

ON RESUMPTION ON 2 JUNE 1998 - DAY 2

CHAIRPERSON: This is a continuation of a Section 29 Enquiry. Ms Terreblanche I believe we are still going ahead with the enquiry into the Helderberg?

MS TERREBLANCHE: Yes. Apart from one witness today I think we will have, at least I have seen here four witnesses from the South African Airways. Two of them former employees and two of them current employees. We have here with us Mr John Hare. He is currently still with SAA. Good morning, welcome.

MR HARE: Good morning, thank you.

CHAIRPERSON: I will ask Commissioner Wildschut to swear you in but before we do that let me welcome you and let me say we are extremely pleased that you have been able to take the time to be here. A few ground rules. The enquiry is held in terms of Section 29 of the Act.

It is an in-camera hearing. It is held in terms of the Act and the section provides that all evidence that has been led here will be confidential and remain confidential until the Commission decides otherwise and if and when the Commission so decides it will be in the circumstances where the people who have led such evidence and those who might be affected adversely by the evidence so taken at such an enquiry will have been given an opportunity to make representations.

So for the moment everything that you will be giving to us in this information gathering exercise will remain confidential. It is for that reason that only people who have been invited or subpoenaed to attend and members of the Commission and their staff which include the translators and the sound engineers are permitted and will be attending at the enquiries.

Which therefore brings me to who you have here. On my left is Commissioner Wildschut. She is a Commissioner in the Reparations and Rehabilitation's Committee. My name is Ntsebeza. I am a Commissioner in the Human Rights Violations Committee and to my right is Wilson Magadhla. He is the head of the Special Investigative Section of the TRC Investigative Unit. To the right is Ms Crystal Terreblanche who is an investigator who has been doing all the investigation that has caused this hearing to be held.

And with her is Dr David Klatzow who is a forensic specialist and who has been contracted by the Commission as a consultant and will be assisting Ms Terreblanche in the execution of their tasks. There will be tea which I believe will be served between 11 and quarter past 11 and there will be lunch. I do need to indicate that I will, I have an engagement at 5 with the Ministry, Minister Pallo Jordan and I will therefore have to excuse myself at half past four.

We might have to then try and expedite matters such that I am free to leave for me to be able to make the appointment.

MS TERREBLANCHE: That's very well Mr Chair, I think we will be through.

CHAIRPERSON: Commissioner Wildschut, if you could then swear Mr Hare in.

MS WILDSCHUT: Are you Mr Hare? Mr Hare, do you have any objection to taking the oath?

MR HARE: No I don't.

MS WILDSCHUT: Could you please state your full name for the record?

MR HARE: My name is John David Hare.

JOHN DAVID HARE: (sworn states)

CHAIRPERSON: Ms Terreblanche?

MS TERREBLANCHE: Thank you. Mr Hare, we have asked you to come here for the following reasons. To provide details and answer questions about the relationship between Armscor and SAA during the 1980's with particular reference to the period 1985 to '88. To answer questions pertaining to your role in Armscor as well as in South African Airways.

We understand that you were not at SAA at the time of the Helderberg incident. But we also understand that you have some expertise and you have knowledge of Armscor and SAA?

MR HARE: Ms Terreblanche I'm sorry your microphone went dead at certain stages, would you mind repeating that?

MS TERREBLANCHE: Sorry. Do you want me to repeat everything? You heard me spelling out the questions that we've already put to you. We understand that you weren't at SAA at the time of the Helderberg incident but that you have certain expertise. At the moment I would just like to know whether you've prepared anything pertaining to the questions that we have put to you?

MR HARE: Ms Terreblanche, in answer it may seem quite strange to you but you ask a question alluding to a relationship between Armscor and South African Airways and my only response to that is that I am not aware of any such relationship that may or may not have existed but I certainly am not aware that there was any relationship in the period that you refer to and therefore continuing from that in the particular period that you refer to in the question later on, the same answer would apply.

