

March 2024 – Pretoria

# The Flying Spirit

The Official National Newsletter of the SAAF Association



Let's make SAAFA Great Again

# "THE SAAFA" RELATIONSHIPS THAT INSPIRES



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## PROMISE TO THRILL

### "The Flying Spirit"

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## From the desk of the National President.

It has been a long time since I last communicated via this medium, and reflecting back on the past few years has made me realise that this is probably my last message for the Flying Spirit in my capacity as SAAFA National President. The past six years has gone by at a rate of knots and has certainly produced many highs as well as some lows.

Soon after my appointment, I had the privilege of witnessing the formal establishment of the Whale Coast Branch as an independent entity separate from the Cape Town Branch. Unfortunately, I have



also experienced a lack of growth and revival at some of our smaller Branches. And then along came Covid and the Lockdown months which really stymied our enthusiasm and dampened our spirits. Not to let this get us down, the Pretoria Branch, of which I am a member, resorted to online “*Thirstday Gatherings*” just to satisfy our need for camaraderie and social interaction, albeit in the confines of our own homes.

On occasion, we had individuals from all over the country and indeed, even from Downunder and North America join in our online sessions. Military veterans are by nature social animals and it was obvious that we craved such interaction.

The year 2020 also heralded the 75<sup>th</sup> anniversary of SAAFA, and together with the SAAF (100) and the Aero Club of South Africa (100), we intended to celebrate in style. Sadly this was not to be and for the first time in the history of SAAFA, Congress was hosted on an online platform.

Luckily we could host the Annual Banquet later during that year where deserving members were presented with their awards.

After the Lockdown eventually ended, we found ourselves in a situation where individuals had become complacent and a little lethargic and were no longer as enthusiastic as before. It took months of effort and time by a number of diehard SAAFA members to spur on the revival at our Branches. However, still to this day, there are a few Branches that are still experiencing the impact of the isolation and periods of inactivity. On the other hand, I am very proud to say that there are a number of Branches that have excelled in reviving and growing their Branches through innovative programs and very enthusiastic leadership. The vibrancy at these Branches is something to behold.

Congress 2024 is just around the corner and our Outeniqua Branch is pulling out all stops to ensure the success thereof. The venue is the well-known Fairy Knowe Hotel in the picturesque town of Wilderness on the Garden Route. Details regarding the programme and registration have already been circulated and although registrations are scheduled to be closed by 31 March 2024, I am sure that the Outeniqua Branch Chairman and Congress Coordinator, Marius van Wyk, will go out of his way to accommodate those who have been slow to respond or who have not yet responded. Marius' details are Cell No: 082 572 0260, E-Mail: [saafa.outeniqua@gmail.com](mailto:saafa.outeniqua@gmail.com).

Besides the business of our Annual General Meeting, Congress is also an opportunity for us to give public recognition to those among us who have gone beyond the call of duty in serving the needs of others through their active participation in the activities of our Association at various levels. Without such member participation and contributions, we would cease to exemplify the spirit for which we are so well known.

During 2025, SAAFA will be celebrating its 80<sup>th</sup> year of existence. The three Gauteng Branches of SAAFA (Pretoria, Johannesburg and East Rand) have collectively been tasked with the planning and hosting of activities during SAAFA 80, including Congress 2025. A non-negotiable will be an event to be hosted on 26 January 2025, which is the founding date of SAAFA. The organising team will be presenting their broad plan of action for 2025 to the delegates in attendance during Congress 2024.

