1960's onwards. These aircraft were built in South Africa by the old Atlas Aircraft Corporation under license, so and these aircraft were originally from Italy, so again a number of countries from which the aircraft came, all Western countries up to that point.

Also in the 1970's to become a little bit more modernised, the Air Force, was the Mirage F1, this was also bought then from France and was the update of the Mirage III and interestingly here you will notice that this was also a supersonic aircraft, in fact it was even faster than the Mirage III and by now technology had moved to enable aircraft, although to have a more standard wing and in fact some aircraft of Russian had even swing-wings which could go forward and backwards to overcome the problem of being operating in a supersonic era, also the cockpit had undergone quite an advancement over those 20 years of design and development and so you found that the Mirage F1 was a more modern, call it, mirage indeed and became the frontline fighter of the Air Force in two versions, one a CZ which was a

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dedicated air-to-air aircraft and then a, also an air-to-ground aircraft designated the AZ.

In the mid-1980's when the requirement to go longer distances and carry payload came into being the Air Force entered into a programme to acquire Boeing 707 in-flight refueling tankers, this gives in other words your Mirage F1 had an in-flight refueling capability, that means it can refuel in the air which the previous aircraft, only the Buccaneer could do that in a limited way, now we acquired the larger aircraft which could carry much more fuel and air-refuel many of our fighters of Mirage F1-type and that of course gave a large jumping capability. These aircraft were very versatile and were also used for electronic warfare purposes and also for passenger and freight in different versions and the Air Force acquired five of those.

And then in the 1980's we introduced the Cheetah, the Cheetah was the upgrade of our Mirage III aircraft by Israeli industries with South African local industry and the reason for that was by now the digital era had arrived and there were upgrades and again further advancements in aerodynamics and I'll show you a picture just now with the change in the design of the Cheetah, as well mainly it was the upgrade to the cockpit to the digital era, which many other air forces and industry were starting to develop these type of aircraft and so it brought into being for the first time modern

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digital cockpits.

ADV MPHAGA: Whilst you are there General maybe could you maybe distinguish between transonic and supersonic in layman's terms?

5 BRIG GEN BAYNE: Sorry?

ADV MPHAGA: Could you maybe, could you explain to us the concept of transonic and supersonic in layman's terms?

BRIG GEN BAYNE: Yes. In terms of speed, the speed of sound travels at sea level at around about 646 knots which is
10 about 1 250 kilometres per hour. That is equated to Mach 1. The higher you go in altitude to the lowering of density we then start talking about Mach number and that is the speed of sound at the various altitudes, so all supersonic aircraft are classed or compared both in their speed at low level in knots, which is
15 nautical miles per minute or per hour, or per minute, it depends on how you compare and the other one then is the comparison at a Mach number, so you find some of the aircraft that fly at Mach 1.2, which means it's 1.2 times the speed of sound at that altitude. The Mirage III could go to Mach 2, twice the
20 speed of sound at high altitude, so it is a term that you will find used in all high speed aircraft, airliners for example will compare their fuel consumption at a Mach number of say 0.8, and that 0.8221 is what is called a transonic range. Subsonic is less, generally less than Mach 0.8.

25 ADV MPHAGA: And before we go any further also you say

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when talking about the Cheetah that we were moving into the digital era, so can you just maybe distinguish between the analogue and digital?

BRIG GEN BAYNE: Certainly. The analogue cockpit was all
5 dials as you would have had in the older motorcars and the digital then is a computer screen on which all the information is displayed to the pilot and the introduction also of a head-up display where instead of looking down in the cockpit to see what is happening the pilot can keep looking outside and look
10 through a head-up display and as you know some of the more modern cars are starting to have higher level instrumentation and some even head-up displays in them now. So it was that jump, I would say, to explain.

And then also the fact that all the information that
15 used to be on a myriad of dials that you had to monitor in the cockpit was all put on a single screen and about three of these single screens in the cockpit, which meant that the pilot could spend a lot more time looking outside doing the job and less time concentrating on flying the aircraft on an analogue.

20 ADV MPHAGA: Okay thanks, you may proceed.

BRIG GEN BAYNE: Thank you Chair. Next, so we've looked at the past capabilities, we'll now look at some of the, I'll just go through a little bit more detail, also the new generation capability and compare then a Gripen with a Euro-Fighter which
25 is between a light fighter and a medium fighter and lastly Chair

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we felt it just to show you what is the path on aircraft that the fighter pilot trains on and flies on to become an operational pilot. So, just to go briefly again on one or two more points I would like to make here on the past capability, the Harvard as I
5 said was all training, take note that we flew this aircraft for 50 years and I think the point we want to make here is that (indistinct) system is bought for a very long time, it's a complex system and you will see in many cases the average military aircraft, jet aircraft is normally acquired from between
10 25 and 30 years as a life cycle, but in our case many times we've flown a lot longer with our aircraft.

The Vampire came in various Mk's which were just basically like models of cars that we got between 1950 and 1967 and they were for training and air-to-ground and air-to-air
15 training mainly. The Sabre that I mentioned from 1956 until 1980, also air-to-ground and air-to-air. The Canberra 1963 to 1990, again an aircraft that served us very long in its bombing role of air-to-ground and it had the reconnaissance role.

The Mirage III had variants, the CZ was the air-to-
20 air fighter, the BZ was the dual to train on, the EZ was the air-to-ground version, the DZ was also then the dual seater of the E, and the RZ was the reconnaissance version. I think the point I'd like to make here is in this era of what was termed second and third generation aircraft Chair you would have to
25 have a dedicated aircraft platform for the different roles that

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the aircraft had to do, so you had a dedicated aircraft for air defence, you had another aircraft, although it was the same name it was a different configuration to carry out air-to-ground, and you had a third aircraft in order to do the reconnaissance.

5 The Buccaneer then came in, in 1965, I spoke about the bombing role and it also had a reconnaissance role as well. The Impalas were the mainstay of the jet training after the Vampire was phased out between 1966 and 2005, another aircraft that flew for around 40 years and gave us very good
10 service at that time, and the Mk 2 version then in the light attack ground and air-to-air.

 The Mirage F1 and CZ, two types, 1956 through to about 1980, also did good service in that period and then the introduction of the Cheetah which was the C, D and E versions,
15 the dual and two versions of the single again from 1986 through until 2008, remembering that the Cheetahs were upgraded (indistinct), they were not new aircraft and they were given an upgrade to the cockpit and a few other changes to the extend their life through until 2008, also for training, air-to-
20 ground, air-to-air and was also able then to do reconnaissance.

 Thank you. I spoke earlier about the Boeing that was introduced 1988 to 2007, approximately 20 years. These aircraft were not new when they were acquired, they already had some hours on, and there you can see two Gripens
25 refueling with the tanker, this actually was done in Sweden as

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part of the Gripen's clearance for its air-to-air refueling and it was our own test pilots that flew with the Swedish test pilots, when this testing was done, our Boeing actually went over to Sweden to make sure that our aircraft could refuel from our own aircraft and clear them on our aircraft. And then also the other roles was electronic warfare in the 1980's, electronic warfare started to become a very important aspect of combat and fighter operations and the Cheetah had a very, very good locally produced avionic system and so this aircraft also complemented that and gave us a very good learning curve and introduction of this capability into the Air Force.

Thank you. Now on to our new generation and our current capabilities of our aircraft. The photograph here when we acquired the Hawk aircraft, 24 of them, permission was granted for us to paint two of them in our national colours, traditionally the Impalas were in the early days our aerobatic team, the Silver Falcons, and also for airshows and for other events. These aircraft, however, are fully operational and can be also painted in the camouflage very quickly should they be required and so this was given, so two of the aircraft were painted in what we term delivery of the national flag.

The Hawk then introduced in 2005 for training of the fighter capabilities (indistinct) and as a speed of around a 1 000 kilometres per hour, its range with under-wing tanks which are pointing out in this configuration, it can carry two

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under-wing tanks which give it a longer range for steering the aircraft in the region of 2 500 kilometres, all the aircraft are dual seaters Chair because of the mainly training role and then that is just the, more or less the size of the aircraft just for comparative purposes. The empty weight around 4 400 kilograms and the max takeoff weight of about 9 100 kilograms and that then would be made up of additional fuel tanks, or bombs or cannons or reconnaissance part up to the maximum that the aircraft can carry in various configurations.

10 The weapons on the aircraft, we use practice bombs, we also carry a 120 kilogram and a 145 kilogram bombs which are operational bombs, we also have a smaller version of a practice bomb and the aircraft is also cleared to carry a 460 kilogram bomb. It carries under the belly in the centre a single
15 ADEN 30mm cannon for training on the cannon, of course it would be used in close air support, and interestingly on the Hawk we integrated the same reconnaissance part that was on the Cheetah previously we also cleared for the Hawk, so that meant we did not have to buy a new capability for
20 reconnaissance on the Hawk, we actually integrated the same one that was on the Cheetah and it in fact took that role over for an initial period whilst the Cheetah was being phased out, the Hawk carried out that role for photo reconnaissance as well. The power plant is a 6 500 pound engine Rolls-Royce
25 termed the Adour 951, it's a very modern engine, it was used, a

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lot of technology in Rolls-Royce's Trent Airline Engines that was passed onto this engine which we have in the aircraft. Thank you.

5 Then our new generation capability of the Gripen fighter and this aircraft Sir has the capability of what we call a multirole or swing-role aircraft. I mentioned earlier that previously we had to buy different versions of the same aircraft to carry out combat roles. This aircraft, a modern aircraft of its type termed 4th generation aircraft can carry out all of those
10 roles in a single mission. At the flick of a switch in the cockpit the pilot can change the avionics in the cockpit to those three different roles, we term that spin-roll or multi-roll and therefore the aircraft is also capable of carrying a mix of weapons so that these various missions can be carried out during the same
15 sorting. I think that's it to point out.

It has a dual and a single seater, the dual seater is used for the, what we term an operational conversion course, which is a short course after the pilot is finished on the Hawk, he then does an operational conversion onto the Gripen for the
20 two seater and the single seater then is where the pilot does the combat (indistinct). The dual seater is fully operational in terms of its combat capability, it does carry a little less fuel because of the rear seat that takes up some space and has two cockpits and two seats and in the single version there is a
25 cannon which I referred to under armament, the single seater

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doesn't carry a cannon, it carries missiles, as does the single seater. I think that's (indistinct).

The other important role of the dual seater, because traditionally in the past we bought not as many dual seaters as we did with the Gripen, is with this modern spin-roll that the pilot has to carry out one finds that the limitation is now becoming actually the human capacity in the cockpit and so for very complex missions you find that modern air forces, we found the same when we had the Cheetah's, that the dual cockpit then allows two pilots operational who can concentrate on the task, one to fly and the other to concentrate on sensors, command and control, mission control *et cetera*, so that is a very important role of the dual seater 4th generation aircraft and we have learned this since acquiring this capability.

Again of course a larger aircraft than the Hawk, it's our frontline fighter and again also a heavier aircraft and carries a higher payload and of course a lot more weapons. The maximum takeoff weight there 14 000 kilometres [sic] and this aircraft can fly at a speed of Mach 1.8, that is just below twice the speed of sound at high altitude. Its range in this configuration which is in full operational as you can see with quite a large payload, it carries a single fuel tank under the belly in this configuration, is about 1 200 kilometres on average and it can also carry on the under-wing stations a further two tanks to do ferry in which case it would have a

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slightly longer range than the Hawk with all three of those fuel tanks fitted for ferry.

The service ceiling of this aircraft is 50 000 feet, the armament as I mentioned is a single 27 mm cannon on the single seater, it can carry up to six short range air-to-air
5 missiles and these are carried under the wings and on the wingtip and then also provision for four medium range or what we call beyond visual range air-to-air missiles as well. It carries a full range of bombs, both free fall bombs which means
10 that they are not guided, as well as laser guided bombs, which means that the aircraft can laser a target and fire the bomb very accurately and as you know in modern operations collateral damage is something that you want to avoid at all costs and therefore these modern aircraft have very high
15 precision weapons and this is a capability that the Gripen also has.

