

SAAF Squadrons – present and past¹

Current Squadrons



2 Squadron (AFB Makhado, Makhado) *Sursam Prorusque* (Upward and Onward)

Established in 1939, 2 Squadron's war history begins in May 1940 when 1 Squadron's Maj NG Niblock-Stuart with 19 pilots and 24 ground crew left AFB Waterkloof for Cairo, where they began training on Gauntlets at Abu Seur. Another group under Lt S. van Breda Theron received training on Hawker Hurricanes and Hawker Furies before leaving for Kenya in late May. It during this time they received two cheetah cubs² as mascots, and their name, the "Flying Cheetahs" was born. A last group left for Mombassa by boat, also late in May. Together, they formed the foundation of 2 Squadron. Corporal Jack Friedman designed the crest and on October 1 2 Squadron was officially born - although they had been operating independently of 1 Squadron for months. On the completion of the East African Campaign in April 1941 the squadron redeployed to the Middle East, with some elements doing so via Durban. During the campaign 2 Squadron claimed 8 Italian aircraft confirmed shot down. Only one aircraft was shot down and only two pilots were taken prisoner of war after both made emergency landings.

The first major melee came on December 4 when ten Curtis Tomahawks engaged more than 30 German Junkers Ju87 Stukas, which cover provided by 20 Italian Macchi 200's and Fiat A50's. 2 Squadron confirmed 6 enemy shot down and another 6 possibly shot down against a loss of only two pilots. On the 10th a Lt Enslin was shot down but was daringly rescued and returned by Lt Lipawsky. During that month and January 1942, 17 enemy aircraft were shot down, 5 possibly destroyed and 13 damaged against the loss of only 2 pilots. The squadron excelled during the Gazala battles when the Tomahawks were replaced by Curtis Kittyhawks which led to greater losses to the enemy. During October and November 1942 – and the Second Alamein battle, flew fighter-bomber missions, claiming 26 aircraft destroyed, 6 possibly destroyed and 12 damaged. By the end of the North African campaign in May 1943, SAAF No 7 Wing, comprising 2, 4 & 5 Squadrons, was considered the best dive bomber formation in the world.

The squadron transferred to Sicily in August 1943, flying the Supermarine Spitfire MkV from Palermo. Flying missions for the Balkan Air Force, the squadron claimed 40 enemy aircraft destroyed and six damaged in an attack on Mawja-Luka in Yugoslavia on April 6, 1944. Among the many medals earned by squadron members

¹ Information for this chapter was drawn from SAAF resources as well as Dean Wingrin's Unofficial SAAF website (www.saairforce.co.za), with permission.

² Named Valencia and Spitfire. Other SAAF mascots at this time included Caproni the bull terrier, Romeo the Persian kitten, Shorty the giraffe and Thunderbolt the baboon.

during World War Two were eight DFCs and one “King’s Medal for Bravery”. At war’s end, the squadron was disbanded after returning to South Africa.

The unit was re-established at AFB Waterkloof in June 1946, flying Spitfire MkIXs. In 1950 they converted to the jet-powered de Havilland Vampire. The squadron was busy with conversion training when North Korea invaded the South.

In August 1950 the government announced its intentions to place a SAAF squadron at the disposal of the United Nations for service in Korea. 2 Squadron was volunteered and lead elements left Pretoria the next month under Lt Col S van Breda Theron SM, DSO, DFC. It flew its first missions as part of 18 Fighter Bomber Wing, USAF, in November, flying US North American P51 Mustangs, a piston-powered aircraft. Missions flown were mainly of armed reconnaissance, interdiction and close air support. In recognition of their sterling service, often in the face of the infinitely superior Russian MiG15 “Fagot” jet fighter, the South Korean government bestowed a presidential unit citation on the squadron – still worn on this day by all serving members. The citation, published on November 1, 1951, read as follows:

"PRESIDENTIAL UNIT CITATION

The President of the Republic of Korea takes great pleasure in citing for exceptional meritorious and heroism.

NO 2 SQUADRON
SOUTH AFRICAN AIR FORCE

for the reward of

THE PRESIDENTIAL UNIT CITATION

This unit was dispatched from South Africa in support of the United Nations Forces in Korea. It was equipped with P51 aircrafts and has functioned continually in support of operations of the Eighth Army.

Through all gallantry and devotion to duty of its personnel it has earned high praise and its losses in pilots have been heavy.

It continued to meet cheerfully all tasks allotted to it, and gives a higher performance than is normally expected."

On December 31, 1952, the squadron received their first US-made F86F Sabres and Maj JSR Wells was the first SAAF pilot to fly solo on January 27, 1953. Upon leaving Korea later that year, the “Flying Cheetahs” left behind a reputation comparable to the best of the United Nations Forces. A measure of the appreciation of their efforts by the Americans is found in a policy directive issued by the Officer Commanding 18th Fighter Bomber Wing, under which 2 Squadron served; stating the following:

“In memory of our gallant South African comrades, it is hereby established, as a new policy, that all Retreat Ceremonies held by this Wing, the playing of our National Anthem shall be preceded by playing the introductory bard of the South African Anthem, “Die Stem van Suid Afrika”. All personnel of this Wing will render the same honours to this anthem as our own”.

The policy is still in force with the American 18th Tactical Fighter Wing, as it is now called. An equally fitting tribute to the valuable service rendered by 2 Squadron is found in the following extract from the United States Presidential Unit Citation. This award, a unique event in the history of the South African Air Force, was presented to 2 Squadron in August 1956, and reads as follows :

“The unit displayed such gallantry, determination and esprit de corps in accomplishing its missions under extremely hazardous and difficult conditions as to set it apart and above other units participating in the same campaign”.

During this campaign, an impressive 12,067 sorties were flown. 74 of 94 Mustangs, and four of 22 Sabres were lost, with 34 pilots killed. Several more, including later air force chief, Dennis Earp, were shot down, captured and imprisoned by North Korean forces. He survived the privation and after release returned to flying duties.

Back home, it was a return to AFB Swartkop and Vampire as well as North American Harvard aircraft. During the late 1950s the unit migrated to the nearby AFB Waterkloof. There, under the command of future SAAF chief, then-Major RH “Bob” Rogers, SSA, SM, DS, DFC, the unit again converted to the Sabre, this time the Canadian-built CL13 Mk6. The unit’s Orbat then consisted of eight Sabres, six Vampires and six Harvards. Another eight Sabres, received later, brought the strength to 28 aircraft.

April 1963 saw the arrival of the first Dassault Mirage III CZ aircraft. The aircraft was assembled and tested by a French team. May 1963 saw the first public demonstration of the new fighter. Mirages continued to arrive at intervals, and in November 1964 the first dual Mirage III BZ arrived at the squadron. During July 1965, the first Mirage III EZ arrived and relieved a load of some flying duties. Its equipment – the Cyrano II radar for interceptions and ground mapping, the Doppler navigation system and the Tacan, fulfilled every need. Thereafter, the DZs the dual for the EZ arrived. During June 1974 the Mirage III R2Z arrived at the squadron. This aircraft with its 9K50 engine giving 15,000 pounds thrust, was able to obtain Mach 2 at 30,000 feet (about 10,000 metres), within seven minutes of releasing brakes. The Mirage proved to be a very reliable aircraft in all aspects.

In April 1990, 2 Squadron was “closed” due to the age of the Mirage III. It had become too old and too expensive to keep in service. The unit was reactivated on February 26, 1993 when it received its first Denel-upgraded Cheetah C’s. 2 Squadron is now the sole front line combat jet squadron in the SAAF.



Vision

A Guide to the SANDF – Chapter 10B
ngelbrecht, A Guide to the SANDF, Unpublished Manuscript, Johannesburg, 2007.
has not been edited, fact checked, peer reviewed or comprehensively supplied with
acknowledgments and references.

To guarantee air superiority in our sphere of influence

Mission

We conduct fighter operations

Purpose

To render air combat operations

Function

- Employment in air combat operations
- Managing administrative matters
- Managing logistic support

Roles

- Counter air operations
- Tactical offensive fire support
- Autonomous air operations
- Reconnaissance
- Electronic warfare
- Fighter pilot training

Battle Honours

- East Africa 1941
- The Juba
- The Lakes
- Western Desert 1941 – 1943
- Sidi Rezegh
- Agedabia
- Gazala
- El Alamein
- French North Africa 1943
- El Hama
- Tunis
- Mediterranean 1943
- South East Europe 1944 – 1945
- Italy 1943 – 1945
- The Sangro
- Gothic Line
- Korea 1950 – 1953
- Pjong-Jang



15 Squadron (Durban)

Aquila Petit Ardua (The Eagle Seeks the Heights)

Formed at Germiston in September 1939 with three former SAA Junkers Ju-86 airliners, the squadron was assigned maritime patrol duties. After moving to

Wingfield in the Cape the squadron was absorbed into 32 Squadron as A Flight.

Reborn on June 1, 1941, the squadron fought in East Africa, flying Fairey Battles. After a brief spell in Pretoria, the squadron headed for Aden and then Egypt in early 1942 where they converted to the Bristol Blenheim IV and later, in July 1942, to the Blenheim V. By January 1943 the squadron had moved to Cyprus to fly anti-submarine patrols whereafter they converted to the Martin Baltimore IIIA, IV and V. In August 1944 the squadron moved to Italy where they remained until being disbanded in August 1945.

The squadron was reformed in June 1967 at AFB Swartkop to fly the new Aerospatiale Super Frelon helicopter. In February 1969 'B Flight' was formed in Bloemfontein. Towards the end of 1980 'A Flight' at Swartkop transferred to AFB Ysterplaat as 30 Squadron and 'B Flight' at Bloemspruit transferred to Durban as 15 Squadron. After the Super Frelons were retired in 1991, the squadron re-equipped with the Aerospatiale Puma and Aerospatiale Alouette III. The Pumas were then replaced by the Denel-assembled Oryx during 1994 and a little while later the Alouettes were replaced by the Eurocopter BK117. The squadron also operates a 'C Flight' from AFS Port Elizabeth.



16 Squadron (AFB Bloemspruit, Bloemfontein)

Hlaselani (Attack)

On September 9, 1939, all civil aviation in the Union of South Africa was militarised and placed under the authority of the Airways Wing of the SAAF. The function of this wing would be to conduct coastal patrols using aircraft taken over from South African Airways. Like 15 Squadron, 16 Squadron was formed at Germiston on September 14, 1939 and transferred to Walvis Bay a week later to perform maritime patrols with three ex-SAA Junkers Ju-86Z's. In December that same year the squadron became B Flight of 32 Squadron.