Over the years we were fortunate that the sacredness of the Air Force Memorial at Bays Hill was rarely subject to any acts of vandalism and desecration. Unfortunately, this ended during November 2023, when the Memorial was indeed vandalised and parts of it desecrated. Many might not know, but the Air Force Memorial is co-owned by the SAAFA and SAAF. After interaction and discussions with the top management of the SAAF, it has been mutually agreed that the Memorial and its surrounds will remain out of bounds for all until such time as the terrain can be properly secured. In the interim, the SAAF will continue to coordinate and oversee the repair and complete renovation of the Memorial. As it is foreseen that such repairs and renovation will not be complete by the time of the annual Air Force Memorial Service in May 2024, the Chief of the Air Force has requested SAAFA's indulgence in hosting the event this year in one of the historical hangars at Swartkop (probably Hangar 5).

One of the pillars upon which SAAFA is grounded is support to the SAAF and aviation in general. We all know the crippling effect that the ever-decreasing Defence Budget allocation has had over the years, to such an extent that capabilities have been eroded and continue to do so. Notwithstanding, the SAAF is putting in a sterling effort to do as much as they can with the little they receive. Yes, it is easy to make comparisons between the modern-day SAAF and the SAAF of our own younger days, but in this regard, context should not be ignored. The environment in which the SAAF was operating in our younger days differs vastly from the environment in which they are now operating. Resource allocation, particularly in terms of finances, has driven the SAAF to explore innovative ways of remaining afloat and to try to deliver on its mandate as best it can. I do not think it productive or helpful for persons to continually criticise the SAAF and in essence its members, on social media and other platforms, for this state of affairs. Rather, the SAAF and its members deserve our support and encouragement for performing near miracles with what little they have. The real SAAF is the bases, units and squadrons, and it is here in particular where the members deserve to be treated with respect and admiration for their efforts. Remember, we too, had our flaws.

Another pillar upon which SAAFA is grounded is that of heritage and particularly the preservation of our military aviation heritage. To this end the three Gauteng Branches of SAAFA have partnered with the Ditsong SA National Museum of Military History in Saxonwold, to partake in the general upkeep and maintenance of the air assets on display. This mostly involves clean-up mornings spent washing and dusting down the exhibits. However, the Museum desperately needs further technical assistance with painting and minor repairs and this is where we would very much like to partner with the various Restoration Teams that are currently active.

The preservation of our military aviation heritage is not limited to Ditsong, and our SAAFA Branches countrywide are encouraged to get involved with and support the SAAF Museums in Pretoria, Port Elizabeth, Cape Town and Hoedspruit. There are numerous static displays of military aircraft all over the country and the SAAFA Branches in such areas are expected to take an interest in the general upkeep of such displays and assist where possible.

During the past few years, we may have learned that things do not always turn out the way we planned or the way we think they should have. Things inevitably can go wrong that cannot be fixed or put back together the way they were before. Some broken things stay broken but with the resolve of our SAAFA National Executive Committee and our various Branch Executive Committees, SAAFA has succeeded in getting through the bad times and we look forward to the future for better times.

It is often said that the joy of receiving is found in the act of giving, and I believe that that is what SAAFA is all about. Personally, I am very thankful for all the many blessings bestowed upon me, from my family, my home, my church, my health, my circle of friends and many, many others, including the wonderful sense of camaraderie that I experience within the SAAFA. Having said that, we should ponder about how we can make a difference in the lives of others through the giving of ourselves, in person, in kind, in cash, in effort, a helping hand, a word of encouragement, a listening ear, just about in any way you can think of that will touch others in a positive way.

It is my earnest wish, that during the years ahead, SAAFA will remain an Association that provides **Assistance** where required, is active in **Remembering** those who did not return, is able to **Support** our SAAF as and when required, and that we will carry out these, our SAAFA objectives, whilst engaging in meaningful **Camaraderie**; enjoying one another's company, which is the platform on which all else is based.

Let us then continue to truly live out the values of our Association in being a source of comfort and strength to those most vulnerable among us, and to continue to maintain and foster friendship, comradeship, and good fellowship among all members. Let us continue to bear one another's burdens during the challenging and unknown times that still lie ahead.

In closing, I would like to leave you with a little thought that I read in the booklet "Faith for Daily Living".