I am certainly not aware of any relationship that could have existed between Armscor and South African Airways other than a normal relationship in terms of which personnel of Armscor made use of South African Airways for passenger services.

MS TERREBLANCHE: Very well we'll get back to that. I would just like at this stage for us to tell you how long you were with Armscor and what were you doing at Armscor?

MR HARE: Could I just go back before we do that to your earlier opening remark where you say that I am in possession of certain

expertise and point out to you that that expertise would certainly not cover items such as the Helderberg or the technicalities of what happened to the Helderberg other than by way of hearsay that I've picked up during the course of my employment with SAA.

MS TERREBLANCHE: We'll note that. I understand but can you just explain then what your expertise with Armscor was and then come, also come back to SAA?

MR HARE: I think the easiest will be if I give you an indication of what the role was that I played at Armscor and then refer that to the change in my employment in 1990 and indicate what my responsibilities are and have been from that period.

I was employed by Armscor in the capacity of the general manager of one of the subsidiary companies Infoplan in 1976, April of 1976. Infoplan is a subsidiary company which at the time was responsible for the provision of data processing services, computer services to Armscor and certain of its subsidiary companies.

It had a small personnel and there was an in-house data processing company. Approximately a year later I was asked to move from the general managership of Infoplan through to the Armscor head office when Armscor and the Armament Board amalgamated its operations.

At the time the change in my function involved the installation and updating of financial records, particularly those that had been

maintained by the old Armaments Board, the installation of financial systems and the development of those systems so that the company could account properly and duly in terms of the Companies Act and it's own enactment which was applicable.

I served in that capacity for a number of years. I continued my responsibility for the data processing company. My capacity, my role at that stage was, title was that of senior general manager finance. At a later stage we split the functions, Armscor split the functions of finance into two. The one that I retained responsibility for was in essence the treasury function.

The treasury function was predominantly the provision of funding for the operations of Armscor through approaches to the capital market, through approaches to various lenders. It was over and above that a specialist function in terms of the negotiation and provision of export finance for export contracts where arms were sold to a variety of purchases and it continued through holding directorships of Armscor's manufacturing, certain of their manufacturing subsidiary companies in which role I was particularly responsible for their financial acumen for their proper accounting of their transactions.

In late 1989 I was approached by a consulting firm of recruitment specialists. At the time it was indicated to me that a major client of that company had a desire to appoint a chief financial

officer. It was put to me that the particular role was very necessary in terms of the degree of expertise held by that company and the fact that they were in the throes of corporatising and converting from a State owned entity into a parastatal and after several months of negotiation concerning the possibility I had made the decision to transfer and commence employment with South African Airways.

I was appointed at the time as senior general manager of South African Airways with a particular responsibility for finance and accounting systems and in that capacity I acted for several, for a couple of years until such time as we had some re-organisations within South African Airways and my responsibilities were augmented. I later became responsible for data processing operations, for capital purchases, for fuel purchases, for a period for the cargo operations of the company, that was for a limited period and subsequently for the maintenance operations of South African Airways.

MS TERREBLANCHE: Thank you. We have talked obviously to a large number of people in terms of the Helderberg. Now two former SAA employees, in fact one is still an employee has told me that Armscor did have an account with SAA and I think you would be in a very good position to clarify that?

MR HARE: Ms Terreblanche I can't shed any light on that. I'm not aware that there was an account. My only comment would be

that any number of South African corporations have accounts with South African Airways. It may be that there was such an account in existence. That would include, if I look at the average South African corporation an account for passengers, it would include a cargo account, it could include any number of items that were transacted between South African Airways and Armscor.

MS TERREBLANCHE: Would you have been aware of such an account being aware of the financial position?

MR HARE: I think that, you know you infer in, aware of the financial position the level of detail, but quite frankly I'm not aware of. We had a number of accounts that were operated by South African corporations with SAA. I would normally only expect to become aware of the detail of those accounts if they were in a situation where they were giving problems. If they weren't paying their bills or they were in arrears for some particular reason. So I wouldn't normally expect to be aware of an account like that.