The squadron reappeared on May 1, 1941, at Addis Ababa, once again flying the Junkers Ju-86, but again disbanded in August 1941 when the Italian forces surrendered. The squadron was reformed in September 1942 a third time when 20 Squadron, taking part in the invasion of Madagascar, was renumbered. Aircraft consisted of a mix Martin Marylands and Bristol Beauforts. After the Madagascan campaign, the squadron moved to Kenya and converted to Blenheim Vs for use in the maritime role. In April 1943 the squadron moved to Egypt for anti-submarine duties and in November was equipped with the Bristol Beaufighter. The squadron disbanded for the third time on June 15, 1945 after seeing service along the North African, Palestinian and Levantine coasts, Italy, Greece, Dalmatian Islands, Balkan mainland, Yugoslavia and Aegean. It flew reconnaissance, anti-submarine and anti-shipping strike sweeps, provided convoy escort and long-range fighter protection, flew close air support missions and performed tactical bombing.

On February 1, 1968 the squadron was reformed with 17 Squadron's C Flight as nucleus. The squadron was at first based at AFB Ysterplaat flying Alouette IIIs, but moved to Durban a year later. In mid-1972 the squadron moved to Bloemfontein, with A Flight moving to Port Elizabeth in 1973, while B Flight later transferred from Bloemfontein to Ysterplaat. During December 1980 B Flight moved to Port Elizabeth to join A Flight and in 1986 Pumas joined the Alouette IIIs. The squadron was disbanded in October 1990. Its colours were laid up in the Port Elizabeth City Hall.

The squadron was reactivated at AFB Bloemspruit on October 28, 1999, as an attack helicopter squadron equipped with the new Denel Rooivalk. The squadron is not expected to reach full operational readiness until 2008.

Mission

To establish 16 Squadron as a support structure within which Rooivalk Operations, Logistics and Training capabilities are developed and operationally tested, ensuring system integrity for successful hand over to service on 01/04/2004

Vision

Rooivalk is a fully integrated operational Attack Helicopter in the South African National Defence Force, adding strategic value as a force multiplier.

Purpose

To provide combat support.

Core business

Training as well as operational testing and evaluation of the Rooivalk.

Roles

- Anti-armour
- Airborne fire control
- Close air support
- Battlefield interdiction
- Armed Reconnaissance
- Counter Air
- Offensive counter air
- Special Operations
- Peace support operations
- Attack helicopter aircrew training



17 Squadron (AFB Waterkloof, Tshwane)

*Pro Re Nort*a (As the Occasion Arises)

Formed on September 1, 1939, 17 Squadron formed part of the Airways Wing at AFB Swartkop, flying ex-SAA Junkers Ju-52/3m's, but was disbanded in December that year.

The squadron was reformed on October 8, 1942, as a general reconnaissance squadron and arrived at Aden, now in Yemen, in January 1943 to fly Bristol Blenheim Vs. In May that year they moved to Egypt soon thereafter converted to Lockheed Ventura GR Vs. In October the squadron moved to St Jean and Ramat David in Palestine for convoy escort duties and anti-submarine patrols. Detachments were also operated from Gibraltar and Bone in Algeria. In July the squadron moved to Sardinia. Late in 1944 the squadron returned to North Africa and in 1945, now based in Egypt, it began training for conversion to Vickers Wellingtons and Vickers Warwick GR Vs. Returning to South Africa in September 1945, the squadron was disbanded at Brooklyn (now Ysterplaat) in March 1946, when they were flying the PV-1 Ventura.

The squadron was reformed in Cape Town on 1 June 1947 flying Lockheed Ventura and North American Harvards. In 1955 the squadron was disbanded, but was reformed at Langebaanweg on 1 December 1957 to fly the three Sikorsky S-55s and the surviving S-51 for air-sea rescue duties. In December 1960 the squadron received the Aerospatiale Alouette II and in mid-1961 moved to Ysterplaat. Alouette IIIs were received in 1962, with A Flight stationed in Pretoria and B Flight at Bloemfontein, while C Flight and Training Flight remained at Ysterplaat.

In 1971, C Flight formed the nucleus for the reformed 16 Squadron. 17 Squadron and its two Flights eventually found its home at Swartkop. An Aerospatiale Puma flight was added in 1992, but in 1994 they were replaced by the new Denel-assembled Oryx. However, the last two Pumas were only retired in 1997. Following the 1994 elections, 17 Squadron acquired the SA 365N Dauphin, formerly of the Bophuthatswana (Homeland) Defence Force, for VIP duties, before being disposed of. The squadron is now based at AFB Waterkloof. In 2006, the Squadron saw its Alouette fleet retired and received its first Agusta A109 LUHs in July that year.



19 Squadron (AFB Hoedspruit)
Fama Ex Factis (Fame from Deeds)

19 Squadron was established in 1939 as No 227 (Bristol Beaufighter) Squadron, Royal Air Force. In August 1944 the squadron was transferred to the SAAF as 19 Squadron, replacing a unit briefly in existence from September 1 to December 1, 1939. That squadron also formed part of the Airways Wing at Swartkop, flying ex-SAA Junkers Ju-52/3m's. At the end of the war the squadron was disbanded.

In March 1979, 19 Squadron was re-activated at AFB Swartkop equipped with Aerospatiale Puma helicopters. Various members also received the *Honoris Crux* for bravery during the 1966-1989 Namibian conflict.

In January 1989 the squadron started re-equipping with Denel-assembled Oryx helicopters. In January 1991 E Flight was transferred to AFB Louis Trichardt, with Aerospatiale Alouette III helicopters added to its inventory. In January 1992 the

whole of 19 Squadron was transferred to Louis Trichardt. 19 Squadron was the first unit fully equipped with the Oryx in early 1994. The squadron has contributed aircraft to missions such as the search for the remains of the SAA Helderberg off Mauritius, rescuing passengers and crew from the liner Oceanos, when it sank off Transkei and assisting residents after Cyclone Demoina in Natal. The squadron also assisted with elections in Angola in 1993, South Africa and Mozambique in 1994 and Tanzania in 1998. It was also involved in Operation Boleas, the SADC intervention in Lesotho in 1998/99.

The squadron was moved from AFB Makhado, as Louis Trichardt was then known, to AFB Hoedspruit, with effect from December 1, 2003, in effect swapping with 85 Combat Flying School. In 2006, the Squadron saw its Alouette fleet retired and received its first Agusta A109 LUHs.

Vision

Striving for excellence in helicopter operations.

Mission

19 Squadron conducts professional military helicopter operations for the SANDF in service of our country.

Battle honours

- The Mediterranean, 1942-5
- Southeast Europe, 1942-5

Purpose

To provide specialist day and night light and medium helicopter support.

Functions

- Providing air mobility to ground forces
- Providing logistic support
- Providing battlefield command and control
- Providing communications and VIP flights
- Assisting humanitarian interventions
- Assisting with crime prevention
- Assisting with fire fighting (using Bambi buckets)

Roles

- Oryx conversion and refresher training
- Operational flying



21 Squadron (AFB Waterkloof, Tshwane)
Onoorwinklik (Invincible)

21 Squadron was founded on May 8, 1941 at Nakuru, Kenya. The Unit was first equipped with Martin Maryland medium bombers and included seconded members of 11, 15 and 16 Squadrons. Later in the war the unit was equipped with Martin Baltimore and Martin Marauder bombers. The unit was disbanded in 1945 – but not before winning 12 Battle Honours.

During its Desert Air Force days, 21 Squadron became the last remaining operational Maryland bomber unit in the Western Desert until it withdrew to the Nile Delta in late January 1942. The squadron was non-operational at Amiriya until September 1942 when it re-equipped with Baltimores and later participated in the El Alamein battle.

In the second half on 1943 the squadron moved to Malta, Sicily and to Foggia on the Italian mainland. Early in 1944 the squadron supported forces trapped in the Anzio beach-head, troops participating in the fighting around Monte Cassino Offensive as well as Tito's Partisans in Yugoslavia. A respite came in July when the squadron stood down for conversion to Marauders. By August 1944 21 Squadron was back bombing targets in northern Italy. It was disbanded in Italy on September 10, 1945.

Reformed in 1946 as a Lockheed Ventura equipped bomber squadron at AFB Swartkop, the squadron was renumbered 25 Squadron on January 1, 1951.

January 1968 saw the Squadron reformed and stationed at AFB Swartkop as a VIP air transport squadron and equipped with a Vickers Viscount (Kasteel) and 3 VIP Douglas DC3Dakotas (Rustig, Elandsberg and Fleur). Its founder members were drawn from 28 Squadron and it was equipped with a Vickers Viscount and three Douglas Dakotas. The first Hawker Siddeley HS-125s arrived in 1970. Swaeringen Merlin IV As were acquired in 1975. In 1981 the squadron moved to Waterkloof. The Viscount was transferred to 44 Squadron in 1983 while the Merlins were sold in 1985. Two Beech KingAir 200Cs were also acquired, but one was later sold while the other was transferred to 41 Squadron. The HS-125s were disposed of in 1994. The squadron currently flies an all-jet VIP fleet, with the Dassault Falcon 50 being acquired in 1982 (plus another in 1985), two Cessna 550 Citation IIs in 1983 (and another in 1994) and the Dassault Falcon 900 in 1991. The flagship of the Squadron, a Boeing BBJ, was acquired in 2002 and added to the unit's fleet.

The Squadron's gold and green badge dates back to the unit's bomber operations during the war, having a bomb, Springbok head and roman numerals for 21 embraced by a set of silver wings.

Mission

To Conduct VIP Air Transport

Vision

To be the preferred provider of VIP Air Transport in Southern Africa

Mandate

The mandate of 21 Squadron is contained in "Cabinet Memorandum 2/94: Use Of Military Air Transport By Political Office Bearers, Senior Government Officials And

Departments (Ms/S/501/10)" which served before the Cabinet committee for Security and Intelligence Affairs dated 30 November 1994 and approved by the Cabinet in December 1994.



22 Squadron (Cape Town)

Ut Mare Liberum Sit (That the Seas may be Free)

Formed from 31 Flight as 22 (Torpedo-Bomber-Reconnaissance) Squadron in Durban in July 1942, the squadron was assigned anti-submarine, coastal recce and convey escort work with hand-me-down ex-SAA Junkers Ju-86s and aging Avro Anson aircraft. In August 1942 the Junkers were replaced by Lockheed Venturas. In July 1944 the squadron moved from patrolling the Indian Ocean to Gibraltar to operate in the Mediterranean. In

July 1945 22 Squadron was posted to Gianaclis in Egypt and in August moved to Idku where it was disbanded in October.

The squadron was reformed in 1954 with Venturas, but disbanded once more in 1958. 22 Flight was formed on 1 January 1964 at Ysterplaat to operate the newly acquired Westland Wasp and became a full squadron in May 1976. The Aerospatiale Alouette III was added to the fleet in 1978 and the squadron continued to operate the Alouette III when the Wasp was retired in 1990, with the Aerospatiale Puma joining the fleet when 22 Squadron was amalgamated with 30 Squadron at the end of 1991. The Puma was replaced by the Denel-assembled Oryx in 1994.