*"He who has little and wants less is richer than he who has much and wants more."*

God bless.



*M. J. Louw*

Col Mike Louw, SAAF (Ret) – National President: South African Air Force Association

SAAF Mirage F1CZ



SAAF Blackburn Buccaneer



## From the Benevolence Portfolio



G. K. Chesterton once said, "The true Soldier fight not because he hates what is in front of him, but because he loves what is behind him."

I'm sure that I write on behalf of every Branch and every Member of the SAAF Association that we... "Love what is behind us."

When Colonel Rod Douglas, with a small group of like-minded Airmen, formed the South African Air Force Association in 1945 it was with the express a desire to Serve those SAAF and SAAFA Members and their families who found themselves in need of any kind.

Colonel Douglas had witnessed the suffering of widows and children and demobbed Airmen after WW1. He never wanted to see that anguish and misery again! And so for this and other reasons, the first SAAFA meeting was held at the Inanda Country Club on 26 January 1945 which founded the South African Air Force Association.

We have over the past 79 years significantly continued this noble benevolent endeavour and proudly continue to do so!

John C. Maxwell, in his book "The 4 Pillars of Leadership" says, "People don't care how much you know until they know how much you care." This injunction of "Caring" is not limited to the function of the Branch Benevolence Committee but is central to every activity in which every SAAFA Branch and every Member participates.

When we consider the 17 Objectives of our Association, reflected in the Constitution of SAAFA, we are reminded of that eminent focus on "Benevolent Caring" in every SAAFA Objective.

One day when we look back at the History of our Branch... The History of our NEC...and the History of our duty as SAAFA Members... We must ask ourselves... "Was I a Member of SAAFA purely for myself... or was I a Member of SAAFA by what I gave in caring for other SAAFA Members and the SAAFA Community around me?"

And so the last personal question we all need to ask of ourselves is, "As a Member of the South African Air Force Association will others love what I have left behind?"

*Trevor Slade.*

Trevor Slade – Vice National President: South African Air Force Association



- BENEVOLENCE -

"DIFFICULT TIMES COME AND GO"

"MEMORIES STAY FOREVER"

## The Day “Pip” Pidsley Cooked Rommel’s Goose

Retirement in the South African Defence Force is taking a heavy toll on the country’s true-blue heroes.

Within weeks of the country’s most bemedaled officer, Lieutenant General Bob Rogers, former Air Force Chief, retiring, the second most decorated officer Commandant Douglas Wallace “Pip” Pidsley, the hero of the attack on Field Marshal Rommel’s supply tanker, Proserpina, also retired.



Behind his desk in a cluttered office at the Air Force College near Pretoria, he exudes humble confidence in his flying ability which enabled him to drop three bombs smack on the nose of the Oil Tanker Proserpina, despite everything the ground forces threw at him.

A jack of all trades, Commandant Pidsley has commanded every squadron he was ever a member of and received 15 medals and decorations, including the Distinguished Flying Cross for the Proserpina raid, and the American Bronze Star

March 1935, saw the start of his career in the armed forces when he joined the Special Service Battalion as a Permanent Force cadet.

In April 1938, after a total of 25 months of training at the battalion and the military college, he was commissioned as a second lieutenant in the Air Force and a month later, qualified as a flying instructor.

After the outbreak of war, flak and promotions came thick and fast for the young pilot. On April 1<sup>st</sup> 1940 he became a lieutenant on, May 1<sup>st</sup> 1940 he became a captain. The next year saw him a major and in 1942 as lieutenant colonel.

In October 1942, the Desert Fox, Field Marshal Erwin Rommel, was desperately short of fuel and the Allies were doing all they could to see that he did not get it.

Intelligence informed us that the oil tanker Proserpina was on its way to Tobruk Harbour to supply Rommel, the lean, cool-eyed, greying officer said.

