


7 *lying Spirit* **75**
October 2020

Message from the National President



**SAAFA
National President
Mike Louw**

Wow, spring has certainly sprung, particularly up in the interior of our Country. The past five or so months have been challenging indeed, not only because of the wintery adverse climatic conditions but also the challenges posed by the Covid-19 pandemic. Our journey through life is not always easy and we have those moments where our dreams seem to be lost and things are just not going as we planned. We have all experienced some kind of setback in life. For SAAFA, 2020 held so much promise for not only celebration of our 75th anniversary year, but also the centenary of the SAAF, the centenary of the epic Silver Queen Flight, as well as the 150th birthday of Field Marshal Jan Smuts, who formulated and promoted the concept of airpower. Sadly, it was not to be. However, we can take strength in the words of the late Martin Luther King, “We must accept finite disappointment, but we must never lose infinite hope.”

However painful and disappointing they are, such setbacks are a part of life. Life has a way of kicking us when we are down, but it has been reassuring to read about and experience first-hand the resilience displayed by the many SAAFA Branches as they went about trying to normalise an abnormal situation for the benefit of so many of our elderly veterans and beneficiaries of SAAFA benevolence projects. In this regard, I would like to single out the efforts of the Chairperson and Branch Executive of the Whale Coast Branch for having gone out of their way to make the 100th birthday of Michael Welchman, a WW2 veteran, such a memorable event, particularly as his children were unable to be physically present. This has once again shown that whether we manage to find joy in the daily struggle of life and achieve success is largely dependent on our ability to persevere through even the toughest adversity without giving up. Well done to the Chairpersons and Branch Executive Committees of all our SAAFA Branches.

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With the Country now having entered Alert Level 1 of Lockdown, we will be subjecting the National Office and Pretoria Branch Offices to deep cleaning with a view of reopening both very shortly. Obviously, Covid-19 prevention measures will be strictly observed, and the necessary protocols put in place to ensure compliance with National Legislation and Regulations. On this note, we will also be exploring the possibility of still hosting a SAAFA 75 National Banquet during late October or early November during which National Awards will be bestowed on deserving SAAFA members. Further details in this regard will be communicated as soon as they are known.

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.

God bless.

Mike Louw
National President: South African Air Force Association



The Garden of Remembrance



Over recent years both the South African Air Force and South African Air Force Association as joint custodians of the Air Force Memorial site have received a number of requests to strew the ashes of loved ones who at one time were members of or closely linked to the South African Air Force.

The Garden of Remembrance serve the purpose of storing the ashes of members or their loved ones, but also in remembrance of loved ones without necessarily storing the ashes.



NATIONAL OFFICE BEARERS

Jaap Rossouw

Awards



Jaap was born on the 17 January 1953 in Pretoria and brought up in the Free State where he finished Matric in 1970

He joined the SAAF in 1971 as a Radar apprentice and in 1974 qualified as a Radar Technician. After various posts at Ground Radar Stations, he became a Technical Instructor at the School of Technical Training.

He completed his Technical Diploma at the now called Tshwane University of Technology. After 8 years as an Instructor, he finished his SAAF career at SAAF HQ as a career manager.

Jaap is a keen athlete with road running as his choice of interest. He has participated in various long-distance races 10 Km 21Km 32Km 42 Km 50 Km 56Km and the Comrades marathon. He started his running club in Pretoria where he trains athletes for long-distance running. He also served on the Athletics Gauteng North Board as Chairman- Road Running.

Jaap joined the SAAFA in 1987 and 2012 he became the secretary of the Pretoria Branch a position he still holds to date. In 2014 he became a member of the NEC in the portfolio of Awards. He has worked with 5 National Presidents.

Johann Mostert

Camaderie



Johann was born in Johannesburg and went to school in Elspark, Germiston, and Walmer Port Elizabeth. After national service he served in the South African Air Force for 17 years, concluding his apprentice training in the field of avionics.

After completing his National N Diploma in electronics, he attended an Officers Forming Course to pursue in a managerial post within the South African Air Force. He started as a Technical Officer for the C130 Aircraft at 28 Squadron and later as a Project Logistical Officer and Project Officer for the C130BZ EBB Programme, Avionics upgrade by Marshall Aerospace (UK).

He was employed by Marshall Aerospace (United Kingdom, Cambridge) as a Principal Avionics Engineer and became an C130 Engineering Support Programme Manager.

Johann is presently (past 10 years) working for SSG Consulting in Pretoria, as a Senior Project Consultant/KEY360 Management System implementer. Completing his Postgraduate in Project Management, he (SSG Consultant) worked on various projects for Exxaro/Filtaquip/ELB Engineering/De Beers, etc. He is currently on a 25MW Biomass Power Plant Project for Sappi as a Project Coordinator.

MILITARY ATTACHÉ AND ADVISOR CORPS



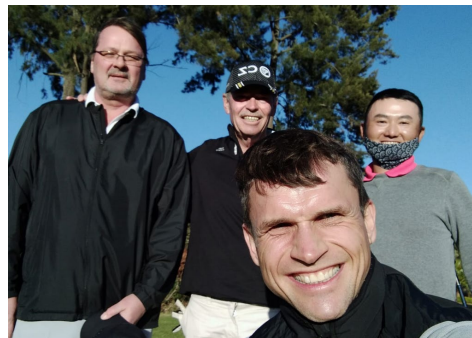
The Military Diplomatic Service in South Africa remains very quiet due to Aunty Rona, this as much to comply with our NCCC regulations as to conform to the requirements of the various Mission's own countries, who have imposed their own rules for the protection of their personnel worldwide.

The Foreign Missions rules relative to golf, whereby the very nature of the game, and in many cases, the golfing capabilities of the players, ensures maximum social distancing have followed those imposed by our NCCC. It is seldom while playing a hole that the four players are within 50m of each other. Could be that is the reason for driving ranges doing such good business?

During the past month, there have been a couple of Dip/SAAFA games, involving the Republic of China Defence Attaché, Col Jeff C H Lin (RoCAF), the recently arrived Ambassador of the Czech Republic, HE Pavel Rezac, and the First Secretary of the Czech Embassy, Viktor Dolista Esq.

Both Col Lin and Mr. Dolista are avid and competent golfers who have great initiative in mobilising players and arranging games. They are also not surprisingly the organisers of the two best National Golf Days on the annual calendar.

Two Dip games took place during the past month, one each at Services, hosted by the Czech Republic, and Centurion hosted by SAAFA NEC. The Centurion game also provided our SAAF/SAAFA Liaison Officer, Lt Col Craig Stanton, an opportunity to interact with the Diplomats. Excellent occasions both, the quality of the company exceeded by far the golfing competencies of certain players!



Ambassador Rezac, PJW, Col Jeff C H Lin, front Viktor Dolista

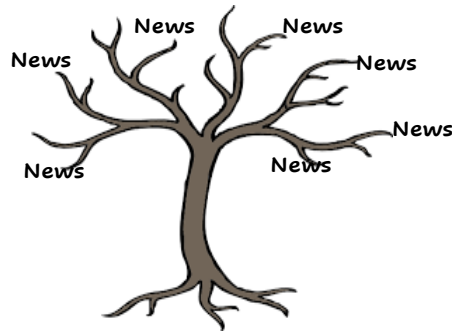


Col Jeff C H Lin, PJW, Ambassador Rezac, Viktor Dolista, Lt Col Craig Stanton



Lt Col Craig Stanton cutting a dashing figure on the 18th tee at Centurion CC, about to hit his ball over about 4km of water.....with shoals of resident Piranha fish.....that eat golf balls.....





Branch



☀ Jeannette van Zyl's husband, Poena, had a fall and underwent an operation to his shoulder on 12 August 2020. He is busy with recovery leave.

SAAFA



☀ Glenn Wyness joined in August.

☀ Brian Farmer was transferred from the Durban Branch to the Outeniqua Branch.

SAAFA



☀ Chairman's Challenge: There has been a good initial response to the Chairman's appeal for SAAFA 75 donations and this is ongoing.

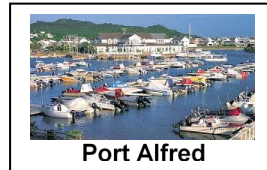
☀ Corporate Donors have continued to be kind.

SAAFA



☀ There are 79 members present.

News



☀ Val Human has been in hospital in Port Elizabeth for several weeks with a neurological ailment.

