



***Wishing you a Merry Christmas
And a
Blessed 2022***

Message from the National President



Col Mike Louw (Ret)

We have come to the end of another year, a year that has not been without its own challenges. After more than six hundred days, and counting, in some or other level of lockdown, this Covid-19 virus (and everything that

comes with it) can make us feel like our emotions are all over the place and that what is happening in the world can start to feel incredibly overwhelming. Unfortunately, there seem to be other side effects as well, like “Covid fatigue”, mental well-being issues arising from family separations, and financial hardship. Of all traits we human beings have in common; it is sad and often immensely debilitating that the one which has seemingly increased in prevalence is that of intolerance; in our daily lives with the community at large and ranging from the benign to the malignant, from the petty to the preposterous. How this pans out is how we treat each other, how we respect cultural diversity, how we react with fury at a minor transgression, how we unleash aggression at the slightest disagreement. Intolerance is a mental attitude characterised by a lack of ability to recognise and respect differences in beliefs and opinions. Cultural intolerance is when a certain culture does not respect another different culture.

At this point you may be wondering what I am getting at? The point is that the SA Air Force Association (SAAFA) was formed to perpetuate a tradition of comradeship, knowing no distinction of race, language, gender, or creed, which has developed over the years among members of the South African Air Force. In so doing it needs to maintain and foster friendship, comradeship and good fellowship among all members and persons eligible for membership. This includes the promotion of friendship with members and ex-members of other arms of the South African National Defence Force and other friendly Foreign Forces, as well as persons and interest groups supporting the SAAF. From this it should be clear that SAAFA is made up of a variety of different cultures, races, creeds, and of course languages. Being tolerant means we need to accept and respect the existence of these cultures that differ from our own and then to actively promote camaraderie and esprit de corps among all, rather than simply looking after our own self interests.

Tolerance is a moral virtue we all need to practice. Unfortunately this characteristic is often not evident in today’s intolerant world where intolerance is still shamelessly practised. Tolerance should be invoked as something to which we as individuals and as an Association should aspire. Tolerance is an act of humanity, which we must nurture and enact in our everyday lives, where we acknowledge and celebrate the diversity that makes us strong and the values that bring us together.

Tolerance takes effort. It takes a conscious effort to recognise and respect beliefs and cultural differences that do not align with our own. It takes effort to allow things to happen that we might not agree with. In many cases when we lack tolerance towards others, it is simply because we do not understand them. By cultivating an open mind, learning about other cultures and people, and broadening our horizons, we can increase our ability to understand and accept others. As we work to develop greater tolerance in our own lives, we will find that we are happier, more at peace with ourselves and those around us, and have a greater appreciation for diversity. Building tolerance for others should be a lifelong pursuit that will continue to empower and bring healing – both to us, and the society in which we live.

Let us 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.

As we say goodbye to 2021, let us all strive to observe tolerance in 2022. I wish you all a blessed Christmas filled with love, peace, and joy, and a healthy and prosperous New Year filled with much happiness.

God bless.

Mike Louw

National President: South African Air Force Association



MILITARY ATTACHÉ AND ADVISOR CORPS



With the events of the past 21 months the Military Attachés were rather circumspect about returning to ops “new” normal, and it is only really since August that there has been a re-emergence by certain Embassies, and as one might have expected it was the United States Embassy, the Embassy of Korea and the Embassy of Taiwan who led the field.

The United States Defence Attaché, Capt Dereck Brown USN, hosted an excellent reception in October for visiting U S Africom Admirals Rear Admiral Nancy Lacore, (Chopper Jockette) and Rear Admiral Kevin Jones, delightful people both.



More recently, the Chargé d’Affaires of the US Embassy, HE Todd Haskell, hosted a cocktail function in honour of General Stephen Townsend, a Four-Star and commander of U S Africom. Gen Townsend is a delightful gentleman who stated his objectives as being to enhance the military relationship between the United States and South Africa. It should be noted that the “up and down” relationship between the United States and South Africa is not of America’s making, nor of the SAAF. It is so that both our country and the SANDF have been less than accommodating and receptive to the US in the past few years. Time for a change one hopes.