On October 25<sup>th</sup> an air strike was launched against the Tanker. The attack was led by a Royal Air Force wing commander. The Beaufort aircraft were carrying torpedoes.

I led an element of six Bisleys attack Bombers loaded with bombs and we had an escort of Beaufighter Torpedo Bombers.



At the briefing, we were told to destroy the tanker at all costs. The idea was to fly in a loose gaggle and sight the target. The Bisleys would go in first to divert the ground forces and the torpedoes would hit the Proserpina. When we flew into Tobruk Harbour all hell busted loose, they threw everything they had at us, he said.

The Tanker was sighted outside the harbour and Commandant Pidsley and his Bisleys prepared for the first pass at it. To get at the Tanker he had to fly about 100m from a German destroyer which was firing at his aircraft with all its armament.

It was giving us hell, he said. A little excitement started to show through the Commandant's calm manner. I flew in low, below the level of the ship, jinking to avoid the flak, armed the bombs and dropped a salvo. I got three direct hits and one overshoot.

But the fun was not yet over. As he pulled out of the line of attack, he saw he was not going to clear the top of the crippled tanker.

So I turned sideways and flew between the bridge and funnel of the tanker, he said. I pulled all sorts of stuff off the ship as I flew through, that little escapade won him an immediate Distinguished Flying Cross.



In April 1961, he took premature retirement and started a civilian flying service based at Wonderboom Airport, near Pretoria.

Five years later, he was back in the Air Force as a civilian and in 1969, was back in uniform as a Major and Staff Officer at the Air Force College.

His service before retirement in 1961 included Commanding 2, 15, 17, 23, 27, 35 and 21 Squadron.

He is also Chairman of the Defence Flying Club, sometimes jokingly referred to as "Pidsley's Private Air Force. What lies ahead for the modest hero?

I will be back at the same desk, doing the same job. I have been doing it for 10 years, he said.

Although he is reluctant to talk about it, there seems to be a little sadness about his Air Force career. I never look back. I live for today and prepare for tomorrow. What is in past is stay past. He said.

The sadness thing his career seems to stem from his having been overlooked for promotion, despite his distinguished career as a pilot and officer.

The only reason for this it appears, is for causes other than professional competence. Despite the slight element of sadness about his career, which he doesn't talk about, speaking to Commandant Pidsley reveals a sensitive highly competent, professional Pilot, with an ingrained love for flying and the Air Force. True-blue heroes simply fading away!

Commandant (Lieutenant Colonel) Doug Pidsley DFC (WWII) Bronze Star (US) (Korea)

Courtesy of Colonel (Ret) Graham Du Toit.  
The Star Saturday, 22<sup>nd</sup> December 1979

*Say No Evil! Hear No Evil! See No Evil!*  
*"Do No Evil" took the Picture!*





## Paying our Respects to a Fallen Aviator

On 20<sup>th</sup> February 1988, 72302342PM **Major Edward Richard Every** from 1 Squadron was Killed in Action when his Mirage F1AZ, Serial 245 was shot down by a Soviet SA-13 Gopher Surface-to-Air Missile at Cuatir near Menongue while on an operational sortie over Southern Angola.

The aircraft crashed in flames and disintegrated on impact with the ground. He has no known grave. He was 31. A young doctor who was there at the time recalled the following:



I was there on that day and still remember it as if it was yesterday. I accompanied 32 Battalion as a young doctor. They called the Mirages in to bomb a Fapla convoy on its way from Menongue to Quito so that they will be still in range of our MRL rocket launchers that night.

I saw the hit from a distance. Unita reported that they saw him eject, but I didn't see it. We searched the whole night without any success.

On Saturday, 20 February 1988: The Special Forces team covering the area where the Mirage wreckage was located, reported a large number of Fapla and Air Force intelligence personnel picking through the wreckage. It was within range, so Pierre Franken hit the spot with a half-ripple from his rocket launcher troop. A half ripple from a Troop as stated above will be 12 per launcher typically 4 launchers per troop in the 1980s. So 48 rockets on the target.