The squadron is considered the "maritime" helicopter squadron and provides helicopters, air and ground crews for deployments aboard Navy vessels. The squadron in July 2007 received the AgustaWestland SuperLynx 300 Mark 64, which will operate from the SA Navy's Valour-class frigate. The first pilot and ground crew conversion courses were completed early in 2007 at the AgustaWestland plant at Yeovil in Somerset in southern England. The squadron was the last operational user of the Alouette III, maintaining four after the type's official retirement on June 30, 2006. The type was still flying as late as July 2007.



28 Squadron (AFB Waterkloof, Tshwane)

Portamus (We Carry)

Immediately after being formed at the SAAF Base Depot at Almaza, Egypt, on June 1, 1943, 28 Squadron was split into two, with A Flight based at Castel Benito in Italy and B Flight based at Ras-el-Ma in Morocco, both operating Avro Ansons. By August, Vickers Wellingtons and

Douglas Dakotas had joined the fleet. The squadron also operated detachments in Sicily and Algeria and it was only at the end of the war in Europe that the squadron consolidated operations at Maison Blanche, Algeria.

In September 1945 the squadron returned to South Africa and was based at AFB Swartkop from where it shuttled South African troops home from North Africa and Europe (the 'Springbok Shuttle') during 1945 and early 1946, using Dakotas. At this time, they also operated the Anson, de Havilland Rapide and a single Avro York. VIP flights remained an important part of 28 Squadrons taskings, with various Dakotas and Lockheed Venturas fitted out with improved accommodation. From September 1948 to September 1949 two contingents participated in the Berlin Airlift, flying 2500 sorties using RAF aircraft and moving 8333 tons of freight. In 1949 nine de Havilland Devons were added to the VIP fleet, followed by de Havilland Herons in 1955, while the York was disposed of in 1952. When the Dakota could no longer be used to fly VIPs to Europe, a Viscount was acquired in 1958.

Seven C-130B Hercules were acquired in 1963 and when the squadron moved to AFB Waterkloof, it left its Dakotas behind to join 44 Squadron at Swartkop. In February 1968 the VIP flight was reconstituted as 21 Squadron (taking with it the Viscount), while nine C-160Z Transall were acquired in 1969 and operated with the squadron from January 1970 until they retired in 1993. Three ex-USN C-130F aircraft were acquired from the US in 1996, with a further two ex-USAF C-130Bs arriving in 1998. The F models were only flown for a short period before being retired, but the squadron continues to fly the nine C-130B Hercules, all having been upgraded to C-130BZ configuration.

Roles

- Transport
- Air supply
- Paratrooping
- Search and rescue

Battle honours

- Mediterranean 1942-1945
- Sicily 1943
- Italy 1943-1945



35 Squadron (Cape Town)

Shaya Amanzi (Strike the Water)

This unit came into being on February 2, 1945, with the renumbering of the South African manned 262 Squadron, RAF, which was operating Consolidated Catalina flying boats from Congella (Durban harbour) and St Lucia on the Natal coast as well as Langebaan on the West Cape coast. The squadron received the first of 16 Shorts Sunderland GR 5s in

April, but peace prevented the squadron from going to the Far East and the Sunderlands were used for ferrying South African troops home from Cairo. In the late 1940s, a Citizen Force element within 35 Squadron operated North American Harvards, Supermarine Spitfires, Avro Oxfords and Lockheed Venturas from Stamford Hill, Durban. By 1952, the Citizen Force element was only flying the Harvard when they became 5 (CF) Squadron.

The squadron continued to operate the Sunderland on anti-submarine patrols from Congella until 27 September 1957 when the squadron re-equipped with the Avro Shackleton MR3 and moved to Cape Town. In 1959 and 1960 the squadron operated the last Venturas in SAAF service as part of Maritime Group before these were withdrawn. After the Shackletons were withdrawn in November 1984, the squadron continued to perform its maritime patrols with converted Dakotas - the 'Dakleton'. With the closing of 25 Squadron at the end of 1990, a transport flight was formed to operate the Dakota and KingAir in the medium-range transport role. In 1991 the 'classic' Dakota was replaced by the C-47TP in the transport role, while the maritime flight converted to the Turbodak in September 1994. The KingAir was transferred to 41 Squadron in 1993. In 1998 the two separate flights were combined with crews able to perform both maritime and transport tasks. The squadron returned to AFB Ysterplaat when their detachment at Cape Town International Airport closed during 2003.

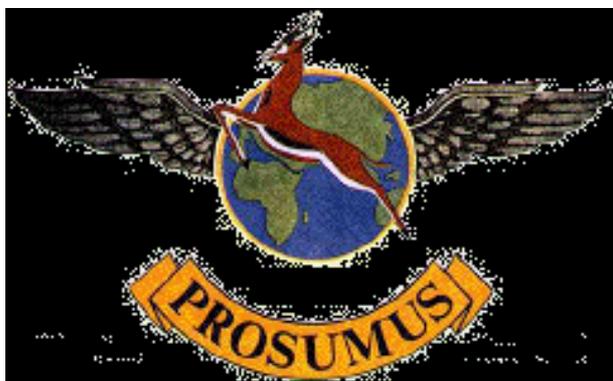


41 Squadron (AFB Waterkloof, Tshwane) *Detegimus Hostes (We Find the Enemy)*

This squadron was formed at Waterkloof on October 16, 1940 with the Hawker Hartbees and was on the way to Abyssinia by the end of the month. In late 1941 the squadron also flew the Curtis Mohawk IV. The squadron remained behind in Abyssinia in 1942 when the rest of the South African fighting forces moved into the Western Desert and converted to Hawker Hurricanes in mid-1942. The squadron eventually arrived in the Middle East in May 1943 and flew air-defence and convoy patrol duties from North African bases. In February 1944 the squadron re-equipped with Supermarine Spitfire Mk IXs and in April 1944 it provided long-range escort for raids on Crete. Detachments were also operated from Cyprus and Palestine. The squadron was disbanded on October 30, 1944.

41 Squadron was reformed in January 1963 as the first part-time Army co-operation unit, flying Austers, later Cessna 185s, from Grand Central Aerodrome. By October 1968 the squadron was flying only the Cessna 185 when it was transferred back to the SAAF and moved to Swartkop in May 1973. In February 1974 the squadron re-equipped with the Aermacchi Bosbok and in July 1976 they received the Aermacchi Kudu. After flying the Kudu from Lanseria Airport, in late 1988 the squadron re-

equipped with the Cessna Caravan and is now based at AFB Waterkloof. Later, Beech KingAirs were acquired from 21 and 35 Squadrons. A Pilatus PC-12 was acquired in July 1997.



44 Squadron (AFB Waterkloof, Tshwane)

Prosumus (We are Useful)

Renumbered from 43 Squadron at Cairo West in February 8, 1944 (with Avro Ansons), the squadron began conversion to the Dakota by the end of the month. (43 Squadron had done conversion training on Avro Oxfords at Pietersburg and

Nigel.) 44 Squadron, with 23 aircraft, was soon involved in scheduled and unscheduled flights throughout the region. Regular ports of call were Cyprus, Rabat Sala (Palestine), Naples, Bari, Rome (Italy), Khartoum and Port Sudan (Sudan), Aden (Yemen), Asmara (Eritrea), Mersa Matruh, El Adem (Egypt), Tehran (Iran), Karachi (Pakistan), Turkey and Marseilles (France). On special occasions aircraft flew to the United Kingdom. A DC-3 from 44 Squadron was also based in Russia during the historic conference between Joseph Stalin, Winston Churchill and Franklin Roosevelt at Yalta. Its Balkan operations included providing support to Yugoslav Partisans. The squadron was eventually disbanded at Bari on December 12, 1945 after having clocked up over 39,000 flying hours – an average of over 2000 a month. Its aircraft were returned to the RAF.

The squadron was reformed in November 1953 at AFB Swartkop as a Citizen Force transport unit flying Dakotas by renumbering 25 Squadron. The squadron spent a few years at Waterkloof between 1956 and 1963 before returning to Swartkop. Ex-SAA Douglas DC-4 Skymasters joined the fleet in 1966. The Vickers Viscount was transferred from 21 Squadron in October 1983 and flew with the squadron until sold in 1991. During the Namibian war 44 Squadron operated DC-3's in a variety of roles including casualty evacuation, paratrooping, "lunar ops", skyshout, supply dropping and even as a gunship.

In 1992, the squadron moved to AFB Waterkloof and re-equipped with Dakotas converted to the C-47TP standard. The Skymasters were retired in 1992, although two were retained for electronic warfare purposes. During 1998 the C-47TPs were transferred to 35 Squadron when the squadron took over the CASA 212s and CN-235 of the disbanded 86 Multi Engine Flying School. With the disbanding of 42 Squadron in February 2000, 44 Squadron took over their Cessna 185's as well, using them to form B Flight, while the CASAs formed A Flight.

Vision

Disciplined military operation

Mission

44 Squadron provides combat ready air transport and reconnaissance services for the SANDF in service of our country.

Roles

Close battlefield support tasks:

- Casa
Paratrooping
Freight transport and air dropping
VIP transport
Casevac
- Cessna 185
Photographic and visual reconnaissance
Paratrooping (freefall)
Command and control
“Telstar” (communications relay)
“Skyshout” (propaganda broadcasting)
Fast extraction
Light transport.



60 Squadron (AFB Waterkloof, Tshwane)

Accipimus et Damus (We take and we give)

Formed as No 1 Survey Flight in Nairobi in December 1940 to operate in Italian East Africa, early photographic operations were flown by a Gloster AS31. By 1941, 60 (Photo-Reconnaissance) Squadron operated as part of the Desert Air Force, operating Martin Marylands. In 1942 they received the Martin Baltimore and in February 1943 60 Squadron acquired their first examples of the de Havilland Mosquito, apparently following the personal intervention of no less a personage than Field Marshal Bernard Montgomery. With the war in North Africa over by May 1943, the squadron moved to San Severo in Italy. To prepare for the European campaign, 60 Squadron, by now equipped with photo-recce Mosquitoes, carried out detailed large-scale photographic surveys of parts of Sicily and other Axis held areas, eventually ranging over the Alps and deep into Germany. In 1944, the Squadron obtained the first photographic evidence of Nazi death camps - this grisly distinction until recently wrongly accredited to the USAAF³. With the cessation of hostilities, the squadron assisted the RAF in a photo survey of Greece. The squadron was officially withdrawn from operations in July 1945 and on August 22, 1945 they returned to Swartkop.

³ A Mosquito piloted by Charles Barry with navigator Ian McIntyre found the Auschwitz death complex on April 4. Charles Barry, We owed our lives to each other, in Peter Bagshawe, Warriors of the sky, Springbok air heroes in combat, Pen & Sword Aviation, 2006.

