

Stick and Throttle



October 2017

SAAFA

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OPERATION URIC. SAAFA HONOURS THE FALLEN

Background and outline of Operation URIC¹

Compiled by: Crow Stannard.

In the early hours of Saturday morning, 1 September 1979, 13 SAAF Pumas from 19 Squadron, and two Super Frelon helicopters from 15 Squadron, took off from AFB Swarokop and headed for AFB Pietersburg, we had no idea of our final destination, or the nature of the task confronting us. We just knew that something big had been planned and they had insisted that they would only accept volunteers. We had packed all the basics and a few luxuries as we knew that we would have to rough it a bit and sleep in our choppers.

At Pietersburg we re-fuelled and then went in for a briefing. We were quite stunned when the briefing included the words that stiff opposition was expected and that they, furthermore, expected us to lose some aircraft! We were to be part of operation URIC and what a week it was to be, lots of adrenalin and sadly the loss of a Rhodesian Augusta Bell 205 (Cheetah)² and a SAAF Puma full of troops. Too many lives lost!

Operation Uric, or Operation Bootlace for the South Africans, was a cross-border raid carried out from Rhodesia into Mozambique by operatives of the Rhodesian Security Forces during the Rhodesian Bush War, with combat assistance from the South African Air Force. This operation, took place from 1 to 7 September 1979. Up to 400 Rhodesian and South African military personnel attacked bridges and a major staging point for Zimbabwe African National Liberation Army (ZANLA) insurgents in Gaza Province. The battle eventually drew in elements of the Mozambican army and police, who sustained heavy casualties. Along with Operation Miracle, this was one of the largest Rhodesian external operations of the war.

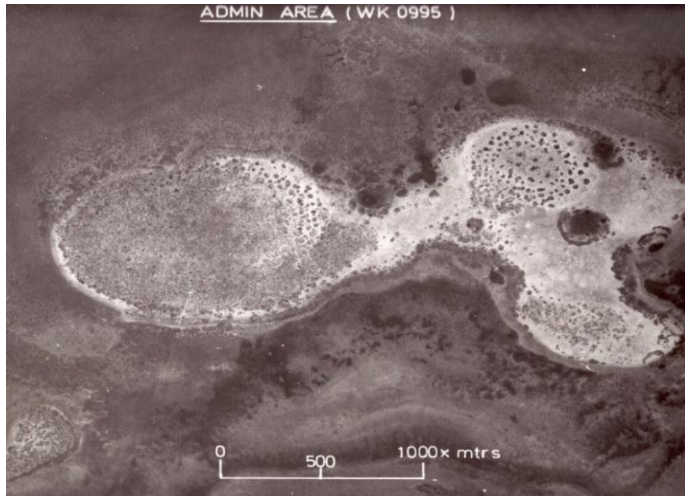
The objectives of Operation URIC were to attack the ZANLA forces in their command and training centre before they could enter Rhodesia and cut off supply routes into the Gaza Province of Mozambique. It was also hoped that the destruction of communication and railway lines, roads and bridges as far as 200 miles into Mozambique would have an impact on the economic situation and the morale of those who supported ZANLA and Robert Mugabe.

Targets were the bridges at Aldeia Da Barragem along with a vital irrigation canal feeding a major agricultural area in Mozambique. Air strikes were planned on FRELIMO installations in Mapai and Maxaila to demoralise the occupants. Afterwards the base at Mapai was planned to be taken and destroyed by Rhodesian ground forces.

¹ Wikipedia.org

² Very late in the Rhodesian Bush War the Rhodesian Air Force was able to obtain and use eleven former Israeli Agusta-Bell 205As, known in service as *Cheetahs*. After much work these then formed No. 8 Squadron. In the Rhodesian Air Force they took part as troop transports in the counter-insurgency fight. One was lost in combat in September 1979, when hit in Mozambique by a RPG. At least another three were lost. The surviving aircraft were put up for sale in 1990.