It is with great sadness that we inform you, almost to the day 35 years later, of the passing of Helga Every, Ed's wife. She was a guest of honour at the Last AFB PE reunion in March 2023.



She had a long battle with cancer and is now at peace together with Ed.

Almighty God, we rejoice in your promise of love, joy and peace. In your mercy turn the darkness of death into the dawn of new life, and the sorrow of parting into the joy of heaven; through our Saviour Jesus Christ, who died, rose again and lives forevermore. Amen

**IN THE MORNING AND AT THE GOING DOWN OF THE SUN  
WE WILL REMEMBER THEM**

*Sean Moorhouse.*

Chairman SAAFA Port Elizabeth Branch.



A South African Air Force Pilot of a French build SAAF Mirage F1CZ Fighter jet climbing into his Cockpit at AFB Waterkloof in 1978  
This Mirage was number 212

# The SAAFA Congress 2024

Dear SAAFA Patrons,

The Outeniqua Branch of the South African Air Force Association has the privilege and honour of hosting the 79th National Congress and Annual General Meeting over the period 23rd to 26th of May 2024, at the Fairy Knowe Hotel, Wilderness, Western Cape Province.

**The Fairy Knowe Hotel** affectionately referred to as *'the grand dame'* of Wilderness, has been welcoming guests since 1924. This landmark hotel was renovated in 2021 and is looking gracious and glorious once again! The hotel is a birders paradise with over 280 species to be found here, of which the Knysna Loerie is a regular visitor.



The Fairy Knowe Hotel has sufficient accommodation, conferencing and banqueting facilities and we are sure you will enjoy your stay. Some exciting outings have been arranged for the ladies, so please feel free to have them join us!

Situated just a 25-minute drive from George Airport and central to all tourist attractions and the perfect base from which to explore the Garden Route which offers pristine beaches, indigenous forests, lakes, world-class golf courses, organic farmers markets, amazing water activities, paragliding, shark cage diving, hiking trails and fantastic birding opportunities all within a radius of 30 – 50 km.

We will welcome you at the Hotel from 14:00 on the 23rd of May 2024 for registration and the allocation of accommodation.

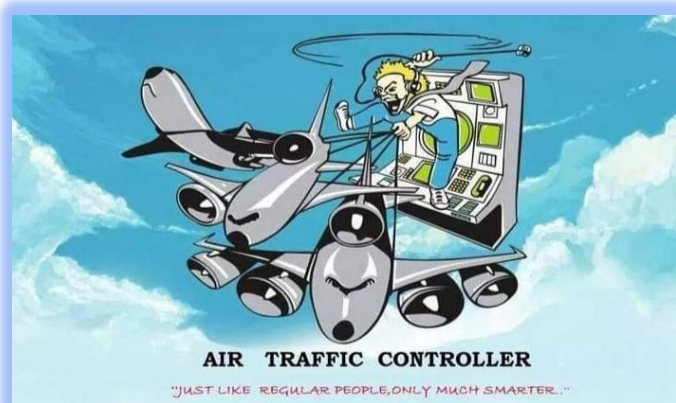
The closest Hospital is a 15-minute drive to George, which also houses the George Sick Bay for those on the Military Medical Scheme. The sickbay can be contacted for referrals and authorities etc. Ambulance services are also available and all the necessary contact numbers will be provided on registration.