MS TERREBLANCHE: Thank you. I think Dr Klatzow would also like to ask you a couple of questions.

DR KLATZOW: Mr Hare, thank you for coming along. Your background is accounting, is that correct?

MR HARE: I'm a chartered accountant yes.

DR KLATZOW: And as part of that background you would have intimate and detailed knowledge of the structure of a company?

MR HARE: I would expect to have a comprehensive knowledge, yes.

DR KLATZOW: And therefore if you were in a senior executive position you would know how that company functioned?

MR HARE: In terms of it's basic operations I would expect to have knowledge of it's functions.

DR KLATZOW: Now, at the time you were an executive member of an Armscor subsidiary, is that correct?

MR HARE: I was a member of the board of directors of various Armscor subsidiary companies.

DR KLATZOW: And you would be aware that Armscor - I think if you use the other microphone it won't keep switching off. The basic structure of the company would be something that would be well known to you. Now Armscor functioned in a period where we as South Africans were considered to be pariahs of the world, is that correct?

MR HARE: Certainly.

DR KLATZOW: We had to use every skill and ingenuity that the country could offer in order to break the sanctions that were occurring at the time, is that not correct?

MR HARE: I would say so.

DR KLATZOW: And Armscor did so by means of not only the skill which they could bring to it by the use of skilled personnel such as

yourself but they did not hesitate to use subterfuge in order to achieve their ends on many occasions, is that not correct?

MR HARE: Dr Klatzow I think that when you say use subterfuge, I think that it's correct to say that none of the transactions that Armscor undertook were at the time contrary to any South African Law.

DR KLATZOW: I'm not referring to South African Law. You broke International Laws on, with impunity, on many occasions in order to achieve your aims and in fact up until recently, the Armscor had a major embarrassment and was a major stumbling block because you had broken Federal Laws in the United States and your Armscor officials are up on a charge in the United States, is that not correct?

MR HARE: I'm not aware of the detail of the charges that were levelled against them. Certainly it would be correct to say that Armscor was involved in the acquisition of military hardware and that there were items which, or that in that acquisition it was probable that certain international regulations would have been broken.

DR KLATZOW: With impunity in fact?

MR HARE: Dr Klatzow that's your definition, not mine.

DR KLATZOW: Would you, do you remember that South Africa was involved in the illicit gaining of plans for the Daphne class submarines which caused an international outrage?

MR HARE: You're operating in an area of which I have no knowledge.

DR KLATZOW: But it was public news.

MR HARE: I have read that that was the case.

DR KLATZOW: Alright, let me re-phrase it. Would you deny, under oath, that Armscor broke international regulations in the achievement of it's aims which was at that time the pursuit and fighting of the total onslaught?

MR HARE: Dr Klatzow that may well have been the case. I have no personal knowledge of regulations that were broken by Armscor.

DR KLATZOW: Mr Hare I'm not suggesting that you did so. I'm suggesting that as a senior member of the Armscor stable, you would have been aware that there were certain things to be done and that you couldn't just walk over to the various countries who regarded us as pariahs and buy the equipment you needed and therefore I'm not debating the rightness and wrongness, I'm debating that you had a task to be done and you did it and you did not let regulations stand in the way and I think you've agreed with that.

MR HARE: I've agreed in broad terms that Armscor had a task to fulfil and that it certainly made every effort to comply with that task.

DR KLATZOW: Right.

CHAIRPERSON: It is a pretty common cause Mr Hare that Armscor did break the arms embargo and that in fact fairly recently that was one of the issues that seemed to be militating [inaudible] recommendation of the US/South Africa relationships as far as those deals go because there was evidence that the arms embargo that was violated by South Africa and Armscor, wasn't that common cause? Can't we admit without being specific that generally it was the position. Without discussing the ethics and the wrongness or rightness of it.

MR HARE: Commissioner I believe that I have so indicated that that was the task that Armscor was set up for. It was one of the main tasks that they fulfilled over a number of years.

CHAIRPERSON: Okay.