On arrival in South Africa, they continued to operate the Mosquito from Bloemfontein, but the fleet was grounded in June 1947 following a crash attributed to humidity affecting the wooden airframe. Although 60 Squadron was reformed the next year as a photographic reconnaissance unit operating Lockheed B-34 Venturas, it was disbanded in November 1950.

On July 16, 1986 60 Squadron was reformed at AFB Waterkloof to fly modified Boeing B707s for EW and air-to-air refuelling tasks – discharged operationally six and nine months after activation respectively. The B707s can troop up to 180 passengers and have been used to take senior government leaders, such as Defence Minister Joe Modise, to the Ukraine and Russia and ministers Alec Erwin and Peneull Maduna to Libya. The squadron also took humanitarian aid to Rwanda in 1994, medical aid to Nairobi, Kenya after a terrorist bombing there in August 1998 and evacuated troops and equipment from the Democratic Republic of Congo. Search and rescue missions included the search for the wreckage of a US Air Force C141 Starlifter that collided in mid air with a Russian Tu154 in 1997.

Mission

We are the proud suppliers of effective, versatile, world wide B707 operations to all clients through joint productive leadership.

Vision

The indispensable pride of the SA Air Force through exceptional performance in a changing environment.

Roles

- Air refuelling
- Transport
- Search and rescue
- Electronic warfare



80 Air Navigation School (Cape Town)

Peritia Per Scientiam (Capability Through Knowledge)

Vision

Leader in Air Navigator Training.

Mission

80 Air Navigation School contributes to Air Power excellence by supplying affordable Air Navigator, Air Navigator Instructor, Aircrew Survival and Aviation Orientation Training

Roles and Functions

- Navigator training.
- Navigator instructor training.
- Survival training for aircrew.

- Aviation Orientation courses for the SANDF.

After the end of WW II it was decided not to train specialist navigators any more as pilots could adequately perform the duty. Pilots were trained to perform navigator duties at the Air Gunnery and Navigation School.

In August 1946 the Air Gunnery and Navigation School was redesignated Bombing, Gunnery & Air Navigational School (B.G. & A.N.S.) and moved to AFS Langebaanweg to train pilots in navigational skills. The unit was redesignated Air Operational Training School in early 1950 after it was decided that the previous name did not represent the function of the unit adequately.

The policy was reversed in July 1952 and the training of specialist navigators resumed. The flying required for navigational training fitted in well with the flying of 17 Squadron equipped with Lockheed Venturas. It was also felt that it was important to create an independent unit to provide navigational training for the SAAF. The Navigation School, AOS, was detached and relocated to AFS Ysterplaat from January 1953. The move was completed by April 1953 and the Navigation School resumed training during that month.

The Air Navigation School was established as an autonomous unit with effect from August 28, 1953 at AFS Ysterplaat. The School took full responsibility for navigation training of personnel, including Air Force Gymnasium cadets, and Citizen Force personnel. The school operated under the direct functional and administrative control of the Officer Commanding, 2 Group.

In January 1982 80 Air Navigation School moved back to Langebaanweg, but in January 1991 it was moved back to Cape Town and was stationed at AFB Ysterplaat (DF Malan) detached. Due to the closure of the SAAF presence at Cape Town International Airport, the unit moved to AFB Ysterplaat in January 2003.

80 Air Navigational School continues to be responsible for basic navigation training and navigator instructor training. It also provides training in maritime operations, orientation for supporting aircrew members and survival training for all aircrews. The School does not operate its own aircraft, but borrows Douglas C-47TPs, Cessna Caravans and Pilatus Astras as required.



85 Combat Flying School (AFB Makhado)

Detrimen to Sumus (Destruction is our business)

85 Combat Flying School has its origin in the Air Operational School that was stationed at AFS Langebaanweg in the years after World War Two. The unit moved to Pietersburg in October 1967 and the name changed to Advanced Flying School. The name 85 Combat Flying School was given to the unit in 1982.

Initially the Advanced Flying School operated de Havilland Vampires Mk 52's and Mk 55's. These were replaced by Aermacchi Impala Mk Is in 1972. Dassault Mirage IID2Z aircraft were attached to the school in 1974 and Canadair CL13 Sabres from 1 Squadron in 1975. The Sabres were withdrawn from service in 1980 and was replaced by Impala Mk II aircraft.

Due to the demands on the existing Impala and Mirage flights, approval was granted to establish a new flying school that would take over the role of the Mirage Flight. On July 1, 1986, 89 Combat Flying School was established and 85 Combat Flying School became solely responsible for Impala combat training in the SAAF.

The school saw operational service in the Namibian/Angolan conflict as well as in various cross-border strikes against guerrilla and political camps in neighbouring countries.

AFB Pietersburg was closed due to a rationalisation programme, forcing the school to move to AFB Hoedspruit in January 1993. 83 Jet Flying School, AFB Langebaanweg, was also closed and become part of 85 Combat Flying School. 85 AFS was, itself, closed (temporarily) in late 2005 with the retirement of the Impala. It reopened in mid-2006 at AFB Makhado, designated the new home of the SAAF fighter fleet. Also at the base is 2 Squadron, which will begin re-equipping with the Saab JAS39 Gripen in 2008. By October 2006, the first four trainees had completed their ground training and was about to begin flying the school's new fleet of BAE Systems Mk120 Hawk LIFTs. A further four students were undergoing ground training on the school's state-of-the-art simulators. Speaking at a ceremony on October 19 to mark the re-opening of the school and the acceptance of the first ten Hawks, 85 AFS commander, LTC Daan van der Linde said he would be training eight students a year. Training on the LIFT lasts 430 hours and follows 180 hours at the Central Flying School. Eligible pilots are then trained on the Gripen. By October, the school had also graduated six flying instructors and one navigator, the first achieving solo status on the Hawk on June 21, 2006. The training was conducted by BAE Systems pilot Gord McIlmoyle and Denel test pilot Ivan Pentz. Graduating was: Van der Linde, Majors Marsh, Bergen, Coombes, Du Plooy and RAF Flight Lt Pike. Three test pilots and one test flight engineer had also been trained and assigned to the TFDC at Bredasdorp.

Vision

Fighter Training Excellence

Mission

Providing the SAAF with fighter trained personnel



87 Helicopter Flying School (AFB Bloemspruit, Bloemfontein)

Docemus (We Teach)

The unit was formed in February 1968 at AFB Ysterplaat as the Helicopter Conversion Unit, with the aim of training helicopter pilots and flight engineers. Its founder members were previously the Training Flight, 17 Squadron. Initial equipment was the Aerospatiale Alouette II and III. During 1973 the name changed to 87 Advanced Flying School and the unit took on the secondary roles of search and rescue as well as supporting internal stability in South Africa. Other roles included air support to the Orange Free State Command, mercy flights, support to the SA Police and search and rescue missions. The Alouette IIs were sold to Rhodesia. The unit moved from AFB Ysterplaat to AFB Bloemspruit in 1978. From 1980 to 1985 the unit was involved in the training of pupil pilots to qualify for their wings, and again underwent a name change to that of 87 Helicopter Flying School. A satellite base was established at Dragons Peak, in the Drakensberg in 1985 in order to conduct mountain flying training. The unit's first honorary Colonel, Colonel Russel Tungay, was appointed in 1987. The unit received the Freedom of Hopetown in 1988. 87 HFS supplied personnel and equipment throughout the Namibian/Angolan war as well as for operations in the now-defunct Rhodesia.

At the heart of the SAAF's Helicopter Centre of Excellence, 87 HFS received its first Agusta A109 LUH trainers in mid-2006. The type is also allocated to 17 and 19 Squadrons. Four 87 Helicopter Flying School pilots completed the inaugural conversion course in early October 2005. Three instructor pilots and a pilot followed later than same month. The first A109 operational conversion course presented by SAAF instructors was scheduled for February 2006 and was to see eight pilots converting from the Alouette III. Two of the eight were scheduled to be black and two more female. The first technical course was completed in September 2005, the second in November and the third in January 2006. By midyear it was planned that 60 personnel, 34 of them black, would have completed their training.

Vision

87 Helicopter Flying School is the acknowledged prestige military flying school that provides a crucial contribution to helicopter flying training and operational capabilities in Southern Africa.

Mission

87 Helicopter Flying School is a provider of professional and cost effective military helicopter flying training to the SAAF and on demand to other Air Forces and Air Wings. Through our own inherent pride, flexibility and dynamic approach we ensure, by means of the application of personnel and modern training methods, training of the highest quality and commitment to our clients. We also provide professional support to our security services, emergency services and other interest groups, as prescribed by CAF (Chief, Air Force).



Central Flying School (AFB Langebaanweg, Saldanha)
Facta Nostra Vivent (Our Deeds Shall Live)

The Central Flying School (CFS) was established at Zwartkop Air Station in 1932 to train both pupil pilots and

instructors using de Havilland DH-9s, Avian IV Ms and Westland Wapiti IIIs. With the outbreak of the Second World War and the consequent need for more instructors, the CFS was changed to a school for instructors only in November 1939 and moved to Kimberley. In May 1940 the school moved to Tempe Airfield, Bloemfontein, where it was renamed 62 Air School on Armistice Day 1940, although it was still referred to as 'CFS'. 62 Air School was disbanded in February 1945.

Reformed in 1946 at the wartime training centre at AFS Nigel (renamed Dunnottar in 1949) with North American Harvards, Avro Oxfords and de Havilland DH82 Tiger Moths, the Central Flying School once again trained both pupil pilots and instructors. In February 1968 the School changed its name to Flying Training School Dunnottar, but reverted back to its CFS title in January 1977.

The CFS moved to Langebaanweg in December 1991, still equipped with Harvards. After 53 years of training SAAF pilots, the venerable Harvard was finally replaced by the Pilatus PC-7 Mk II Astra in November 1995.

Vision

A leading aviation school for world class military pilots.

Mission

We qualify pilots and flying instructors to satisfy the needs of the SAF and its clients.

Core business:

Pilot and instructor training.



Test Flight and Development Centre (Bredasdorp)

Alerte (Alert)

The advent of the arms boycott in the 1960's forced the SAAF to create a testing and evaluating organisation. In 1967 a graduate of the Empire Test Pilot's School (ETPS) was appointed as Chief Test Pilot at Air Force Head Quarters to expand the SAAF's test flying and evaluation capabilities. Several pilots were also sent to France in the 1970s.

The Test Flight and Development Centre was established in August 1975 at Air Force Base Waterkloof, Pretoria, with a satellite unit based at Upington. In the 1980s, when South Africa was contemplating a complimentary missile and space programme, the TFDC was moved to the southern Cape to be co-located with then-sophisticated technical facilities of the Overberg Test Range (OTB, for the Afrikaans: Overberg Toetsbaan). The TFDC was relocated to near Bredasdorp in 1987 and has since, with "a relatively small work force"⁴, flown approximately 30,000 flying hours and conducted more than 2000 flight test programs. Recent foreign visitors include the Empire Test Pilot School and the United States Navy Test Pilot School.