On 11 November, Ambassador Chul-Joo Park Ambassador of Korea, Col Buynchul Lee, Korean Defence Attaché (Chopper Pilot) and our colleague Col Dirk Louw, President of SAKWVA, hosted the annual “Turn Towards Busan” commemorative

function. This occasion is where the Korean Embassy remembers and gives thanks for those of 2 Sqn, SAAF, who fought for Korea’s freedom and did not return home. It was as always, a most moving occasion with excellent speeches followed by an excellent lunch. It needs to be noted again, with much appreciation, that the Korean Embassy is unfailingly graciously thankful to all those South Africans who fought for them and ever kind and generous to our Veterans and sadly as time passes, their surviving spouses. Truly lovely people, without exception.



Our friends Ambassador Chung-Yi Ho and Defence Attaché Col Chih-Tang Liu from the Embassy of Taiwan hosted the Taiwan National Golf Day at which Craig Stanton and Philip Weyers were invited to participate. After a most enjoyable day on the Wingate Golf Course during which a substantial tonnage of earth was moved and many large holes excavated prize giving was an excellent occasion, typically Chinese where everyone talks at once, take cell-phone calls and much heckling from the attendees. The winners received very nice trophies, but the real prizes were in the lucky draws where a variety of electronic goods were given away, including Samsung watches, air-fryers and the big one; a 75-inch Samsung TV, UHD QLED and WDUR (Wife Doesn’t Understand Remote). Sadly the intrepid SAAFA participants missed out on this R35 000 prize! Next year...Always wonderful people the Taiwanese!



 **BRANCH NEWS** 



Port Alfred Branch

The BEC held its first meeting in 18 months on 14 October 2021. The Branch is now up and running and is as near to normal as can be. The monthly BEC and Members' meeting and lunch was held on 8 November 2021 with fourteen confirmed attendees for the Members' meeting. This is considerably down from around the 25-30 members we had before lockdown occurred.

Donna Ferreira had a knee-replacement operation on 2 November and the operation had gone well and Donna is up and walking, albeit with crutches.

Preparations for Victory Cup Gold Competition to be held on at the Royal Port Alfred Golf Club on 1 December 2022 are well under way. This event is the Branch's main fundraising event of the year and it is hoped that income will recover to pre-pandemic levels.

SAAFA



Whale Coast Branch

At 31 October 2021 there are officially 75 members listed on the Whale Coast Branch database. Of these 75 members, 66 members are classified as Active Members in terms of the SAAFA Constitution while 9 members are classified as Non-Active Members. Of the 66 Active Members, 64 are Full Members and 2 are Associate Members.

The branch hosted a braai at the Hermanus Old Boys Club, with 43 people in attendance, including 11 guests. It proved to be another enjoyable afternoon shared in good spirit of friendship and camaraderie.

The end of year function will be on 15 December 2021, at the Old Boys Club, Hermanus. The Branch will be hosting SAAFA National President, Mike Louw and wife, Vanessa.

SAAFA



Durban Branch

Vic Stow, and member of the SAAFA for some 70 years, was called to Higher Service in October 2021. He was 91 years of age.

The lunch in October 2021 at AFB Durban was attended by 21 members including Col Lenny Atchanna (OC AFB Durban).

SAAFA



Pietermaritzburg Branch

The Branch lunch for October at the Victoria Country Club and was attended by eight of the 10 branch members.

Winks Steming, the Vice Chairman of the SAAFA Pietermaritzburg Branch, with the assistance of Morgan Holmes, laid a wreath at the Italian Memorial Service in Pietermaritzburg.

SAAFA



East Rand Branch

There are officially 56 members listed on the East Rand Branch database as of October 2021.