MR HARE: Please let us not assume then by extrapolation that I was party to transactions of that nature or had specific knowledge and I was aware of what was going on in a variety of areas. Dr Klatzow in a question earlier on referred to specific and detailed and intimate knowledge of the company and it's structures and I would say that Armscor, in the case of Armscor one needs to take into account that the structures of Armscor were created in a way that our knowledge was restricted to those people to whom it was essential to have that knowledge.

CHAIRPERSON: On a need to know basis?

MR HARE: Purely on a need to know basis.

DR KLATZOW: That is exactly the point that I was getting to because, as a man well versed in commercial practises you would see, from the structure of the company that it was specifically designed on a need to know and that it was designed in a fashion which was ideally suited, if I could put it, to sanction busting and clandestine operations in order to achieve their stated aims.

It wasn't set up for instance like Woolworths. It was set up on a completely different basis?

MR HARE: That is correct.

DR KLATZOW: Right. Now, I presume that there was a very tight chain of command at Armscor. That people couldn't just go off doing whatever they wanted to do. The chain of command was closely regulated?

MR HARE: Correct.

DR KLATZOW: And that junior members of the Armscor staff wouldn't do things that were inimicable to the well-being of the company or wouldn't do things off their own bat, there was a well structured line of orders?

MR HARE: I think one has to be careful with the assumption there will inevitably be a number of people who would "be doing their own thing", choosing their own way of doing things. The task would be

one that was defined, the objective defined, the way of doing it would not necessarily have been defined at all.

DR KLATZOW: That's correct but ultimately for a large capital expenditure project or for a significant project there would be a line of command and that there would be some monitoring, it wasn't a free for all?

MR HARE: No, it was certainly never a free for all.

DR KLATZOW: Right. Now, there are links between Armscor of course and Somchem?

MR HARE: Somchem at the time was an operating subsidiary company.

DR KLATZOW: Correct. And one of the functions of Somchem was that it was producing a variety of military ordinance, ranging from small arms ammunition through to pyrotechnics and it produced the compound called ammonium perchlorate. Are you aware of that?

MR HARE: The first part of the statement is correct regarding explosives, pyrotechnics I'm less certain of, I'm not aware that they were in the business of manufacturing pyrotechnics and I'm certainly not aware of the details of particular product manufacture.

DR KLATZOW: But are you aware that they were the only company in the country who were manufacturing that kind of material, apart from AE&CI which manufactured commercial explosives?

MR HARE: As far as I am aware they were the only company who were manufacturing military style explosive products.

DR KLATZOW: Correct. And Mr Hare, it will not have passed you by that South Africa was at the time, and it has been admitted officially, engaged in what turned out to be an abortive development of rockets?

MR HARE: I'm not aware of which style of rocket you're talking about or type of rocket you're talking about. There were certainly rocket developments that were undertaken through the 1980's.

DR KLATZOW: Yes. And let me be a little more specific, there was the normal military weaponry type rocket, such as surface to air and air to air missiles?

MR HARE: Certainly.



DR KLATZOW: And there was also, and the one that I refer to as being abortive was a rather more adventurous project to develop some sort of delivery mechanism for the fledgling nuclear industry. Some kind of intercontinental or long range missile. You're aware that that?

MR HARE: I'm aware of it.

DR KLATZOW: Right. You must also be aware that the primary component in rocket fuel is a compound called ammonium perchlorate?

MR HARE: No, I'm not aware of that.

DR KLATZOW: Well, can I make you aware of it because that is in fact the case. It is a very common chemical. You must also be aware that part of the policy of Armscor in achieving it's aims was what has been referred to by too many of ex Armscor officials to take anything but seriously as Chinese engineering. Do you know what the term Chinese engineering is?

MR HARE: I would assume that you're talking of a process which is otherwise referred to as reverse engineering.

DR KLATZOW: That's absolutely correct. And for the enlightenment of the Commission, the principle was that you obtained by whatever means a sample of whatever it was that you wished to have and your chemists, engineers and scientists back in South Africa would copy it and then manufacture it on a proper scale. Is that correct?