☀ Wally van der Meulen again had a fall and needed doctor's attention for his injuries.

☀ Deleste hip problems are on the mend.

☀ Lorna Els is back at home.

☀ The Royal Port Alfred Golf Course has indicated the Victory Cup will probably be held.

☀ Mrs. Glen Mogg has moved to be with her children and has resigned as an active associate member.

SAAFA



☀ 7 new members (3 from Canada) joined during August.

☀ The Chairman, Bill de Pinho, and Renier Feldtman attended the 61 Mech Bn Memorial Service.

☀ The Lunches for Love contributions continued during August.

☀ Harties once again is open (restriction on time and 30 pax only).

SAAFA



Outeniqua

☀️ Outeniqua has 79 members.

SAAFA



Whale Coast

☀️ Itel and Annamarie Zurich resigned.

☀️ At the end of August 2020, there are 84 names listed on the Whale Coast Branch database.

☀️ Arrangements wrt the 100th birthday of Michael Welchman on the 8 September are still in progress.

SAAFA



Cape Town



Kimberley



East London



Lowveld



Lower South Coast



Port Elizabeth



West Coast



Southernberg

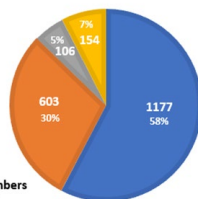


Stellenbosch



NATIONAL MEMBERSHIP STATUS

■ Active Members ■ Non-Active Members
■ Resigned Members ■ Deceased Members



Address to the
Warsaw Flights Commemoration Service
5 September 2020
by
SAAFA National President



Col Mike Louw, SAAF (Ret.)

Ladies and Gentlemen, it is both humbling and a great honour for me to be addressing you today. Commemoration marks out the special from the ordinary or the extraordinary from every day, and acts of commemoration are about retaining in the memory or committing to the memory, events, developments, and people from the past.

Commemorations, along with memorials are important, because they act as historical touchstones that link the past to the present and enable people to remember and respect the sacrifice of those who died, fought, participated, or were affected by conflict.

The hosting of a memorial by an organisation combines public memory of an event with both personal and individual memories. Events with dual aspects of memory are often those of significant historical importance, such as war, and show that while the memorial may exist in perpetuity, the memory will be strongest as a lived experience. Memorials continue to play a role in the present long after those who experienced the conflict have passed. Indeed, the sermons and speeches that take place at these memorial services remind us of the conflict: they repeat the story of the battle and the war dead. In doing so, these ceremonies assign values to the communities, groups, and nations which took part.

As you will be well aware, this particular Memorial Service in commemoration of the Warsaw Relief Flights undertaken by the

South African Air Force in support of the besieged population of Warsaw is usually held at the Katyn Memorial, itself an extremely poignant edifice in memory of the 22 000 Polish academics, Intelligentsia, Military, and Police Officers who were murdered by Stalin's Soviet Union in 1940. That in itself lends reminiscent significance to the Service, and it is no doubt fitting that the remembrance of the sacrifice of South African Air Force airmen in aid of the people of Warsaw takes place at a memorial dedicated to the memory of those who lost their lives in the genocide of the Katyn Forest.

The Warsaw Flights Commemoration Service takes place every year to remember the losses suffered by 31 and 34 Squadrons of the South African Air Force, flying B-24 Liberator aircraft while on sorties to drop arms and provisions to the besieged defenders and people of the city of Warsaw. These 3 500km flights, lasting between 11 and 12 hours, entailed dropping supply canisters from an altitude of 500ft and a speed of 140kts. Not surprisingly, losses were substantial with 69 SAAF aircrew failing to return.

The SAAF Association has as its reason for being, four objectives, as relevant today as when the Association was created 75 years ago in 1945, these being;

- Camaraderie between past and serving members of the SAAF.
- Benevolence towards and support of those who are less fortunate.
- Remembrance of those who did not come home.
- Support of South African Air Force and Aviation in general.

The very nature of changing political landscapes would seem, sadly, often to determine what is worthy of remembering and conveying gratitude for. Frequently, historical events no longer deemed to be significant are lost irretrievably and it is consequently so that the SAAF Association places considerable emphasis on acknowledging and giving thanks to all those who paid the ultimate price to ensure that our world would be a place where all individual freedoms and liberties could be exercised.

It is thus of vital importance to the SAAF Association that the sacrifices made by our South African Air Force forefathers and colleagues are not forgotten and allowed to disappear in the mists of time. Likewise, the SAAF Association remembers the others who paid the ultimate price, these being from other arms of service, nationalities, and even erstwhile adversaries. As is the case with soldiers and sailors, airmen know not the distinction of politics, gender, language, or creed. For us, war is not personal; we are all but assets in a macro scenario.

It is significant that a considerable number of the survivors of the Warsaw Relief Flights, those extraordinarily brave men, were members of the SAAF Association, including many founder members, who guided our early days, ensuring that they left us, and those who will follow, a proud organisation of past and serving members of the South African Air Force which continues to enhance the lives of many.

There has always been a close bond between the Warsaw Flights Commemoration Organising Committee and the SAAF Association, forged based on camaraderie, shared values, and sentiment.

It is also so that those who every year dedicate so much of their time to the organisation of this memorial service devote considerable time and effort to the execution of the ideals of the SAAF Association as well. We are spiritual brothers and sisters sharing common sentiment and purpose.

In the same spirit of remembrance, the South African Air Force has for many years supported the Warsaw Flights Commemoration Service, and with the prevailing sentiments of the Chief of the Air Force will no doubt continue to do so in future years. The extraordinary circumstances in which our country, and indeed the world, finds itself along with mandatory SANDF regulations have regretfully resulted in limited SAAF participation in today's commemoration service. We hope for a return to normal operations next year.

However, what I might assure you, is that the SAAF Association will continue to support the Warsaw Flights Commemoration Service, and indeed the Warsaw Flights Commemoration Organising Committee, by whatever means we are able. We share completely the sentiments being expressed here today and we honour the memory of those fearless and valiant aviators who fell in the mission of what was good and righteous.

I thank you.



The Alpine 44 Story

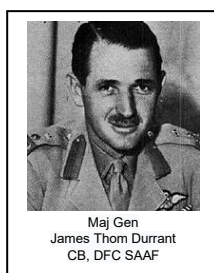
by
Martin Urry

By October 1944, the Allies had pushed the German forces north of the Gothic Line running from La Spezia in the west to Rimini in the east of Italy.

SAAF 2 wing, consisting of 31 and 34 squadrons, and part of RAF 205 bomber group under Maj. Gen. Jimmy Durrant, based in Southern Italy near Foggia, was tasked with a supply dropping mission to the Partisans operating in the Po Valley north of Genoa.