The power plant is a Volvo era RM12 engine, it's a derivative of the General Electric 404, it has an afterburning turbo fan. Afterburning means that the engine can have a mode
20 of the engine where what we call you light an afterburner, this is where fuel from the normal thrust of the engine at full power, additional fuel is pumped in the rear part of the engine and purely lights that extra fuel and then is termed an afterburning. You need this power in order to go supersonic quickly or to
25 take off when you have a very, very heavy load, so you find

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that almost all modern fighters have afterburning engines whereas the Hawk being now a sub, a transonic aircraft only has no afterburner on it because it is the far lower performing aircraft. Thank you.

5 Later you will Chair also hear the term "light fighter", advanced light fighter in the case of the Gripen and we will also refer to a medium fighter so we felt it was prudent to just compare and give the Commission an idea of this comparison. So, on the left hand side is the Gripen where
10 again you can see the shape, I said earlier these are termed canards and that design which is for supersonic flight and you can see that this has a single engine as I said before and under the belly there it shows the under-wing tanks and the weapon load that is carried, and more or less then to scale the
15 size of the Gripen.

 The Euro Fighter which is the British current frontline fighter is what is termed a medium fighter, you can see it is much larger despite the fact that actually in shape all these aircraft have more or less gone to the same kind of
20 design in order to achieve top performance, but this aircraft has two engines, so it has two afterburning engines, double that of the Gripen. You can also see under the wings Chair that it carries more payload and more weapons and these aircraft in terms of cost probably come in at between two and
25 two and a half times the cost of a light fighter and at more or

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less the same ratio in terms of operating. So just to show that this is the difference between a light fighter and a medium fighter.

Now I often get asked or we get asked the question
5 now what is a heavy fighter and a heavy fighter is not really a fighter, it is a bomber and I'm not sure if you are aware of the American Air Force, they have big bombers called stealth bombers, the B2, B1, these would then probably be in the class of what would be called a heavy class fighter or bomber, but in
10 terms of fighters we talk about light and medium, just to try to clarify that for the Commission. Thank you.

And lastly just to show then that in our system currently of training for our combat pilots they start on our basic trainer which all air force pilots get their initial wings on
15 at Air Force Base Langebaanweg at our flying school, it's for the *ab initio* part of the training and this is a, this aircraft replaced the Harvard if you remember that I said through from the 1940's to the 1990's, it has a turbo prop engine, a much more modern engine and also it has just been upgraded to a
20 digital cockpit as well. Initially when it came in the 1990's it still had an analogue cockpit, so this is where the fighter pilot gets his wings over here with the other transport and helicopter pilots in the Air Force that start off and flies around 240 hours on this aircraft.

25 We also introduced on this aircraft a fighter

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orientation course where those pilots that are selected to go to fighters whilst on their course, they do an orientation course afterwards where we fly the aircraft a little more to the envelope and we do some additional training to prepare them for the jump to the Hawk Lead In-Fighter Trainer which is up at Air Force Base Makhado and the initial training there in the combat line takes place on the Hawk Mk 120 Lead In-Fighter, Trainer, he becomes a wingman after a course there of approximately a year or 18 months and after that he consolidates and becomes what we term a flight leader.

A flight leader is a qualified combat pilot that can lead a pair of aircraft into combat in all conditions, and only once we have made sure that he is able and capable to do that do we then transit him onto our Gripen which is our frontline fighter or complex aircraft where he does a conversion, at this stage he probably have around 400 to 500 flying hours total and he then does his operational conversion onto the aircraft in a dual aircraft and then flies the single aircraft as an operational combat pilot on our frontline squadron which is 2 Squadron based at Air Force Base Makhado. So, this is then the progression path of the South African Air Force's fighter pilots in the new system. Thank you.

Before just to maybe again, there you can see the Gripen with the afterburner on, you will notice it's a nice orange flame at the back there and you will see that, and I'm

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sure you've all heard it during airshows *et cetera*, whereas the Hawk over here has no afterburner. I would just like to perhaps point out on the model if you could look to your right Commissioners on the large Gripen model to your right you will
5 see under the wing over here one of the weapons that is displayed on this model is the RPM15 Anti-Ship Missile, so that would then the Gripen has a limited maritime strike capability, has the capability to then go out and release that weapon which is a long range anti-ship missile and then return and do
10 its role in terms of supporting the Navy and the maritime role for the South African National Defence Force.

Just on the outside is then an air-to-ground missile and hence the term air-to-surface nowadays because these aircraft again can carry out maritime and a ground attack role
15 with the same aircraft and in fact there you see it can actually carry both weapons in the same mission, so I think that explains the capabilities of these modern aircraft compared to the past. Chair, that completes my part of the presentation and I thank you for the opportunity to present that.

20 ADV MPHAGA: Thank you General, maybe just to, before you close, to tell us which ones of the aircraft were purchased as part of the SDPP package?

BRIG GEN BAYNE: Chair, these were the two aircraft which were purchased as part of the package, the Hawk was the Lead
25 In-Fighter Trainer to replace the fleet of Impala Aircraft and on

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the right hand side there is the Gripen which was the advanced light fighter aircraft which was required to replace the Mirage F1 and Cheetah fleet of aircraft.

ADV MPHAGA: Thank you. Thank you Chair.

5 CHAIRPERSON: Now what do you intend doing after ...

ADV MPHAGA: Chair, we intend to then proceed to call General Baker to give us a presentation in respect of the helicopters.

BRIG GEN BAYNE: Chair, may I be excused Sir.

10 CHAIRPERSON: I'm not sure, I'm not sure that is the end of evidence or whether they still want to call you?

ADV MPHAGA: Yes Chair, General Bayne will give formal evidence later after General Malinga.

15 CHAIRPERSON: I think you are excused until you are required, arrangements will be made with you when you should come back.

BRIG GEN BAYNE: That's how I understand it, thank you Chair.

CHAIRPERSON: Thank you.

20 **(Witness is sworn in.)**

**WITNESS NUMBER 2 : BRIGADIER GENERAL PIETER BURGER
(Hereinafter referred to as "BRIG GEN BURGER"), GIVES
EVIDENCE UNDER OATH**

25 **EXAMINATION IN CHIEF:**

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ADV MPHAGA: General Burger, you are currently the Director of Helicopter Systems in the South African Air Force?

BRIG GEN BURGER: Mr Chair, that is positive.

ADV MPHAGA: And you joined the Air Force during 1976 and
5 qualified as a regimental instructor, am I correct?

BRIG GEN BURGER: Mr Chair, you're correct.

ADV MPHAGA: And during your career you have flown various helicopters including fighter helicopters?

BRIG GEN BURGER: I've flown various helicopters but I never
10 flew the combat helicopter but most of the Air Force helicopters I've flown.

ADV MPHAGA: You will be giving evidence later on the details in respect of the helicopters but for now you have prepared for us a presentation just to take us through the past and present
15 capabilities in respect of the helicopters belonging to the Air Force, am I correct?

BRIG GEN BURGER: That is correct Sir.

ADV MPHAGA: If you are ready can you just proceed to then take us through the slideshow.

BRIG GEN BURGER: Mr Chair what we have up on the first
20 slide is the Agusta A109 LUH helicopter that is part of the Strategic Defence Packages and that's the helicopter in question. Now I would like to go through the slideshow the way that it was explained by the Evidence Leader. Sir, here we
25 have the helicopters that was utilised by the Air Force through

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the years, on the left hand side the Sikorsky acquired from the Americans, the LO2, the first turbine Agusta bomb driven helicopter in the Air Force, the Alouette III, the Wasp Helicopter, maritime helicopter, then the Super Frelon from the French, the Tarmac [sic], the Oryx that was built by Denel Aircraft Corporation, then the 109 that we are discussing now, the DK117 was inherited from the former TBVC countries, the Super Lynx helicopter, that is our current maritime helicopter as well as the Rooivalk Combat Support helicopter on the top to the right. Thank you.

My scope will be the past capability, current capability comparison between Alouette and the LUH, the Alouette was replaced by the LUH and then also our pilot progression. To the right is a picture of a flying day that we demonstrated most of the (indistinct) that we had in the Air Force. Thank you.

Sir, as with the other pilots, fighter pilots as well as transport pilots we all start off doing training on the Harvard, the Sikorsky that we acquired in 1948 until 1962, only three of them we mainly got the (indistinct) problems that we had in (indistinct) Natal. Shortly after that we got the Sikorsky S55, that was based down at the west coast Langebaanweg that we use as a utility helicopter as well as a sea search and rescue. Interesting to say I read up that the Minister of Defence in that period was taken up, flown up to the Caprivi

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Strip in that helicopter, it must have taken a long time.

Then the Alouette II we acquired in 1961 and we operated it until 1973, that was our (indistinct) training helicopter, that is the small one, it's not very clear on that side. Then we acquired the Alouette III and that was the era that we basically utilised helicopters for all the purposes that we currently are utilising them for, we bought a substantial number of Alouette III's and it took over the training role of the Alouette II at a later stage but we also did advanced training on the helicopter side with the Alouette III's, it also did an extensive service in the former periods that we had to operate them throughout Southern Africa.

The Wasp was bought for to supplement the frigates as an extension of their capability and they had torpedoes and depth charges, depth bombs on to counter submarines and it also had a hydrographic support role. The Super Frelon we acquired in 1967 and phased them out in 1991, it was our only heavy lift helicopter that we had, it had a ramp door at the back and it could carry 38 passengers.

Now the workhorse of the Air Force was the Puma helicopter that we acquired in 1969 until 1998, medium lift helicopter, and it was extensively, also extensively utilised in our history. Next please. Our current capability, and I must just point it out to you is that it's a mixed, balanced capability, it's got different roles, what we have, I will start off with the

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oldest one is the Oryx, it's a medium lift helicopter, medium-lift helicopter, medium transport helicopter actually, with the BK 117 that also presents the LUH family, it's a small helicopter, the Rooivalk is our combat support helicopter that we mainly use for to support our primary role, it supports the (indistinct) of the Army and close air support to the infanteers, it could also be utilised for reconnaissance and assist in combat search and rescue if you have to look for a fighter aircraft that went down, to locate the pilot.

10 Now the A109LUH, the model that we have on the left there started off in 2005 and our main purpose for this aircraft is to train Sir. Like I've said in these capabilities that we have, and you will see it when I point out the progression, the pilot progression, the training part is very important to supplement and to feed the higher levels of helicopters and it is also suitable for light utility roles, so it can basically do the same as the Oryx, just in a lighter capacity.

20 Then we have the Super Lynx 300 that we acquired in 2007 and it is our maritime helicopter, it's an extension and it was alluded to by the admirals earlier on, it's an extension of our maritime frigate capability and it could be used also extensively to expand their capabilities with regard to over-horizon target. Next please.

25 The Alouette III was the aircraft that we phased out and it was replaced by the A109, the Agusta A109 LUH

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capability. Just a quick comparison, the max (indistinct) weight of the Alouette III was 2 100 kilograms compared to the LUH that is 2 175 kilograms. The range with standard tanks on the Alouette III was or is 278 kilometres compared to the 427 kilometres of the LUH. With a more modern type of aircraft platform you could add extra tanks easily and quickly and we could reach distances of 719 kilometres. The number of passengers carried by these aircraft were five and two, the two refers to the crew and six and two of the LUH.

10 Also a last difference is the speed of the two types of helicopters, a 155 kilometres an hour compared to 285 kilometres an hour. The Alouette III, the single engine Agusta with the twin engines of the LUH, that makes it a safer aircraft to fly. On the avionic side also alluded to by our combat
15 colleague General Bayne on the Alouette III we had the (indistinct) quite conservative and on the LUH we have a glass (indistinct) that is digital and a similar situation then with the Gripen.

20 What is also important, and it's also a requirement in these days to be able to do night operations and you could fit night vision goggles to this aircraft and with the all-integrated system it's a nice platform to train for-for the combat helicopters also and to do operations with night vision goggles. On the visual flying rule and the (indistinct) flying
25 rule situation the Alouette III you could only do day flying, fair

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weather flying and with certain moon phases you could fly it at night, but with the LUH you have a fully integrated system that you could fly a Category A task in very adverse weather, so it has all the equipment that you need. Thank you.