⁴ According to the unit.

In late 2006, the centre was allocated one Hawk LIFT (#250) and one Saab JAS39D Gripen (#SA001) for ongoing tests and development. Both airframes are fully instrumented and will remain at the TFDC for their full working lives.

Mission

TFDC ensures the integrity of combat ready aircraft and associated systems for the SA Air Force and other aeronautical organisations by applying total quality Flight Test Management.

Vision

To be recognised for excellence in flight testing.



Joint Air Reconnaissance Intelligence Centre (Tshwane)

Quarite et Invenietes (Seek and Ye Shall Find)

The unit was established on 1 April 1967 and was initially based at AFB Swartkop. The unit was originally a section of the Central Phototechnical Establishment (CPE), but attained unit status during 1969.

JARIC occupied a number of historical buildings at AFB Swartkop, which included the original Air Force Headquarters building, and a Mess built for the Women's Auxiliary Air Force (WAAF's) prior to World War II. During 1988 building operations started on the new JARIC building at AFB Waterkloof. This was occupied in 1990.

In January 1998 JARIC became the unit responsible for Air Intelligence and Counter Intelligence training in the SANDF, a task previously performed by SA Air Force College.

Role and functions

- Image intelligence.
- Image intelligence support in the form of imagery-based geospatial information.
- SAAF unique air intelligence training and SANDF image intelligence training.

SAAF Mobile Deployment Wing (Tshwane)

Vision

To be the centre of excellence for deployable air power support capabilities

Mission

AF MDW provides sustainable combat ready, integrated and deployable air support capabilities for the SANDF in service of our country

18 Deployment Support Unit (Tshwane)

18 Air Depot was founded in May 1987 and was responsible for the repair and supply of aircraft spares to Fields Aviation and certain other SA Air Force units until June 1996, when it inherited the deployment function that previously had been the responsibility of the SAAF Mobilisation Unit, which had been disbanded in 1993. The name changed to the present nomenclature in April 1999.

Vision

Striving towards logistic support excellence to ensure Air Power capabilities

Mission

Providing logistic support services in the interest of Air Power capability

Mandate

The unit's mandate is to supply logistic support with all the available resources to all deployment elements in the SA Air Force.

Role and Functions

The primary role is to provide logistic support for all SAAF deployments, domestic or foreign. During deployments the unit's first responsibility is to erect a temporary air base (TAB), and then ensure that all logistic functions are maintained and sustained for the duration of the deployment. The unit also provides a mass freight service for the SAAF and other interest groups in the SA National Defence SANDF.

Mobile Communications Unit (Tshwane)

The Mobile Communications Unit (MCU) is part of the Mobile Deployment Wing (MDW) and provides voice and data communications links to deployed units. The MCU was formed in 1990 from elements of the SAAF Telecommunications Centre (SAAFTC) at AFB Waterkloof and became part of the MDW in 1999.

Vision

Striving for deployable Command and Control Communications excellence.

Mission

The Mobile Communications Unit provides a combat ready deployable Command and Control Communications capability to the SA Air Force in the service of our country.

92 Tactical Airfield Unit

The SAAF disestablished its tactical airfield capability, at the time a Reserve capability, during the "rationalisation" (draw down) of the 1990s. With the SANDF

adopting a more “expeditionary approach, it has been decided to re-establish the capability. By late 2005 the unit had yet to be activated.

140 Squadron (Tshwane)

Aim

To provide deployable and serviceable 3D long-range radar to the SAAF.

Mission

We provide a deployable combat ready 3D long-range radar capability to our clients.

Vision

Radiating Excellence.

Function

- To supply deployable 3D long-range radar in support of operations.
- The employment of radar services in support of air operations.
- The managing of logistical support.
- The rendering of radar reporting services.
- Providing of an air picture for the C&C system.



142 Squadron (Tshwane)

Caelo Vis Solvamus (Unleash the Power in the Sky)

Vision

We provide flexible, cost effective combat ready tactical mobile radar's in the strive (*sic*) for air power excellence.

Mission

142 Squadron provides combat ready tactical mobile radar's to our clients in service of our country.

Aim

The aim of the squadron is to deploy Tactical Mobile Radar's in support of air, land and naval operations requiring TMR facilities.

Primary Functions

- To provide TMR radar services to the SANDF.
- To deploy as a CRP/RP for gap filling and as a primary sensor to the SCC/MSCC.
- To deploy as a CRP/RP to provide TMR facilities to external agencies such as the SA Army, Navy and SAPS.
- To provide early warning to GBAD systems.
- To provide early warning and an Air Situation Picture to Ground Forces.

Secondary Functions:

- To provide Approach/Air field facilities to civilian customers such as ATNS (Air Traffic and Navigational Services).
- To provide a test-bed for the EW Center for the development of ECM/ECCM capabilities of the SAAF.
- To provide TMR training and deployment exposure to the personnel of the Command and Control System Group.
- To have a positive contribution to impact on society projects launched by the SAAF Project Siyandisa.

SAAF College (Tshwane)

The SA Air Force College was formed as a wing of the former SA Military College on March 7, 1949. On July 1, 1950 the Air Wing became the Independent Air Administration and Staff School and on December 7, 1951 it was renamed as the SA Air Force College

Vision

Striving for air power excellence through focused development.

Mission

To provide developmental excellence for the SAAF in service of our country.

Core Functions

- Air Power Development Centre: Establishing an air power developmental training capability at SA Air Force College in order to make Air Force members knowledgeable in terms of air power.
- Junior Command & Staff Course: The JCSC prepares junior officers to perform effectively as junior commanders and/or staff officers.
- Officers Forming Course: The Officers Forming Course equips learners with the necessary knowledge, skills, attitude and values to enable them to be utilised as effective and efficient officers.
- Senior Non-commissioned Officers Development Course: The Senior Supervisors Course prepares senior non-commissioned officers to perform effectively as senior supervisors in the SAAF.
- Non-commissioned Officers Forming Course: The Non-commissioned Officers Forming Course equips learners with the necessary knowledge, skills, attitude and values to enable them to be utilised as effective and efficient junior non-commissioned officers.

Establishment of the SAAF Air Power Development Centre

The APDC vision is: “Dynamism in Air Power Thinking”

The mission of the APDC is to establish a “Centre of Excellence for Air Power Developmental Training” by means of promulgated air power courses at various levels in the SAAF. The initial focus is to establish a high level of air power

knowledge within the Air Force and gradually expand this focus to also include the rest of the SANDF/DOD and even other organisations external to the DOD.

To adequately meet the future requirements of the SANDF and specifically the SAAF, it is imperative that the end product is designed on sound educational technology principles and that it eventually meets international standards, as well as covers all applicable fields of study. The centre has the responsibility to teach future commanders and all support personnel in the SAAF, the essence of air power and its application, as dictated by the (Southern) African scenario. The APDC presents Air Power programs at the Air Force Gymnasium, Joint Air Reconnaissance Intelligence Centre (JARIC), National War College, Defence Intelligence College, Army College, Maritime Warfare Centre in Cape Town, SA Medical Health Academy and the Army Gymnasium in Heidelberg.



Air Force Gymnasium (Tshwane)

E Gymnasio Virtus

Since its founding on December 1, 1951, the Air Force Gymnasium has specialised in providing recruits their basic training. The Gymnasium moved from the former Air Force Station Lyttleton, known today as 68 Air School, to its present site at Valhalla in 1959.

Although basic training remains the primary task of the Air Force Gymnasium, the unit is also home to the SANDF fire fighting school, the SAAF School of Cookery and a Protection Services training establishment. The Gymnasium is also parent to the SA Air Force Band.

Vision

To Become a Centre for Training Excellence

Mission

The Air Force Gymnasium is the supplier of efficient military training to members of the SAAF and other interest groups. We ensure in a professional way that the foundation is laid for further training and employment in accordance with the requirements of the SA Air Force.

The Research and Development Wing

The Research and Development Wing is primarily responsible for the drafting of professional learning programmes for the Protection Services mustering.

Vision: The vision of the Research and Development Wing is to become the organisational leader in the process of instructional design, learning material development and evaluation of Regimental and Protection Learning Programmes. We will earn the respect of training staff and learners in the SAAF through continuous

improvement driven by the integrity, teamwork and innovation of the members of the Research and Development family at the Air Force Gymnasium.

Mission: Our mission is to be the leading Research and Development team in the SAAF. Our purpose is to:

- Meet and exceed customer expectations through a renewed focus on excellence in training.
- Provide a rewarding environment for our team members to grow in and develop to their full personal potential.
- Excel in the improvement of the Learning Programmes through an effective evaluation system.
- Embrace change and use it to the advantage of the organisation and to the ultimate benefit of the learner.
- Be flexible and adaptable when new and constructive ideas emerge.
- Contribute to the development of learners and trainers by providing guidance, inputs and information when and where required.

Training Control Wing

The Training Control Wing is the nodal point for training at the Gymnasium.

Vision: To support training through excellent administration and evaluations.

Mission: The Training Control Wing strives to be a professional support centre to all clients at the air force gymnasium and other interest groups.

Fire Training School

The SANDF Fire Training School is a provider of professional, cost effective Fire Fighting and Rescue training in the SANDF.

Vision: To render the best fundamental, professional and recognised formal/functional Fire and Emergency Service training in Africa.



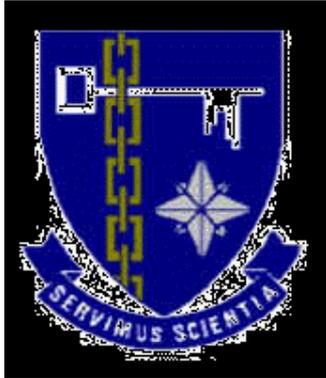
School of Cookery

Scientia Potestas Est (Knowledge is Power)

The SAAF School of Cookery, established in 1968, is the sole trainer of chefs and waiters in the SA Air Force. Aside from the training SAAF personnel, the school also provides training to selected members of SAMHS and to members of the Department of Environmental Affairs whom travel to Antarctica, Marion, and Gough Islands.

Vision: A Centre of Excellence in Hospitality Training.

Mission: We lay the foundation for the Hospitality Services by providing professional, dynamic training in a changing environment.



68 Air School (Tshwane)

Servivus Scientia (Service through the conveyance of knowledge)

68 Air School has been around in various incarnations since 1936 when it was established as the School for Technical Training. It became 68 Air School in 1940. In 1962 the name changed back to the School for Technical Training and in 1986 to the School for Logistics Training. On April 1, 1999, the name “68 Air School” was restored.

Vision

A Nationally Accredited Technical Air Force Academy.

Mission

Technical Training for Air Power Excellence.