On the early morning of 6 September 1979 I was standing next to my Puma helicopter in a HAA³ located in a swamp area in Mozambique. I was surrounded by many Puma, Alouette III and Bell helicopters. Troops were bustling around and there was an air of apprehension because we all new that that day would be the big fight to take the stronghold of Mapai.



An aerial photograph of the HAA. This site was nicknamed "Snoopy" by the Intelligence Staff. To see why, turn the photo on its side!

I was to fly No 2 on the lead Puma and our job was to put in the main assault force.

The previous day Dick Paxton, flying a Bell 205, had been shot down at Barragem killing his technician, Alexander Wesson. This had taken a Bell helicopter out of the battle line-up and the SAAF was asked to substitute a Puma so that a full contingent could be placed in stopper positions. Paul Velleman, in Puma 164, was instructed to hook on to the

Bell formation to place the stop groups.

Shortly before the scheduled take-off Paul came over to me and asked: "Major, the Rhodesians want me to lift 14 troops, but our regulations say that an H Model should only lift 12 in operational conditions. What should I do?"

"Paul," I said. "Our density altitude here in the swamplands of Mozambique is so low you'll lift 14 easily. Go ahead and lift 14". Little did I know that, with that statement, I had inadvertently assigned two extra men to die?

Prior to the attack, Mapai was bombarded by Hawker Hunters destroying the command centre and the main radar station. Afterwards we lifted the Rhodesian troops to attack positions near the base. During transport operations Puma 164 was hit by an RPG-7 killing all 14 Rhodesian commandos and the three South African Air Force crew on board. This was the highest loss of life for the Rhodesian Security Forces in a single incident during the war. The Mapai base was fortified by interconnecting zig-zag trenches which provided good cover for the defenders. Heavy fighting took place between the Rhodesian Army and FPLM soldiers. Mapai was repeatedly bombarded by Hunter jets and Canberra bombers. Shortly before sundown the decision to withdraw was taken by the Supreme Commander of the Rhodesian Army, General Walls.

The battle resulted in over 300 dead ZANLA and FRELIMO soldiers and a number of damaged bridges, buildings and infrastructure. Zimbabwe Rhodesian casualties were 17, which amounted to a disaster for the Rhodesian forces, despite a kill-ratio of over 20:1. It became obvious to the Rhodesian Security Forces that they would soon become technologically inferior to their enemies, who were well equipped and trained by their Soviet advisors, and who were now standing their ground through air attacks unlike earlier in the war. Rhodesian soldiers were well trained and motivated, but international sanctions such as United Nations Security Council Resolution 232, and isolation led to increased problems in replacing aircraft, arms and ammunition.

³ Helicopter Administrative Area

Remembrance

Compiled by Brian Lewis

On Saturday 2nd September 2017 over 200 people converged on Dickie Fritz MOTH Shell hole in Johannesburg, site of the replica RLI "Trooper" statue which is positioned next to a former South African Puma helicopter.



An RLI "Trooper" statue, which is positioned next to a former SAAF Puma helicopter.

The reason for this gathering was to pay our respects to all who fought side by side in Rhodesia, those who lost their lives in the war and in particular to pay tribute to and show our respect for those members killed on the ill-fated Puma 164 at the battle for Mapai during Operation Uric some 38 years ago.

Patron's day, the vision of Lt. Col. Ian Bate was launched by the RLI Regimental Association (Africa Branch) in 2016 in combination with the commemoration of Operation Uric which took place during the first week of September 1979. This Memorial Day was combined with a social program afterwards to allow for the many friendships to be rekindled, and offer an opportunity for some inter unit banter to take place whilst consuming a few cold ones.



Units represented on Parade were Engineers, BSAP, Rhodesian Air force, South African Air force, SAS, Selous Scouts, Internal Affairs, RLI, and RAR. John Redfern laid a wreath on behalf of the Rhodesian Army. Wreaths were also laid on behalf of the Rhodesian Air Force –

Kevin (Cocky) Benecke and the SAAFA by the National President, Maj. Gen Hugh Paine.