The Christmas lunch was held on Friday 19th November at the TONINO's Italian Restaurant at the Benoni Country Club.

The last two months was a busy time for the branch with 3 meetings and 4 parades.

Branch Apron Project – The aprons proved to be very popular amongst the “Braaiers”. The aprons are almost sold out! It was decided that more should be made in the New Year.

Two projects at the branch are well on track:

The first two SAAFA Branch Table Cloths are ready and will go to the embroiderers.

The Branch Year Book (Coffee Table Book) – ERB Specific. Depicting the history of the Branch. Planned Publication Date mid-2022.

The Branch News Letter “Max Thrust - Christmas Edition” is out.

Carel Olivier, one of the branches honorary Members are not doing well.

SAAFA



Johannesburg Branch

Albie Bates, had passed away.

The WAAFS will organise Christmas food parcels.

The chairman represented the Johannesburg Branch at the Commemoration Ceremony at the Zonderwater Italian Military Cemetery on 7 November. Bruce Harrison and Martin Urry represented the Johannesburg Branch at a separate ceremony held close-by.

An informal lunch was held at Wanderers on Thursday 4 November.

SAAFA



Pretoria Branch

Two members of the branch were called to higher service during October. Lt Col Caro Duven, who was a valuable member of SAAFA and served as a Member of the Pretoria Branch executive and Col Alex van Wyk (Ret).

The membership status for Pretoria stands at 267.

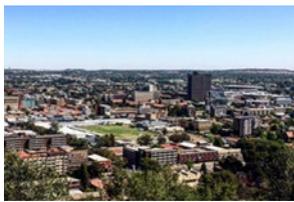
November was a busy month for parades, members of the branch attended 5 parades.

Luncheon at Groenkloof Bowls Club, the venue since lockdown was lifted, was well attended. The Christmas Lunch will be on the 3rd Dec 21. A few contributions for the Lunches for Love initiative were also received, which is sincerely appreciated.

The Golf Day has been rescheduled and will now take place on Friday 18th February 2022 at Services Golf Club. Arrangements are underway and the Sponsorship Letters, Notifications and Golf Format has been finalised.

The team managing the Newspaper History Project are busy with the administration and handling of inputs from members within the Pretoria area and will continue with this task for the foreseeable future

SAAFA



SAAFA



December Aviation History

December marks numerous aviation milestones.

1 December

1892 - The Wright brothers open their first bicycle shop.

1935 - First airway traffic control tower is established in Newark, NJ.

1941 - The Civil Air Patrol is established.

7 December

1941 - Japanese attack Pearl Harbor, HI.

1972 - (7-19) Apollo 17 crew makes last lunar landing-Eugene Cernan, Ronald Evans, and Harrison Schmitt.

8 December

1903 - Samuel P. Langley's aeroplane, piloted by Charles Manley, crashes into the Potomac River.

10 December

1911 - Cal Rodgers, piloting the Wright EX Vin Fiz, completes the first transcontinental flight from Long Island, NY, to Pasadena, CA.

2009 - First flight of the Boeing 787 Dreamliner.

15 December

1965 - Gemini V1-A orbital rendezvous flown by astronauts Wally Schirra and Tom Stafford.

17 December

1903 - The Wright Flyer takes off at 10:35 am for the world's first powered, manned, controlled, and sustained, heavier than air, flight for 12 seconds and 120 ft.

1935 - The Douglas DC-3 takes off for the first time in Santa Monica, CA.

2003 - 100th Anniversary of powered flight and first powered flight of Spaceship One.

20 December

1957 - Boeing's 707 first flight.

21 December

1968 - Apollo 8 orbits the moon-Frank Borman, James Lovell, and William Anders.

23 December

1986 - Voyager flies nonstop around the world without refueling.

2014 - Airbus delivers the first A350.

24 December

1925 - The Wasp, Pratt & Whitney's first engine, is completed.