31 Squadron

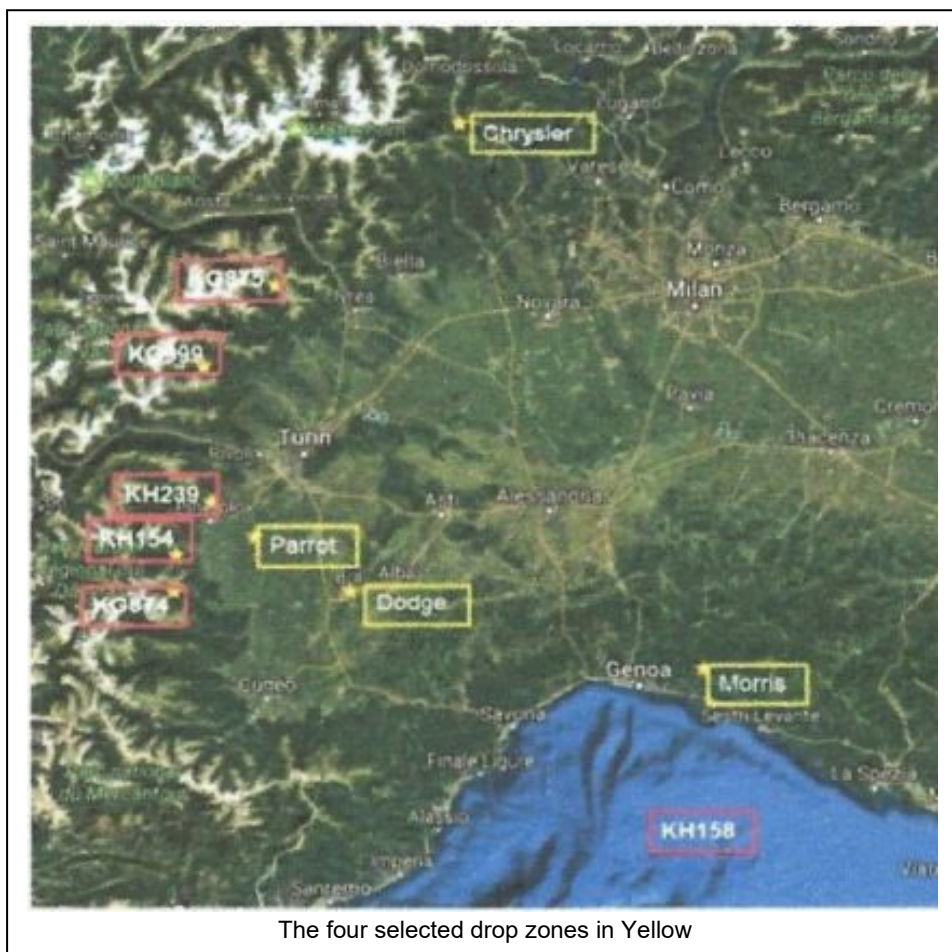


Maj Gen
James Thom Durrant
CB, DFC SAAF



34 Squadron

Four drop zones were selected, code named Morris, Dodge, Parrot and Chrysler, with 5 Liberators assigned to each.

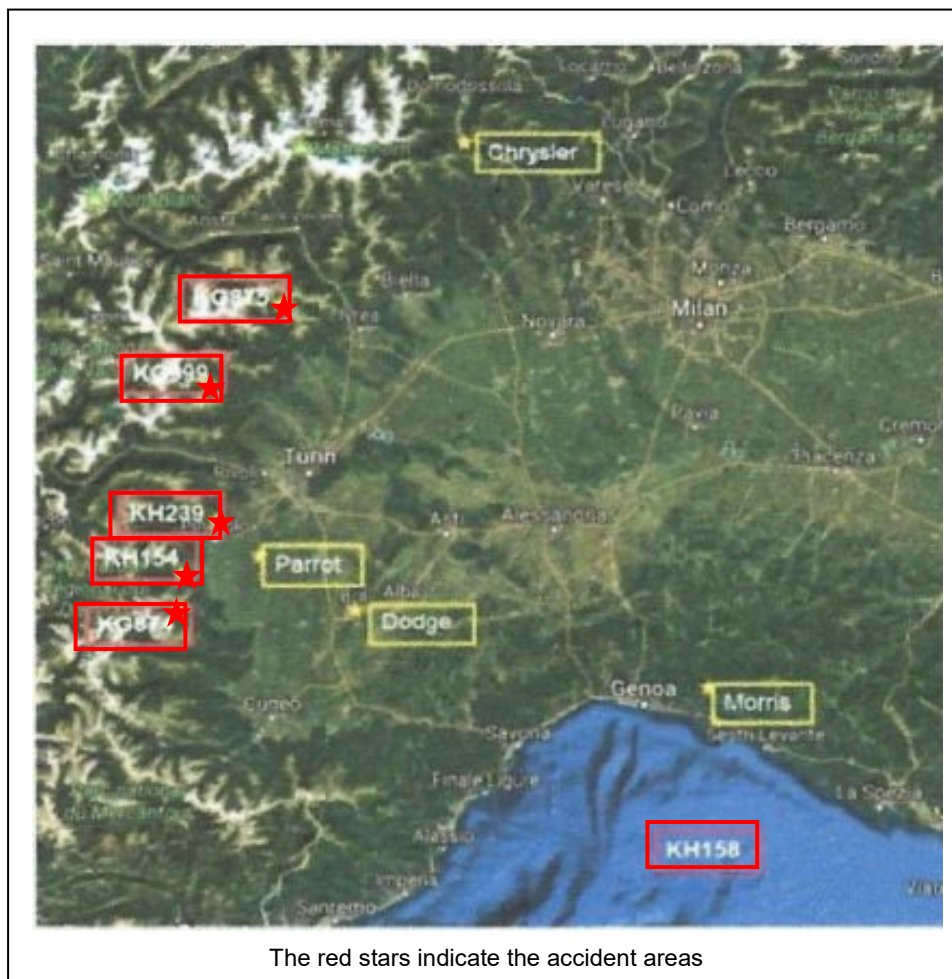


The four selected drop zones in Yellow

Weather conditions during the beginning of October were terrible, but the forecast for the night of the 12th was for a break, and the mission was given the go-ahead. The aircraft took off at regular intervals from about 16h00 hours, the flights would be about 8 hours, and they would be back at around midnight. At the briefing, the crews were told to return to base if they hit bad weather.

The meteorologists had forecast a westerly wind, but, unbeknown to all, the wind was now blowing from the east, resulting in the aircraft being roughly 60 km west of where they should have been, with disastrous consequences.

The flights encountered persistent, heavy rain, low cloud, and frequent flashes of lightning. Eleven aircraft turned around, only three found their target, and six aircraft failed to return, with the loss of 48 men. Five aircraft crashed into the Alps and one, KH158, is missing to this day, presumed to have ditched in the Ligurian Sea off Genoa.



In 2013, a commemoration service was held at the village of Pianetto near Valprato Soana, below the crash site of KG875, attended by Charles Nel, Martin and Jean Urry, Anne and Roy Storm, and relatives of crew member George Anstee from the UK. The monument consists of a granite block to which is affixed the wheel strut of the Liberator, found the previous year in a valley below the crash site.

The local villagers had always known of the aircraft that had crashed nearby, and in 1999 the mayor of Ostana, the village below the crash site of flight KG874, decided to honor the airmen who had died that night.

They first contacted the United States Air Force but were told that the aircraft must have belonged to the Royal Air Force. Enquiries here led them to the South African Air Force, and notices were placed in our newspapers and on the internet looking for the families of the crew. Contact was made with Barbara Brownrigg, sister of Bobby Whitelaw, crew member on flight KG874. Barbara and her husband, Glenn, attended the memorial service on 1 October 2000, when a plaque was laid on the crash site as well as on the Town Hall.

In July 2002, the village of Ala di Stura, 53 km North West of Turin, held a similar commemoration service to honour the crew of KG999, the pilot was 21-year-old Lt. Charlie Nel of Oudtshoorn. This was attended by Charles Nel, nephew of Lt. Nel, and his wife Helen, also Martin and Jean Urry, and a plaque was again laid on the crash site.

In 2011, a plaque was laid above the village of Neirone, to the North West of Genoa, in memory of the crew of KRI58. This was the Morris drop zone, as this plane has not been found it was deemed appropriate to honour these men here. The ceremony was attended by Anne and Roy Storm and their sons; Anne is the daughter of F/O Bob Millar, also Martin Urry, nephew of the pilot, Maj. Selwyn Urry, and his wife Jean.

Services have also been held annually at the SAAF memorial at Bays' Hill, Pretoria, on the closest Sunday to 12th October. These have been well attended by family members and friends, members of SAAF and SAAF A, the local chapters of the Alpini and the Carabinieri, representatives of the Zonderwater Block, also the Warsaw Flights family.



The Consolidated B-24 Liberator is an American heavy bomber, designed by Consolidated Aircraft of San Diego, California. It was known within the company as the Model 32, and some initial production aircraft were laid down as export models designated as various LB-30s, in the Land Bomber design category.