Sadly the SAAF crews lost in this operation were:

Capt. Paul Denzel Velleman

Lt. Nigel David Osborne

Sgt. Dirk Wilhelmus Marthinus (Dick) Retief

Lest we forget

THE CHALLENGE COIN

Contributed by Craig Stanton.

A challenge coin is a small coin or medallion (usually military), bearing an organisation's insignia or emblem and carried by the organisation's members.

Traditionally, they are given to prove membership when challenged and to enhance morale. In addition, they are also collected by service members. In practice, challenge coins are normally presented by unit commanders in recognition of special achievement by a member of the unit. They are also exchanged in recognition of visits to an organisation.

According to the most common legend, challenge coins originated during World War I. Before the entry of the United States into the WW I, in 1917, American volunteers from all parts of the country filled the newly formed flying squadrons. Some were wealthy scions attending colleges such as Yale and Harvard who quit in mid-term to join the war.

In one squadron, a wealthy lieutenant ordered medallions struck in solid bronze and presented them to his unit. One young pilot placed the medallion in a small leather pouch that he wore about his neck. Shortly after acquiring the medallion, the pilot's aircraft was severely damaged by ground fire. He was forced to land behind enemy lines and was immediately captured by a German patrol. In order to discourage his escape, the Germans took all of his personal identification except for the small leather pouch around his neck. In the meantime, he was taken to a small French town near the front. Taking advantage of a bombardment that night, he escaped. However, he was without personal identification. He succeeded in avoiding German patrols by donning civilian attire and reached the front lines. With great difficulty, he crossed no-man's land. Eventually, he stumbled onto a French outpost. Saboteurs had plagued the French in the sector. They sometimes masqueraded as civilians and wore civilian clothes. Not recognising the young pilot's American accent, the French thought him to be a saboteur and made ready to execute him. He had no identification to prove his allegiance, but he did have his leather pouch containing the medallion. He showed the medallion to his would-be executioners and one of his French captors recognised the squadron insignia on the medallion. They delayed his execution long enough for him to confirm his identity. Instead of shooting him they gave him a bottle of wine.

Back at his squadron, it became tradition to ensure that all members carried their medallion or coin at all times. This was accomplished through challenge, in the following manner: a challenger would ask to see the medallion, if the challenged could not produce a medallion, they were required to buy a drink of choice for the member who challenged them. If the challenged member produced a medallion, then the challenging member was required to pay for the drink. This tradition continued throughout the war and for many years after the war while surviving members of the squadron were still alive.

While most holders of challenge coins usually carry them in their pockets or in some other readily accessible place on their persons, most versions of the rules permit a challenged person "a step and a reach" or if an individual has an extra coin to pass it off to the person closest to them. Coins on belt buckles or key chains are not acceptable for meeting a challenge. However, a coin worn around the neck is acceptable for meeting a coin challenge. It is also important that the timing of a "Coin Check" is appropriate.⁴

Examples of Challenge Coins



The current SAAFA coin.



The SAAFA Laeveld coin.



28 Squadron, SAAF, coin

⁴ Wikipedia.org

The SAAF/SAAFA Application

There will possibly be differing opinions as to how it should be conducted, but in general, a challenger will produce his/her coin and call "Coin Check", after which he/she will start counting 11 seconds to give all present with a coin, the chance to produce theirs (not sure from where the 11 seconds comes – maybe the pilot in WWI was granted 11 seconds to produce some sort of identification).

This is applicable to a specific bar or venue, but due to the fact that there are often members from different Squadrons/Units, not everyone will have a coin of that specific bar. For example, a coin check at 28 Squadron, called as "28 Squadron Coin Check", will basically be for all members present who have a 28 Squadron coin and this can be verified by the barman who should have a list of members who are supposed to have a 28 Squadron coin in their possession. If there is someone there who should have a 28 Squadron coin, but doesn't have it on their person, he/she will be identified and will buy the challenger and all present with their coins, a drink.