5 The other progression Sir is we all start, as was explained with the Harvard and these days we start off with the Pilatus PC-7 aircraft and then we carry on to do our basic helicopter training on the LUH. I must again just say that it is important to have this system flowing and going because there is attrition, natural attrition of pilots going out and being promoted at the top end and the other systems have got to be fed by people going through this basic training.

10 From this course you go on to what we call a medium transport helicopter conversion course, that's the Oryx, the copilot course, that is basically the operational conversion course that is given here and the copilot is applied in the operational combat ready field as a copilot. Next please.

15 Then we bring that person again back to the LUH to do the operational conversion training course on to the LUH and this person has got now enough experience and hours and he could be utilised as a commander on the aircraft at a squad, so I've got that picture of the helicopter shooting off flares and that's basically an application of EW, if a missile approaches the aircraft it gives a warning and then you dispense the flairs to distract the missile.

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And then from that period the person goes over to the Oryx and with this small refresher and course he becomes a commander on the Oryx medium transport helicopter. Now in this role they, and we're currently doing, we are supporting the
5 Government imperatives in the DRC being peacekeeping operations, there's a picture of that, and then we also have from here, we could go to the maritime role, people that prefers to be part of the maritime environment go over as commanders on the Lynx as well as the Rooivalk combat support helicopter
10 that we are taking the people through and that's basically the pinnacle of the helicopter progression. Thank you. That is an Oryx dispensing fares, that's all I have for this moment Mr Chair.

ADV MPHAGA: Thank you General, we know that you will be
15 coming back to give detail in this presentation and you have promised also to give us also a presentation in terms of a video.

BRIG GEN BURGER: Yes Sir. If I can carry on we'll start with that Mr Chair. This was just to illustrate our collateral value,
20 not executing our primary role. In the past 15 years we were extensively utilised specifically in Mozambique for flood relief operations, we also supported Mozambican government with their first, not their first, but one of their elections in Operation Amizade, also in the DRC two years ago in Senoko
25 we supported them with helicopters. You can carry on please.

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What is the difference between our situation in that the helicopter line as well as, ag, and the fighter line is the fact that we are continuously utilised in a collateral role Sir.

5 SPEAKER: Excuse me General, could you just switch on your sound?

BRIG GEN BURGER: Say again?

SPEAKER: Could you just switch on your sound?

BRIG GEN BURGER: Sorry Sir.

NOTE: Video shown to the Commission.

10 ADV MPHAGA: Thanks Chair, that concludes the presentation.

BRIG GEN BURGER: Can I maybe just (indistinct), the last part of the footage was, the lady that you saw there was Sophia Pedro, she gave birth to that baby girl in a tree and we rescued her, it was all over the media during that period.
15 Thank you Sir.

ADV MPHAGA: Thanks Chair. General Burger, you'll be coming later to give formal evidence and detail into the helicopters' capability past and present and if possible if you he may be excused for now.

20 CHAIRPERSON: Thank you, you are excused.

ADV MPHAGA: Commissioners, we will be ready to present General Malinga's evidence but I see it's about 11h45, maybe if we could adjourn for a while so that can make him ready, if we can commence at a time convenient to yourselves.

25 CHAIRPERSON: 15 Minutes. Will 15 minutes do?

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ADV MPHAGA: 15 Minutes will do, I think it will be 12h00.

CHAIRPERSON: We'll come back at that time.

ADV MPHAGA: Thank you Chair.

(Commission adjourns)

5

(Commission resumes)

MS RAMAGAGA: Mr Chairperson and Commissioner Musi the next witness that we would like to call is General Malinga. General Malinga has indicated that he would not be taking the prescribed oath, he would prefer to do an affirmation. Thank you.

10

CHAIRPERSON: General, do you confirm that the evidence that you are going to give, it will be the truth?

MAJ GEN MALINGA: I do confirm.

CHAIRPERSON: Thank you.

15

(Witness affirmed.)

**WITNESS NUMBER 3 : MAJOR GENERAL G MALINGA
(Hereinafter referred to as MAJ GEN MALINGA"), AFFIRMED**

EXAMINATION IN CHIEF:

20

MS RAMAGAGA: General Malinga, you have made a sworn statement which is made up of 13 pages and you have it before you, is it correct?

MAJ GEN MALINGA: That is correct Mr Chair.

MS RAMAGAGA: And that is contained in bundle G.

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MAJ GEN MALINGA: That is also correct Mr Chair.

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MS RAMAGAGA: General, you are the Deputy Chief of the South African Air Force?

MAJ GEN MALINGA: Yes Mr Chair, I am.

MS RAMAGAGA: And when were you appointed as the
5 Deputy Chief of the South African Air Force?

MAJ GEN MALINGA: Mr Chair I was appointed Deputy Chief of the South African Air Force in November 2011.

MS RAMAGAGA: A copy of your *Curriculum Vitae* is in pages 14 to 17 of bundle G. Do you confirm?

10 MAJ GEN MALINGA: I do confirm Mr Chair.

MS RAMAGAGA: Now I would like you to give us or give the Commission information relating to your *Curriculum Vitae*. Firstly I'd like you to inform the Commission about your experience with the Army.

15 MAJ GEN MALINGA: Mr Chair, I want to believe that Ms Ramagaga is talking about my experience in the Air Force, not the Army.

MS RAMAGAGA: General Malinga, I would like you to give us information relating to your experience with the Army, not
20 particularly the South African Defence Force.

MAJ GEN MALINGA: Oh. Okay Mr Chair, as you know that the South African National Defence Force is an entity that was born out of an integration process of seven different defence forces, I come from one of the two non-statutory forces namely the
25 Azanian People's Liberation Army. I joined the Azanian

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People's Liberation Army in 1975 and up until I integrated I've been a member of the Azanian People's Liberation Army. I started off as a courier relaying messages, taking parcels and also relaying messages between safe houses and then in 1976 I
5 left the country for military training in exile, I got trained in the theory of guerrilla warfare and then just after that I was selected as part of 22 cadres of the Azanian People's Liberation Army to be trained in aviation.

We were sent to the Federal Republic of Nigeria in
10 January of 1977 and we did our pilot training in Nigeria, I qualified in 1979. Thereafter I did my commercial pilots license, reason being that the Liberation Movement didn't have aeroplanes, so we were all wondering how we were going to use our training we just received, so we were advised to do the
15 commercial pilots course and be qualified so we can fly anywhere and be employed anywhere.

I received my commercial pilots license in 1980 in June 1980 and then thereafter I flew in Nigeria as a freelance pilot and for about 18 months and then I went back to Tanzania
20 where our bases were, went back to the camps, did some more training in guerrilla warfare and then from 1982 to 1983 I became a platoon commander. And 1984 I was then detached to the Department of Publicity and Information wherein I was amongst other things doing radio broadcasts and writing
25 articles for the Azanian News.

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That period I did a lot of things in terms of whatever tasking I was given, I was supposed to go to the OAU, accompanying seniors leaders to the OAU, or on my own go to a conference like the World Youth Congress and things like those, so I became exposed to international politics and international relations amongst other things. And then in 1986 I was awarded a scholarship by the Bishop Desmond Tutu Scholarship Fund, Bishop Tutu had just after being awarded the Nobel Prize lobbied for and got support to set up a scholarship fund for those South Africans who were in exile. I was one of the first recipients of that, I was sent to America to university, I studied at a university called the Stillman College in Tuscaloosa, Alabama where I studied a BA degree in Humanities with a double major Business Management and Computer Science.

After graduating I went up to New York to the UN Observer Mission of the Liberation Movement where I assisted, at this point I had gotten married and my wife had a contract there so I had to wait for her, we couldn't come for the 1994 elections which were historic, but I did help at the South African Consulate in New York with that process of voting and whatever else that was being done there, and I came back to the country in 1995, integrated into the SANDF. I was attested to the SANDF in September 1995 but unfortunately for me I had just come after the second big group of NSF members, so I had

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to wait because we were supposed to do what was then called the NSF orientation course.

MS RAMAGAGA: Maybe just before you proceed to deal with your occupation within the Liberation, within the South African
5 National Defence Force, am I correct to say you were a member of the Azanian People's Liberation Army from 1976 up until 1995?

MAJ GEN MALINGA: Mr Chair, I was a member of the Azanian
10 People's Liberation Army from May 1975 to up until integration into the South African National Defence Force.

MS RAMAGAGA: Thank you. You say you obtained your commercial pilot license in Nigeria.

MAJ GEN MALINGA: That's correct.

MS RAMAGAGA: Would you tell the Commission as to where
15 you received your training or tuition for the pilotship, commercial pilotship?

MAJ GEN MALINGA: Mr Chair the aviation training that was
20 offered to the Liberation Movement was as part of the support that the Nigerian government was given to, was giving to the Liberation Movement at large, and there was a, one of our leaders by the name of Gora Ebrahim who negotiated that he would like to train some of his cadres in aviation, and then Nigeria agreed, so they paid for everything. We were supposed to be trained as fighter pilots but the problem came is that the
25 Liberation Movement didn't have fighter planes, so you know

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the idea was good but I think at some point it didn't work out, so we also did the commercial pilots license in Nigeria at the Nigerian Civil Aviation Training Centre in Kaduna.

5 MS RAMAGAGA: Thank you. What type of work did you do as a freelance pilot?

MAJ GEN MALINGA: Mr Chair many entities, especially in general aviation you know will hire temporarily people to fly their aeroplanes, so Nigeria is an oil producing country and there's a lot of activity, or then, I don't know now, then there was a lot of activity between Lagos, which was the capital of Nigeria then and also the commercial centre, and the Delta region where the oil is produced, so you know when an opportunity comes they will call you, tomorrow there's a flight, we need you to assist us. And also at that time Nigeria had started building the new capital Abuja, and so there was also a lot of flying there with the Federal Capital Development Authority.

15 MS RAMAGAGA: Thank you. Are you able to give us an indication or just an idea of how often you were given the opportunity to fly as a freelance pilot, would you say it was a rare occasion thing or were you, was it moderate or did you fly frequently?

20 MAJ GEN MALINGA: Mr Chair unfortunately being in the Liberation Movement there are restrictions obviously, so one didn't fly as much as one would have liked, as a young pilot

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you are enthusiastic and you are passionate but you, we had to do it with a bit of judgement because some entities were working with people that were, that we deemed to be either collaborating with the South African Government or might
5 expose our existence and things like that, so we flew when we can and that was it.

MS RAMAGAGA: General, you have indicated that for the period 1982 to 1983 you were a platoon commander.

MAJ GEN MALINGA: Yes Ma'am.

10 MS RAMAGAGA: Can you explain as to what your job and activities entailed when you served as a platoon commander?

MAJ GEN MALINGA: Mr Chair, the job mainly was in ensuring that your platoon is up to speed in terms of training, is up to speed in terms of whatever lessons were given, we went
15 through a lot of theory work around guerrilla warfare and things like those, political classes, also if and when required there are individuals that are needed to be infiltrated back into the country. One can recommend that this individual is ready, that one this and that and things like those but general duties of
20 commanding people, it's administration and things like those.

MS RAMAGAGA: Now as a platoon commander were you confined to a specific area to serve in or your, was your scope vast and wide in terms of the area, land area that you would cover?

25 MAJ GEN MALINGA: Ma'am we were restricted or Mr Chair, we

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were restricted to operate in Tanzania at that time, so it's only those people that were sent to the frontline, meaning neighbouring countries to South Africa would have a slightly wider scope, but even them, they would operate in zones or for particular objectives. It is not like a standing statutory professional army of a country, this was pure guerrilla warfare.

5
10
MS RAMAGAGA: Thank you General. Shall we then proceed to focus our attention to your integration into the South African National Defence Force. You say you were integrated on the 18th day of September 1995, this appears in page 15 of your *Curriculum Vitae*. Now would you tell the Commission as to what position you held at the time when you were integrated?