Core Business

Technical Aviation Training

1 Air Servicing Unit (Thaba Tshwane)

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2 Air Servicing Unit (AFB Langebaanweg, Saldanha)

Sustinemus (We support)

The Air Force Board decided in 2002 to merge 2 ASU at Ysterplaat with 8 ASU at Langebaanweg under the name of the former and at the location of the latter, barring a detachment at Ysterplaat.

8 ASU had a relative short history as a unit, as it had only recently developed from the previous Base Aircraft Maintenance Section. 8 ASU was established as a self-accounting unit on April 1, 1999 with its main function as rendering maintenance support to the Astra aircraft fleet. 2 ASU was established on October 1, 1962. It was tasked with servicing, repairing and rebuilding various types of aircraft. As a technical servicing unit, no flying was carried out. The unit was contracted, under the auspices of Air Logistics Command, via Southern Air Command to various squadrons stationed at AFB Ysterplaat. A highlight of the 1970s was the replacement of the main spars of two Shackleton aircraft and the complete rewiring of five. The task was completed on an average of three months per aircraft and approximately 40 kilometres of electrical wire were used on each. In the 1980s the unit refurbished four Douglas DC3 Dakota aircraft for the sole use of Air Navigation School. This task called for the

installation of modern avionics, navigational, radar and communication equipment. After stripping the aircraft of redundant equipment it was rebuilt to ANS specifications and the proto type rolled out of servicing five months later – a complete success.

2 Air Depot was established on 01 November 1984 as a lodger unit at AFB Ysterplaat. The primary reason for the establishment of the unit was to divorce the intermediate and unit level logistic activities from the operational level activities in the Cape Town Area. This entailed the amalgamation of 2 Air Servicing Unit with the maintenance and manufacturing workshops of AFB Ysterplaat. During that time 2 ASU was known as 2 Air Depot. In 1990, the logistic support activities in the Cape area were further rationalised and culminated with the amalgamation of 11 Air Depot with 2 Air Depot in March 1992. A name change back to 2 SAU followed some years later.

Mission

2 Air Servicing Unit is an aviation oriented organisation with the primary function to provide Astra and C47-TP maintenance and repair services in order to satisfy our clients' needs for optimum operational availability.

Vision

To be the leading Aircraft Maintenance Service Provider in the South African Air Force.

3 Air Servicing Unit (AFB Makhado, Makhado)

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In 2006, the unit set something of a record when it conducted “the first ever wing change on the Cheetah undertaken in the South African Air Force” with assistance from personnel from 1 and 6 ASU. The wing change was expected to take eight weeks for each wing, but the entire task was completed in six weeks, with BG Des Barker, the base GOC, taking up Cheetah 352 himself for its test flight on June 4. The engine was also replaced at the same time and both “the engine and the aircraft passed the test flight first time around – truly a remarkable tribute to the skills of the technicians...” a SAAF news release said.

4 Air Servicing Unit (Snake Valley, Thaba Tshwane)

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5 Air Servicing Unit (AFB Waterkloof, Thaba Tshwane)

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6 Air Servicing Unit (AFB Bloemspruit, Bloemfontein)

6 ASU was established on January 1, 2000 to replace the Base Aircraft Servicing Section on AFB Bloemspruit. 6 ASU works in close collaboration with the DTSS, DHS and 87 HFS to ensure the servicing and supply of the base's Alouette, Oryx and BK-117 helicopter fleet. The unit's armament section also supports 16 Squadron, equipped with the Rooivalk.

Vision

We Will Be the Best Air Servicing Unit

Mission

Mission to Provide Air Power Serviceability through Excellence

7 Air Servicing Unit (AFB Hoedspruit, Hoedspruit)

7 ASU became fully operational on August 1, 2000, when it replaced the AFB Hoedspruit Base Aircraft Servicing Section.

Sections

- Logistic Command Centre: Coordinates all logistic activity in the unit.
- "SHERQ": Safety, health, risk & quality centre.
- Training: Coordinates in-house and external training.
- Supply/Support: Handles unit supply needs.
- Weapons: Handles all aviation weapons system requirements and aviation survival systems on aircraft.
- Avionics: Deals with the electrical, instrumental and radio aspects of aircraft.
- Mechanical: Deals with mechanical needs of unit, such as servicing and repair of aircraft.

Vision

In pursuit of excellence we will embrace the future to be the ASU of distinction.

Mission

To provide Multi professional Aviation related services.

10 Air Depot (Thaba Tshwane)

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Lowveld Airspace Control Sector ((AFB Hoedspruit, Hoedspruit)

Omnia Videmus (We See Everywhere)

The advent of the aircraft in the early part of the last century was followed, during World War One by the introduction of ground based as well as airborne air defence, in the form of anti-aircraft artillery and interceptor aircraft. In the early years observation and listening posts, linked by telegraph and telephone, provided the early warning needed for effective command and control. These were supplemented and eventually supplanted by radar (Radio Detection And Ranging) from the late 1930s. Wireless radio also replaced wire-based communications, and using radio and radar, ground controlled interceptions became the norm for defending fighter aircraft.

This was also the case in South Africa, where starting in the 1950s, plans were drawn up for a chain of radar stations along the borders of the then-Transvaal in order to protect the Witwatersrand area from possible aerial attack emanating from neighbouring states. These radars were to be sited to ensure optimum coverage. As a result, in 1954, the top of Mariepskop was assessed for this purpose. Construction of access to the site started in 1955. A radio repeater station was installed by February 1957 and a month later, after testing, the site was selected for a radar station.

The installation of an air defence satellite station started in late 1961, with the contract for the radar equipment being awarded to the British Marconi company. 1 Air Defence Unit began operating on January 1, 1964 and Mariepskop was officially named 1 Satellite Radar Station. The station became operational on November 18, 1965.

After some years of successful operating, the need arose for the upgrading of the unit, and this coincided with the need for another name and so the Lowveld Air Space Control Sector (LASS) was subsequently opened by LTG DJ Earp, SSA, SD, SM. During August 1989 the unit moved to a new complex at AFB Hoedspruit and Mariepskop became a reporting post for the Sector Control Centre (SCC). Lt Gen JPB van Loggerenberg, SSAS, SD, officially opened the new complex at AFB Hoedspruit on November 30, 1990.

During 2001 the need for a Central Airspace Management Unit (CAMU) was identified which would co-ordinate seamless management of the available airspace. LASS established 1AMU (1 Airspace Management Unit), which is the body responsible for coordinating all military flying in the old FAR71 & 72 regions as well as civilian flying rights in the Lowveld.

The LACS focuses on both air defence and air traffic management. Air defence management is executed by the Mission controllers. Mission control integrates all air defence elements for the air defence of the Republic. Air combat manoeuvres (ACM) is controlled, up to a level of 2v2 (two Fighter Aircraft versus another two Fighter

Aircraft), for force preparation of the SAAF's fighter fleet. Other controlled sorties include from general flying (GF) sorties to air-to-air refuelling (AAR). Mission controllers exercise control over aircraft in both the defensive counter-air (DCA) and offensive counter-air (OCA) roles. Mission control can also assist in- or conduct recovery control as well as search and rescue.

Air traffic management is executed by the air traffic controllers (ATCs). ATC provides flight information service (FIS) to all air traffic over the Lowveld and outside of the Air Traffic and Navigation Service's controlled airspace, approach control to all aircraft within Hoedspruit's controlled airspace, and lastly aerodrome control (tower), which controls the aircraft taking off, landing and the manoeuvring of aircraft on the Airport. ATC also conducts search and rescue (SAR) within Hoedspruit's Controlled Airspace, and assists in SAR in its area of operational responsibility (AOR) in conjunction with the Air Force Command Post (AFCP) located in Pretoria. LASS also has the capability to provide a GCA (ground controlled approach) service to military aircraft that can assist in approaching the runway safely in bad weather, which is controlled by a qualified ATC in this aspect.

Successful in-flight command and control cannot materialise without the creation of a real-time air situation picture. This air picture is created by radar operators, which in turn is disseminated to the AFCP for situational analysis and command decisions.

No military aircraft can fly without its flight being authorised. At the flight authorisation cell the radar operators receive air movement orders of military aircraft wanting to enter the LASS AOR. The radar operators then take all other military aircraft movements into consideration before approving the tasking – if it is safe to do so. The AMU, which is co-located with the flight authorisation cell, is responsible for all airspace bookings where necessary.

No system can run on its own, or is self-sustained, and therefore the technical and logistical departments are of utmost importance. The technical support section is essential for the servicing, provision, maintenance and management of all radar and radio equipment utilised by air space controllers.

Function

We render In-flight Command and Control services." In addition, we contribute to the local economy.

Mission

Through our unique infrastructure, equipment and the professional conduct of our people, we are the providers of the full spectrum of Air Space Control Capabilities to all Air Space users in our Area of Operational Responsibility in support of regional development and stability.

Vision

Striving to be the centre for integrated Air Defence and Air Space Management excellence.

500 Squadron (SAAF Task Force, Tshwane)

nnnn

501 Squadron (Snake Valley, Tshwane)

nnnn

502 Squadron (TEK Base, Tshwane)

nnnn

503 Squadron (SAAF Gymnasium, Tshwane)

We Protect

Vision

Striving to render an ultimate protection service.

Mission

503 Squadron provides a safe working environment to their customers in support of combat ready air capabilities.

Statement of intent

To render a quality protection service and creating a secure working environment for all our customers.

Core Business and Service Uniqueness

503 Squadron bases their core business around the following services offered and provided by our professional workforce:

- Access Control
- Static Guards
- Roving Guards
- In Transit Security
- Dog Patrols
- Special operations e.g. Security at parades, functions etc...

504 Squadron (AFB Waterkloof, Thaba Tshwane)

nnnn

505 Squadron (AFB Ysterplaat, Cape Town)

nnnn

506 Squadron (AFB Bloemspruit, Bloemfontein)

nnnn

514 Squadron (AFB Hoedspruit, Hoedspruit)

nnnn



515 Squadron (AFB Makhado, Makhado)

Semper Paratus (Always ready)

515 Sqn was established in January 1987 at AFB Ondangwa in northern Namibia. The squadron was moved from to AFB Louis Trichardt (now Makhado) in June 1989. The unit badge shows the Namibian heritage through the inclusion of three Makelanie palms, a tree endemic to Ovambo. The Griffin is a symbol of the SAAF protection service.

Vision

Striving for world class protection excellence.

Mission

We commit ourselves to ensure a secure environment for the execution of military air operations through effective security measures and a combat ready workforce in support of approved clients.

525 Squadron (TFDC, Bredasdorp)

525 Squadron is the smallest security squadron in the SAAF. Squadron personnel are predominantly from the surrounding area. The squadron has performed VIP services in Burundi and received a certificate for outstanding service outside the borders of South Africa. It also received letters of appreciation from both the Burundi government and rebel leaders for the impartial way in which they discharged their duties.

526 Squadron (AFB Langebaanweg, Saldanha)

Semper Vigilans (Always vigilant)

526 Squadron was established in August 1988 at AFB Langebaanweg. It currently provides security services at the air force base as well as the nearby naval and Special Forces bases.

