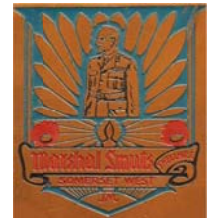




## Marshal Smuts Shellhole

P.O.Box 246, Somerset West, 7129  
Cnr. Drama & Swalle Streets, Somerset West, 7130



# BULLSHEET

## SEPTEMBER 2011

### Editorial

The new executive has settled into their new chairs at the Top Table and have great plans for the coming year. This newsletter will henceforth also include an Exco report so that our members can be better informed of some of the details regarding decisions or ongoing discussions about future events and plans.

Our annual 'Spring Fling' will be held on 10 September and if you do not yet have a ticket please contact Old Bill Philip. This year's event promises to be a time to remember. See the Exco report for further details.

The most important event in Royal Air Force history is the Battle fought over Britain between 10 July and 31 October 1940. As the turning point in this Battle was September we provide a summary as portrayed on the Web page of the Royal Air Force. Jan Smuts was instrumental in the formation of the Royal Air force and this month we also have the anniversary of his death on 11 September 1950.

### EXCO REPORT – AUGUST 2011

#### Dawn Patrol

The Exco decided to present our Comrades at Dawn Patrol Shellhole, with a token of our appreciation! Old Bill Philip and Deputy Old Bill Pierre attended their AGM on the 15<sup>th</sup> of August and presented a Certificate of Friendship to the Shellhole. During the previous MOTH year, two bus trips were organised from Dawn Patrol to Marshal Smuts; after both occasions we were left financially, in a far better position! Dawn Patrol also made the biggest financial contribution in bringing the Old Bill of the Order, Moth Mookie Wantenaar, as a special guest to our 65<sup>th</sup> Birthday Parade. The certificate was presented to Moth Billy Hill, in recognition of the special role he performed in organising these events.

It reads: *"In recognition of the Friendship shown towards our Shellhole and Honouring*

#### Shellhole Calendar

**10 Sep: Spring function - Shellhole, 19:00.**

**16 Sep: General meeting Shellhole –18:00**

**24 Sep: Spring Lunch for Veterans and widows Shellhole - 11:30.**

*the MOTH Ideals of True Comradeship and Mutual Help."*



**"I figured you should have breakfast in bed on your birthday. Can you reach the stove okay?"**

## **Spring Fling**

The annual Spring Fling will be held on Saturday the 10<sup>th</sup> of September, commencing at 19:00. The Exco will be responsible for catering with the help of some of the culinary experts we have on offer at the Shellhole. The costs will amount to 60.00 ZAR per person and will include a three course meal. Music will be provided and we will launch a raffle to boost the Shellhole Mutual Help Fund. We will be catering for 60 people; please enquire about tickets from the Barman at Oom Jannie's. See you there!

## **Remembrance Sunday 13 November**

It would appear that maybe we will be having an Annual Remembrance Sunset Parade at the Shellhole again. As the following communications between the Council and The Old Bill show the Council may not be involved this year.

**From:** Philip McLachlan **Sent:** 22 June 2011 02:06 PM

Councillor Pringle

Firstly, thank you for returning our earlier call promptly. Secondly, on behalf of the Marshal Smuts Shellhole of the Memorable Order of Tin Hats, I would like to request the Helderberg Sub-Council of the City of Cape Town, to again involve itself, in co-operation with our mentioned Shellhole and the Strand Branch of the South African Legion, in presenting this annual Parade on Sunday 13 November, at the Helderberg Cenotaph, Main Road Somerset West.

Organizations such as St John, Boy Scouts, Girl Scouts and Voortrekkers etc will also be participating while representatives of the SA Naval College (Gordon's Bay) will be asked to perform the Parade Military duties. Members of the local SA Police Services will also be invited and the Cape Town Caledonia Pipe Band has already offered their services, should the Parade go forward.

Please follow the attached link, to view the article published on the MOTH website, concerning the mentioned Parade of 2010.

Kind regards

**From:** Stuart Pringle **Sent:** 22 June 2011 02:10 PM **To:** Izak du Toit

Dear Mr Du Toit

Apparently the Remembrance Day parade was partially sponsored by the Sub-Council in previous years. Is there provision made for a funding source for the parade this year or is there some other mechanism by which the City can assist.