Role:	Heavy bomber Anti –submarine warfare Maritime Patrol	Produced:	1940–1945
Manufacturer:	Consolidated Aircraft	Number built:	19,256
First flight:	29 December 1939	Unit cost:	\$297,627 (\$4.95 million now)
Introduction:	1941	Primary users	United States Army Air Forces United States Navy Royal Air Force Royal Australian Air Force
Retired:	1968 (Indian Air Force)		

Crews who died on 12/13 October 1944



**KG 874 OSTANA
31 Squadron**

Lt A.H.R. Metelerkamp (23) SAAF Stellenbosch SA
F/O J. Thompson (24) RAF Perth Scotland
WO E.A. Jones (19) SAAF SA
Sgt L.R.R.A. Parker (22) RAF Leicester England
Sgt W.A. Rogers (21) RAF Derby England
Sgt J.R. Smillie (20) RAF Glasgow Scotland
Sgt L. Whalley (23) RAF Blackburn England
WO R.P. Whitelaw (23) SAAF Johannesburg SA



**KG 875 Valprata Soana
31 Squadron**

Capt L von S. Beukes (26) SAAF Pretoria SA
Sgt G.F.J. Anstee (23) RAF Doynton England
Sgt C.L. Foster (24) RAF Thomage England
WO D.A.W. Francis SAAF SA
Lt M.C.F. Kruger (29) SAAF SA
Sgt L. Price RAF UK
Lt G. De A. Shipman (25) SAAF Bloemfontein SA
Sgt H.J. Woods (20) RAF Binstead England

**KH 158 Unknown
31 Squadron**

Maj S.S. Urry (29) SAAF Durban SA
Lt N.W. Armstrong SAAF SA
WO L.B. Bloch (21) SAAF Barkley East SA
Lt G.A. Collard (19) SAAF Elgin SA
Sgt R.C. Fitzgerald (19) RAF Staplehurst England
F/O G.E. Hudspeth (29) RAF Hyde Park England
2Lt P.J. Lordan SAAF SA
F/O T.R. Millar (28) RAAF Australia



**KG 999 Ala di Stura
31 Squadron**

Lt C.P. Nel (20) SAAF Oudtshoorn SA
Sgt J.E. Boswell J. E. (21) RAF England
Sgt H. Austin (24) RAF England
Sgt R. Baley (19) RAF England
Sgt H. Hoy (21) RAF Old Trafford England
P/O R.W. Johnson (21) RAF England
Sgt E. Lockey (20) RAF Wakefield England
Lt C.B. Vorster (29) SAAF Pretoria SA



**KH154 Rorà
31 Squadron**

F/S D.V. Watson (20) RAAF Sydney Australia
Sgt W.R. Young (37) RAF London England
Sgt A.R. Best (21) RAF Brighton England
Sgt H.H. Bawden (20-) RAF Cleator England
Sgt S.S. De Lisle (23) RAF St Kitts West Indies
Sgt A.D. Griffen (25) RAF Churchdown England
Sgt J. Houghton (19) RAF Huyton Quarry England
Sgt D.C.R. Shearer (25) RAF Bonhill Scotland

**KH 239 Cantalupa
34 Squadron**

F/S C.W. Lawton (23) RAAF Australia
P/O T.D. Fotheringham (23) RAF Dundee Scotland
Sgt D.W. Bishop RAF Waltham Abbey England
Sgt J. Bucks RAF Calcutta India
Sgt E.H.A. Clift (20) RAF Eastleigh England
Sgt S.E. Lockton (24) RAF Leicester England
Sgt G. Tennison (20) RAF Cheadle Heath England
Sgt D.R. Wellon RAF Littlewort England

THEY SHALL MOUNT UP WITH WINGS AS EAGLES
In Memory of All who died in War
Lest We Forget



“General Pienaar, tell your South African Division they have done well”

(Extracts from an article written and researched by Peter Dickens published in the “The Observation Post”)

South Africa played a key role in the Battle of El Alamein it was a battle on which much South African life was sacrificed on the crucible of war, after the fall of Tobruk South African honour was at stake and this battle went a long way to redeem it.

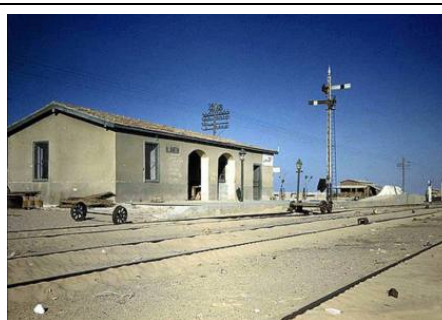
To the older generation in South Africa, terms such as the ‘Knightsbridge Box’, the ‘Desert Fox’, the ‘Cauldron’ and the ‘Gazala Gallop’ were common knowledge, as were these words by General Montgomery “General Pienaar, tell your South African Division they have done well” these words were a sensation at the time and seen as a national redemption.

BUT

These words are now lost completely to the new generation of South Africans.

So, let’s give a little recognition to South African sacrifice in this tide-turning battle, understand why it is so important, and understand why this understated signal was sent from General Bernard Montgomery to General Dan Pienaar meant so very much to the generation which came before us.

The 1st Battle of El Alamein



A rare wartime original color photo of El Alamein railway station, taken October 1942. It looks somewhat dilapidated now.

The Battle of El Alamein would be fought over a simple railway siding on the Egyptian border, in the middle of ‘nowhere’. But it was more than a railway siding, it was the gateway to the Axis forces invasion of Egypt.

and of significant strategic importance, a loss at El Alamein for the British and Commonwealth forces would mean the loss of what Churchill referred to as the ‘second front’ – in effect it would have been the end of the British and Commonwealth forces in the war – the outcome and future of the war (with future American involvement) would have looked very different should El Alamein have been lost – a lot depended on winning it.

The 1st South African Division, under General Dan Pienaar, had been deployed with two brigades of infantry, each accompanied by a battery of artillery to protect the areas west and south of the El Alamein defensive box. Auchinleck’s order effectively meant that Pienaar could only hold the box with one under-strength brigade.



General Dan Pienaar

It did not take long for Rommel to advance on the El Alamein ‘Box’, At 06:05 am on the 30 June 1942 Axis transports were seen advancing to within 2,000 yards of the South African 3rd Brigade positions and they were engaged with the machine and anti-tank gunfire by British units.

The South Africans were soon in the fight alongside their British and Commonwealth counterparts and the Rand Light Infantry drove off German towed artillery, whilst the South African Air Force bombed Rommel’s supply columns. An hour later, by 07:30 am the Germans had been halted and were pinned down by the South Africans.

For three days, 30 June to 3 July Brigadier Bobby Palmer's 3 SA Brigade Group courageously and successfully halted the Afrika Korps' continuous attacks on the parts of the El-Alamein Box held by the South Africans. He held a line some 10 km long with only 1 000 infantrymen.

Counter-attacks by the South Africans found them stretched into untenable positions and the British command resolved to remove the South Africans to the rear to rest them citing they had been under too much combat stress and should they capitulate, as had been the case with the 2nd SA Division at Tobruk, it would be a political nightmare. Both South African Divisions in the war would have been captured and it would surely spell the end of South Africa's war effort and the Smuts government.

In the interim South African engineers and sappers set themselves up training for the exceptionally large and important mine clearing job to come.

The 2nd Battle of El Alamein

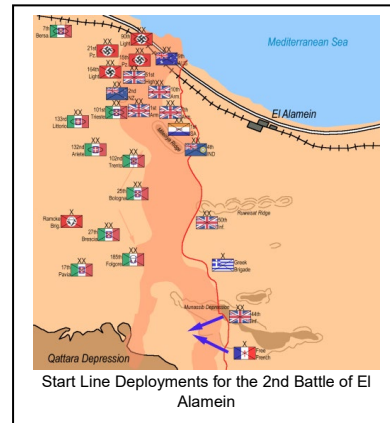
General 'Monty' Montgomery then set about on a massive troop and equipment build-up and extensive training and moral boosting speeches had the British forces ready. He knew the first part of the offensive would require breaching a massive German/Italian mine-field which separated the two forces, he also knew that the headlong offensive was 1st World War in thinking, only with the use of an incredible amount of armour – as such 'attrition' (a battle of casualties by numbers) would play a major factor and Monty needed a vast force to overcome it.

Operation Lightfoot – Break-in

The 1st South African Division played a spearhead role on the opening of the 2nd Battle of El Alamein. It had to breach the German minefield which had been sown with more than half a million mines – with a dab of military humor this part of the 2nd Battle of El Alamein was called 'Operation Lightfoot'.

South African sappers were to play a significant role in opening the minefield to allow

the Allied and South African forces to push through.



General Montgomery's basic idea was that the Australians and Highlanders were to force a northern corridor through the Axis (German/Italian) minefields while the New Zealanders and South Africans were to do the same in the southern sector.