MR HARE: I cannot state whether it's correct or otherwise, I don't know.

DR KLATZOW: But that is reverse engineering, isn't it?

MR HARE: That is reverse engineering as I understand it.

DR KLATZOW: Correct. Now many many of the products which Armscor have produced are in fact straight copies of other products which were available on the market and I will name just three for you. The Z88 pistol which was made by Armscor is a copy of the Baretta. The R4 is a copy of the Galleou and the R1 was a direct

copy of the Belgium FN FAL Rifle. You could put the parts from the one into the other and they would function. You're aware of that?

MR HARE: I have no reason to dispute what you're saying but I have no intimate knowledge of it.

DR KLATZOW: Now what I'm getting to is this, that Armscor saw to it that whatever it's goals were, were achieved by means, whatever means at it's disposal and if that meant purloining international intellectual property they didn't scruple to do that. You're not going to deny that?

MR HARE: I've indicated that Armscor was fulfilling a task at the time. It may well be that that was included but that is beyond my knowledge.

DR KLATZOW: Okay. Now, I want to put to you the following. That the military at the time in Angola were having a problem with new fighter jets and they were having a problem with the surface to air or air to air missiles and I want to put to you that it became extremely important for Armscor to develop a means for countering this threat and further I want to put to you that at the time the only way that was able to do that was by means of developing a better missile and that there was an urgent need to do that. Do you have any knowledge of that?

MR HARE: Dr Klatzow you're operating in an area which I have no personal knowledge. I can assume that your statement is correct but that would not be from personal knowledge.

DR KLATZOW: Okay, but what I'm trying to indicate to you is that having been faced with a problem of that magnitude, can you think of any reason whatsoever having already indicated that Armscor was prepared to break the niceties of International Law why they would not try and get a better rocket propellant brought into the country to reverse engineer? Can you think of a single reason why that would be an outlandish suggestion?

MR HARE: Dr Klatzow that would fall into the category of one of a variety of different solutions that Armscor could have been investigating at the time. The case is hypothetical.

DR KLATZOW: I accept that it's hypothetical but the question was quite a specific question. Given the fact that there was a problem with aircraft in Angola. Given the fact that there was an urgent need to develop a better form of rocketry. Given those facts, can you think of a reason why Armscor would not have brought in the material that they needed to reverse engineer to deal with this extremely urgent problem?

MR HARE: Dr Klatzow you have indicated that there was an extremely urgent problem. I have no knowledge of that. You have indicated a scenario that indicates that Armscor would have wished

to develop such a project or such a projectile and such a counter measure. I have no knowledge of that.

DR KLATZOW: I understand. You're missing the question Mr Hare.

MR HARE: We're in the area where this kind of hypothetical speculation, I could certainly not deny and say that it's possible that Armscor would wish to have brought in a product A, B, C, D or E. That may well be.

DR KLATZOW: The question was very simple and we're getting side-tracked. The question was, if my premises are correct, if the suppositions that I've put to you are correct, can you think of a reason why Armscor would not have broken international sanctions by whatever method getting the material they needed and bringing it in aboard a civilian airliner. And I think the answer is no.

MR HARE: Well you've now added a new dimension into the transaction, you've said aboard a civilian airliner.

DR KLATZOW: Correct.

MR HARE: And right up to now, you and I have probably not differed on the subject of what Armscor was busy doing and the ways that they would have used. I am certainly not aware of the situation whereby Armscor would have taken steps on an irresponsible basis to conduct importation of materials on any basis

that was not particularly safe or that would have placed any particular, either aircraft or passenger aboard an aircraft at risk.

DR KLATZOW: Well we'll get to that. Let me, I presume that the answer to the first part, without the civilian airliner is that they would have brought that in by whatever means they needed to get it here?

MR HARE: I think that you could qualify that by saying, by adding the rider that I have added.

DR KLATZOW: Okay.