Regards - Cllr Pringle

Dear Cllr Pringle

The situation as set out below was the only involvement of the Sub-Council office. If the Moths would like to prepare for this year's occasion, it is suggested that they contact Fritz Marx on 021 400 1217 who were involved last year.

Regards – Sakkie

**From:** Philip McLachlan **Sent:** 29 July 2011 09:59 **to:** Fritz Marx

Mr Marx

Following our telephonic conversation, attached please find all correspondence concerning this matter. Kind regards - Philip McLachlan – Old Bill Marshal Smuts Shellhole

**From:** Fritz Marx **Sent:** 16 August 2011 03:15 PM

Dear Mr McLachlan,

Thank you for your e-mail; the contents of which have been noted:

The Mayor's office did partly sponsor the event last year and also made staff available to attend to the logistical arrangements for this event. This was the first time that we had two ceremonies on

Remembrance Sunday and I have to advise that due to budget constraints and a lack of resources we will, unfortunately, only be able to support the civic ceremony at the Cenotaph in Adderley Street this year.

Head of Protocol and Mayoral Events - Office of the Executive Mayor - City of Cape Town

**From:** Stuart Pringle **Sent:** 16 August 2011 04:12 PM

Dear Mr McLachlan

I am sorry that I was unable to assist further in this regard but have only last week been elected as Chairperson of the Sub council. I would however, like to meet with you at a time of your convenience, to discuss ways in which I would be able to assist you in future remembrance events which I do regard as very significant.

Regards - Cllr Pringle

### **Spring Lunch**

On Saturday 24 September, the Shellhole will host a Spring Lunch for all Veterans and widows starting at 11:30.

### **Mutual Help, Sick Bay and Welfare**

Moths Frank Joubert and George Mann and Quarter Master Brian Simmonds have all suffered from a serious bout of flu during early August. Mrs Freda Sowter, the wife of Brother Moth John Sowter was attacked at home during broad day light at their house on the 10<sup>th</sup> of August. Fortunately she managed to escape her attacker and was able to secure the kitchen door. Brother Moth Sowter contacted Rapid Response and the SAPS before the perpetrator ran away. Mr Kevin and Mrs Suzette Dockrall assisted in fixing the damaged door afterwards and are helping the couple out where ever possible. Kevin is the son of the late Moth Doc Dockrall and Mrs Joyce Dockrall, a regular attendee of Shellhole functions. Brother Moth Sowter assures us, that additional fencing will be fixed around the premises.

### **Assistance for Mrs Marieta Aston**

On request from the Cape Town Branch of the SA Legion and through the assistance of DOB Olivier, the Shellhole has helped Mrs Aston to receive all the necessary documentation to apply for a British War Veterans widow's pension. Mrs Aston is the widow of the late Mr Ron Aston, ex-Bomber Crew Command during World War Two.

## **THE BATTLE OF BRITAIN ([www.raf.mod.uk](http://www.raf.mod.uk))**

### **Background**

The Second World War began on 1 September 1939 when Germany invaded Poland, and Britain and France declared war as a result. A new type of combined operations tactics which the Germans called Blitzkrieg were used where tanks, troops and aeroplanes attacked together and smashed through any traditional defences. Using this method, Poland was captured in just 28 days, despite heroic, often suicidal defence of their homeland by the Polish armed forces. After this, the British and French Governments, among others, tried a number of political solutions to prevent the spread of war, all the while reinforcing positions in Northern France with land and air forces



from Britain. Known as the Allied Expeditionary Force and Advanced Air Striking Force respectively, these forces moved into position, and waited. This period was known as the 'Sitzkrieg' or 'Phoney War' as the armies stared at one another across the German / French border, and the air forces flew standing patrols and reconnaissance missions, probing for weaknesses. On 9 April 1940, the peace was shattered as the same 'Blitzkrieg' tactics were used against Denmark and Norway. A British Force was sent to help the Norwegians, but the Allied Forces were outnumbered and quickly overwhelmed.



Worse was to come.