Due to the fact that this phenomenon has become so popular and it often happens that there are Defence Force members from different Squadron's/Units, the Challenger should call a "General Coin Check". This, then goes on honesty that all who have a coin from wherever, are to produce "a" coin, with the general rules being applied, whereby if a member is known by fellow colleagues to have a coin (any Military coin), but doesn't have it on their person at that moment, he/she will be liable for a round for the challenger and the members present who have a coin with them. If there is more than one without a coin, the round will be shared between them. If everyone with a coin has their coin on their person, the challenger will then buy a round for all the members in possession of a coin.

At the Hartbees (or any Pub for that matter), a "General Coin Check" can be called and members who may not have a SAAFA coin, but have a 17 Squadron coin, for example, can then produce that squadron's coin. As mentioned, this is where honesty must play a role amongst all present.

The tradition followed is that one should have ones coin on ones person at all times. If you have a 28 Squadron coin, for example and are visiting there for a drink, you should have your 28 Squadron coin with you. If you are at the Hartbees and a Coin Check is called, you should have your coin on you. It should never leave your person, if we follow the story behind it from 100 years ago. Never let anyone else handle your coin. If they wish to see it, they can look, but if you allow them to take it in hand, a coin check can be called and you sit without a coin, thus the rule of never being without your coin.

SAAFA Coins are available from SAAFA Pretoria Branch



Coin of then General Sir David Richards, CDS, UK



USAF Shields of Strength Coin

A USA FIGHTER ACE OF THE 'BATTLE OF BRITAIN' WAS SOUTH AFRICAN BORN

Researched by Peter Dickens. Sources, Wikipedia, Aircrew remembers and 601squadron.com. Featured image Imperial War Museum copyright, Colour by Doug Banks.

In total the United States lay claim to eleven (11) American pilots who took part in Battle of Britain, but one of them is a pilot who was not born or educated in America at all, he was born in South Africa and he took up British citizenship after he was educated in England. The link: both his parents were American – so by default he's an American too. Not to detract at all from the praise of any of these pilots by splitting hairs over birthright and citizenships, all of them deserve our highest acclamations regardless, so let's look at another South African born military hero.



Flight Lieutenant Carl Raymond (Ray) Davis DFC (30 July 1911 – 6 September 1940) was a South African born flying ace of The Battle of Britain, having claimed nine enemy aircraft (and one shared) destroyed, four (and one shared) probably destroyed, and four damaged, before he was himself shot down and killed in action.

Early Life

Carl was born in Krugerdorp, South Africa to American parents; he was educated in England at Sherborne School and read a Bachelor of Arts at Trinity College Cambridge. He continued his studies at McGill University in Canada qualifying as a mining engineer.

When he turned 21 in 1932, he applied for and became a British citizen. From a very well-to-do family background he met and married Anne Hope, Anne was the sister of Sir Archibald Hope. The marriage was celebrated in the local media as was was the profile of the families.

601 Squadron



Ray learned to fly whilst visiting his sister in New Jersey and returned to the United Kingdom in 1935. Living in London he joined 601 squadron, to serve along with his now brother in law, Sir Archibald Hope. He was commissioned in 601 Squadron in August 1936.

The Royal Air Force's 601 Squadron was something apart from other RAF Squadrons, it was known as the 'Millionaires Squadron' and some notable pilots flew in it, Roger Bushell, another South African who became 'Big X' in The Great Escape, Billy Fiske another American who was a Bobsleigh champion and Max Aitken, the future Chairman of the Express Newspaper Group.

601 Squadron was formed when a group of wealthy aristocratic young men, all of whom were amateur aviators, decided to form themselves into a Reserve Squadron of the RAF after a meeting in White's Club⁵, London. The original officers were picked by the first commanding officer, Lord Edward Grosvenor, youngest son of Hugh Grosvenor, the 1st Duke of Westminster. Grosvenor tested potential recruits by plying them with alcohol to see if they would behave inappropriately as gentlemen when drunk. They were required to consume a large amount of port followed by gin and tonics back at the club.