*Marius van Wyk.*

Chairman: SAAFA Outeniqua Branch

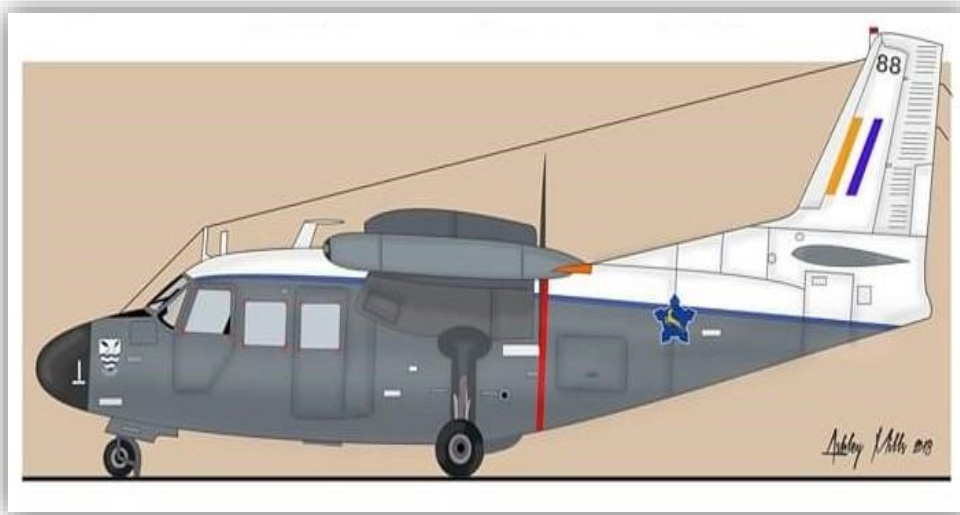
We are looking forward to welcoming you to this beautiful part of the Country, amongst dear friends and colleagues and we are certain that you will enjoy your visit with us.



# The PIAGGIO P-166S ALBATROSS

Did you know? The SAAF officially unveiled the Albatross at the Bloemspruit AFB's Open Day near Bloemfontein in late September 1975. The Albatross also participated very boldly at Open Days at Ysterplaat in October 1975 and at Langebaan in November of the same year.

It was only at Bloemfontein that this rarely-seen coastal surveillance pusher of 27 Squadron was shown to the public as a static display. Before this show, the media were neither permitted to identify it nor make mention of it, at the time, details of the aircraft were classified.



Four SAAF units were based at Bloemspruit - 8 Squadron with MB326M Impala 1s, 15 Squadron B Flight with SA321L Super Frelon's, 16 Squadron B with Alouette 3s and 86 Advanced Flying School (formerly MECU) with C-47A Dakotas.

It was one of the "Daks" that gave one of the finest displays of the day, its pilot throwing the aircraft around as if it were a fighter, even to the extent of a dead-engine flypast!

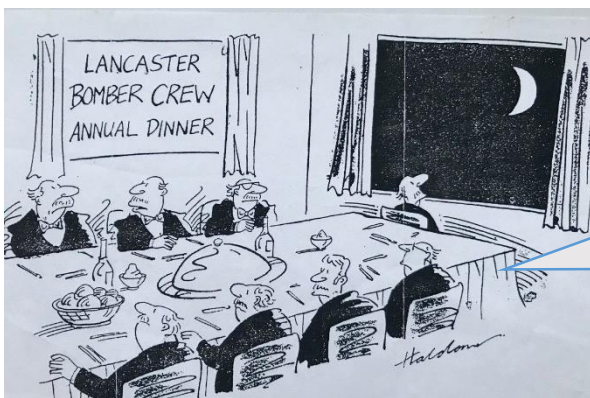
Other aircraft on display were several versions of the Mirage from 2 and 3 Squadrons. A Puma of 19 Squadron, and a C-130B Hercules of 28 Squadron, and a C-160Z Transall from the same unit. Supporting displays were of weapons, motors, survival equipment and photographs.

Two Commando Squadrons, 106 and 107, flying civil aircraft (which included an immaculate Ryan Navion) was also featured.

Some talk about the 'pig' others called it the 'Trossie' but by whatever name it is known there is no doubt that the P-166S was a bit of an odd bird, with high gull wings and backwards-facing 'pusher' propellers

## Wings Unveiled – November 1975

The Editor - Dave Becker



That is Henderson...  
Our Rear Gunner!