27 December

1906 - French emissary visits the Wrights and acquires the option to buy an aircraft, \$200,000.



17 December 1935 First flight of the DC-3

AVIATION LEGEND



A SAAF Douglas DC 3

Corbis 1935: The Douglas DC-3 makes its maiden flight at Clover Field in Santa Monica, California. Despite a production history lasting only 11 years, it will become one of the most durable, long-lived, and beloved aircraft of all time.

While it may be a legendary plane today, the Douglas Aircraft Company wasn't particularly enthusiastic about getting the DC-3 off the ground. The impetus came from American Airlines, which wanted a plane that could provide sleeper berths for 14 passengers.

Douglas' existing DC-2, while a commercial success, was too small for this purpose, so a larger plane was needed. But it was the middle of the Depression, and Douglas wasn't sure (since traveling by air was still relatively new and the industry relatively small) that a new plane made sense. Eventually, though, a deal was struck.

The first DC-3 flew Dec. 17, 1935, 32 years to the day after the Wright Brothers' historic flight at Kitty Hawk, North Carolina. It was a good omen for an extraordinarily good plane. The DC-3 entered commercial service flying coast to coast, with an overnight stop, across the United States.

It was World War II, though, that solidified the DC-3's reputation as a "go anywhere, do anything" aircraft. The DC-3 did yeoman service as an Allied cargo and troop transport. The U.S. Army renamed the plane the C-47, while the Navy called it the R4D, and it was also known popularly as the Dakota and the Gooney Bird. But regardless of the name and despite numerous alterations to

accommodate various requirements, these models basically remained Douglas' sturdy DC-3.

It saw service in every Allied theater and was used in every conceivable way: as a troop transport, airborne assault craft, cargo plane. Originally designed with a maximum takeoff weight of 24,000 pounds, it was not unusual for wartime loads to reach 35,000 pounds. The C-47, a bulked-up, heavier version, was more than up to the task.

Following the war, a number of C-47s remained in the military: They formed the backbone of the fleet pressed into service during the Berlin Airlift and saw action in both Korea and Vietnam – while others went into storage. But most were reconverted for civilian passenger use and during the late '40s and early '50s DC-3s were in service with most of the world's major airlines.

As larger jet aircraft came into widespread use, the DC-3 was shunted off to shorter, less-traveled routes and eventually passed from the main commercial aviation scene. DC-3 production ended in 1946 (the last plane being delivered to Belgium's Sabena Airlines), but they were built to last, and they did. DC-3s found new lives in the corporate, scientific and forestry worlds, as freight transports, museum pieces and skydiving planes.

A few of them even remained in passenger service, flying short-haul routes into the late 1990s. By that time some commercial jets like the Boeing 777 had twice the wingspan of the DC-3's once-hefty 95 feet.



Boeing 707 first flight: 20 December 1957

JETLINER
WRITTEN BY: Patricia Bauer



Boeing 707, the first successful commercial passenger jetliner. The mid- to long-range narrow-body four-engine aircraft with a swept-wing design was developed and manufactured by the Boeing Company. It made its first flight on December 20, 1957 and entered commercial service on October 26, 1958. It remained in production until 1991, with a total of 1,010 being built, and was credited with inaugurating the jet age in commercial travel.

The first successful turbojet-powered aircraft, Germany's Heinkel He 178, made its inaugural flight in 1939, and both Britain and the United States developed fighter jets during World War II. In 1952 Boeing began work on a prototype jet airliner that could be used both for midair refueling of military aircraft and as a commercial airliner. It was designated Model 367-80 to give competitors the impression that it was merely a further development of the company's C-97 Stratofreighter. The 367-80, often called the Dash 80, had swept wings and powered by four underslung 10,000-pound-thrust turbojet engines, could reach a top speed of 600 miles (966 km) per hour. It was first flown in a demonstration flight on July 15, 1954, and the U.S. Air Force subsequently ordered 29 jet tanker KC-135s (the military model).