Vision

A leader in the protection environment in South Africa.

Mission

Effective protection and safeguarding of buildings, equipment and personnel of AFB Langebaanweg, SAS Saldanha and 4 Special Forces Regiment through professional and thorough actions.



Air Publication Service Centre

Scientia Vis Est (Knowledge is power)

The Air Publication Service Centre (APSC) is the custodian for the master and key copies of all SAAF documentation and publications in terms of aviation regulations and Acts. The immediate availability of this information to all users in the aviation environment is crucial to flight safety.

The APSC is the Force Structure Element (FSE) with the mandate to provide the SAAF with an air publication capability. It is responsible to ensure the integrity of all air publication and documentation for hard copies, as well as electronic documentation in close co-operation with the various SAAF weapon system groups. This also entails the enforcement of SAAF as well as required aviation standards for publications and documentation. Item identification and codification also forms an integral part of APSC and is carried out under the auspices of the National Codification System.

The Air Publication Store, as it was known until 1968, was established in 1946 at AFB Waterkloof where the then SAAF College was based. The Air Publication Store was utilised as a library for the college. In 1969 the name changed to Air Publication Depot (APD). In September 1973 a large section of APD was destroyed in a fire. In an attempt to re-stock the Depot, an amendment and reproduction section was established in 1977.

In 1992 the SAAF Command Council decided to amalgamate APD, the Logistic Information Service (LIS) and a support function of LIS which was situated at Air Force Headquarters – all under the name APD. The name was changed to APSC in November 2000.

Vision

We will be the leader in promoting information integrity to ensure air power excellence.

Mission

Through continuous improvement APSC provides information capabilities, which satisfies customer requirements by delivering current, reliable, accurate and validated information for the SAAF and other stakeholders to achieve airpower excellence.

Air Force Reserve Squadrons

These squadrons (previously, Commando Squadrons or Volunteer Air Squadrons), are fulfilling an increasingly important role as the SAAF's capabilities recede due to a lack of pilots and other technical personnel. By supplementing the role of the regular light transport squadrons, they allow the SAAF to use additional pilots and aircraft at a reduced cost.

Members of these squadrons come from all walks of life, performing a diverse range of tasks. Training and some tasks are performed over weekends. Each squadron is unique because the members have a particular knowledge of the area of responsibility in which they operate. This is deemed very important when operating with the police in crime-prevention operations. Smaller and slower aircraft are generally used for reconnaissance, border patrol and police work, while higher performance aircraft undertake VIP transport roles.

The Army formed the Air Commandos in September 1963. It consisted of volunteers willing to help the defence force in the 'light air support' role. The Air Commandos were handed over to the Light Aircraft Command of the SAAF in October 1978. At the time there were 12 squadrons. In 1976, 112 Volunteer Air Squadron became 1 SWA Squadron in the then South West Africa. Number 114 Volunteer Air Squadron, a women's squadron, was established in 1976 at AFB Swartkop, but this unique unit was disbanded in 1990 when its members were transferred to 104 and 111 Squadrons.

The aircrew qualifications for joining the Air Force Reserve Squadrons is a minimum of a private pilots licence (PPL) with an instrument (IF) rating and in excess of 500 hours. However, it was decided in 2003 that the 500 hours of flying time be reduced to 200 hours, after which a recruit had to be co-piloted for a further 300 hours to make up the 500 hours. An additional requirement is that every member must either own their own aircraft or have access to one. Volunteers who meet the criteria may be required to undertake some form of basic military training if they have no military background. All prospective pilots have to undergo a wings test with a Category A-1 SAAF instructor in order to determine a minimum level of flying proficiency. Those pilots who pass this test are awarded their wings at the same wings parade as regular SAAF trainees at the CFS.

Of the nine squadrons spread around the country, three are coastal squadrons, two central and the remaining four are spread around Gauteng and the Northern Province.



101 Squadron (AFB Hoedspruit, Hoedspruit)

Adjuvamus

The main area of responsibility is Mpumalanga Province, mainly involved in crime prevention.



102 Squadron (AFB Makhado, Makhado)

Nos Nobis Futuri

Area of responsibility is from north of Polokwane (Pietersburg) to the Limpopo River. The squadron has been extensively utilised for recce flights on the border between the RSA, Zimbabwe and

Botswana.



104 Squadron (AFB Waterkloof, Tshwane)

Quaerimus Et Servamus

This squadron is utilised as a VIP/IP transport squadron, as well as doing recce flights in the Gauteng area.



105 Squadron (Durban)

Sizuiia Phezulu

Main operations include coastal recce flights, command and control and telstar in crime prevention operations in co-operation with the police and Army.



106 Squadron (AFB Bloemspruit, Bloemfontein)

Audax Vincit

Members of this squadron are spread over a wide area and assist the police in operations in the Free State.



107 Squadron (AFB Bloemspruit, operates from Kimberley)

Destruere Malum

Members of this squadron are spread over a wide area and assist the police in operations in the Northern Cape.



108 Squadron (AFS Port Elizabeth, Port Elizabeth)

Lumkela Sikohna

Main operations include coastal recce flights, command and control and telstar in crime prevention operations in co-operation with the police and Army.



110 Squadron (AFB Ysterplaat, Cape Town)

Tempus Servire Faciemus

Main operations include VIP transport, coastal recce flights, command and control and telstar in crime prevention operations in co-operation with the police and Army.



111 Squadron (AFB Waterkloof, Tshwane)

Periti Sumus

This squadron is utilised as a VIP/IP transport squadron, as well as doing recce flights in the Gauteng area.

Disbanded squadrons



1 Squadron

Prima (First)

Formed at AFS Zwartkop in February 1920 with de Havilland DH-9's of the Imperial Gift. In 1936/7, the squadron moved to Waterkloof with its Hawker Harts and later received the Hawker Hartbees. On 31 August 1939 it was redesignated 1 Bomber/Fighter Squadron, but in December 1939 the squadron was redesignated 11 (Bomber) Squadron.

The squadron was reformed in February 1940 by renumbering 6 Squadron and equipped with four Hawker Hurricane Mk 1's and six Hawker Furies. After seeing action against Italy in East Africa during 1940, the squadron moved to Egypt in 1941, fighting in the Western Desert. At this stage, they acquired their nickname - The Billy Boys - because whenever successful in combat, the South African pilots would shout over the radio 'Jou Bielie!', (roughly translated as "well done!") By June 1943 the

squadron was in Malta, then Sicily and thereafter for the rest of the war in Italy, by which time it was flying various marques of Spitfire.

Reformed at AFB Swartkop in 1946, the squadron flew North American Harvards until moving to AFB Waterkloof in June 1947 with their new Supermarine Spitfire MkIXs. These were replaced with jet-powered de Havilland DH-115 T.55 Vampires in 1950 and Canadair CL13 Sabre Mk6's in September 1956. The squadron moved to AFB Pietersburg in 1967, but returned to AFB Waterkloof in late 1975.

The Squadron re-equipped with the Dassault Mirage F1AZ's in 1976. The squadron moved to the new AFB Hoedspruit in January 1981. On November 25, 1997 the F1AZ's were retired and the squadron stood down.



3 Squadron

Semper Pugnans (Always Fighting)

One of the SAAF's front-line squadrons for many years, 3 Squadron was formed in January 1939 at AFB Waterkloof equipped with the Hawker Hartbees and Hawker Hurricane Mk II. In September 1939 the squadron moved to Port Elizabeth before being disbanded, only to be reformed at Waterkloof once again on September 9, 1940 with Hurricane Mk 1s. By October the squadron was involved in fighting in East Africa. Flying both Hurricanes and Gloster Gladiator Mk IIs, the squadron fought all the way through Somaliland and Abyssinia and by the end of 1941 had destroyed over 100 Italian aircraft (24 in air combat). After moving to Asmara (Eritrea), the squadron was disbanded. The squadron was reformed in December 1942 and sent to the Middle East. Flying fighter defence over the port of Aden with Hurricane IIc and Supermarine Spitfire V aircraft, coastal patrols were also flown from North Africa. Re-equipped with Spitfire IXs in August 1944, 3 Squadron was sent to Italy. Most of its operations involved strafing sorties. Disbanding followed at the end of the Second World War.

3 Squadron was reformed at Baragwanath Airport on 6 September 1952 as a part-time citizen force unit flying North American Harvards, but disbanded once again in 1957.

In August 1966 the squadron was reformed at AFB Waterkloof as a unit under the control of 2 Squadron, equipped with some Dassault Mirage IIIEZs. In February 1970 the unit received squadron colours and in the same year, hardware in the form of the Mirage IIIDZ. The squadron was reactivated as an autonomous squadron in February 1975, receiving the Mirage F1CZ in April 1975 when its Mirage IIIEZ, DZ and D2Z aircraft were transferred to 85 Advanced Flying School. The squadron continued to operate the Mirage F1CZ from Waterkloof AFB with frequent deployments to Namibia during the Border War. 3 Squadron was disbanded when the Mirage F1CZs were retired on September 30, 1992.



4 Squadron

Mors Hosti (Death to the Enemy)

Equipped with the Hawker Hartbees, Hawker Fury and a few Westland Wapitis, 4 Squadron was formed in April 1939 at Durban. Disbanded in December 1939, the squadron was reformed at AFB Waterkloof on March 24, 1941 with Hawker Hurricanes. Operational training in East Africa was undertaken with the Curtis Mohawk before going to Egypt to convert to Curtis Tomahawks.

In November 1941 the squadron went into action in the Western Desert and later moved to Italy, by then flying Curtis Kittyhawks and later Supermarine Spitfires. Disbandment came in October 1945 while the squadron was still in Italy.

Reformed in January 1951 at Waterkloof as the Active Citizen Force element of 1 Squadron with North American Harvards and Spitfires, the squadron disbanded once again in October 1958.

On 1 November 1961, the squadron reformed at Swartkop, flying Harvards. In August 1972 the first Aermacchi Impalas were received and the squadron later moved to Waterkloof. The squadron moved house once again to Lanseria Airport, but was disbanded in September 1991.



5 Squadron

Difficultates Aspiciemus (We Shall Confront All Difficulties)

Although formed as a fighter-bomber unit in Cape Town in April 1939, the squadron was disbanded in December 1939. However, on May 7, 1941 the squadron, known as 'the Chakas' after the Zulu warrior-king, was reformed at Swartkop. Flying Curtis Mohawk IVs, the squadron left for Egypt in December 1941. Re-equipped with Curtis

Tomahawk IIbs, they were given the role of maritime patrol in February 1942. In mid-1942 the squadron was retasked as a fighter unit in the Western Desert, still flying the Tomahawk. Transferring to Curtis Kittyhawks at the end of 1942, the squadron concentrated on the ground-attack role. With the war in Africa over, the squadron moved to Malta for the invasion of Sicily and then to Sicily itself. In October 1943 the squadron moved to Italy. During 1944 the squadron converted to the North American

Mustang III (later Mustang IV) and used them over Italy and Yugoslavia. The Chakas were disbanded at the end of the war.