On 10 May 1940, Germany attacked Belgium, Holland, Luxembourg and France. Twelve fighter squadrons of Royal Air Force were based in France, the only truly modern fighter forces available to the Allies. These Hurricane Squadrons were to support the army, and the Fairey Battle and Bristol Blenheim bomber units which

were based in France and operating from Britain. The bomber Squadrons, particularly the Battles, were slaughtered by the German anti-aircraft and fighter units in their attempts to slow the German advance by attacking transport foci, such as bridges. The Hurricanes did their best to protect the bombers and fly their quota of patrols and reconnaissance. However, it was not enough, and when it became clear that the Allies could not stop the Germans, all but three of the Squadrons were called back across the Channel.

The German advance pushed the Allied armies to the sea to a French port called Dunkirk. During what some people called a miracle, 800 small boats managed to lift most of the men off the beaches and back to England. The RAF were successful in keeping the majority of German bombers and fighters away, shooting down 150 aircraft. However, they lost 100 precious fighters and 80 irreplaceable pilots.



By 18 June, all British forces had withdrawn from France.

Both the German Air Force (Luftwaffe) and the RAF had lost many aircraft and trained crews during this campaign. Several weeks passed while the Luftwaffe replaced their losses and took over airfields in the countries they had captured. In Britain the time was spent putting as many new fighters and trained pilots into service as possible, to guard against the attack everyone knew was coming. The lull

as the German forces consolidated their position was vital to the British armed forces, as it allowed them to prepare. By the beginning of July 1940, the RAF had built up its strength to 640 fighters, but the Luftwaffe had 2600 bombers and fighters. The stage was set. In the skies above South East England, the future of Britain was about to be decided. As the Prime Minister, Winston Churchill put it; "What General Weygand called the Battle of France is over, the Battle of Britain is about to begin"



## Phase 1 - The Battle Begins

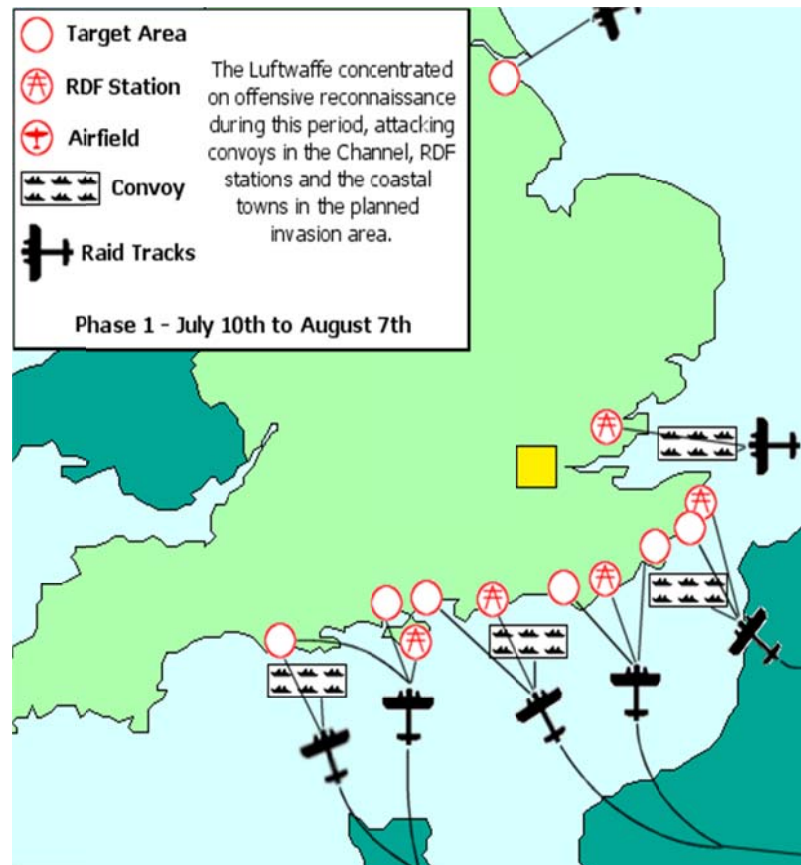
In order to invade Britain, the Germans had to have control in the air over the English Channel, otherwise the RAF and the Royal Navy would have been able to destroy their invasion force before it reached the shore. It has been postulated by many naval experts that due to the type of flat-bottomed barge built by the Germans, simply running a Destroyer Squadron at full speed through their ranks would have caused many to capsize in the wake from the ships. The troops and their equipment would have suffered heavy casualties, and the invasion effectively stopped with little or no gunfire. The Luftwaffe's command of the air was therefore vital to any plan for an invasion fleet to successfully cross the Channel, to prevent British sea or air forces from interfering with the operation.