Boeing continued developing the passenger version of the Dash 80, and in 1955 Pan

American World Airways (Pan Am) ordered 20 Boeing 707s.

At the same time, however, it also ordered 25 Douglas DC-8s, a similar jet airliner being developed by the Douglas Aircraft Company, which already supplied airlines with most of their piston-engine passenger planes. However, the Boeing 707 was faster than the DC-8, and Boeing was willing to customize the aircraft to meet its customers' preferences. In addition, the 707 went into production before the DC-8.

The first Boeing 707 delivered to Pan Am was 145 feet 1 inch (44.2 meters) in length with a wingspan of 130 feet 10 inches (39.9 meters) and a fuselage width of 12 feet 4 inches (3.8 meters). Its first commercial flight in 1958 was from New York City to Paris and took 8 hours and 41 minutes, including a stop for refueling in Gander, Newfoundland, Canada. Its improvements over earlier planes in passenger capacity, range, and speed revolutionized air travel, and it came to be used by American airlines for most domestic and transatlantic flights throughout the 1960s. The last scheduled Boeing 707 flight in the United States was a Trans World Airlines (TWA) flight from Miami to New York City in 1983. Second-tier airlines in the rest of the world continued to fly 707s, however, and Saha Airlines of Iran used Boeing 707s for passenger service until 2013, after which commercial use of the 707 ceased.



A LITTLE AIRCRAFT WITH A BIG HEART



HISTORY OF THE SAAF CESSNA 185

On 17 November 1961 the Secretary of Defence, Mr JP de Villiers, signed a purchase agreement with Commercial Air Services, the South African Cessna agent, for the purchase of 24 Cessna 185-A utility aircraft. These aircraft were to replace the Auster as Aerial Observation Posts (AOP's) that were used for artillery spotting in the South African Army.

The original batch of 24 aircraft (SAAF Registration 710 to 733) arrived in South Africa between March and June 1962. They were allocated to 42 Army Air Recce Squadron-Potchefstroom (home of the School of Artillery, flown and operated by the South African Army) and 41 Squadron (Citizen Force) based at Grand Central Airport.

A further 12 x 185-D models (SAAF Reg 734 to 745) and 9 x 185-E (SAAF Reg 746 to 754) arrived in November 1965 and February 1967 respectively.

The aircraft retained their natural metal finish (with a light blue/gold 42 Squadron badge



Cessna 784 in natural metal finish

with SAAF and SA ARMY/SA LEER titles) until April 1979.



718 in camouflage paint



At this time they were repainted camouflage paint scheme due to their move with 11 Squadron into an operational area. These able workhorses saw active and meritorious service as AOP's, light utility communications and transport, reconnaissance, and sky shout aircraft with various SAAF Squadrons including 4 Squadron, Royal Rhodesian Air Force. Due to the nature of their work, they operated in most of the geographical areas, with the accompanying varied climatic and security conditions, throughout Southern Africa.



At the end of 1980, after the disbanding of 11 Squadron, the aircraft formed the basis of 84 Advanced Flying School and subsequently 84 Light Aircraft Flying School thus becoming an integral part of the advance training of SAAF Pilots.

On the 9 December 1991 the aircraft returned to 42 Squadron in Potchefstroom



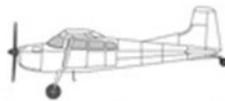
after the Bosbok was decommissioned. 42 Squadron was then transferred to AFB Swartkop on 21 September 1992 and amalgamated with 44 Squadron on 1 January 1999 and the Cessna's moved to their new home at AFB Waterkloof.



The Cessna's were used as light utility, communication and reconnaissance aircraft providing an economical, dedicated, and vital service to the South African Airforce. They successfully represented the SAAF in operations including Ops Litchi

(Mozambique floods), Ops Huldha (Mozambique elections) and Ops Crackdown (SAPS nation-wide anti-crime operation) and involved in the advanced training of newly qualified SAAF pilots.