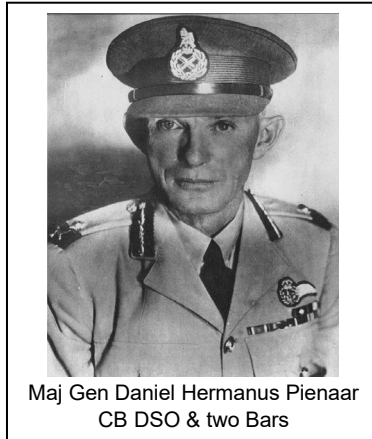
Operation Lightfoot started at 2140 on 23rd October 1942 with a five-hour artillery barrage fire plan, the start of which signified H-Hour for the infantry assault. General Pienaar had deployed each of the lead brigades, with one battalion leading for the first phase to the "red line" – after a pause of an hour and a quarter, the two trailing battalions would pass through to the final objective on Miteiriya Ridge.

By 08:00, the following morning on 24th October the South African objective, Miteiriya Ridge was finally secured, after an exceedingly long night of fighting and a very high rate of attrition by way of casualties.

The South African sacrifice in taking Miteiriya Ridge, spurred General Montgomery to send his now-famous congratulatory signal on the 24th October 1942 to General Dan Pienaar acknowledging that the 1 SA Division had met all its objectives set for the Battle of Alamein.

"General Pienaar, tell your South African Division they have done well",

The loss of General Dan Pienaar



The Division returned to South Africa and Gen Pienaar and eleven other officers boarded a South African Air Force (SAAF) Lockheed Lodestar on 17 December to fly the final command structure back to South Africa.

The SAAF aircraft stopped to re-fuel at Kisumu on the shores of Lake Victoria. It was reputed that General Pienaar was in a hurry to get going and this may have pushed the pilot into taking risks. The aircraft got airborne on Saturday morning 19 December 1942. The plane crashed 16 km from the airfield at Kisumu when a combination of pilot fatigue and an electrical fault in the undercarriage which could not be raised, resulted in a loss of speed and failure to maintain height and it flew into the water. He was survived by his wife Norma.

With that came the sad ending of the very popular General Dan Pienaar, he was described in an obituary in the Chicago Tribune as being acknowledged by all military authorities as *“one of the best fighting leaders the British have found in this war”*.



THE COVID-19 RISK TO THE ELDERLY

(The following article, written by the Chairman of our Port Alfred Branch, John Wesley, is lucid, logical, and cogent, demonstrating a very good understanding of what has disrupted our lives for six months. It is well worth reading and taking to heart.)

The restarting of regular Branch's meetings has been considered by both the SAAFA leadership and ordinary members, especially in the light of Alert Level 1 having been declared by Government. While it is possible to legally have meetings under Alert Level 1, consideration must be given to just what the risk is to members should meetings be restarted.

BASIC PRINCIPLES

The reason most of the measures set out by governments (not just South Africa) do not always make sense, stems from the use of language. The words "risk of" is taken to mean "chances of", "probability of" or "likelihood of" by most people including the legislators and news suppliers. To most people, the "risk" of Covid-19 is purely the chances of getting the disease. However, those doing the risk assessment and advising government, (hopefully) work to internationally accepted standards when it comes to risk management:

In defining risk, the following should be considered (References 1 and 2):

- Hazard: A hazard is defined as the potential for harm arising from an intrinsic property or disposition of something to cause detriment. As such Covid-19 is a hazard.
- Risk: A risk is defined as the chance (or probability) that someone will be adversely affected in a stipulated way by the hazard. Thus, the risk of Covid-19 is the chances that a person will contract it and that that person becoming seriously ill or dying.
- Mitigation of Risk. Risk can be mitigated by either reducing the potential for harm or the chances of harm occurring.

Mitigating Covid-19 risk can thus be achieved by either reducing the severity of the effects it has on people getting the disease, reducing the disease transmission rate or by reducing both severity and the transmission rate.

When making decisions on the safety of people some basic principles are universally

applied. Central to this is the principle that risk should be **As Low as is Reasonably Practicable (ALARP)**.

Central to ALARP is the effort and cost to reduce the risk to an acceptable limit. In the case of Covid-19, the initial assessment was that the risk was extremely high and thus the initial lockdown which came at great national and personal cost. As the risk was brought under control so the restrictions could be eased off.

However, when looking at localised risk additional factors that increase the risk to individuals or groups of people may exist that require more stringent mitigating measures. Typical would be the medical profession, airline crew, catering workers etc. However, other issues may also require more stringent measures like the vulnerability of a specific group of persons such as the members of SAAFA.

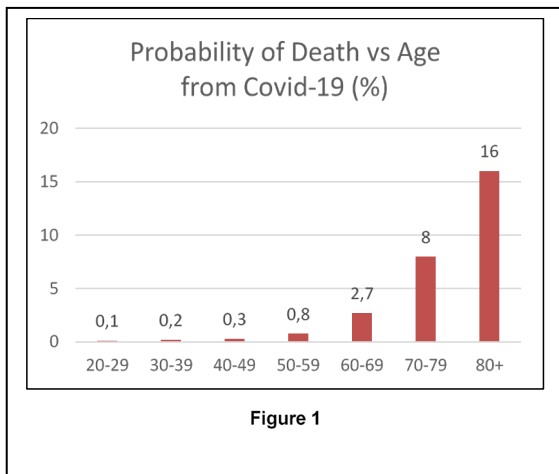
RISK ASSOCIATED WITH MEETINGS UNDER THE CURRENT THREAT

When the government decided on what numbers and under what conditions people can gather socially they look at the national picture and have to weigh up the risk of persons contracting the disease (and some ending up in a hospital and some dying) against the economic and social benefits of the lower Alert Level 1. The President, various Ministers and medical experts have stressed it is vitally important that **individual persons need to take responsibility for managing their particular risk**. The probability and consequences of contracting Covid-19 by SAAFA members cannot be equated to the risk of the average person in the national population.

Thus, when considering the risk and advantages of SAAFA Branches, several factors need to be considered.

VULNERABILITY OF MEMBERS

The active members of SAAFA Branches are mainly senior citizens with most members being older than 60 years. When examining the available world data as shown in Annexure 3, it soon becomes clear that there is an exponential growth in the probability of death from Covid-19. The graph in figure 1 summarises this risk.



Government bases its risk assessments on the average working and economically active persons in the age range from 20 to 49 years. These are the persons that keep the economy going and the risk to them getting complications or dying from Covid-19 is extremely low, on average around 0.2%. At this level of risk, the probability, and consequences of contracting the disease is subjectively acceptable in relation to the advantages and benefits of opening the economy and allowing more social interaction.

If it is then assumed that the majority of the economically active population fall within 20 - 49 age groups and the average death rate to 0.2% (the average for the 3 age groups) then a person in the 70 -79 age group is **40 times** more likely to succumb to Covid-19 and with a person older than 80 this rises to **80 times** more likely than your average person. **What is thus abundantly clear is that as the age of a person progresses, that person must take extra precautions to avoid infection.**

The average age of members who are regular attendees at the monthly luncheon meetings is around 70 years. From the above data, it can be deduced that the severity of the consequences of an "average" SAAFA Branch member who is likely to attend the luncheon meetings is some 40 times as severe as the national average person.

People with co-morbidities such as asthma, diabetes, high blood pressure and other chronic diseases are still more vulnerable to the disease and their risk is even higher.

PROBABILITY OF INFECTION

Annexure 3 shows the daily rate of infections over time. It compares it with Spain and the UK as these 2 countries demonstrate typical patterns found all over the world. When comparing the first peak of infections, what can be seen is that Spain led the UK and South Africa. The UK lagged Spain by about 3 weeks and South Africa, in turn, lagged the UK by approximately 3 months. After the initial peak infection rates declined and restrictions were eased. This leads to the second wave of infections starting in both Spain and the UK. In the case of Spain, the second wave has already exceeded the peak of the first wave. In the case of the UK, the second wave infection is already close to the first peak and new risk-mitigating measures are being put into place to bring down the infection rate.

Already the SA decline in the infection is flattening off and the expected 2nd wave is likely to start anywhere from September to December 2020. **When this will kick in is entirely dependent on the behaviour of the people of South Africa!**

Just observing the behaviour of the public, it already obvious that most people do not grasp the seriousness of the situation. Not wearing masks properly, or not wearing masks at all has become rife among a large portion of the public, Social distancing is often ignored in public spaces. Neither law enforcement authorities nor business leadership seems to be willing to rigidly enforce the law. What this all means is the rate of infection is soon going to rise exponentially again.

Another side of this issue is that the reported rate of infection is lower than the actual rate of infection as not all members of the population get tested. There is also growing evidence that asymptomatic infections are far more prevalent than initially thought. This has not been formally quantified, however, discussions by the author with health professionals both locally and elsewhere in the country, has revealed that Covid-19 antibody tests show that up to 80% of those tested are shown to have had Covid-19. This is indicative that the actual rate of infections may be several times higher than the reported rate.