MR HARE: I think that Armscor operated with integrity. Armscor in my opinion would not have undertaken such a risk. I would certainly not have been party to doing so had I known that that was going to happen.

DR KLATZOW: I understand that. Now you also as a chief executive of SAA are aware that I have personally phoned you in relation to this matter on a number of occasions some four years ago?

MR HARE: May I correct you, I'm the deputy chief of SAA. I'm not the chief executive. Promotion would be very nice but it certainly is not contemplated.

DR KLATZOW: Well if it were in my power I would try and help you but you are a senior man at SAA?

MR HARE: Certainly.

DR KLATZOW: And you are aware that I questioned you some years ago about an incident which occurred at Ben Gurion Airport?

MR HARE: Correct.

DR KLATZOW: And you referred me to a pilot by the name of Captain Flippie Look?

MR HARE: Correct.

DR KLATZOW: Now at the time you also referred me to one of your senior technical people, a man by the name of Theuns Steyn, Theuns Kruger?

MR HARE: Theuns Kruger I believe.

DR KLATZOW: Correct, Dr Theuns Kruger. And your suggestion to me at the time was that SAA had been transporting mirage drop tanks and that the whole incident involved mirage drop tanks?

MR HARE: Dr Klatzow you were referring to an incident of which I had no knowledge.

DR KLATZOW: I accept that.

MR HARE: I referred you to the people who in my opinion could have assisted you in providing information regarding that concern.

DR KLATZOW: And they were very helpful.

MR HARE: And I understand that they were helpful.

DR KLATZOW: They were very helpful.

MR HARE: I hope that that's the case.

DR KLATZOW: Now Captain Look, you know has an airforce background?

MR HARE: I know.

DR KLATZOW: You know that he flew mirages?

MR HARE: I understand that.

DR KLATZOW: And you know that he has vast experience as a pilot? When I put to Captain Look that he was mistaken and that the items that fell out of his hold were mirage drop tanks. He was infuriated. And I'm telling you this for your own interest, he was quite infuriated. Infuriated to the point where he quite unwillingly indicated to me that he was a man who would clearly know the difference between a mirage drop tank and a rocket which had fallen out.

MR HARE: That may be.

DR KLATZOW: Now those have been loaded aboard SAA aircraft.

MR HARE: I'm not aware of the circumstances but that may be.

DR KLATZOW: Well it's not so much the circumstances, it's the fact that numerous people at SAA have attempted to try and convince me that the items which fell out of the aircraft were mirage drop tanks. And it is that which I want to deal with. Because surely Mr Hare, the simple thing that if you were transporting something in a responsible fashion aboard a civilian airliner which bore or posed no risk to the passengers, you could easily as an

airline and Dr Kruger could easily have said to me, we were carrying empty rocket casings, it is a simple matter, they posed no risk and we were quite entitled in terms of IATA Regulations to carry them. Why didn't he do that? Why did he resort to trying to convince me that they were mirage wing tanks?

MR HARE: You would have to ask him the question, I don't know.

DR KLATZOW: But there isn't a simple answer to that, you will agree with me?

MR HARE: There may be a particularly simple answer, you know you've posed the question, you posed the question to me originally and I sent you to the people who I believe had information that could have assisted you. If you're saying that the information they gave you was incorrect, please pose the question to them again.

DR KLATZOW: I'm going to do that.

MR HARE: I'm unaware of that.

DR KLATZOW: I'm going to. But what I'm trying to deal with, with you, is to suggest to you that the way in which they answered my question was to divert me from my investigation rather than to give me information. And I'm asking you if you can think of a reason why they would want to do that?

MR HARE: Let me be very categorical Dr Klatzow, I believe that everybody within SAA, from the time that the Helderberg accident occurred through to the present day would go out of their way to

assist you in finding the cause of the fire that was on board the Helderberg. I think that nobody who sits within the airline would have any interest other than doing that. I cannot answer as to a particular question that you posed to an individual. I would put it to you that you didn't come back to me at that stage and say, Mr Hare what is the problem, these guys are giving me information that I cannot regard as being accurate.