Interestingly, the German Navy, Army and Air Force each had their own plans and ideas as to how and where the invasion should be launched. There seems to have been little co-operation between the German armed forces, and despite the impressive build up of barges and other equipment in the Channel ports, the actual detailed planning for the operation, code-named "Sea Lion", was never really thrashed out. All depended on the success of the Luftwaffe it would appear, before the invasion was to be taken seriously.

Starting on 10 July 1940, the Luftwaffe attacked shipping convoys in the Channel and Channel Ports. They also suspected the importance of the British radar masts and attacked the stations on the South coast, damaging some of them very badly.

One of the aircraft types used in these raids was the Junkers Ju87 'Stuka' dive-bomber. These were very accurate, and had been particularly successful earlier in the war when there was no effective fighter opposition. But when dive-bombing, they were very vulnerable to attacks against them and the Hurricanes and Spitfires of Fighter Command found them easy prey. Because of their heavy losses, they were withdrawn from the battle in mid-August.

In this stage of the battle, the Luftwaffe was in effect probing the British defences - looking for weaknesses before a major assault could be launched to exploit them.



## Phase 2 - Pressure grows

At the beginning of August, with German invasion forces and troop barges being assembled on the French coast, the raids against the South coast of England were increased in size and number.

Believing that the British early warning system had been destroyed and the coastal towns sufficiently 'softened up' for an invasion, the Luftwaffe began the next stage of their plan.

On 13 August (called Adler tag or Eagle Day by the German High Command), massive raids began on the airfields of 11 Group. The aim was to destroy the RAF, either in the air or on the ground, in South East England. To put pressure on the British defences, the Germans sent high and low level raids to different targets at the same time.

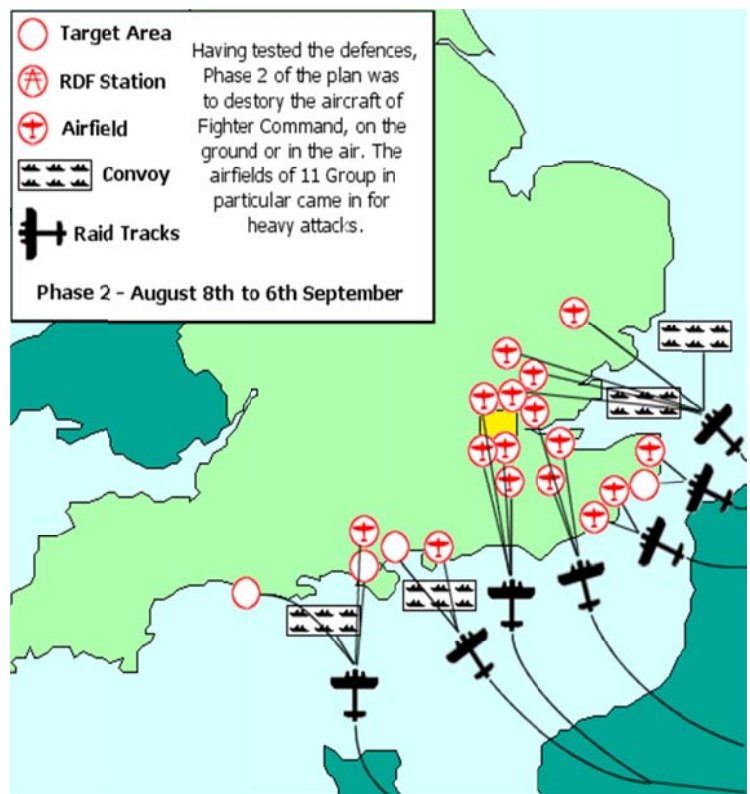
Sometimes low-level raids sneaked past the battered but still working radar stations, and the first warning the British fighter pilots had was bombs landing on their airfield. Particularly good in the low-level role was the Dornier Do 17 and its derivatives, several of their raids succeeded in achieving complete surprise and escaping any form of interception.