This fact is supported by a report released by the Africa Office of the World Health Organisation in Brazzaville, 24 September 2020 states:

“COVID-19 transmission in Africa has been marked by relatively fewer infections, which have been on the decline over the past two months, owing to a variety of socio-ecological factors as well as early and strong public health measures taken by governments across the region.

The pandemic has largely been in a younger age group and has been more pronounced in a few countries, suggesting country-specific aspects are driving the pattern of disease and death. About 91% of COVID-19 infections in sub-Saharan Africa are among people below 60 years, and over 80% of cases are asymptomatic.”

Another factor that is coming into prominence is the growing evidence of a high rate of asymptomatic infections among the noticeably young persons like school children. Sadly, what this means is that families need to carefully manage the contact between grandparents and grandchildren.

What is also obvious is that there are local hot spots where rapid infection spread occurs in a limited area. The Talk of the Town reported that Ninety-eight Ethembeni High School pupils have tested positive for Covid-19. What this demonstrates is that just where the virus is lurking is not known and sudden outbreaks can occur anywhere at any time.

What is also important is that while the risk to the “average” person in the younger age group is very low; the risk the younger pose to the elderly person is high; as the majority of infections will be asymptomatic and contact between such infected persons and the aged can unknowingly lead infections of the elderly.

The chance of infections is amplified when people are gathering socially and especially when food and drink are consumed as masks need to be removed and items like glassware, cutlery and crockery could be carrying traces of the virus are handled by multiple people including catering staff. This is equally applicable to family gatherings as it is to social groups gathering.

MITIGATION OF RISK

The best way for the vulnerable persons, such as the aged or persons with comorbidities, to mitigate the risk of Covid-19 infection thus remains self-isolation and the avoidance of gatherings where the chances of infections are higher.

CONCLUSION

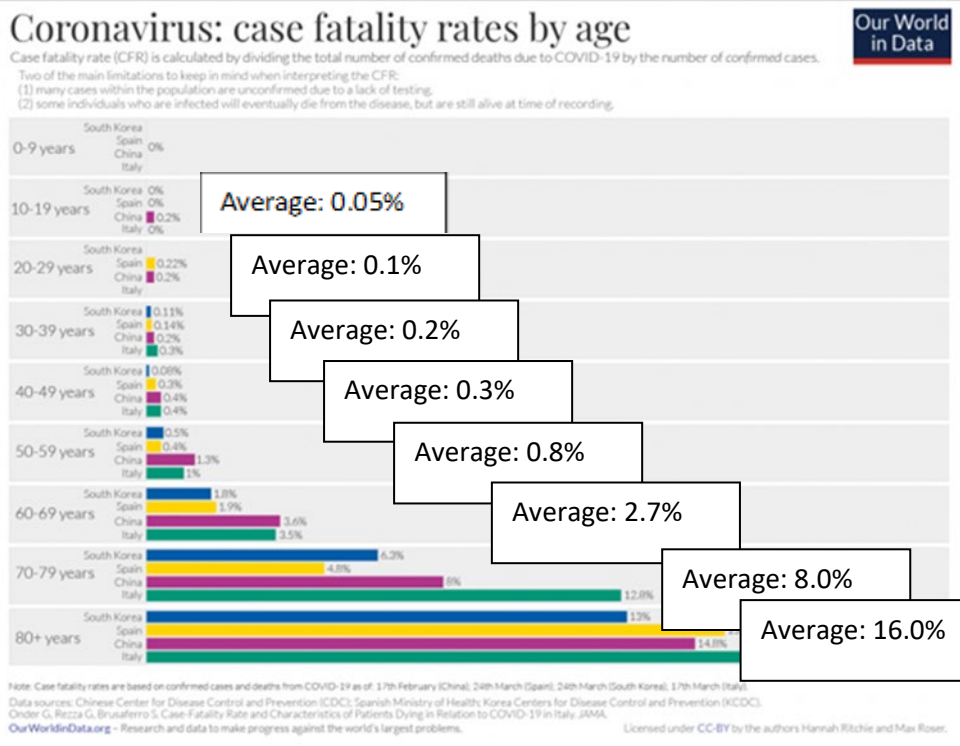
The age distribution of SAAFA members who actively participate in meetings makes them between 40 and 80 times more likely to succumb to COVID 19 infection. This, if considered with the unknown and growing chance of infection, is creating an unacceptable risk when holding events like meetings where people are together in confined spaces.

The best way for vulnerable persons to mitigate the risk of Covid-19 remains self-isolation as far as is reasonably practicable for that in

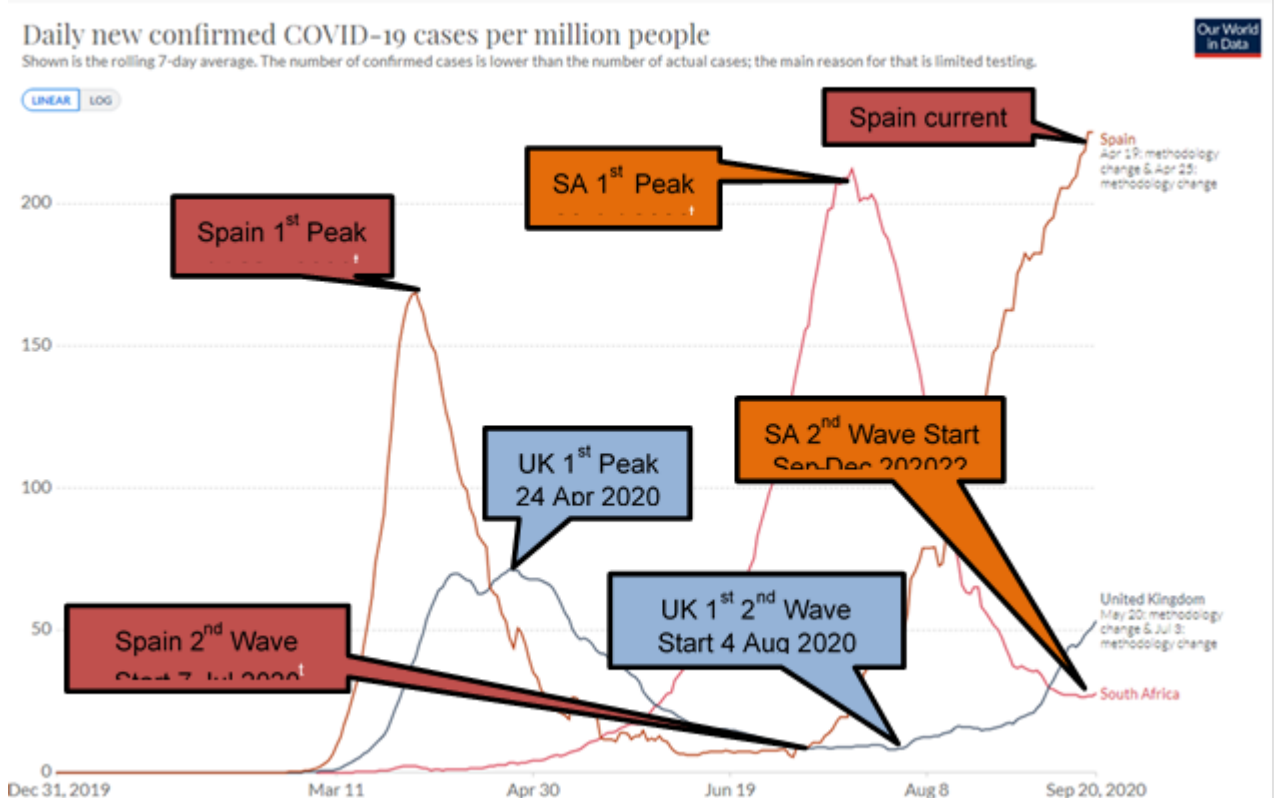
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- Reducing Risk, Protecting People (<https://www.hse.gov.uk/managing/theory/alarp glance.htm>)
- Our World in Data (<https://ourworldindata.org/>)
- Covid-19 South African Dashboard (<https://www.covid19sa.org/>)
- WHO Africa Office (<http://whotogo-whoafroccmaster.newsweaver.com/JournalEnglishNewsletter/120e7dsqud4y48iijdam4?lang=en&a=2&p=57860491&t=31103707>)

CASE FATALITY RATE



DAILY CONFIRMED CASES



Source: Our World in Data (<https://ourworldindata.org/coronavirus#risk-factors-for-the-coronavirus-disease>)

The above graph shows that South Africa's pattern in the rate of infection is changing with time. Italy and Spain followed similar patterns, but only Spain is shown for the sake of clarity. The UK infection pattern lagged Spain by about 3 weeks and South Africa in turn lagged the UK by approximately 3 months. Already the SA decline seems to be flattening off and the expected 2nd wave is likely to start anywhere from September to December. **When this will kick in is entirely dependent on the behaviour of the people of South Africa!**



Was Douglas Bader shot down by his own men?