An electrical fire in the system manager's office at AFB Waterkloof in 2006 saw all the maintenance records for the 185s lost and they had to be withdrawn from service because records could not be recompiled. This also put paid to their being offered for sale unless registered in the SA Civil Aviation Authority restricted category but this does not affect military flying.

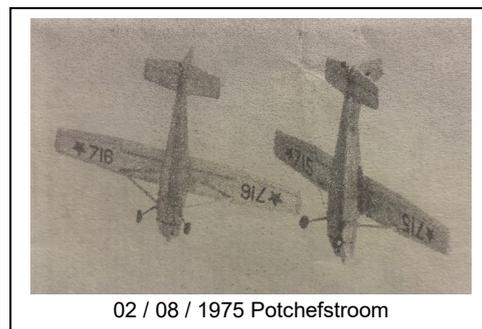


The History of “Sandra” the VIP C185 of 44 Squadron



Cessna 715 was built as CN 185-0344 in late 1961 and first flew early in 1962 on the US Civil Aircraft register as N4144Y. She was crated across to South Africa on the SS William Sykes, arriving in Cape Town on 28 February 1962. She was railed to Germiston, assembled at Rand Airport, registered to Commercial Air Services under the SA Civil Aircraft Register as ZS-CVJ and test flown by Maj JF Nel on 5 April 1962. The aircraft was accepted into the SAAF as Reg. No. 715 on 9 April 1962 and her civilian registration cancelled on 15 May of the same year 715 was transferred from 15 Air Depot to Central Flying School, Dunnottar, on 13 April 1962. After being overturned on landing on 14 July 1962 by Lt J.J. Rawe, and suffering Category 2 damage, she was returned to 15 Air Depot to await repairs. After rebuilding she was allocated to 42

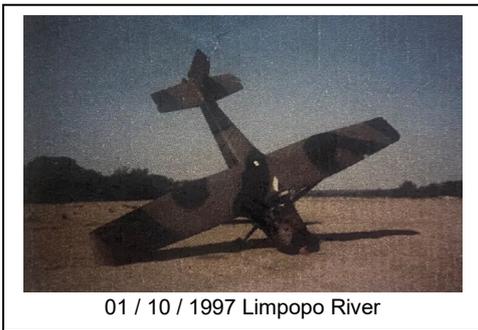
Army Air Recce Squadron in Potchefstroom on 25 August 1965.



She saw active service with 11 Squadron Rhodesia, where the original natural metal finish was replaced with a camouflage colour scheme. With the disbanding of 11 Squadron at the end of 1980, 715 was returned to Potchefstroom, serving with 84 Advance Flying School and 84 LACFS

before joining 42 Squadron on 9 December 1991. 42 Squadron was transferred to AFB Swartkop and 715 landed at her new base on 21 September 1992.

Just more than 5 years later on 1 Oct 1997, 715 was rendering operational service in the Beit Bridge area when an engine failure compelled Lt J van Graan to execute a successful forced landing in the Limpopo river with the aircraft ending up on her nose. Later that evening the wind blew the aircraft over, resulting in serious(Category 4) damage.

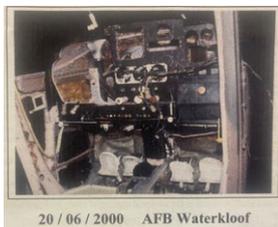
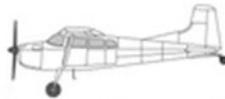


01 / 10 / 1997 Limpopo River

42 Squadron amalgamated with 44 Squadron and moved to AFB Waterkloof on 1 January 1999. On the 3 June 2000 the ground crews of 44 Squadron started the stripping down and total rebuilding of 715 and the completed aircraft, in her current splendour, was test flown on 15 August 2000 by Lt W. Bathauer. The time span involved and the obvious quality of the completed product are a true measure of the dedication and expertise of the SAAF ground crew.