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MAJ GEN MALINGA: Mr Chair, at that time of attestation I didn't hold any position, I needed to do two things, I needed to do the NSF or Non-Statutory Force Orientation Course one, and two; I needed to do what was termed a bridging course before I would be formally appointed to a post. This is as a result of the agreements that were in place that those of us who were not part of a statutory force needed to go through bridging to meet the standards of the statutory force.

25
So, immediately after attestation, like I tried to explain earlier, I had spent three months sitting at the Air Force Gymnasium waiting for other people to make up a number that would be sufficient to present this course to and that number wasn't building up, we ended up being five of us and

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we then took a collective decision to join an officer forming course that was about to take place and we were told we would do that and it will be recognised in lieu of the NSF Orientation Course.

5 MS RAMAGAGA: General, the Officer Forming Course, what type of training would you receive in the Officer Forming Course, training?

MAJ GEN MALINGA: Mr Chair, any defence force would have what they call a cadet programme or a candidate officers
10 programme for those potential members who would be officers in that defence force. So, after basic military training for many if you are going to be an officer then you would do this course which is the Officer Forming Course wherein courses like Leadership, Public Speaking, Writing Skills, in the Military
15 sense what we call Conventional Service Writing or CSW. There is a bit of regimental issues there but mainly it is the foundation for leadership.

MS RAMAGAGA: So, it is correct that you can only receive the officer forming training course after you have completed
20 your basic military training?

MAJ GEN MALINGA: That's correct Mr Chair.

MS RAMAGAGA: General, was it necessary for you to undergo this training or as you have mentioned you said in actual fact you were waiting for a decent number of the
25 members that should be integrated into the SANDF to arrive.

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Now with that in mind would you say that you were compelled to undergo this training or you just did it voluntarily because at the time you could not be absorbed because of that small numbers that you were at the time?

5 MAJ GEN MALINGA: Mr Chair I did that course voluntarily, I was beginning to be unsettled, I'd been at the Air Force Gymnasium for a couple of months, actually more than three months, just coming back from exile I didn't have money, I have a family, so you know it was a practical decision from my part
10 that I need to start working and take care of my family.

MS RAMAGAGA: Other than the financial benefit is there any benefit that you would say you derived, especially in relation to your training as a member of the force from that course?

15 MAJ GEN MALINGA: Mr Chair yes, in hindsight it was a good decision, one began to understand how this professional defence force operated and how they viewed certain things, you know you can read about things but when you experience them it's quite different. Also one built friendships and relations
20 with other people other than those you knew from the Liberation Movement, but I was 40 years old, running around with 18 year olds and 20 year olds, so it was a bit of a challenge, and secondly many of the subjects I would have said I've gone through them many years ago. So, there were pros
25 and cons to it.

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MS RAMAGAGA: General, you mentioned that you went for the Officer Forming Course training because you were waiting for a decent number of people to join you so that you could undergo the NSF training and the bridging course. Did you ultimately then enroll for the NSF?

MAJ GEN MALINGA: Mr Chair I stated earlier that I decided, me and the four other colleagues decided voluntarily to do the Officer Forming Course which was about to begin in a month so that we won't be waiting, we didn't know how long we would be sitting and waiting at the Gymnasium. We did that and when we took that decision it was us and the Air Force agreeing that if we do this Officer Forming Course then there is no necessity for us to wait for the NSF Orientation Course.

MS RAMAGAGA: So, the Officer Forming Course actually substituted the NSF training?

MAJ GEN MALINGA: That is correct Mr Chair.

MS RAMAGAGA: Right. Then will you then take us through to what happened after you had then received this training of Officer Forming Course?

MAJ GEN MALINGA: Okay Ma'am, maybe I need to take you a couple of steps back. At the point of integration after all the administration were, there were integration centres, one was in De Brug in the Free State, one was in Wallmansthal. I was in De Brug. You go through an administrative process and then you go through what they call the Placement Board or the

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Manning Board. For me that didn't take place there because there were at that time there were only two of us who wanted to join the Air Force, so we were taken to the Air Force Headquarters up here in Pretoria and our Manning Board took
5 place there. There issues like your mustering, your rank you know and things like those are concluded by the Manning Board.

We came to an understanding that when I do start my bridging course I will start at the rank level of lieutenant
10 colonel. So, on completion of the Officer Forming Course during the commissioning whilst the youngsters were either 2nd lieutenants or lieutenants or those who are slightly officer who were warrant officers and now decided to do officer forming were captains, my commissioning was a lieutenant colonel.

15 MS RAMAGAGA: Can you explain as to how a decision would be made as to which position you are supposed to be allocated, as to whether the Manning Board would interview you or is there anything that would be done as a way of assessing as to which position you should be given?

20 MAJ GEN MALINGA: Mr Chair yes, the Manning Board was constituted of representatives from both the statutory force and the non-statutory force. Now those from the non-statutory force obviously come with the recommendations of in my case APLA and the representatives from the SANDF would then say
25 no, no, no, we can't place this guy or this person at this rank

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level because of a, b, c, d, he's lacking a, b, c, d, or they will agree with that. I actually was recommended to integrate at rank level colonel, a full colonel but because I had indicated to some people prior that my intent and my passion to be in the
5 Air Force is mainly flying, the Air Force felt probably I should integrate at major level so that it will give me a chance to do what I want to do in terms of flying aeroplanes and then there was obviously to-ing and fro-ing in terms of the negotiations and the rank level that was agreed upon was lieutenant
10 colonel.

MS RAMAGAGA: Now let's go back to the bundle G at page 15. I'd like to focus your attention to item number 13 which deals with your previous post. In particular I'd like to draw your attention to the post that you held for the period from
15 1996 to 1998, which is the line pilot 41 Squadron. Will you please inform the Commission as to what that post entailed, what did you have to do, the responsibilities of that post.

CHAIRPERSON: I'm sorry, which page?

MS RAMAGAGA: Page 15 of bundle G Mr Chair and it is
20 item number 13 on page 15 of bundle G. It's a small bundle.

CHAIRPERSON: Thank you.

MS RAMAGAGA: Should I proceed Chair? Thank you. You may then go ahead General Malinga.

MAJ GEN MALINGA: Thank you Mr Chair. Mr Chair, line pilot
25 just means that you are an ordinary pilot, you didn't hold any

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administrative or you didn't have any administrative or other responsibilities. I think for many pilots that's the ideal, you just fly aeroplanes, write in your logbook and training file and that's it, but yes, mainly my duties were just flying, I was a
5 copilot then on the Cessna Caravan or Cessna 208, its technical designation is a C208. And also I was flying the Beechcraft King Air 200 which was a twin-engine aircraft. I might add that Mr Chair the two gentlemen coming after me, the ones that presented here, one is a combat pilot, the other is a
10 helicopter pilot, I'm a transport pilot, so 41 Squadron would be the junior squadron in the transport line in the Air Force.

MS RAMAGAGA: Thank you General. Will you please indicate as to whether during that period as a line pilot, whether you did participate in any missions, in any, yes, any
15 missions?

MAJ GEN MALINGA: Thank you Mr Chair yes, whatever task that was given to the squadron and it was my turn to fly, yes, I did that. Normal routine Coms flights that we called them.

MS RAMAGAGA: Yes?

20 MAJ GEN MALINGA: Yes, which is a normal passenger or cargo transportation but I was also exposed to other more military-type flying in terms of paratrooping or working with the special forces, what we call assault landing operations and things like that.

25 MS RAMAGAGA: Thank you. Shall we then proceed to the

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period 1998 to 1999. You say during that period you served as an officer commanding 41 Squadron. Now shall you tell the Commission as to what your responsibilities were?

MAJ GEN MALINGA: Thank you Mr Chair. That same squadron
5 that I started on is the one that I was appointed as commander, the main duties is to ensure that the squadron is combat ready or operational ready, but amongst other things you have to obviously look at how the squadron is supplied in terms of both people and material, also that you do your business within the
10 governing framework and also to write recommendations about individuals that probably need to be posted elsewhere that have reached a certain level of competency and experience, but also it's the manager of the unit, I think I've explained that, I don't know if your question ...

15 MS RAMAGAGA: General you say you have to ...

CHAIRPERSON: I'm sorry Ms Ramagaga, just for my own understanding I hear the general is talking about squadrons, what is a squadron?

MAJ GEN MALINGA: Thank you Mr Chair, apologies for that.
20 Mr Chair for lack of any other example, I don't know if I can use the Army's example but it is the smallest unit that an air force would have made up of probably, say 40, 50 people at the minimum you know? From a squadron you go to a wing which will be a combination of two or more, maybe three squadrons
25 but a squadron is a basic unit of the Air Force that provides a

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certain capability. Now 41 Squadron provides light transport capabilities to the South African Air Force or the South African National Defence Force, I don't know if I've answered you Mr Chair.

5 MS RAMAGAGA: General, you said as the commander of 41 Squadron you are supposed to make sure that the squadron or members of the Force are combat ready and operational ready. Now on what basis would you say that the squadron is combat ready for a particular assignment, on what basis, what are the
10 indicators, what do you rely on to make that determination?

MAJ GEN MALINGA: Mr Chair, when it comes to the air crews or the pilots obviously the first step is they must be competent to fly the aircraft type that's on the squadron, that's one. Two; we have medical licenses Ma'am, you do your, what we call a
15 flying medical every year to ensure that you are healthy and you meet the required standards in terms of your health, and then we do, when you come in after you do the type conversion into the aircraft, after you have been converted or been trained on the aircraft type and you qualified, then we do what we call
20 an Operational Conversion Course, which is pure military flying, you do that training and if you qualify you know it adds to the list of being combat ready.

And then the other things will go around what the unit policy is saying, the unit policy is a document that each
25 squadron will have that starts with saying how much or how

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many aircraft must be available on standby on a, in any given day, so from that you also look at your crews, how many must be available for tasking, on standby every day. So you have sort of a checklist or a reference, guide that tells you that this and this and this competency must be in place and this individual must have his flying medical, must have all the equipment he needs if he or she is given a task and, and, and. The same applies with the ground crews or technicians, they must be qualified on aircraft type and things like that, they have to have other competencies also. So, that's what I meant by preparing them to be operational ready or combat ready Ma'am.

MS RAMAGAGA: Now the pool from which you would draw the members that should be combat ready or operational ready, would it be from only specifically this Squadron 41 pool, you cannot go outside that squadron?

MAJ GEN MALINGA: Mr Chair, yes Ma'am, you can only look at your squadron. Other squadrons have their own commander, they have their own checklist of what they need to be combat ready.

MS RAMAGAGA: Now General the squadrons, are they formed in accordance with their specialties or you just have a mix of members of the force, or the Air Force in particular?

MAJ GEN MALINGA: Mr Chair yes, I did indicate that 41 Squadron provides the SANDF with a light transport capability

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and it is just 41 Squadron doing that role. Well, there is another squadron called 44 Squadron, it also has light transport aircraft but slightly bigger than these ones, they are twin-engine, they carry more payload and more than anything else they do more military flying than at 41 Squadron, at 41 Squadron we will do even transporting important persons and you know, so it's an in between.

MS RAMAGAGA: Right, shall we then proceed to the next position that you held, that is during the period 2002 to 2003 when you were the officer commanding 21 Squadron, can you just indicate to the Commission as to what was the specialty of 21 Squadron and thereafter talk about what the responsibilities relating to this squadron entail?

MAJ GEN MALINGA: Mr Chair, 21 Squadron is a squadron dedicated to transporting VVIP and in this instance according to the Cabinet memo that was in place at that time it was the President, the Deputy President, the Minister of Defence, the Deputy Minister of Defence and any other person or persons designated by the President as either his envoys or people he appointed special tasks to for that period. So, 21 Squadron is a dedicated squadron to transporting the VVIP's, but more importantly in terms of our approach in the defence of South Africa we say the sharp end is diplomacy, so in their approach in terms of military strategy 21 Squadron would be the sharp end of the spear because you want to prevent conflict first

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before it happens, so diplomacy is seen as that, so 21 Squadron does, or is the unit that does that. I don't know if you understand me.