This pattern continued into September and the situation in 11 Group became desperate. Small civilian airfields were used in the emergency, as many RAF stations became badly damaged. The Spitfire and Hurricane could easily take off from grass fields, but the maintenance and spares supply situation became dangerously stretched. Ground crews working in the open suffered heavy casualties from the raids, and many maintenance facilities were destroyed in the bombing. Despite this, the crews kept the fighters as combat ready as possible, winning the Battle on the ground as the pilots were in the air.

Suggestions were made that the fighters should be pulled back north of the Thames, but Dowding and Park knew that this was exactly what the Germans wanted, effectively giving them air superiority over the intended invasion area. So the 11 Group squadrons stayed and fought for their lives.

To keep up the pressure, the Germans began night raids, to stop the defenders repairing damage overnight. On one night raid, some aircraft bombed civilian areas of London by mistake; a mistake which was to become a crucial turning point in the Battle. Attacks on civilian centres were something which had been specifically banned by Hitler, who was still hoping at this time that the hopelessness of the situation would cause the British to sue for a negotiated peace. The German High Command knew that widespread civilian casualties would only harden the resolve of the nation to fight on. In reply to this accidental attack, the British bombed Berlin. Fears grew that cities would be raided more often, so children were evacuated again in a second mass exodus to places of safety in the country, as they had been during the Phoney War of 1939.

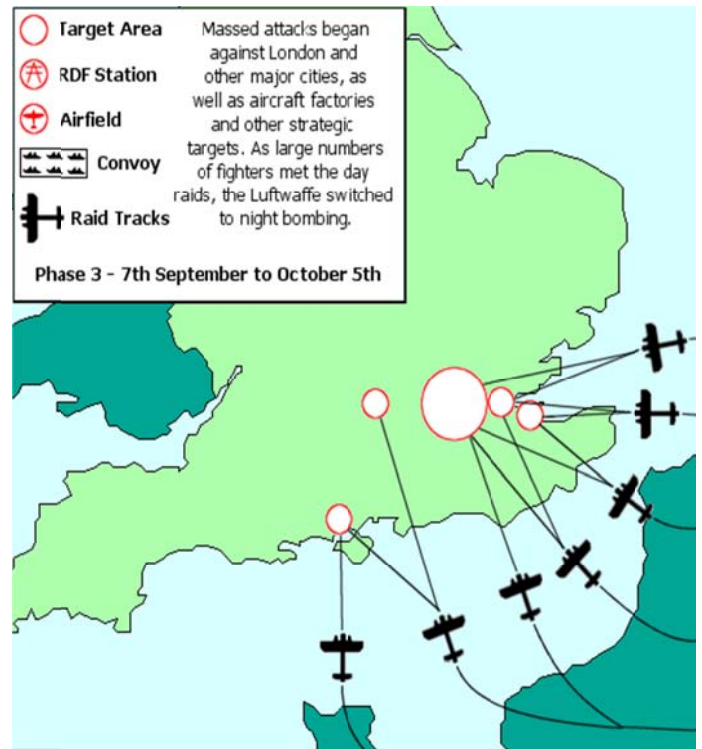
However, just when it seemed that the country and 11 Group in particular could not continue for another day, the Germans changed their tactics.



### Phase 3 - The Blitz

Hitler was enraged by the attack on Berlin and because it seemed that the attacks on airfields were not destroying enough RAF fighters, he ordered a change of targets. By attacking cities and industry, the Germans hoped to break British morale and to destroy the factories that built fighter aircraft. They also hoped that RAF fighters would gather in force round the cities to protect them, which would make it easier for the Luftwaffe to shoot them down in the numbers required to establish air superiority.

The change of plan was a mistake for a number of reasons. It gave 11 Group a chance to repair their airfields and radar sites, so the defences became fully operational again. The German Me 109 fighter could only carry enough fuel for 20 minutes flight over Britain, so London was on the edge of its limited range. Finally, the German raids now



came within the range of 12 Group, and their large formation tactics known as "Big Wings".