He was one of our bravest pilots who fought the Luftwaffe despite suffering horrific injuries.

But now

New evidence suggests that he was almost killed by the **RAF**

By
Simon Edge
Daily Express 25 Aug 2006



WAR HERO: Douglas Bader in 1940 when he was feted as Britain's most daring pilot

AS DOUGLAS BADER climbed over the Channel on the morning of August 9, 1941, the air-speed indicator of his Spitfire broke. The needle slid back to zero, which meant he would have trouble timing his rendezvous with the rest of the RAF's "beehive" fighting formation over the northern French city of Lille.

It would also mean a difficult landing when he returned to his airbase at Tangmere in West Sussex because he would not know in the critical approach how close the aeroplane was to a stall.

In the event, he did not have to worry about his landing. Within the hour, Britain's most famous fighter ace – a dashing hero who had refused to be daunted by the amputation of both his legs following a horrific pre-war accident – was out of the action for good. He later recalled that something hit him as he tried to break away from a dogfight with a group of German Messerschmitt's. His aircraft lurched suddenly and then was pointing straight down. He looked behind him and saw to his horror that his fuselage, tail, and fin were all gone. One of the Luftwaffe fighters must have run into him, he later recalled, and sliced off the rear of his plane with its propeller.

What occurred next could only have happened to Bader. As he tried to bail out of the stricken Spitfire, he found that one of his rigid feet was hooked fast in the cockpit. He only managed to get free by leaving his false leg behind. Drifting to earth under his parachute, he thought how lucky he was to have detachable limbs, otherwise, he would certainly be dead.

Instead, he saw out the war in a PoW camp and lived on until 1982 – honoured with medals, the CBE, and a knighthood. His story was told in a best-selling book, "Reach for the Sky", which became a classic film.

But there is a growing belief among aviation historians that the story as we know it is not completely accurate.

Bader's account of the mid-air collision with a German fighter has long puzzled students of the aerial conflict. Two leading experts in the field have now separately concluded that the disabled fighter pilot was brought down by friendly fire from a member of his own squadron. "Bader was an unusual character who inspired passionate feelings in everyone he met and was seen as a god by some and a demon by others," says Andy Saunders, whose research features in a Channel 4 documentary on Monday.

“There were widely differing opinions about his qualities as a leader and a pilot, and in his squadron, you were either a Bader man or you weren’t. But his difficult nature has no bearing in terms of his loss in being shot down. If it was friendly fire, no one is suggesting it was anything but accidental.”

The son of a civil engineer working in India, the handsome young Bader went to school in Oxford and was a prize cadet at the RAF College in Cranwell, where his confidential report described him as “plucky, capable and headstrong”. He was commissioned in 1930 and was an exceptional pilot who was selected to fly for the RAF at the Hendon air display before a crowd of 175,000. He also excelled at rugby and was tipped to play for England. But in December 1931, aged 21, he crashed while attempting a foolhardy roll just 30 feet above the ground

BADER lost both his legs but refused to be daunted. “I will never use a stick,” he said, and within six months he was walking unaided on his tin legs.

He took a desk job working for Shell but was bored and desperate to resume flying. The RAF would not consider him – until war broke out with Germany. In October 1939, the RAF accepted him back and Flight Lt Bader saw his first action at Dunkirk in May 1940. By the end of that year, he had been awarded the Distinguished Flying Cross and was feted by the media as Britain’s most daring fighter pilot.

In March 1941 he became the first wing commander flying at Tangmere and led his three Spitfire squadrons on offensive raids against the Germans over France. His loss five months later was devastating for morale in the RAF, where it was initially assumed that he was dead. The first account of what had happened came in a letter from Bader to his wife Thelma, in which he described the collision. This immediately found its way into the papers and became the accepted version.

However, it conflicted with the story told in a post-war autobiography by the charismatic Luftwaffe general Adolf Galland, who was adamant that none of his pilots had collided

with Bader. He assumed the British hero had been shot down but was puzzled that none of his pilots had claimed this high-profile “scalp”.

Galland insisted that this was Bader’s understanding too. He spent a day with the British pilot after his capture, and Bader specifically asked him who had shot him down. “Was there any evidence of a collision? No there isn’t, absolutely none from the German side,” says US writer Donald Caldwell. “It’s my belief that Bader came up with the theory that he had collided when he was in PoW camp as a sop to his ego. He was violating standing orders by flying inland by himself, which he should not have done. Then he was taken completely by surprise by a plane attacking from below and behind him. This was embarrassing.”

By matching Luftwaffe records to RAF combat reports, historians have built up a more revealing picture of what really happened. German documents show that only one Luftwaffe plane was shot down that day, which matches a combat report from an RAF pilot called Nip Heppel who said he had downed a German plane.

But another pilot, Buck Casson, wrote a private letter after the war in which he reported shooting the tail off a Messerschmitt and watching the pilot eject at the base of the clouds. That makes two German planes down – but it does not correspond to any Luftwaffe records. So, what if Casson mistook a Spitfire from his own squadron for the newly introduced Messerschmitt 109F aircraft? Their silhouette was remarkably similar, and it would have been an easy mistake to make in the chaos of aerial combat.

SAUNDERS says: “The description Casson gives fits perfectly with what Bader said happened to him. The tail came off, the altitude is correct, the altitude where Bader got out is correct – everything stacks up very neatly.

“Casson claims to have shot down a Messerschmitt 109 and taken its tail off but we know that the only Messerschmitt that came down that day had its tail on because

we found the wreckage. There is no absolute proof that Bader was brought down by friendly fire but it's very compelling."

He believes that both Bader and Casson, who died in 2003, knew the truth. He suggests that Bader made up the story about a collision to cover for his fellow pilot, who might end up as public enemy No1 if the truth got out.

"If Bader did know, it's to his credit that he kept it quiet," says Saunders. "But there did seem to be tension between the two men in later years. Casson is airbrushed out of Reach for The Sky and he was the only survivor from the squadron not to appear when Bader was on TV's This Is Your Life."

The friendly fire account was also reached independently by Dilip Sarkar, a former police detective who has become a highly regarded aviation historian and was a close friend of Casson. He pieced the same reports together to arrive at the same conclusion – but disagrees strongly that either Bader or Casson ever worked out the truth.

"I worked on it more than 10 years ago and suggested it was a case of friendly fire in my book Bader's Tangmere Spitfires," he says. "But I knew Buck Casson very well and didn't want to set a plague of locusts on him while he was still.

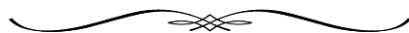
"This is no cover-up. I asked him about it – I was a CID officer, so if he were lying, I would have known."

Sarkar, who was a consultant on the Channel 4 programme but is unhappy with the way much of it has been presented, has added an updated account of his friendly fire theory to his latest book, Spitfire! Courage and Sacrifice.

But for his part, Saunders remains convinced that many people knew more than they were letting on. "Buck Casson was a very well-liked, gentleman who was a highly skilled and

accomplished fighter pilot. The ground crews loved him, and I knew him relatively well for about five years. I pressed him about what happened that day and he was a bit non-committal," he says. "But in the past few days, as news of Monday's programme has spread on the grapevine, a third party contacted us to say that when he was in the RAF after the war he had access to certain files which indicated that Bader was shot down by his own side.

"So, I'm convinced they did know about it and they covered it up – for the best of reasons."





What “The Few” did not know back then

(Article from SAAFA Newsletter No 111 October 2000 Author unknown)

THE FEW grow fewer; even the Spitfires and Hurricanes the Royal Air Force can still put into the air seem to outnumber the pilots who flew them during the Battle of Britain 60 years ago.