## Lt Gen Robert Harry Doherty Rogers SSA SM MMM DSO DFC & bar

Lieutenant-General Robert Harry Doherty Rogers SSA SM MMM DSO DFC & bar (1921-2000) was a Chief of the South African Air Force. He joined the South African Air Force (SAAF) in 1940 and served in World War II and the Korean War. He subsequently rose through the ranks to become Chief of the SAAF. After his military career, he entered politics and served as a Member of Parliament.

He was born in Warden in the Orange Free State, South Africa, on 7 November 1921. He won his Springbok (i.e. national) colours for shooting, and later joined the SA Air Force (SAAF), commencing his flying training in January 1941. He matriculated from Maritzburg College in 1938, upon which he enrolled as a medical student at the University of the Witwatersrand until mid-1940, before joining the South African Air Force as a volunteer for active service in World War 2, first qualifying as an air gunner. When he volunteered to train as a pilot, he went to Southern Rhodesia for training.

By October 1941, Rogers Squadron (RAF) in Egypt, and Spitfires in North Austria. He was shot down managed to escape despite having a finger Luftwaffe ME 109s. By been promoted to placed in command of 225 services, he was awarded Even his father, a captain him – much to the delight of of World War II, General his old squadron, 40



was assigned to the 208 where he flew Hurricanes Africa, Sicily, Italy and near Benghazi in 1942 but capture. In August 1942, shot off, he fought off four December 1943, he had lieutenant colonel and Squadron, RAF. For his a DSO and DFC and Bar. in the army, had to salute both men. Towards the end Rogers was put in charge of Squadron SAAF.

After the war, Rogers commission in the SAAF served in various posts, instructor and as Aide-de-Governor-General of the Union. Major Rogers (as he then was) served in the Korean War in 1951 and 1953 as a fighter bomber pilot, flying Mustangs and Sabres. He earned the American DFC, Air Medal with oak leaf cluster and the Korean Chungmu Decoration. In 1954, he married Clare Bosch and they had a son.

accepted a permanent with the rank of captain and including as a flight Camp (ADC) to the

He held various command and staff posts (including OC of 12 Squadron SAAF and 24 Squadron SAAF), and at the end of 1974, he was appointed Acting Chief of the Air Force. He was appointed Lieutenant-General in March 1975 when he was confirmed as Chief of the Air Force, the post he held until his retirement in 1979. General Rogers retired from the SAAF in 1979 and settled in Knysna, Cape Province. In 1989, he became the Democratic Party MP for Walmer, Port Elizabeth and was the defence spokesman for that party in parliament.

Lt Gen Bob Rogers passed away on 04 June 2000.

With reference to a previous article.  
The Editor – Roelf Rossouw



# Maintenance at the National Museum of Military History

On 9<sup>th</sup> March 2024, a group of SAAFA Members met at the SA National Museum of Military History (Ditsong) in Johannesburg to assist with the clean-up of static air assets on display.

The Museum, unfortunately, does not have the staff or the budget to carry out the much-needed maintenance that is required on a day-to-day basis. The Museum is grateful for the continued support provided by the SAAF Association and all military veterans. The work undertaken, and still to be undertaken, by the SAAF Association is, to say the least, invaluable and I am proud to be associated with such people who have the well-being of the Museum at heart said Allan Sinclair, Acting Director at the Museum.



Afterwards, the Team was treated to a magnificent spit braai sponsored by Colin Bowring, one of our own. Even though we were a small group, the camaraderie was very much evident. A satisfying and rewarding morning indeed.

L to R: Trevor Slade, Mike Louw - National President, Nick Cardases, Devon Cardases, Gwyneth Slade, Vanessa Louw, Roelf Rossouw, Lisa Grobelaar, Carl Bollweg, Colin Bowring, Jeff Osborn with Allan Sinclair.