Much has been written about the different tactics employed by No's 11 and 12 Groups and their commanders, and the supposed disagreements these differences caused. Suffice to say that 11 Group's fast response tactics with whatever was available, meeting the enemy formations as far from their targets as possible, was best suited to their geographical proximity to the German bases. 11 Group Squadrons simply did not have the time to assemble, they had to get airborne and climb to height as quickly as possible or miss intercepting the raid altogether. 12 Group, being further north had somewhat more time for a large formation of fighters to assemble and climb to meet the oncoming attacks, tactics that suited their circumstances. Dowding, as befits a true leader, allowed his Group commanders to run their organisations as they saw fit, the detail work being done at Group level while he dealt with the overall picture. The life of an 11 Group pilot was made more difficult by these operating methods, but Park understood the true situation of his command, and employed his Squadrons with brilliant effectiveness. In the light of the outcome of the Battle, and the fact that for many days he had the fate of a nation resting on his shoulders alone, Park must be considered as the architect of the RAF's victory.

Knowing the target to be London and the industrial centres, the British controllers now had time to assemble a large number of fighters to attack the German formations and break them up before they could bomb. The appearance of large numbers of Hurricanes and Spitfires came as something of a shock to the Luftwaffe pilots, who had been told by their intelligence officers that Fighter Command had practically been wiped out by the earlier raids against the airfields. By changing tactics and targets, the Germans had actually helped Fighter Command to deal with raids.

For the people living in the cities, the Blitz had begun, as night raids followed daytime raids and gave the civilians little rest. Everybody was in the front line, and there was little the RAF could do to stop the night raids. Airborne radar was in its infancy, but there were some successes for the Blenheim, Defiant and early Beau-fighter night-fighter Squadrons. Some of the Hurricane and Spitfire day-fighter Squadrons also took part in the night defences, but relied largely on luck to make an interception.

## Phase 4 - The End of the Battle

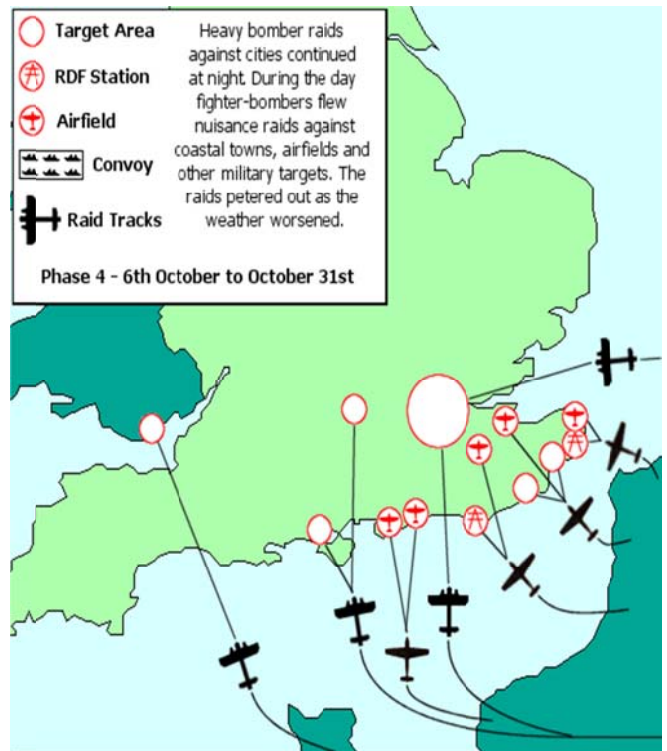
As the long, hot summer ran into October, the German daylight bomber losses became too heavy. Their bomber force started to operate only at night, and the damage they caused to Britain's cities was enormous. Many civilian organisations were set up to help deal with the wounded people and damaged buildings.

The German raids continued, but the RAF had started to develop night fighters equipped with radar which could tackle the problem. The first AI (Airborne Intercept) radar sets were being fitted to Blenheim, Defiant and Beau-fighter aircraft, and proved increasingly effective as the equipment developed and operational experience increased.