⁵ White's is the oldest gentleman's club in London, founded in 1693, and widely considered one of the most exclusive. Notable current members include Charles, Prince of Wales, Prince William, Duke of Cambridge, Conrad Black and Tom Stacey. Former British Prime Minister David Cameron was formerly a member for fifteen years but resigned in 2008, despite his father Ian Cameron having previously been the club's chairman, over the club's declining to admit women. White's continues to maintain its standards as an establishment exclusively for gentlemen; brief exceptions were made for the visits by Queen Elizabeth II in 1991, and 2016. White's is a member of the Association of London Clubs.

Grosvenor wanted officers of sufficient presence not to be overawed by him and of sufficient means not to be excluded from his favourite pastimes, eating, drinking and visiting White's (Gentlemen's club).

The nickname "the millionaires squadron", was gained because of the Squadron's reputation for filling their ranks with the very 'well-heeled', and not just aristocrats but also sportsmen, adventurers and self-made men.



Ray Davis in 601 Squadron

There would be no time for petty rules or regulations. But Grosvenor was nonetheless intent on creating an elite fighting unit, as good as any in the RAF and the pilots took their flying and fighting very seriously. Had it not been their reputation as very good, effective and efficient fighting unit, they would never have got away with all the flamboyant antics they got up to (some wealthy enough to buy cameras, the pilots even took to filming their escapades).

Most of these affluent young pilots had little regard for the rigid discipline of the regular service; they lined their uniform tunics with bright red silk, wore red socks and wore blue ties rather than the regulation black. They played polo on brand-new Brough Superior motor cycles, drove fast sports cars and most of the pilots owned their own private aircraft.

Becoming a 'Ace'

When war broke out Ray Davis was called to full-time service on 27 August 1939. On 27 November 1939, he flew one of the six 601 Squadron initial Blenheims (they were later equipped with Hurricanes), which attacked the German seaplane base at Borkum.

On 11 July 1940, he shot down his first German Messerschmitt Bf110, and he added two more Bf 110s a month later on 11th August 1940 and quickly followed that with three more Bf 110s on the 13th August 1940. With that his status of 'Ace' was secured.

Distinguished Flying Cross (DFC)

He awarded the Distinguished Flying Cross later that month on the 30th August 1940. His citation reads:



"Flying Officer Davis has been engaged on operational service since 3rd September 1939.

He has taken part in nearly all patrols and interceptions carried out by his squadron. He has been a section leader for the last two months, and on several occasions led his flight. F/O Davis has personally destroyed six enemy aircraft, and severely damaged several others. He has shown great keenness and courage".

Ray went on to down five more German aircraft before his last fateful mission.



The feature image above shows "Hurricane Mk I UF-K of No 601 Squadron RAF while it is being serviced on the perimeter dispersal at RAF Exeter in mid-September 1940. This aircraft saw success with both Sgt Leonard N Guy and F/O Carl Raymond Davis.

Ray's last flight

F/O Carl Raymond Davis DFC was killed in action on the 6th September 1940. Combat took place over Redhill, Gatwick, and Hayfield. 11 Hawker Hurricanes from 601 Squadron were on patrol, including Ray flying in Hawker Hurricane P3363 code UF-W.

About 9am in the morning 50 German Messerschmitt 109's were spotted at 20 000 feet, no



enemy bombers were in the area. The weather was very good the 601 RAF fighters climbed to attack, and a series of dog fights followed. Ray was shot down by one of the Me109's, he was killed instantly. His Hurricane crashed while inverted, and his aircraft burned out in the back garden of Canterbury Cottage at Matfield near Tunbridge Wells. He was 29 years old.