MS RAMAGAGA: General, I'd like you to elaborate more on that, especially when you talk about the fact that it is the sharp end, just highlight or elaborate more on the importance of this squadron.

MAJ GEN MALINGA: Mr Chair, as I have just stated you know transporting the head of state and commander in chief of the South African National Defence Force and his deputy, and the Minister of Defence and his deputy, that in itself suggests it's serious business, but more importantly if you go to the foreign policy of the Republic of South Africa the main thrust of that policy is the promotion of peace, democracy, development, particularly in the region and on the rest of the continent.

And as you would realise this country is playing a very, very prominent role around those issues within the African union, also within the United Nations. So, this unit is a very, very busy unit. Well, as a pilot you don't complain because you are flying constantly you know, but it's a very busy unit and it's a very, very serious unit in the structure of the South African National Defence Force.

Now there's a DOD or Department of Defence Value Chain that indicates how we do our business, normally force employment is the responsibility of the Joint Operations

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Division, there is a task, they plan for that task, if it is air-heavy they will ask Chief of Air Force to provide elements, if it is land-heavy they'll ask Chief Army to, so what I'm explaining here is according to the DOD Value Chain force employment is done largely by Joint Operations, but the Air Force has got this term ordered commitments, meaning Presidential tasks, that applies also to the South African Military Health Service and the Special Forces. So we've got ordered tasks meaning 21 Squadron, the Air Force is responsible for its employment when it comes to Presidential tasks.

MS RAMAGAGA: Thank you General. Shall we then proceed to the next post that you held during the period 2004, let me see, 2004 to 2005 Director Education, Training and Development?

MAJ GEN MALINGA: Mr Chair, unfortunately for me but probably in hindsight it's something else I was then promoted to brigadier general which meant I'm moving away from flying aeroplanes to being a staff officer. That post Ma'am is or was, because it has been changed slightly, was the nodal point as it says for all the education training in the South African Air Force. It was also where many of the training institutions of the South African Air Force, the policies, the direction thereof was sitting. That post, in that post I was responsible for not only the policy in terms of education and training and development but also to see to it that that is maintained and

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coincidentally at that time that's when this whole issue of the National Qualification Framework started to take place, so I was involved or beginning to be involved with the Air Force having to accredit its institutions. This is the Central Flying School in Langebaanweg, this will be 68 Air School where we train our technicians, and some of the developmental courses that were given in the South African Air Force College and at the South African Air Force Gymnasium. So all these institutions needed to be accredited and there was this SITA things and one, we had to look at norms and standards and things like those, so generally that was what that post entailed.

MS RAMAGAGA: Thank you. Mr Chairperson, I notice that it's now past 13h00 and if it is convenient for the Chairperson to adjourn the hearings for now I'll request that the adjournment be afforded.

CHAIRPERSON: We'll adjourn and come back at 14h00. Thank you.

(Commission adjourns)

(Commission resumes)

MS RAMAGAGA: Mr Chairperson, the witness is ready to proceed.

CHAIRPERSON: Can the witness confirm that he will still tell the truth?

MAJ GEN MALINGA: I do.

CHAIRPERSON: Thank you.

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MS RAMAGAGA: Thank you Chair, may I proceed? Thank you. General at the time when we adjourned you had just explained to the Commission as to what the job of the Director Education entailed. Shall we then proceed to deal with the next position that you held during the period 2005 to 2006, you held the position of the Chief Director Force Preparation. Will you please explain to the Commission as to what that position entails?

MAJ GEN MALINGA: Mr Chair, as Chief Director Force Progression my duties to a very large extent had to do with the readiness of the efforts, all the flying system groups, combat transport and helicopter, the command and control system group which is responsible for airspace management and control, the Directorate Base Support Services, the Directorate Technical Support Services were all my responsibility and as you will realise there are three flying system groups the airspace management system group, there's also the Directorate Operational Support and Intelligence, all of these report to the Chief Director Force Preparation and our duty on a daily basis was to ensure that the forces are prepared correctly, they are supported correctly and that to as far as we can, sticking to the business plan of the Air Force.

MS RAMAGAGA: Right, thank you General. You have made reference to all flying system groups, can you please just explain as to what that entails and also what the

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responsibilities of each flying system group is.

MAJ GEN MALINGA: Mr Chair, the Air Force is designed on a systems approach. Earlier on you were given two presentations by two gentlemen, my colleagues, one is General Bayne. 5 General Bayne is the director in one of the system groups which is the Combat System Group. That system group is responsible for the Gripen and the Hawk. And then my other colleague General Burger is director of another system group, that system group is the Helicopter System Group. Amongst 10 others they are responsible for the Agusta A109 or the LUH.

And then there's a third flying system group, the Transport and Maritime Systems, they are responsible for all the transport aircraft and the maritime aircraft of the Air Force, except the Lynx helicopter which is a maritime helicopter that 15 will be under the Helicopter System Group.

MS RAMAGAGA: Right, thank you. You have also made reference to the Directorate Technical, on the technical support basis. Thank you. I'm sorry about that Chair. You've also made reference to the Directorate Technical Support Basis. 20 Can you just explain that concept and what it relates to?

MAJ GEN MALINGA: Ma'am, the Directorate Technical Support Services is responsible for amongst other things the, all the technicians of the Air Force, all the engineers of the Air Force and associated business meaning the functional training of 25 technicians and engineers, also all other technical logistical

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issues. Mr Chair, the Directorate Base Support Systems is a directorate that is meant to help all the Air Force bases with whatever supplies and other technical issues that do not fall under technical, the Directorate Technical Services. What I
5 mean here is for instance as an example the Fire Fighting Services of the Air Force will lie with Directorate Base Support Services, also other fuel supply and its systems and things like those. It's that directorate then that is responsible for as separate and distinct from the Technical Services Directorate
10 which to a large extent it's looking at the manpower, the technicians and the engineers and things. Thanks.

MS RAMAGAGA: Right General, you say that one of the responsibilities of this directorate is to ensure the readiness of the Air Force and you have also spoken about the Air Force
15 bases. Now what I'd like to know or rather what the Commission should be informed of is you know, the number of Air Force bases that you have and as to whether this directorate would then have to look at the readiness of the Air Force across board, that is across all Air Force bases or would
20 it be confined to particular Air Force bases?

MAJ GEN MALINGA: Mr Chair, the South African Air Force has nine bases and an Air Force station, these nine bases would be Air Force Base Makhado, Air Force Base Hoedspruit, Air Force
Base Waterkloof, Air Force Base Swartkop, Air Force Base
25 Durban, Air Force Base Bloemspruit, Air Force Base Ysterplaat

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in Cape Town, Air Force Base Langebaanweg in the further west of the Cape, and we have a test Flight and Development Centre which is situated at Air Force Base Overberg, and then we have the Air Force Station Port Elizabeth.

5 The difference between a base and a station is just the size, there's only one unit at Air Force Station Port Elizabeth, which is 15 Squadron, which is an extension of the 15 Squadron based in Durban. So, the Directorate Base Support Services will be responsible for ensuring that amongst
10 other things there's fuel, aviation fuel, even petrol and diesel for vehicles, there will be enough supplies in terms of equipment required for firefighting services, things similar to that. Arrestor nets, an arrestor net is a net that you put at the end of the runway for fast jets like the Gripen and the Hawk in
15 case the brakes fail or the parachute fails, that arrestor net is put at the end of the runway, so things like those and services like those lie at the Directorate Base Support Services.

MS RAMAGAGA: Thank you Sir. Shall we then proceed to the next post that you held within the Air Force and that is
20 Chief Director Operations Development. You held that post in 2006. What does that post entail and what were your responsibilities?

MAJ GEN MALINGA: Mr Chair, that post lies at the Joint Operations Division, as the name suggests that division is that
25 division that is responsible for operations or force employment

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as I explained earlier on when I was referring to the Value Chain of the DOD. That post I had two main responsibilities in it, one was the development of joint capabilities, the other main responsibility was the development of joint interdepartmental and multinational doctrine. Under the capability development leg of that post obviously we looked at capabilities as the post name suggests and we also were responsible for the long term plan of the SANDF.

We were responsible for the development of the Joint Force Employment Strategy, we were also responsible for the development of a concept of operations. The doctrine one is simple, it was mainly looking at doctrine and ensuring that all the joint warfare manuals and publications are kept up to date. Normally a cycle is five years for many, but there's always a cycle for each and the other publication or manual so that's what I was responsible for in broad terms.

MS RAMAGAGA: General, you talk about the Joint Operations Division, can you enlighten the Commission as to who would be involved in the Joint Operations Division and what role would your directorate then play in that Joint Operation Division?

MAJ GEN MALINGA: Mr Chair, the Joint Operations Division is a division of the South African National Defence Force set up solely for the purposes of operations, SANDF operations in a joint environment, so the division is made up of members from

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all the other services namely the Army, Air Force, Navy and the South African Military Health Service. The Division is divided into two, there's the divisional headquarters and then there's the Joint Operations HQ. The divisional headquarters is responsible for policy and planning and things like those, the Joint Operations HQ is actually their entity that puts into operation or that executes operations. So, everybody from all the services form this division.

MS RAMAGAGA: You have also spoken about the Joint Interdepartmental and Multinational Doctrine. Can you just please explain this concept in layman's terms so that we can understand what it is. You have said it's simply this, but it's not as simple as all that, please try to explain it to us.

MAJ GEN MALINGA: Thank you Mr Chair, I'll try my best to simplify. First let me start by saying doctrine is nothing else but how we conduct our operations or how we conduct the tasks that we are given, that's as simple as probably I can define doctrine. Now going to your question specifically in terms of Joint Interdepartmental and Multinational Doctrine, like I said the Value Chain says the Joint Operations is the entity responsible for force employment.

Now the different services, the Army, the Air Force and the Navy can, and in the past, in history, in military history there are many instances where the Army and the Navy particularly, they have got a longer history, have operated

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autonomously. But we know that in war each country uses all its assets, it's military assets.

Over time, particularly around the Vietnam War the concept of balanced defence forces started to take shape and the period just after the Vietnamese War a lot of military theories started looking at this thing of jointness and I must say probably took hold, I speak under correction here, 30, 35 years ago that really it was considered seriously this concept of jointness. Having said that it doesn't mean that no military campaign was conducted jointly before, it was, but not consciously as a joint approach, it was either collaboration or supporting each other.

A joint approach says you plan an operation, you look at the sum total of your capabilities and you put them together around what you have planned so that the Air Force cannot say me this, me that, or the Army is saying no, we think this should be, the, whoever is planning that operation at Joint Ops, in this case it will be a chief director Operations and a staff, they will analyse the task being given and then associate that task to the available capabilities. They will plan and then they will ask the services give me this, give me that, give me that.

It does happen sometimes if a specific task that is given is land orientated or largely on land then obviously it will be Army heavy, and then either the Air Force, SAMS, or some

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elements of the Navy would be put in to carry out that task, so the task force commander will come from the Army because it's an Army-heavy mission, if it happens to be a Navy-heavy task, the task force commander will come from the Navy, and so it goes. So, what I'm trying to say is that the concept of jointness is not that old in militaries as a deliberate approach, but it suggests truly the word "joint", it's a joint approach truly, so you develop doctrine related to that.

Now going further to interdepartmental it can happen, particularly in military operations other than war such as peace keeping and all of that where a multidisciplinary people are required, wherein the Police might be there, people from Home Affairs might be there, people from Foreign Affairs might be there, some such approach to a particular task, and then multinational speaks for itself where you know, now for instance South Africa is a member of the AU and as such we are part of the SADC region and each region of the AU has a standby force or a standby brigade.

That means all member states of the SADC contribute capabilities and personnel to form this standby brigade. Now you need to, some people have equipment bought from the Soviet Union or Russia, some are French, so even the approach to certain things might differ, you need to be occupying the same space in terms of thinking, so interoperabilities are issue, are an issue, so you need to

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develop doctrine that will accommodate everybody.