THE SA AIR FORCE PRESENTS  
"FLIGHT THROUGH TIME-LEGENDS OF THE SKIES."  
THE SAAF MUSEUM  
AIRSHOW  
04 MAY 2024  
KIDS UNDER 12: FREE  
AGES 12-16: R50  
AGE 16 AND ABOVE: R120  
TICKETS ON SALE AT TICKET PRO



The new SAAFA "Pan-mate Fedora" Hat  
Available from - FIG Distribution.  
Contact Heila Theunissen  
Cell: +27 84 440 8123  
Email: [tammy@figdistribution.com](mailto:tammy@figdistribution.com)

Alternatively, contact your Quartermaster

# 80<sup>th</sup> SAAFA Congress 2025

The planning for the 80<sup>th</sup> SAAFA Congress, Banquet and associated activities in 2025 has been given to the three Gauteng Branches, namely: Pretoria, Johannesburg, and East Rand. The period from Thursday 15th to Sunday 18th May 2025 is tentatively scheduled to coincide with the annual Air Force Memorial at Bays Hill, Pretoria on the third weekend of May.

The dates for the annual Air Force Memorial and Congress 2025 will be confirmed and aligned accordingly. The Planning is done according to the SAAFA Manual of Administration – MOA May 2022.

This event will also mark the 80<sup>th</sup> Anniversary of the SAAF Association.



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## The SAFAIR “Pos Flossie”

Our old friend, SAFAIR L100-20, ZS-GSK, known to everyone deployed in the Ops Area as the "Pos Flossie", is still alive and well and is seen here flying in the colours of Transafrik International as 5X-TUE.



SAFAIR ZS GSK used to fly every Tuesday and Friday to the Ops Area bringing mail, magazines, newspapers etc for the Personnel stationed there.

On Tuesday, this aircraft flew clockwise from AFB Waterkloof (FPO1) to AFB Grootfontein (FPO2) to AFB Ondangwa (FPO10 Oshikati) to AFB Rundu (FPO20) to AFB M'pacha (FPO70) and back to AFB Waterkloof.

On Fridays, the route was Anti-clockwise from AFB Waterkloof (FPO1) to AFB M'pacha (FPO70) to AFB Rundu (FPO20) to AFB Ondangwa to AFB Grootfontein and back to AFB Waterkloof. Good memories.



SAFAIR L100-20, ZS-GSK



## Aviators Ten Commandments

Thou shalt abstain from the intersection take-off for, verily, the runway behind thee, as the altitude above thee, cometh not to thine aid when thou doth needeth them.

Thou shalt not linger on active runways lest thou become like unto carrion.

Thou shalt not ignore thy checklists for many are the switches, handles, gauges, and other demons awaiting to take cruel vengeance upon thee.

Thou shalt cast thine eyes to thy right and to thy left as thou passeth through the firmament, lest thy fellow pilots bring flowers to thy widow and comfort her in other ways.

Thou shalt not buzz, for this shall surely incur the wrath of thy neighbours and the fury of the FAA shall be called down upon thy head.

Thou shalt be ever mindful of thy fuel lest there be nothing in thy tank to sustain thee upon the air and thy days be made short.

Trust not thine eyes to lead thee through the cloud lest the Archangel Gabriel await thee therein.

Thou shalt not trespass into the thunderstorm lest the tempest rend the wings from thy chariot and cast thee naked into the firmament.

Put not thy trust in weather prophets, for when the truth is not in, then they shall not accompany thee among thy ancestors.

Thou shalt confirm thy airspeed often on final lest the earth rise up and smite thee.

## Final Approach and Shutdown

I thank our contributors for articles published in this issue and encourage our readers to send their views, stories or interesting articles for our next issue.

On a cheerful note, never forget that time moves in one direction, memory in another.....

My very best personal regards.

*Roelf Rossouw*

Editor – The Flying Spirit

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