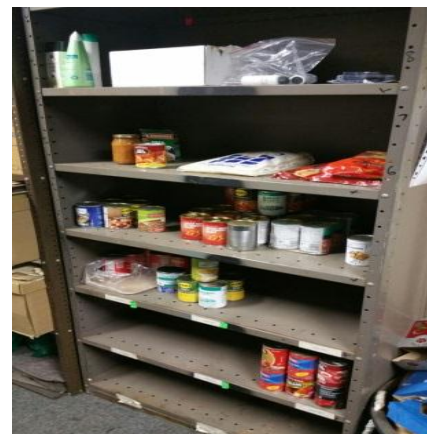
He is buried near his family home in Storrington, West Sussex at St. Mary's Church.

A brave man, a son of South Africa and one of Churchill's 'few' who laid down his life for freedoms we enjoy today. *Lest we forget.*

OUR CUPBOARDS ARE BARE - PLEASE HELP WITH BENEVOLENCE SUPPORT.

Please everyone, Marianne and her team are making a special effort for those who are less fortunate but the shelves of her stock room are nearly empty. Please assist and drop some items off at the banquet, next SAAFA lunch or at the SAAFA office.

Please contact Marianne Mostert on 082 459 5137 or SAAFA Pretoria at 012 651 5922. A big thank you to those who have supported our efforts so far. It is really appreciated.



"WEL EN WEE" NEWSLETTER

For those members who regularly read the "Wel en Wee" distributed by Johan Vorster, he has the following to say:

Distribution of Newsletter

In the past month serious problems with reference to the distribution of the Newsletter have been encountered. In the past I had to organise 11 distribution lists each containing approximately 200 addressees. This took about an hour each to send. This created huge problems with the service provider, even though I reduced the addressees to approximately 40 each. Other problems encountered were the recopying of each Newsletter which caused formatting problems because paragraphs moved and graphics no longer lined up.

You will understand that this has become a monumental task and I therefore unfortunately have to advise you that in the future and I will have to resort to making use of SADF Association and the Infantry Association webpages.

The Infantry webpage is www.sainfantry.co.za, with the link <http://www.sainfantry.co.za/index.php/news>. This will take you directly to the Newsletter. On this webpage the last 15 Newsletters appear. Leon le Roux is the webmaster and his personal email is leon@sainfantry.co.za. With the illness of Daan Nell, the SANDF

webpage, (www.SAWV.co.za) is inactive for the moment, but it will hopefully be up and running soon.

Newsletter 14/2017 can now be accessed on <http://www.sainfantry.co.za/index.php/news> .

Best wishes.

DATES TO DIARISE

Event	Date
Pretoria Branch Lunch Zwartkop West.	13 October 2017

MEMORIAL SERVICES – October – November 2017

Date	Day	Activity	Venue	Time	Attendance
15 October 2017	Sunday	"Alpine 44 Memorial Service	Bays Hill, Pretoria	10.00	Members
22 October 2017	Sunday	Battle of El Alamein - Pretoria District MOTH	Coalbox Mk 2 Shellhole	10.30 for 11.00	All MOTHS and Members
5 November 2017	Sunday	Italian Prisoners of War Memorial Service.	Italian Military Cemetry, Zonderwater	09.30	Members
12 November 2017	Sunday	Remembrance Sunday Memorial Service	War Memorial, Union Buildings, Pretoria, 11h00.	11.00	Members

REUNION

Die 1968 Lugmag inname by die Skool van Tegniëse Opleiding (68 Air School) beplan 'n makietie vroeg in 2018. Die 50ste herdenking van hierdie inname sal gevier word in Pretoria. Indien enigiemand kontak nommers of adresse het van die innames se groepe stuur dit asb aan Thys Kitshoff - e-pos adres : tbkitshoff@gmail.com / Sel Nr 0836270481 of Fanie Badenhorst - e-pos adres: fanie@ibhubesi.co.za / cell 083 454 8453.