In order to celebrate the many years of excellent service rendered by the Cessna 185 fleet (one of the oldest serving aircraft in the SAAF at that time) and coinciding with the SAAF 80th birthday celebrations that year, the aircraft was painted in its current form, proudly displaying the colours of the SAAF and sporting SAAF 80 Logo.

Why **Sandra**? Cessna 715 landed in the sand in the Limpopo River and the then Chief of the Air Force, Lt Gen Beukes's wife's name was **Sandra**.



20 / 06 / 2000 AFB Waterkloof



06 / 07 / 2000 AFB Waterkloof



2000 / 07 / 24 AFB Waterkloof



2000 / 08 / 01 AFB Waterkloof



2000 / 08 / 14 AFB Waterkloof





Memorial Services 2022

Date	Time	Service	Venue	Town
FEBRUARY 2022				
20	10h00	SS Mendi Memorial Service	Soweto	Johannesburg
20	10h00	SS Mendi Memorial Service	Gamothakga	Atteridgeville
21	TBC	Armed Forces Parade	TBC	TBC
APRIL 2022				
2	10h00	Koevoet Veterans Memorial Service	Voortrekker Monument	Pretoria
3	10h00	RAFA Memorial Service	Bays Hill	Pretoria
17	TBN	Gunners Ass Memorial Service		Potchefstroom
MAY 2022				
15	10h00	SA Air Force Memorial Service	Bays Hill	Pretoria
15	10h00	Parabat Memorial Service	Voortrekker Monument	Pretoria
22	15h00	Smuts Memorial Service	Smuts House	Irene
29	10h00	Heritage Foundation Wreath Laying Ceremony	Voortrekker Monument	Pretoria
JUNE 2022				
5	11h00	SAPPERS Memorial Service	Sappers Rust	
JULY 2022				
10	10h00	Delville Wood Memorial Service	Burgers Park	Pretoria
10	10h00	Delville Wood Memorial Service	Soweto	Johannesburg
24	10h00	Korean War Veterans Ass Service	Bays Hill	Pretoria
AUGUST 2022				
14	10h30	Border Boys Parade	Eloffsdal	Pretoria
21	TBN	61 Mech Memorial Service	Ditsong	Johannesburg
26	10h00	SAP COIN Memorial Service	Doornpoort	Pretoria
SEPTEMBER 2022				
4	11H00	WARSAW Flight Commemoration Service		Johannesburg
11	10h30	RLI RAFA Battle of Britain Service	Bedfordview	Johannesburg
11	09h00	International Day of Peace Service	NGK Raslow	Pretoria
OCTOBER 2022				
9	10H00	Alphine 44 Memorial Service	Bays Hill	Pretoria
23	11h00	Battle of El Alamein Pretoria District MOTH	Coal Box MK2	Pretoria
NOVEMBER 2022				
6	09H30	Italian Prisoners of War Memorial Service	Italian Cemetery	Zonderwater
11	18h00	Cornwall Hill Service	Cornwall Hill	Pretoria
13	11h00	Remembrance Sunday Memorial Service	Commonwealth War Graves Cemetery	Thaba Tshwane Pretoria
13	11h00	Remembrance Sunday Memorial Service		Johannesburg
20	10h30	Sidi Rezegh Memorial service	The View Parktown	Johannesburg
DECEMBER 2022				
4	09h00	SAMHS Veterans Ass Memorial Service	1 Mil	Pretoria





And so draws to a close another year that none of us could have ever predicted. There have been many highs and some low lows but as an institution we have stayed strong, supported those in need and hopefully we have brightened up your inboxes with our collection of news, updates, and history

lessons.

2022 will see this newsletter revamped to a bi-annual updated stuffed to the brim with news from around the country.

Stay safe and merry this festive season, personally as I get older, I understand why the Grinch wanted to be left alone in his cave with his dog.

Till next time.



Thank You

Philip; Marianne; Christel; Johann; Renier.



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