DR KLATZOW: There's a reason that I didn't come back to you because in fact I had the information in my hands at the time that SAA was on a regular basis transporting military ordinance from Israel to South Africa, there was a to and fro traffic and if SAA chose to deny that, that was their problem. May I also tell you, for your information that Deon Storm who is also a pilot with SAA had exactly the same experience.

MR HARE: Thank you.

DR KLATZOW: Okay. Now I want to deal with another issue. Armscor is primarily involved in the production of military ordinance and matters closely related to military ordinance. I mean they don't make civilian hairdryers for instance?

MR HARE: They certainly don't make civilian hairdryers to my knowledge. They do make a range of civilian equipment. They make a range of items that have been, could quite probably be

derivatives from some military product. They certainly operate in areas of commercial expertise and commercial competitiveness.

DR KLATZOW: But you don't make a range of commercial products that would be household items. You don't make heaters and hairdryers and toasters and things of that nature?

MR HARE: I've indicated to you a thought that there are a number of items which may well be defined as commercial products.

DR KLATZOW: No, but I've given you specific ones. Hairdryers in particular.

MR HARE: I'm certainly not aware of any manufacture of hairdryers.

DR KLATZOW: Are you aware that there is a cargo control man, a senior man called Mike Van Niekerk at Singapore Airport?

MR HARE: To the best of my knowledge Mr Van Niekerk was the station manager at Singapore.

DR KLATZOW: That's correct. And are you aware that he was asked by a senior member of SAA during a visit there whether the Armscor shipments were going okay?

MR HARE: I'm not aware of that.

DR KLATZOW: And his reply was, yes they are and they're still being shipped out as hairdryers.

MR HARE: If I'm not aware of it I couldn't be aware of the response, could I?

DR KLATZOW: The point that I'm trying to make is that we know that South Africa has a murky past. We know that arms dealers are not angels in terms of that murky past and we know that there was a holy war that was being fought in this country and that Armscor was part of that holy war.

And I want to put it to you that there would be no inhibition whatsoever on Armscor's behalf in doing whatever they needed to do to make that war work. And I want to suggest to you further that material that was brought in aboard the Helderberg was destined for Armscor because the stuff that was in the palatine PR on the front of that aircraft was incapable of producing the fire which destroyed the aircraft and that the material that was aboard that aircraft was misdeclared and was in fact destined for Armscor and that it was that material which caused the loss of the Helderberg.

MR HARE: Dr Klatzow I'm not in a position to comment on your statement.

DR KLATZOW: I have only one last question. About, shortly after you joined SAA, a member of the operational staff, a member of staff of SAA had an altercation with you. And that altercation involved, shaking his hand in your face and saying, you know what is aboard the Helderberg. Do you remember that altercation?

MR HARE: No I don't.

DR KLATZOW: Do you deny that it ever happened?

MR HARE: I don't recall the incident.

DR KLATZOW: Did none of the staff members of SAA, a pilot in particular ever shake his hand in your face and say, Mr Hare you know what was aboard the Helderberg? I'm not suggesting you did but I'm suggesting that that incident took place.

MR HARE: Dr Klatzow you're in an, asking a question, I certainly have no recollection of any such incident ever taking place.

DR KLATZOW: Thank you.

CHAIRPERSON: Let me ask the question. When you say you have no recollection of the incident happening, are you saying the incident never happened? Or are you saying it may have happened except that you now have no recollection of it, you don't remember?

MR HARE: Commissioner I do not wish to appear to be ducking the question or anything like that. I certainly have no recollection of such an incident. If somebody says that such an incident occurred and can quote me chapter and verse and the occasion on which it occurred maybe my recollection is incomplete.

My own feeling is that there was not such an incident that took place but, really we're going back quite a number of years and I am certainly not aware of such an incident.

CHAIRPERSON: Dr Klatzow, can you provide chapter and verse?