MS RAMAGAGA: Thank you General. Will you then explain the following responsibilities that you have mentioned, the responsibilities of the Joint Operations Division, that is the development of the Joint Capabilities and then the responsibility for long term planning and then ultimately the joint employment concept.

MAJ GEN MALINGA: Thank you Mr Chair. In terms of the capability development responsibilities Ma'am it's a, I must say I was very fortunate to be exposed to that, it's an environment that some people will call the fuzzy world of things. Why, because you are required to look at the military strategy and the military strategic objectives and policy documents such as the White Paper and the Defence Review and see where is this Defence Force in reference to all of this, what capabilities do we have at hand, are there any gaps, if there are gaps what needs to be done.

Amongst other things there's a lot of war gaming and paper war to test certain theories or to confirm some of the things that probably you've seen that yes, there is a gap here or no, there's no need to replace this and things like those. There's an approach there that they call a capability portfolio approach which allows you to play around with everything that this Defence Force has, Army capabilities, Air Force capabilities and see if given a certain scenario, certain

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challenge can this defence force be able to respond. I don't know if you're getting it, but that was the main thing.

The long term plan goes about also the capabilities, the approach there is we have to define a desired end state to say by 2013 if these policies and these guidelines are still relevant this is the desired end state, by 2013 this Defence Force should look like this with these capabilities and then you work backwards to enable you to figure out what are your first steps to get to the desired end state.

The theoretical world also, but there are practicalities somewhere where you have to test whether you go to the Army or you go to the Air Force or the Navy and they confirm or tell you no, no, no, you are going on the wrong direction here and this and that.

MS RAMAGAGA: Does it mean that if you do the long term planning you also have to hold conversations with the different arms of service?

MAJ GEN MALINGA: Thank you Mr Chair, yes Ma'am. Mr Chair, you have to. They are the custodians of, or let me say they are the experts in their areas, you have to consult with them regularly. There are also other entities, there's an entity lying at ARMSCOR, it's called the Defence Decision Support Institute, it's also a world where a lot of research and development is being done in relation to capabilities and other things, they also come in the loop, they have models,

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mathematical models that they use for certain things which are an input into the long term plan. There's the CSIR for other things, so it's a consultative process also.

MS RAMAGAGA: Thank you General. The last concept that
5 I requested you to talk about is the joint employment concept within the framework of the Joint Operations Division.

MAJ GEN MALINGA: Thank you Mr Chair. The joint force employment concept is actually a concept of operations. I mentioned earlier that amongst other things Joint Ops is
10 responsible for the development of the Joint Force Employment Strategy which is a sub strategy of the military strategy. Out of that Joint Force Employment Strategy and out of trying to analyse political intent by our Government and also challenges and other things, or potential that lies within the Defence Force
15 itself, you design a concept for operations, that's all that it means but it is obviously a joint thing, it is not Army specific or Air Force.

MS RAMAGAGA: Thank you. Shall we then proceed to the next position that you held which is the General Officer
20 Commanding Air Command from the 1st day of November 2010 to the 1st day of November 2011, what does that position entail?

MAJ GEN MALINGA: Thank you Mr Chair. The General Officer Commanding Air Command is or was, let me start by saying, or
25 apologies Chair let me do this. The Air Force is structured in

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such a manner that it's got three levels, there is the level 2 which is the Air Office where Chief of Air Force and the planners in the Air Force, the Inspector-General of the Air Force, the Warrant Officer of the Air Force, that environment is
5 the environment that gives direction to the rest of the Air Force. And then you have level 3, take note that I started at level 2 Ma'am.

Level 3 is the Air Command, level 3 is made up of all the system groups now who gives support to the bases and
10 units of the Air Force. The General Officer Commanding is the commander of level 3 where the actual Air Force business is taking place or lower level direction of the Air Force is given, lower level in relation to the Air Office.

And then the level 4 is the bases and units. The
15 GOC at that time I was appointed was the commander of all the bases and units and also responsible for the business that is being done by level 3, and in those days ...

MS RAMAGAGA: May I just intervene. Now at the time when you were appointed to this post General what was the
20 state of affairs, did the General Officer Commanding have that power over the other bases or what is the position, the level 4 bases or what is the position?

MAJ GEN MALINGA: Thank you Mr Chair, yes, as I was trying to explain just now was that a General Officer Commanding was
25 a commander, obviously the subordinate commander to Chief of

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the Air Force, commanding all the bases and units but also commanding level 3. In actual fact at that time going backwards to when this system group approach started the General Officer Commanding was actually the deputy chief of the Air Force.

MS RAMAGAGA: And what were the responsibility of the General Officer Commanding or maybe seeing that you say the responsibilities are similar to the responsibility of the current deputy chief of the Air Force I will then rather say let us move to that position, the current position that you are holding, the position of the Deputy Chief of the Air Force, will you tell the Commission as to what the responsibility of this post are and what duties do you discharge as the Deputy Chief of the Air Force.

MAJ GEN MALINGA: Thank you Mr Chair. When the deputy service chief concept was put into practice I think in my humble opinion we should have realised that in the Air Force there's already a deputy, but then we carried out that instruction, so part of the work that, or part of the responsibility that was of the GOC Air Command has been separated from the deputies chief, that is the actual command of the units and bases.

But as Deputy Chief of Air Force obviously the Deputy Chief is second in command, so in the event that Chief of the Air Force is not available the deputy chief assumes command of the Air Force, but on a daily basis a deputy chief

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is responsible to coordinate staff work that happens between level 2 and level 3. Furthermore the running of the in-year budget of the Air Force is the responsibility of the Deputy Chief of the Air Force.

5 MS RAMAGAGA: When you say that as a deputy chief you would also be responsible for the running of the in-year budget of the Air Force can you elaborate a bit on this responsibility and I'll tell you why I require you to do so, it is because when we now deal with the evidence that you are going to present
10 there is going to be reference to the budgets, the budget cuts, the budget constraints and so forth, and also there is reference to the budgets even in relation to the SDPP's in respect of which this Commission is investigating. So could you just elaborate a bit on this responsibility of running the in-year
15 budget.

MAJ GEN MALINGA: Thank you Mr Chairman. Mr Chair, the in-year budget of I guess any entity is a challenge on its own, particularly for state departments where their location is predetermined, you go through the medium term expenditure
20 framework and things like those and then when the year comes you are given a certain allocation. Half the time the location you are given is not according to what was planned three years ago for various reasons, and for the Defence Force it's such that it is even more of a challenge because the Defence budget
25 has been going down, sliding down, you can actually plot from

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let's say 1997 coming down, you will see the graph is pointing like that.

But having said that the responsibilities there are to ensure that expenditure is according to plan one, and it is according to the governing framework such as the Public Finance Management Act to ensure that there's no wasteful or fruitless expenditure, or to reallocate funds within where new challenges have cropped up or new requirements have cropped up, or we go to a priority unfunded list because what we do on a weekly basis is to look at those items that are unfunded and we create a basket of priorities and each priority will be recognised according to a certain order. So, normally that's what happens Ma'am.

MS RAMAGAGA: But would you also contribute to the development of the budget that should be presented to Parliament?

MAJ GEN MALINGA: Yes Ma'am, if you ... Excuse me Mr Chair, if you realise the budgeting process of Government, I mentioned the Medium Term Expenditure Framework yes Ma'am, we do that planning three years ahead based on whatever projections or whatever considerations were given and then that is submitted for further consideration.

MS RAMAGAGA: Thank you General. Will you then inform this Commission about the responsibilities of the office of the Chief of the Air Force?

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MAJ GEN MALINGA: Thank you Mr Chair, I'll do my best to try and explain but Chief of the Air Force is the commander of the Air Force, his main tasks is to prepare ...

MS RAMAGAGA: Sorry about that Chair.

5 MAJ GEN MALINGA: ... combat ready and supported air capabilities for the use of the country.

MS RAMAGAGA: I think it's fair to ask you this question and to, I think to expect you to elaborate more on this because from time to time you do also act as the Chief of the Air Force.
10 Would you indicate General as to whether the Chief of the Air Force would make any contribution towards the provision in the budget for any force design that might have to, or that might be developed at any point in time, supposing the Government gives a direction to say a particular force design should be
15 developed, now that comes as mandate from the Government, now would the Chief of the Air Force also contribute towards making inputs about the budget that should provide for the force design element that would be drawn from the Air Force arm of service in particular?

20 MAJ GEN MALINGA: Mr Chair yes. Ma'am, that will be done by way of looking at the guidelines given in terms of the force design and then we work around the Air Force part of that force design. That then is costed, so when we give feedback you say according to the guidelines this is what is the Air Force as part
25 of the guidelines given for the force design and it is usually

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costed, so that costing obviously informs the next phase which would be the planning for, or the budgeting process.

MS RAMAGAGA: Okay, thank you. Shall we then proceed to look at your orders and decorations which appear on page 16 of
5 bundle J, that is item 15. General, will you please take us through your decorations and medals that you acquired over a period within the South African National Defence Force and when I say take us through I don't mean that you must just mention what they are, but those are your decorations and I
10 will request you to speak to the acquisition of each and what it entails, how do you qualify to get that and so forth. Will you proceed please? Thank you.

MAJ GEN MALINGA: Thank you Mr Chair. Mr Chair the first thing to realise is that these are tabled according to the order
15 of seniority, so the first one is the silver medal for merit, this is for my services within the Azanian People's Liberation Army.

MS RAMAGAGA: Do you, are you able to tell us as to when you obtained this medal?

MAJ GEN MALINGA: Mr Chair, if my memory serves me well I
20 received this medal in 2002.

MS RAMAGAGA: Thank you, you may proceed General.

MAJ GEN MALINGA: Thank you Mr Chair. The next one is the Southern Africa Medal, this one also I was given, or it was conferred on me for my background and my activities within the
25 Azanian People's Liberation Army. The third one, the

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Operational Medal for Southern Africa is an SANDF medal for operations conducted with the SANDF or under the SANDF auspices. The fourth one Tumelo Ikatela, I'm not too sure of the translation there Ma'am I'm sorry, I speak isiZulu so I'm not too sure but I know what the medal is about.

MS RAMAGAGA: It would help us understand if you were to explain as to what the medal was conferred for.

MAJ GEN MALINGA: Yes, I will explain. Okay Ma'am it was conferred for, in fact this medal is conferred on people who either participated directly in an operation of the SANDF or gave support to an actual operation of the SANDF or a specific operation. Ma'am, I got this medal for my duties at Joint Operations, at some point briefly one acted as Chief Joint Operations but particularly this was conferred to me for supporting the operations in the Sudan and the Democratic Republic of the Congo and Burundi.

MS RAMAGAGA: Thank you, you may proceed.

MAJ GEN MALINGA: Thank you Ma'am. And the next one, UNITAS Medal, that medal probably is the most significant even though rank-wise it's where it's sitting. I think Admiral Higgs talked to some extent about this medal. This medal is conferred to all those members of the South African National Defence Force that were part of the integration of the birth of this new Defence Force made out of seven previous defence forces. And then the next one is a Good Service Medal Gold

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for 30 years of service. The second one is a Good Service Medal Silver for 20 years of service and the last one is a Good Service Medal Bronze for 10 years' service.

MS RAMAGAGA: Right, thank you General. Let us now
5 focus our attention to item number 18 on the same page, page
16 of bundle G. Now that item deals with your ascendancy
within the South African National Defence Force. It's indicated
that in, you were promoted to the position of a colonel on the
1st day of September 2001. Now what I'd like you to tell the
10 Commission is whether this promotion that you got, whether
you had to undergo any training or get, obtain any course or is
it a promotion that would just be given on the basis of merit?

MAJ GEN MALINGA: Thank you Mr Chair. Standard practice in
the South African National Defence Force is to be a full colonel
15 obviously you would have served as a lieutenant but also you
should have the senior command and staff course. As you see
and as I explained earlier I integrated at the rank level of
lieutenant colonel but ideally for someone growing within a
defence force like this means that before that rank they would
20 have done the Junior Command and Staff Course but that was
waived for me and then I had to do the Senior Command and
Staff Course.