During the day, German fighters, mostly ME 109s but occasionally ME 110s were sent over carrying bombs in small and large scale Jagd-bomber or "Jabo" raids. Largely these nuisance raiders were

aimed at engaging the RAF fighters and disrupting defensive operations over the South-East. Defenders, tired from the night attacks, were stretched still further by these raids. They flew fast and high and were difficult to intercept. The radar warning was not long enough to allow a Spitfire to climb to this height from the ground, so the RAF had regular patrols between 15,000 and 20,000 feet. This was a costly and inefficient use of the aircraft and pilots, exactly the situation the control system had helped to avoid during the earlier phases of the Battle, but German losses began to increase. The weather also began to worsen and the raids stopped in late October.

The Germans then realised that the RAF could not be defeated in 1940. Germany was also preparing to attack Russia, so Operation Sea-Lion was cancelled indefinitely and eventually abandoned altogether. The Battle of Britain was over. Strangely, for such a ground breaking Battle, the first to be decided purely in the air and the first real test of air power as a defensive and offensive weapon, it did not really end, so much as petered out



## **South Africa and the War against Japan 1941-1945 - Andre Wessels (part 5)**

### The Madagascar campaign, May-November 1942

During the Madagascar campaign, the Allies clashed with the Vichy French defenders on the island, but, in reality, the campaign was directed against the Japanese. With the fall of France on 22 June 1940, Madagascar came under the control of pro-Vichy elements. Although of little commercial value, the harbour of Diego Suarez (Antsirane), at the northern tip of the island, was of great importance for controlling the Indian Ocean and there was a considerable risk that the

Japanese could occupy the island. In an effort to prevent this, South Africa's Prime Minister Smuts - since 24 May 1941 a field marshal in the British Army - used all his influence to try to persuade the Allied commanders that it was in the interest of the Allies to invade the island. There was, after all, evidence that Japanese submarines were being replenished at Diego Suarez. Furthermore, it later became known that an agreement had been signed between Germany and Japan,

whereby Madagascar would fall under Japanese control. The Japanese therefore planned to use the island as a base for operations stretching from the Arabian Sea to the Cape.

The ensuing Allied invasion plan was designated '*Operation Ironclad*' and, as part of the general strategy of the war against Japan, the UDF participated in the invasion. The Union also provided base facilities for the task force and units of the SAAF did photographic reconnaissance over the island in March and April 1942. The land invasion force consisted of three British brigades, one South African brigade (supported by locally manufactured Marmon-Herrington armoured cars) and one brigade from East Africa. The SAAF contingent had six Glen Martin Maryland bombers and eleven Bristol Beaufort bombers. The soldiers were transported in eight large troopships and the accompanying British naval task force consisted of one battleship (HMS Ramillies), two aircraft carriers (HMS Illustrious and HMS Indomitable), two cruisers, eleven destroyers, six corvettes, six mine-sweepers and ten auxiliary vessels. With the exception of the Indomitable, which joined them in the Mozambique Channel, the task force set sail from Durban between 25 and 28 April 1942.

The total Allied force consisted of the brigades, the aircraft embarked on the aircraft carriers, plus six RAF and seventeen SAAF aircraft, together with 46 warships and auxiliaries, whereas the French Vichy forces could muster about 2 000 white and 6 000 black troops, six tanks, at least 35 aircraft and four warships. The Allied amphibious assault on Diego Suarez - the first British amphibious landing of the war - commenced on 5 May 1942 and, after some heavy fighting, the French were driven off. The first South African troops of the 7<sup>th</sup> South African Infantry Brigade under Brig G T Seneschal only landed at Diego Suarez on 25 June, together with artillery and armoured cars. They moved into camp at Sakaramy, where they prepared defensive positions. In the meantime, on the night of 30/31 May, Japanese midget submarines from the 8<sup>th</sup> Submarine Flotilla torpedoed and

damaged the battleship HMS Ramillies, as well as a tanker (the British Royalty) in the Diego Suarez harbour. The Ramillies went to Durban for repairs.