British television assembled them for a backgrounder to the service at Westminster Abbey in September. Among them were AVM Johnnie Johnson, Air Commodore Peter Brothers, Group Captain Dennis David, Wing Commander Ken Mackenzie, Squadron Leader Basil Stapleton, F/L Gordon Batt. David died before the programme was aired.

Once viewers could accept that these aged men were the very heroes who had held off an invasion which would have altered the course of the war, it was not so difficult to project them back to their deeds.

As one of them said 60 years later: “Politics were never discussed. We were just young boys really, having a thoroughly good time.

They recounted their adventures with typical understatement. “My aircraft just blew up. My hands were severely burnt, my face was messed up and I had a bullet wound in my leg. It was an interesting experience but not one I think I would care to repeat”.

He parachuted into the sea. In the ware, he struggled to retrieve the brandy flask his “dear mother” had given him. Holding it between his wrists, he unscrewed the cap with his teeth – and then washed away the bottle.

Sixty years later, he could recount the episode quite calmly, but at the time he may have used some of the four-letter words he was to refer later.

It was when the rescue boat arrived. The occupants kept rowing round him, asking questions to check whether he was Brit or Hun. As soon as he unleashed his full vocabulary of four-letter words, his nationality was no longer in doubt!

AVM Johnnie Johnson said of the Spitfire; “It doesn’t look and old aeroplanes on its last legs it’s more handsome than most of these modern aircraft.”

He spoke cheerfully of “bullets up your arse” then impishly suggested; “You’ll cut that out, of course.” He must have known that, of course, they would not.

It emerged that more Hurricanes than Spitfires took part in the Battle of Britain and shot down more enemy planes. The Spitfire, though, was new, fast, sleek, and glamorous. “But they were both damned good aircraft.”

Brothers rated the Hurricane as a rugged aircraft that could take any amount of battle damage. In his opinion it gave a steadier gun platform than the Spitfire.

“It’s very strange,” Stapleton remarked, “to be part of history when you were doing it and didn’t know it at the time. - JK

Call back the past

From

SAAFA Newsletter Update No 114
October 2000

SAAFA Newsletter No 111 Oct 2000

Dead wood is a welcome commodity at a braai, but in an Association that requires 110 percent effort, it is a curse of the branches.

The newsletter prefers to call them the Disappeared – not original but in the context of membership it has Chile connotations. We need the draft, not the draught.

Word is that membership, like all Gaul, is to be divided into three parts: very active members who pay their dues and do things; active members who pay up; and the Disappeared. Another file will be kept for those who have been called to higher service. Branches would thus not be expected to pay levies for those missing believed who knows where.

An Eastern European PoW, living out his days in a Russian mental institution, was retrieved after 57 years. Could there be hope for our Disappeared?

Cape Town – Chairman: Harry Oldfield.

Barney Barnato's granddaughter, the first woman to break the sound barrier in South Africa, wanted to attend the SAAF Open Day on October 28.

Johannesburg – Chairman: John Turvey

Monthly lunches have some time been enlivened by a disturbing range of sound effects generated by the PA microphone, from dead silence to siren screech. Order was restored by the purchase of a new mike.

Lower South Coast – Chairman: Dave Collins

Scribe Doug Meaker often waxes philosophical in "Chocks Away", the newsletter – borrowed philosophy, but it indicates the man's tendencies." "Life is a ten-speed cycle," he quotes, "most of us have gears we never use." Or "It is impossible for man to learn what he thinks he already knows.

Welcome, Laeveld

The SAAF Association National Executive Committee has approved the formation of a branch at Hoedspruit, to be known as the Laeveld Branch. The inaugural meeting was held on Friday, October 5.

Inquiries about transfers to the branch or applications for membership can be directed Major Francios van Zyl

Afsaal by die Horseshoe

Indications of costs at the Horseshoe Motel in Kimberley, venue of the 2001 AGM, are R120 per person per night sharing, R175 single, R105 pp for 3 sharing, and R100 pp for 4 sharing. Dinner will be about R40 – R50.

Airline travel is in order of R1 500, railway coaches have been reconfigured into coupes only. From Cape Town, about R480 and from Johannesburg, R150.

Pretoria – Chairman: Leo Theron

This branch has been uncharacteristically quiet of late. It has forgone all fund-raising projects so as not to detract sponsors from the Air Force for the Air Show.

West Rand – Chairman: Frank Eksteen

A difficult part of the world in which to throw a decent party, it seems. Intending to hold its year-end party on November 24, the branch learned that the golfclub restaurant had been closed, the facilities at another venue had deteriorated, and a third possibility was too small. Members asked to "shop" around.

Stilfontein – Chairman: Arthur Keefe

Intriguing cryptic notes from branch committee minutes:

Everything is well at Riverside.

The new houses look good.

The new Passion Parlour has been completed and the prize per night will be increased.

The Chairman requested assistance of R5000 to help with the upgrading of Riverside.

Passion comes at a price at Riverside. No questions: it's Stilfontein's prime project for camaraderie and fund-raising and handouts come a lot cheaper than London's Dome.

Chairman Keefe was to visit deadwood members to find out why they had lost interest.



Memorial Services 2020/21

OCTOBER 2020

11/18	10H00	Alphine 44 Memorial Service	Bays Hill	Pretoria
25	11h00	Battle of El Alamein Pretoria District MOTH	Coal Box MK2	Pretoria

NOVEMBER 2020

1	09H30	Italian Prisoners of War Memorial Service	Italian Cemetery	Zonderwater
8	11h00	Remembrance Sunday Memorial Service	Union Buildings	Pretoria
8	11h00	Remembrance Sunday Memorial Service		Johannesburg
11	17h30	Cornwall Hill Service	Cornwall Hill	Pretoria

DECEMBER 2020

6	09h00	SAMHS Veterans Ass Memorial Service	1 Mil	Pretoria
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As we take a step down to level 1 restrictions and the temperature steadily rises, the days keep counting down and we are left with less than 92 days of 2020. What the rest of this year will bring us remains a mystery, but we will remain optimistic.

October is a month with two particularly significant memorial services where the SAAF was a key role player. Unfortunately, we will not be able to attend these memorial services as we remain vigilant of each other's safety and adhere to current lockdown restrictions.

Thank you all for the contributions to the Flying Spirit, I am feeling confident that the branch news will be blooming in the next issue with plenty of updates and local news to share with our wider community. The Branch News section as always plays an integral role in keeping our members informed and connected to each other when everyone is scattered across the country. It truly is a great way to keep track of old friends in a setting that is unique to who we are.

Enjoy life and be safe out there.



*Thank
you*



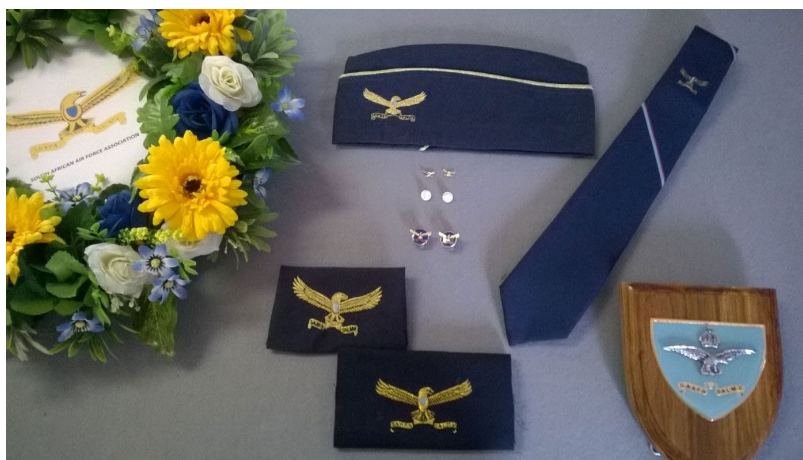
Marianne
Philip
Des
Johann
Jaap
Christel
John



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| • Account Name: | The South African Air Force Association |
| • Bank: | ABSA |
| • Branch: | Mall@Reds |
| • Code: | 632005 |
| • Account Number: | 16 6016 7699 |
| • Ref: | Your name and Surname |

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SAAFA 75 & Regalia



Please contact our secretary at Head Office to get the latest prices for SAAFA Regalia and/or SAAFA 75 Items on offer to members (Tel: 012 651 5921 or 012 351 2116)
(Email: nationalhq@saafa.co.za)