MS RAMAGAGA: Thank you General, then let's look at the
next promotion for the post, to the post of brigadier general
25 commencing from the 1st day of January 2004, can you tell this

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Commission as to whether there was any training or any courses that you had to obtain prior to being promoted to that position?

5 MAJ GEN MALINGA: Ma'am, thank you Mr. Chair. Yes, I had to go through the Executive National Security Programme which is the highest developmental course of the South African National Defence Force, it's largely on strategic level use of defence and also understanding government policy and things like those.

10 MS RAMAGAGA: Right, thank you. Then let us then look at the next promotion to the position of the major-general, which position you are currently holding, the promotion was effective from the 1st day of March 2005, shall you tell the Commission as to what you had to undergo in order to obtain this position if
15 at all?

MAJ GEN MALINGA: Thank you Mr Chair. Ma'am and the Commission, when you become a general or a flag officer, from then on it's largely your performance or other considerations, but like I said earlier on the Executive National Security
20 Programme is the highest required developmental course for officers in the SANDF. So, I don't know what I did right or did wrong because it was just a year after being promoted to brigadier general and when the chair was just getting warm I was then promoted to major-general.

25 MS RAMAGAGA: General Malinga, the reason why I

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requested you to inform the Commission about your ascendancy, your steps that you took as you were going up to the level that you are at, why I picked up interest in that is because I have noticed that you have not been spending time in any position, you would be there for a year or 18 months and then you are in the next one. So, I want to believe that it must have been because you were doing a lot of things right, otherwise generally it doesn't take that short a period.

Now I'd like you to then put, let us shift our focus now to the statement that you have made which statement you have made under affirmation, I know that earlier on I said you had made a statement under oath, the statement that you have made will now be the focus of the present presentation of evidence Mr Chairman and Commissioner Musi. General you indicate in your statement at paragraph 5 of the statement that you were not directly involved in the setting up of the SDPP's and you do not have personal knowledge of the relevant facts and you are not able to describe the process or the rationale for the SDPP's and to an extent that you comment on these it will be on the basis of the information that you received and I want to believe that the source of the information would be persons occupying certain offices as well as documents that lie within the office that you now occupy and I see that office inclusive of the office of the Chief of the Air Force.

Now I would now like you to go to paragraph 6 of

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the statement which deals with the South African National Defence Force mandate, it deals with the source of authority for the mandate as well as the various responsibilities of the Air Force. Could you put us through, take us through I beg
5 your pardon, take us through that paragraph, in fact those paragraphs 6, 7 and 8 of your statement.

MAJ GEN MALINGA: Thank you Mr Chair. Mr Chair if the Commission would recall my colleagues that have presented their statements to the Commission before, namely Admirals
10 Green and Higgs spoke at length about the mandate of the Defence Force and where it is derived from. I am also in my statement starting from there because that's the legal basis. I would like to say that the authors of the Constitution of this Republic in their collective wisdom saw it fit and recommended
15 that this country should have a defence force to ensure its security. And in that they put out clearly unambiguously that the primary objective of this Defence Force is to defend and protect the Republic, its territorial integrity, its sovereignty and its people in accordance with the Constitution and the
20 principles of international law regulating the use of force. So Ma'am, that's my basis for my statement.

In terms of the line that says "to defend and protect" what I'm trying to show there is that that goes beyond actual use of military force, that it goes to areas where military
25 capabilities can be used in humanitarian situations, it can be

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used in also protecting the economic interests of this country,
it can be used to help the people of this country in the
preservation of life, health and property and in cases or
incidents of natural disasters probably, probably the SANDF is
5 better equipped to respond in large numbers with the right
capabilities to take people out of flooded areas, to rescue
people in gorges and on tops of, on the top of mountains and
things like those, so this is just to show that.

MS RAMAGAGA: Right, thank you. In paragraph 8 of your
10 statement you are making reference to the Defence Strategic
Objectives which are the drivers for the development of the
Defence capabilities. Could you please elaborate on that?

MAJ GEN MALINGA: Thank you Mr Chair. Mr Chair, earlier on
we were looking at my CV, particularly the period I spent at the
15 Joint Ops Division, we did speak of Defence capabilities and
we did speak of the Military strategy and Military Strategic
Objectives. Those, the Military Strategic Objectives are
derived from the Defence Strategic Objectives. Strategies in
the Military have a hierarchy, so Defence Strategic Objectives
20 are those identified at the political strategic level, obviously
with advice from the DOD on matters that are functional or
matters of expertise.

MS RAMAGAGA: Right, thank you General. Shall we then
proceed to deal with the issues relating to the Defence
25 functions as highlighted in page 2 paragraph 9 of bundle J?

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MAJ GEN MALINGA: Thank you Mr Chair. Mr Chair earlier we referred to Section 200(2) of the Constitution. In this paragraph we're referring to Section 227(1) of the 1993 Interim Constitution. A slight difference is that in the Interim
5 Constitution at Section 227(1) there's a bit more specificity in terms of the Defence will do a, b, c, d. The Constitution on the other hand is just giving a broad mandate to the Defence Force to defend and protect the Republic, its integrity and sovereignty, its people. Here you are being more specific to
10 say in service in the defence of the Republic for the protection of its sovereignty and territorial integrity that's a repetition:

“Service in compliance with international obligations of the Republic with regard to international bodies and other states”.

15 Now this is the first time we come to something more specific, here what is meant that this country is a member state of certain international bodies, of note two of them. One is the United Nations, the other is the African Union. Now when you join and sign as a fulltime member in essence you are saying
20 I'm in agreement with, in the case of the UN the United Charter and, the United Nations Charter and all the protocols that the United Nations is involved with or engaged with or are in place to guide the activities and actions of member states. So, we've got obligations because we are serving (indistinct) to the
25 United Nations Charter, the same applies to the African Union.

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So, and then it says "... *and other states*".

There are bilateral arrangements between states, there are regional arrangements and there are arrangements unique, such as the one we've just become a member of, 5 namely the BRICS, so in those associations there are agreements and there are protocols also, so as soon as you sign as a member state then you are agreeing with everything that's in there, it becomes an obligation. And then 9.3, I've mentioned this also:

10 *"Service in the preservation of life, health and property"*.

We are obliged if there are wildfires in the Western Cape and there's no capacity where the local government is concerned, we have to respond to that. If hikers are stranded on the 15 Drakensberg Mountain, it's been snowing and they can't, there's no access by road and all of that, we have to respond to that, things like those Ma'am.

9.4, you have to serve in provision of, or the maintenance of essential services. If you recall a couple of 20 years back there was a strike, Health workers strike which was affecting our hospitals and clinics, the Defence Force was called upon to man those hospitals, this is a good example of that.

25 *"Service in upholding law and order in support of the South African Police Service"*.

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We do this almost every year where we are called upon to help the Police in certain situations, and lastly we are obliged to support other government departments for socioeconomic upliftment, so if any department says we need help with a, b, c, 5 d, we try and help, we built two bridges in the Eastern Cape as a Defence Force towards something like this because people couldn't get access either to health services or kids going to school have to cross rivers where there are no bridges and things like those and the local government or the provincial 10 government wasn't in a position for whatever reason, the Defence Force was asked to build bridges and we did.

MS RAMAGAGA: Right, thank you. In paragraph 10 of your statement you mentioned that the Constitution requires the South African National Defence Force to exercise its powers 15 and perform its function solely in the national interest in terms of Chapter 11 of the Constitution. Can you just elaborate on the statement or the indication of "solely in the national interest".

MAJ GEN MALINGA: Thank you Mr Chair. If the Commission 20 can recall Admiral Higgs had a big copy of the Code of Conduct for members of the South African National Defence Force. Contained therein is a line that says:

"I will not harm or advance the interests of any political party".

25 That statement or that part of the code is derived exactly from

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things like this. We serve only for national interest, not for partisan politics or for other interests but national interests.

MS RAMAGAGA: Now when you say that the Defence Force serves solely in the national interest, would that also apply in execution of the mandate relating to the development of force designs?

MAJ GEN MALINGA: Mr. Chair, it is my understanding and my belief that every bit of business that we do on a daily basis has nothing to do with any other thing except the mandate of the SANDF and in promotion of or in defence of national interests.

MS RAMAGAGA: Thank you. Shall we then proceed to paragraph 11 of the statement still on the same page, page 2, will you please take us through that paragraph?

MAJ GEN MALINGA: Mr Chair, about three or so paragraphs ago I spoke about this, that this country is a member state of several regional and global organisations and from time to time, particularly where the United Nations or the African Union are concerned we are called upon to assist with our military capabilities. Case in point we had to intervene in Burundi to promote peace, keep that peace until the situation became better. Other examples we are in Sudan, we are in the Democratic Republic of Congo for the same purposes because we were called upon by the United Nations to assist.

But coming back home, to many people when you say the South African National Defence Force they think our

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responsibilities are landward or where the air force is, we know that there is a coastline so maybe we have a navy, but in essence we are required to also protect our coastline and the marine resources that lie within the territorial waters of the Republic of South Africa. Again my colleague spoke at large about this, Admiral Higgs, this is what this paragraph means.

MS RAMAGAGA: Now does the Air Force also assist in the protection of the coastline, marine and resources and if so why is it necessary, especially in the light of the fact that there's a navy in place?

MAJ GEN MALINGA: Thank you. Mr Chair I will start by saying Admiral Higgs did indicate that there's a slight gap or a gap in as far as our Navy securing our marine or our territorial interests at sea and that gap came about with the decommissioning of the maritime aircraft that we had earlier, a few decades back namely the Shackleton, and we haven't in the real sense replaced those, so there's a gap Ma'am. I also would like to say this, the Air Force, or one of the Air Force's main roles is to give support to surface forces, by surface forces I mean the Army and the Navy.

If anything because of the speed and reach or range that the Air Force possesses we can easily get to a place or when over flying because of the height or elevation where the aircraft are you have a, almost a panoramic view, so sometimes you come across or you detect, detect unwanted activity or

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illegal activity. It's easy to either direct a ship to that point or relay a message to the ship that there's this activity or there is this presence which is illegal. So, the Air Force plays a very major role in supporting the Navy and the Army in various
5 ways, I just made one example.

MS RAMAGAGA: General Malinga, will you please tell this Commission about the areas of operational interest of the Air Force, the Air Force's areas of operational interest?

MAJ GEN MALINGA: Thank you Mr Chair. We have an approach
10 that we use to look at our responsibilities at large and all our responsibilities, so to be specific to what you are saying we have what we call an area of responsibility, that area is our responsibility, everything that happens in there is our responsibility, and then we have what we call an area of
15 tactical influence. To maybe describe that it means the region near and surrounding South Africa. And then there's an area of strategic influence, meaning going wider onto the continent, the rest of the continent or even the territorial waters around that.

20 MS RAMAGAGA: Are you able to tell us as to what operations you would undertake within the area of the SAAF responsibilities, South African Air Force and indirectly also the DOD, the South African National Defence Force, what operations would you undertake within your area of
25 responsibility, you have spoken about three areas.

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MAJ GEN MALINGA: Ma'am, Mr Chair I think it will be best if we say the SANDF's area of responsibility.

MS RAMAGAGA: Okay, the SANDF areas of responsibility.

MAJ GEN MALINGA: Thank you Mr Chair. My
5 understanding is that the SANDF's area of responsibility will be the Republic of South Africa, its landmass and its territory on the sea, but also because of certain international obligations that extends beyond just the territory of South Africa. We all know that the Cape sea route is a strategic sea route, so there
10 are obligations coming from the International Maritime Organisation and also there are obligations coming from the International Civil Aviation Organisation. These organisations that I've just mentioned are sub-organs of the United Nations, so because we are a member state they become an obligation,
15 it is South Africa's portion to be responsible for amongst other things hydrography as it was mentioned and two; sea search and rescue or sea search and recover, or recovery amongst other things, so operations that will be carried out obviously is to patrol these waters but also on the land you are responsible
20 for border safeguarding, so the safeguarding of our borders is the SANDF's responsibility.