The 1968 Air Force intake at the School of Technical Training (68 Air School) is planning a get-together/reunification early in 2018. The 50th anniversary of this intake will be celebrated in Pretoria. If anyone has contact numbers or addresses from the groups of the intake, please send them to Thys Kitshoff - e-mail address: tbkitshoff@gmail.com / Cell No. 0836270481 or Fanie Badenhorst - e-mail address: fanie@ibhubesi.co.za / cell 083 454 845

BOOK REVIEW

Pilot, Prisoner, Patriot

Hugh Slatter was a Squadron Leader and helicopter pilot in the Rhodesian Air Force when he was nominated to attend the South African Air Force's Air Staff Course no 12 from 28 February to 6 October 1972 at the Air Force College. Fellow SAAF course members were inter alia Dan Zeeman, Pierre Gouws, Dries van der Lith, Marty van der Linde, Blondie Cilliers, Julius Kriel and Daantjie Retief. After successfully completing the course he was seconded to the SAAF and posted to Langebaanweg and later to AFB Durban. During his stint at AFB Durban, the current national president of the SAAFA, Hugh Paine, got married and Hugh Slatter was part of the guard of honour at the wedding.

On completion of his tour in the SAAF he returned to the Rhodesian Air Force, where he had a successful career eventually ending up as the Chief of Staff with the rank of Air Vice

Marshal in the then Zimbabwe Air Force. During the early hours of 25 July 1982, an act of sabotage took place at Thornhill, Zimbabwe's main airbase when a series of explosions left several fighter aircraft destroyed and many others severely damaged. Six officers, including Hugh Slatter, were accused of cooperating with the saboteurs and were duly arrested. Two weeks later, after being held incommunicado, they were said to have confessed. They were held in custody for nearly nine months before appearing in court on sabotage charges. During the lengthy court case it soon became evident that their confessions were made after being subjected to severe torture, and they were acquitted on all charges. However on his release, Hugh was immediately taken to Harare Airport and deported to England.

From England with the assistance of a USA senator he and his family made their way to the United States and here he obtained employment with General Electric Aviation, the manufacturers of Boeing aircraft engines. At General Electric he followed a very successful second career retiring a few years ago as one of their executives. He now lives on the Pacific coast in the state of Oregon.

Hugh has now written a book about his life experiences called "Pilot, Prisoner, Patriot". The book was launched a few weeks ago by a South African publisher called Ex Montibus Media. Details of the book are available on their website www.exmontibusmedia.co.za and can also be ordered from the publisher via their website. All the proceeds of the book will be donated to Military Veterans organisations in South Africa and the United States.

LETTER TO THE EDITOR

Crow,

I have just received the latest edition of Stick & Throttle and I want to congratulate you on an absolutely superb newsletter. Once I started reading I could not stop until I had read it from beginning to end.

What I appreciate even more is that all the articles were most informative and for the first time I now know the set-up at Ad Astra. I doubt it very much if this information is known in the SAAF, retired and present.

I found the article wrt the South African pilot that was there from the very beginning of the IAF most interesting. In his book "Final Postponement", Cecil Margo gives a good insight into how the South Africans helped to establish the IAF. During my four year stint in Israel we were briefed on the role that the South Africans played and that he, Cecil Margo, was asked by Ben Gurion to establish and lead the IAF.

Looking forward to your next edition,

Greetings,

Willem Hechter.

Thank you General. Coming from you sir, it is a compliment indeed. Ed

TAIL END

An elderly Irishman bought a sports car to recapture his youth and drove at 120 mph. Then he saw a police car behind him, blue lights flashing. "I am too old for this nonsense," he thought so he pulled over.

The police officer said: "Sir, my shift ends in 10 minutes. If you can you give me a good reason why you were speeding. I'll let you go."

The old man said, "Years ago my wife ran off with a policeman. I thought you were bringing her back."

That'll do," said the policeman.

Reserve Force Council

Representing: South African National Defence Force Reserves

Please look at the RFC website www.rfcza.org.

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Rosenthal



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Simply mention when booking that you are a SAAFA member and your membership number.

Rates: R550.00 for single and R650.00 for double sharing. Breakfast is included. Secure undercover parking, free Wi-Fi, air conditioning, and DSTV

Contact: 012 654 0754 or email: info@rosegh.co.za.

Please send any contributions to the Editor:

Crow Stannard: crowbar@lantic.net