In September 1942, the South Africans participated in a large-scale operation aimed at capturing the southern half of Madagascar, while a company of Pretoria Highlanders occupied the small island of Nossi Be after a preliminary bombardment by the minelayer HMS Manxman. No serious opposition was encountered anywhere, but climatic and topographical conditions were arduous and many soldiers suffered from malaria. On 31 October, a South African armoured car regiment spearheaded the final attack on Fianarantsoa, which led to the French surrender on 5 November 1942. During the campaign, the Allies lost at least 107 killed and 280 wounded, as well as many who died from diseases. The French lost some 150 killed and 500 wounded, while most of the remaining troops were captured. The South African Army's only fatal casualties were four men who died from tropical diseases, while fourteen others were wounded. SAAF aircraft flew a total of 401 sorties during the Madagascar campaign. One pilot was lost in action, one killed in an accident and one died from disease. Seven aircraft were lost, only one as a result of enemy action.

On 13 May 1942, shortly after the commencement of the Allied invasion, the German Naval High Command suggested that the Japanese launch a counter-attack. This was, however, not contemplated and after the Japanese defeat during the battle of Midway (4-6 June 1942) this possibility was eliminated. The objectives of the Madagascar campaign were achieved and, by denying the Japanese the use of the island and, at the same time, ensuring that the Vichy French would also not interfere with Allied sea traffic in the Indian Ocean, the campaign undoubtedly contributed towards the eventual Allied success in the Far East, as well as in the Middle East and Mediterranean. (To be continued)

## The Green Thing Back Then

In the line at the supermarket, the cashier told an older woman that she should bring her own grocery bags because plastic bags weren't good for the environment.

The woman apologized to him and explained, "We didn't have the green thing back in my day." The cashier responded, "That's our problem today. Your generation did not care enough to save our environment." He was right — our generation didn't have The Green Thing in its day.

Back then, we returned milk bottles, soft drink bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled. But we didn't have the green thing back in our day.

We walked up stairs, because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks. But she was right. We didn't have the green thing in our day.

Back then, we washed the baby's nappies because we didn't have the throw-away kind. We dried clothes on a line, not in an energy gobbling machine burning up 240 volts — wind and solar power really did dry the clothes. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing. But that old lady is right; we didn't have the green thing back in our day.

Back then, we had one TV, or radio, in the house — not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the state of Western Australia. In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us. When we packaged a fragile item to send in the mail, we used a wadded up old newspaper to cushion it, not Styrofoam or plastic bubble wrap.

Back then, we didn't fire up an engine and burn gasoline just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity. But she's right; we didn't have the green thing back then.

We drank from a fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. We refilled fountain pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull. But we didn't have the green thing back then.

Back then, people took the tram or a bus and kids rode their bikes to school or walked instead of turning their mothers into a 24-hour taxi service. We had one power point in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 2,000 miles out in space in order to find the nearest pizza joint. But isn't it sad, the current generation laments how wasteful we old folks were just because we didn't have the green thing back then?

Remember: Don't make old people mad. We don't like being old in the first place, so it doesn't take much to upset us.

## Important Dates

### Events:

#### 16 September

1795: First occupation by the United Kingdom of the Cape Colony

1908: The General Motors Corporation is founded

1919: The American Legion is incorporated

1945: The surrender of Japanese troops in Hong Kong

**2011: Marshal Smuts monthly meeting at 18:10**

### Birthdays:

#### 30 September

1861: William Wrigley Jnr

1935: Johnny Mathis

1945: Ehud Olmert

1946: Jochen Mass

**1954: Moth Danie Truter**

### Interesting reads on the Internet:

[www.samilitaryhistory.org](http://www.samilitaryhistory.org)

[www.dod.mil.za](http://www.dod.mil.za)

[www.firstworldwar.com](http://www.firstworldwar.com)

[www.secondworldwar.com](http://www.secondworldwar.com)

[www.raf.mod.uk](http://www.raf.mod.uk)

[www.61mech.org.za](http://www.61mech.org.za)

[www.redsockfriday.com](http://www.redsockfriday.com)

[www.30degreessouth.co.za](http://www.30degreessouth.co.za)

[www.cwgc.org](http://www.cwgc.org)

[www.ninefoxtrot.org](http://www.ninefoxtrot.org)

Contributions to [gfj@sun.ac.za](mailto:gfj@sun.ac.za)