MS RAMAGAGA: Thank you General. Are you able to tell us as to what type of operations you would undertake in the areas of tactical influence?

25 MAJ GEN MALINGA: Mr Chair earlier on you were shown a

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short video of the SANDF helping out with the floods in Mozambique, that would be a good example, but also if there's any other situation that develops in our region that might be deemed to can affect or influence the security of the Republic then in collaboration with our neighbours I think we need to react, I don't know if I answered that question.

MS RAMAGAGA: Now in cases of international missions what is a determinant of whether the South African National Defence Force would participate in the missions or not, what are the determining factors, what is it that like for instance the United Nations would look at to determine as to whether you are suited to participate in a particular operation?

MAJ GEN MALINGA: Mr Chair, I think what the United Nations would go through is to see who is nearest to whatever area of interest that has certain capabilities or resources to help out. Having said that then if in South Africa's case the United Nations asks us to contribute capabilities to help in a particular country. Our ability to respond to that would depend on what we have, do we have that capability, if we do is it ready to be employed or not. If the answer is no, then we tell them unfortunately for these reasons we cannot deploy that capability, then they have to ask somebody else to help out.

MS RAMAGAGA: Alright thank you, shall we then proceed to paragraph 11?

MAJ GEN MALINGA: 11?

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MS RAMAGAGA: 12, I beg your pardon. Paragraph 12 on page 3. Now the paragraph commencing as paragraph 12, in fact the evidence commencing with paragraph 12 onwards will be focusing on the history, the history of the acquisition of armaments, the evolution of the technology within armaments leading to the SDPP's acquisition, so I would like you to take us through on the history of acquisition dating as far back as from the establishment of the South African Air Force, can you please take us through that history?

5
10 MAJ GEN MALINGA: Thank you Mr Chair. Mr Chair, Mr Commissioner, this what is being raised here is very important, it's important in several ways but as I proceed it will become evident, it's not just a history narrative. With your permission then I would like to say this, that the South African Air Force is the second oldest independent air force in the world. If I have to explain that, before the establishment of air forces there were air cores or flying cores linked to an army, largely throughout the 1st World War in terms of the British empire of which the Union of South Africa was part of there were, there was a flying core attached to their army. And then just after the, or towards the end of the 1st World War ...

15
20 MS RAMAGAGA: May I just come in here General, will you please explain as to what do you mean by a flying core?

MAJ GEN MALINGA: Okay Ma'am. An air core or flying core would be a section of an army that uses aircraft. Now 1st

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World War was part of the early stages of the development of aviation, aircraft were largely used or initially used as observation posts because of their height, they were able to direct artillery, they were able to direct cavalry, they were able to direct other ground forces to where the target or what they need to do if they have to change you know a tactical change or whatever. But a few brilliant men decided what if I put a cannon onto this thing and then somebody else, what if I carry this bomb or this artillery shell, put it on this thing and dropped it, drop it from ... So you know, air power started to evolve on that.

I'm being very, very simply sticking in describing this, but towards the end of the 1st World War certain men though you know, now that we know we can put cannons and bombs on this thing why don't we have a separate arm of service independent from the army like the navy was independent from the army, and coincidentally one of those men was a South African by the name of General Jan Smuts, he amongst others played a key role in the formation of the first independent air force which is the Royal Air Force and he also played another key role in the formation of the South African Air Force, so I don't know if I have explained what a flying core is.

MS RAMAGAGA: Yes, I think you have described it adequately. So, you can then proceed with the history relating

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to the establishment of the Air Force, South African Air Force.

MAJ GEN MALINGA: Mr Chair, with what I've just described, after the formation of the Royal Air Force General Smuts worked hard to ensure that also within the union of South
5 Africa there's something similar to this and his efforts led to the birth of the South African Air Force in 1920. The, from the beginning the South African Air Force had a fighter bomber capability. This capability was an imperial gift because South Africa fell within the domain, you know this colonial thing, the
10 British empire and then you have protectorates and territories and South Africa was part of the domain and it is the first in the domain to establish an independent Air Force.

And the first aircraft were an imperial gift or part of a larger imperial gift. These, mainly these aircraft were
15 biplanes, those planes, if you look at pictures or if you've seen movies of the 1st World War or the era just after the 1st World War with two wings on top of each other with no enclosed cockpit, those were the type of aircraft initially and these went on to just before the 2nd World War, and then during the 2nd
20 World War the South African Air Force was called upon to be part of the allied forces.

The South African Air Force participated in campaigns in North Africa, East Africa, in Italy, there were other aircraft now this time, monoplanes, meaning single-wing,
25 namely Hurricanes, Spitfires and Lancaster's. Spitfires and

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Hurricanes to a large extent were the fighters and the Lancaster's would be your bomber type aircraft. These also were partly a gift, and somewhere obviously per arrangement to be paid for I think. These were a lot larger and of a much
5 higher performance than the biplanes for the 2nd World War.

And then in the early 1950's the South African Air Force was again called upon to serve, this time in the Korean War. In this war South African crews were for the first time flying jet aircraft, these were the Sabre's of the United States
10 Air Force. If I may Ma'am, at this point in time the evolution of aviation and particularly air power had come to, or we had reached the jet age, but it didn't start then, the first jet fighter aircraft was flowing during the 2nd World War, the latter stages of the 2nd World War by the German Air Force. The Germans at
15 that time came up with the first jet aircraft, the (indistinct) 262. I nearly said 260, Messerschmitt 262 was the world's first jet aircraft.

And then with the time between the end of the 2nd World War and the Korean War several countries had already,
20 or were already in the jet age because there was a rush to ensure that everybody gets that technology. The Russians had the MIG15, the Americans had the Sabre, and these two, actually this war one would say it was a proxy war because in as far as air power was concerned this is where the capabilities
25 were tested and all of that, so South African Air Force was part

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of that.

MS RAMAGAGA: Maybe before you proceed General, the Sabre capabilities, can you compare them or say yes, they compare with the current equipment that has been acquired
5 through the SDPP's, any? Not necessarily in terms of the status of the technology but in terms of the service that they would render, whether as a fighter, front fighter or so forth, can it be compared to any of the equipment that has been acquired through the SDPP's?

10 MAJ GEN MALINGA: Thank you Mr Chair. We could say the Sabre was the Gripen of the day, it was *the* operational fighter of the South African Air Force.

MS RAMAGAGA: Okay, you can then continue. Thank you.

15 MAJ GEN MALINGA: Yes. Thank you Mr Chair. When the Korean War came to an end the South African Air Force now acquired its own Sabre aircraft, 35 of them were bought from Canada but just before then as General Bayne had explained with the presentation earlier on 77 Vampire Jets were bought or
20 obtained from the United Kingdom, of these 77 they were separated as jet fighter trainer and fighter aircraft, and then 34 transonic Sabre's were bought.

MS RAMAGAGA: General, the Vampire as well as the Sabre picture does appear in the second page of the combat aircraft slide.

25 MAJ GEN MALINGA: Yes Ma'am, I don't have a copy of that.

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MS RAMAGAGA: You do not have a copy of that?

MAJ GEN MALINGA: Yes Ma'am.

MS RAMAGAGA: I think it will be beneficial to the Commission that as you talk about specific aircraft you should
5 refer to this pack, it is bundle K. Bundle K. Well, the bundle is not paginated but you may refer to the first page, second page and so forth.

MAJ GEN MALINGA: Thank you.

MS RAMAGAGA: Right, thank you. You may go ahead.

10 MAJ GEN MALINGA: Thank you Mr Chair. If you have bundle K, the slideshow presentation page 2, when you look at your left hand side the second aircraft in the middle there is the Vampire, the one underneath it is the Sabre. These two types were acquired in the 1950's. And if I may continue Mr Chair, ...

15 MS RAMAGAGA: Maybe before you continue, you have said the Sabre's could compare with the Gripen in that context in which I asked you. Now what would the Vampire compare to in terms of the capabilities in the Service?

20 MAJ GEN MALINGA: Thank you Mr Chair. The Vampire then would compare or would be the Hawk of the day and then the Harvard that's on the top left would then be the PC7 Mk2 of the day, so ...

MS RAMAGAGA: Is it the Pilatus?

MAJ GEN MALINGA: Yes Ma'am.

25 MS RAMAGAGA: Thank you.

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MAJ GEN MALINGA: Mr Chair, with the acquisition of the Sabre the advent of what we call the three-tier system of training fighter pilots was established because basic flying or *ab initio* flying was done with the Harvard and when one is streamed to the fighter line then the next aircraft they would fly would have
5 been the Vampire and when they get to the required competency level in the fighter line then they go operational on the Sabre aircraft. If I may continue Mr Chair, at this stage with the acquisition of the 34 Sabre's the South African Air
10 Force's capability in numbers was a 111 fighter aircraft.

MS RAMAGAGA: Okay, are you ...

MAJ GEN MALINGA: Now ...

MS RAMAGAGA: Just a minute. Are you able to indicate as to how many fighter aircraft we do now have in South Africa?

MAJ GEN MALINGA: Mr Chair yes, but I will keep that until
15 later because as we continue we're indicating also that fact as to the size of the Air Force and what it became after 1994, if the Chair would allow me.

MS RAMAGAGA: Yes, you may proceed. You may proceed
20 General.

MAJ GEN MALINGA: Thank you Mr Chair. As we now move towards the 1960's, in fact in the 1960's, early 1960's and the intensification of the Vietnam War and all of that, air power or aircraft and aviation technology evolved further. Now I must
25 state that the Vampires and the Sabre's would have been what

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is regarded as the second generation or the first generation fighter aircraft. By the middle of the Vietnamese War or the war in Vietnam there were a lot of developments in as far as the use of airpower and the technology associated with
5 airpower.

What became more evident is that airpower has three major tenants; these are flexibility, mobility and firepower. If these could have been mastered and used and delivered rapidly it had devastating effects and this can be
10 done over long ranges. So, it became practice that defence forces, particularly the US and their allies and Britain come with a concept of a balanced defence force because now they realised the potential that comes with airpower and the technology now being involved in aviation.

15 MS RAMAGAGA: General would you please elaborate on the three tenants of the airpower?

MAJ GEN MALINGA: Mr Chair, the core characteristics of an air force or airpower, when I refer to airpower I'm referring to the capability of an air force. The core characteristics of airpower
20 are speed, reach or range if you will, and height or elevation. Now with those, and over time with the application of airpower it became evident that there are certain truths that remain constant and those are the tenants, flexibility, flexibility because an aircraft can maneuver unobstructed by any
25 mountain, by any river or by any other obstacle at altitude,

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flexible because any aircraft can be on an assigned task, complete that task or just before completion of that task be reassigned another task. This is done with speed and over long distances, something which the surface forces cannot achieve or cannot do for obvious reasons. Mobility because you are using those co-characteristics of speed reach and height, we can insert own troops in an opposing forces territory via the aircraft, special forces, paratroopers or even drop supplies, so an aircraft is very mobile.

10 Firepower, there's a principle of war that talks of concentration of power or firepower, they have, the airpower or the air force can and does deliver decisive firepower at the right time chosen by you and at the right place. When you get to the right place technology now, for instance the Gripen will have its ordinance as what we term precision guided munitions. Two of those bombs can destroy a very large bridge for instance which during the Vietnam War you needed wave after wave of aircraft to destroy that bridge. The accuracy of those munitions will be between 1 and 10 metres, so if my target is that door the worst I can do is to hit next to this clock, but definitely that door will be destroyed.

15
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25 MS RAMAGAGA: Right, thank you General. Mr Chair, I notice that it's now past 16h00 and it would appear that this is the right time to adjourn the proceedings before we proceed to the next paragraph of the statement.

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CHAIRPERSON: Thank you. I think probably it's the right time to adjourn and we'll adjourn until Friday. Unfortunately we'll not be in a position to sit tomorrow because this venue is not available tomorrow, apparently the owners thereof want to
5 make use of it tomorrow, so we can only reconvene on Friday morning. General thanks a lot, you will come back on Friday morning and we'll start again at 09h30. Thank you. Let's adjourn.

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(COMMISSION ADJOURNS)