DR KLATZOW: I may very well be able to do that. I don't have it with me at the moment but I have a note in my personal notes where

that allegation was made but having said that, it is the kind of incident that would be difficult to forget, if it occurred to you.

MR HARE: Dr Klatzow, the only comment that I would make at this stage is that you would appear to be indicating that there's some unusual reason as to why I was at SAA.

DR KLATZOW: No.

MR HARE: Certainly the press has taken us into that area with a whole lot of questions that have been posed to me as to why I moved employment and was in fact at SAA. Now let me initially say that that statement is incorrect, there is no unusual reason for my being at SAA. Had any such incident occurred, I'm pretty sure that I would have remembered such an incident, you know. It would seem that the kind of incident that one remember from the way you describe it.

DR KLATZOW: I'm not suggesting anything untoward about the fact that the incident occurred. I mean, the simple answer could be that the person involved may have been entirely mistaken and may have simply mistaken the fact that you had come from Armscor and implied a sinister reason for it. He might have been totally off the wall.

All I'm saying to you is, do you remember the incident?

MR HARE: I don't remember the incident. I think that one has to accept that a lot of statements that were made concerning the

incident, concerning the whole Helderberg situation were made under a vast amount of emotion. There were a number of people, including goods friends of mine who were on board the Helderberg.

I think that a statement made like that would, if such a statement was made was totally incorrect.

DR KLATZOW: I accept that. Just one last question, did you know Mr Oslo?

MR HARE: I knew Mr Oslo.

DR KLATZOW: In what capacity did you know Mr Oslo?

MR HARE: I had worked together with Mr Oslo on a number of projects.

DR KLATZOW: And is it correct to say that Mr Oslo was part of an Armscor front company?

MR HARE: No.

DR KLATZOW: Did he have any dealings with Armscor?

MR HARE: Mr Oslo provided assistance to Armscor on a consultative basis, regarding a transaction that Armscor was interested in.

DR KLATZOW: That is correct. And the information which I have is that Mr Oslo did this on a regular basis?

MR HARE: I would certainly not have called it a regular basis. It may have been that there were other instances where I was not

aware of his activity. In the particular case that I am aware of, it was really on a one off basis only.

DR KLATZOW: Was that a procurement function that he acted in?

MR HARE: No.

DR KLATZOW: Would you tell us what the function was that Mr Oslo?

MR HARE: It was the export of items from this country.

DR KLATZOW: And is there any reason why he could not have also been involved in a procurement facility for you?

MR HARE: I was certainly not aware of that. It would have been unusual I think because of the degree, the area of expertise that he was operating in. South Africa was not at the time producing the product in which he was a specialist.

DR KLATZOW: Thank you very much.

MS TERREBLANCHE: What was that product that he was a specialist in?

MR HARE: He was operating in the strategic oil fund.

MS TERREBLANCHE: And was he on an Armscor mission when he got killed in the Helderberg?

MR HARE: Not to my knowledge.

MS TERREBLANCHE: There's one last question. You were referring to commercial goods manufactured by Armscor at the time. Can you give an example and the company or subsidiaries involved?

MR HARE: For example. The computer company that Armscor operates, sells commercial computer systems. They've been involved some time ago in the payment of pensions, using computer systems that were developed there.

MS TERREBLANCHE: What is the name of that subsidiary or company?

MR HARE: That company was Infoplan. But I do believe that if you have a look you will find, and I can't recall specific instances but there are in fact and were throughout the period a number of commercial product derivatives of military manufactured items.

MS TERREBLANCHE: Thank you.

CHAIRPERSON: Thank you Ms Terreblanche. Well it remains for me to thank you Mr Hare for having taken the time to come out and assist the Commission in its endeavour to re-visit the whole Helderberg enquiry and try and find out if we are any where near establishing the truth of what really happened.

You must understand that we have got enquiries from a number of quarters, including an organisation called the Friends of the victims of Helderberg. It's been twelve years since the event and it's an event that we had hoped and we possibly might be able to throw some further light on and it is when people like you are ready, even at short notice to come and share with us what they know or