Reformed in December 1950, the squadron operated as a citizen force unit in Durban, flying Harvards. In July 1973 they re-equipped with the Aermacchi Impala Mk I, while in early 1981 they received Impala Mk IIs. In 1988 the Impala's were swapped for the new Denel Cheetah E operating from AFB Louis Trichardt, but sadly this proud squadron was disbanded during the 1992 round of squadron closures.



6 Squadron

Pasop (Beware)

Formed as a shadow fighter unit equipped with Westland Wapiti IIIs at Cape Town in April 1939, its first duties at the outbreak of the war consisted of flying anti-submarine coastal patrols from Youngsfield. In February the unit ceased to exist when it moved to Waterkloof and renumbered 1 Squadron. On February 26, 1942, 6 Squadron was formed at Swartkop with the Curtiss Mohawk IV. Moving to Stanger (now kwaDukuza) on the east coast and then to Eerste River in the Cape, the squadron flew Westland Wapitis, Fairey Battles and Hawker Hartbees. The squadron was disbanded on July 31, 1943 when the threat of a Japanese invasion receded.

On July 5, 1952 the squadron was reformed as an Active Citizen Force unit, flying North American Harvards from Port Elizabeth. In 1959 the squadron was disbanded once again, but in May 1961 it was reformed, again flying Harvards. From 1973 to 1976 the squadron flew a lone Cessna 185, but in March 1975 it began receiving the Aermacchi Impala Mk I. The squadron was disbanded in October 1990, still resident at Port Elizabeth.



7 Squadron

Caelorum Domini (Lords of the Sky)

Dating back to January 12, 1942 when the squadron was formed at Swartkop equipped with North American Harvards and Curtiss Mohawks, the squadron re-equipped with Hawker Hurricane Mk Is in April and moved to Egypt. Additional Hurricane Mk IIs were received in July 1942 and the squadron flew various patrols and air/ground missions. With the war in Africa over, the squadron re-equipped with the Supermarine Spitfire Mk V in July 1943 and flew convoy escort and fighter-interception sorties. In September 1943 the squadron was moved to Cyprus and then Kos, in order to provide air cover for the ill-fated invasion of the Dodecanese Islands. By the beginning of October the German landing operations began and the squadron made a hurried retreat back to

North Africa. In April 1944, flying Spitfire Mk IXs, the squadron rejoined 7 Wing in Italy and flew fighter-bomber, armed reconnaissance and bomber escort sorties. With the war in Europe over, the squadron was sent to the Far East, but the war in the Pacific ended and the squadron was turned back at Ceylon. Returning to South Africa, the squadron was disbanded on September 10, 1945.

Reformed at Ysterplaat in August 1951 with Harvards, the squadron was disbanded in 1959. Once again, the Harvard equipped squadron was reformed, this time at Youngsfield in the Cape on 1 August 1961. Moving to Ysterplaat late in 1969, the squadron received the Aermacchi Impala Mk I in 1977 when it was an Active Citizen Force unit. In 1978 the squadron moved to Cape Town International Airport, but was transferred to AFB Langebaanweg before moving to AFB Pietersburg in the early 1990's, by this time also flying the Impala Mk II. The squadron was disbanded in December 1992.



8 Squadron

Usque Ad Mortem (Until Death)

Formed in February 1942 using Hawker Furies of 43 Squadron and disbanded in August of the same year, this squadron never became operational and was one of the shortest-lived SAAF units of World War II.

The squadron was reinstated on January 1, 1951 as the Active Citizen Force element of 24 Squadron, based at Bloemspruit flying North American Harvards. All members, including the Commanding Officer, were ACF members, with the exception of Testing and Assessing Officers. In 1957 the squadron was split into permanent (PF) and ACF elements, with the PF instructors presenting the Harvard Weapons Course. Until 1970 all Harvard Weapons Courses in the SAAF were done by 8 Squadron. In 1973 the unit became the fourth SAAF squadron to convert to the Aermacchi Impala Mk I and in November 1974 the squadron became the first in the SAAF to be equipped with the Impala Mk II. The squadron ended its long association with Bloemfontein when they relocated physically to AFB Hoedspruit from 1 April 1999. The squadron was disbanded on 31 March 2001



10 Squadron

Propelimus cum studium (We drive forth with zeal)
Vigilanus (We are vigilant).

Established with effect from April 1, 1939 as No. 10 Bomber Fighter Squadron at East London under Eastern Province Command as part of the Active Citizen Force. Redesignated No. 10 (BF) Squadron with effect from September 1, 1939 after the style of naming SAAF squadrons was changed. Redesignated

No. 16 (B) Squadron with effect from December 1, 1939 and re-allotted to the Witwatersrand Command. The designation No. 10 (F) Squadron was kept in reserve to allow for possible expansion in this type of Squadron.

Re-established as No. 10 Fighter Squadron in February 1942 for home defence purposes. The Squadron was located in the Durban area, equipped with Hawker Furies and allocated to coastal defence. The Squadron was formed forthwith of March 30, 1942, on a shadow basis, initially at the M.A.F. Depot. As there was a strong possibility of a Japanese carrier force attempting to disrupt shipping in South African waters, No. 6 and 10 fighter squadrons were re-equipped with Curtis Mohawks and reorganised on a mobile basis based at the coast. The Squadron was re-equipped with Curtis Kittyhawks but shortly afterwards on July 28, 1943 No. 10 Squadron was disbanded to form "B" Flight, No. 11 O.T.U.

No. 10 Squadron was re-established by redesignating "B" Flight, 11 O.T.U. at Isipingo. The Squadron was relocated to the Middle East, and reformed on May 25, 1944 at Almaza as a fighter squadron. Shortly afterwards they were moved to Minnick, Syria, where the pilots were converted onto the Supermarine Spitfire Mk V. At the end of June 1944 the Squadron was moved to Idku where it took over the duties of 336 (Hellenic) Squadron under No. 219 Group, RAF. The Squadron was mainly deployed in convoy escort and patrols at this stage. In August 1944 the Squadron re-equipped with Spitfire Mk. IX and was relocated to Savoia, Italy, in September for operations over Crete and the Aegean. The Squadron also undertook ASR duties in the Eastern Mediterranean. No. 10 Squadron was disbanded October 31, 1944 (other sources state November 10, 1944).

Re-established in January 1986 at AFB Potchefstroom with the Denel Seeker UAV in order to provide reconnaissance and artillery weapons delivery guidance. The squadron was to be ordered to cease flying in November 1990 and may have been disbanded by March 31, 1991. After 10 Squadron was disbanded, the Seeker system was operated by Denel on behalf of the SANDF. Two models were utilized, the Seeker-P model is used for training purposes and the Seeker-D is deployed operationally.



11 Squadron

Ne Desit Virtus (Let Courage not Fail)

Formed as a fighter-bomber unit in April 1939 at Durban with Westland Wapitis, by December that year it had already been disbanded. By renumbering 1 (Bomber/Fighter) Squadron to 11 (Bomber) Squadron on 11 December 1939, the squadron was activated once again and by May 1940 was equipped with the Hawker Hartbees, moving to Nairobi. During August they re-equipped with the Fairey Battle, with the majority of operations occurring over Italian East Africa. Despite an impressive record, the squadron was renumbered 15 Squadron in May 1941. Reformed in June 1944 in the Middle East with Supermarine Spitfire Mk Vs, the squadron moved to Italy in

September where they converted to the Curtis Kittyhawk Mk IV. With the collapse of the Axis, the squadron was disbanded in mid 1945.

In January 1974, the squadron was reformed with Cessna 185s at Potchefstroom. The squadron was disbanded in early 1991.



12 Squadron

Primus In Acien (First in Action)

By renumbering 2 Squadron at Waterkloof, 12 Squadron came into being during December 1939 with Avro Ansons. In May 1940 the squadron moved to Ysterplaat and re-equipped with ex-SAA Junkers Ju-86, but flew back to Germiston for conversion training before moving to Nairobi in late May 1940. There the squadron was first into action against the Italians, hence its motto. From March 1941 the squadron also flew a few Martin Marylands. In late December 1941 the squadron released its Marylands and moved to the Nile Delta where they received the Douglas Boston Mk III. After participating in the Battle of El Alamein and following the advance westwards, the squadron then started attacking the Italian islands (Pantelleria and Lampedusa) from May 1943 before attacking Sicily. In July the squadron moved to Malta and started operating over Italy. By the end of December all the Bostons had gone and the squadron returned to North Africa to convert to the Douglas Marauder Mk II. The squadron provided close-support throughout 1944 in Italy until the war ended in May 1945. After ferrying home soldiers in May, the squadron disbanded.

The squadron was reformed with Avro Ansons in October 1946, flying anti-tsetse fly spraying missions in Zululand. The squadron disbanded a few years later after briefly flying the Sikorsky S-51 helicopter. Equipped with the English Electric Canberra, the squadron was re-activated at the end of 1963 and continued to fly the jet bombers from Waterkloof until they were finally disbanded once again in November 1990.



24 Squadron

Per Noctem Per Diem (Through Night, Through Day)

By renumbering 14 Squadron, 24 Squadron was formed in East Africa on March 5, 1941. Although given Martin Maryland bombers, these were replaced by Douglas Bostons in the ensuing Western Desert campaign. In December 1943 the squadron re-equipped with the Douglas Marauder Mk II, and later with the Mk III version. After flying its last operation in April 1945, the Marauders were converted to transports. Disbandment came in November 1945.

Reformed at Bloemspruit in April 1946 with Lockheed B-34 Ventura bombers. An Active Citizen Force complement of North American Harvards was added in 1948, but was disbanded in January 1951. With the purchase of the Hawker Siddeley Buccaneer S Mk 50, the squadron was reformed at RNAS Lossiemouth in May 1965 before flying back to Waterkloof with their new additions. The squadron was disbanded in March 1991, by which time a few Aermacchi Impalas had been added to make up for small complement of Buccaneers (four) left.



25 Squadron

Adiuvamus (We Help)

As a spin-off of 33 Flight, 25 Squadron was formed on July 1, 1942 at Port Elizabeth with a few elderly Avro Ansons borrowed from 33 Flight, flying coastal patrols. Lockheed Venturas started arriving in September 1942. In June 1944 the squadron moved to Italy for operations against enemy shipping and harbours. Converting to Douglas Marauders in November, operations were still being flown with the Ventura. Action over Italy

continued until the squadron was disbanded in July 1945.

Reformed in January 1951 from 21 Squadron, Douglas DC3 Dakotas were flown as a part-time transport unit until being renumbered 44 Squadron in November 1953. The squadron was again reformed at Ysterplaat in February 1968, once again equipped with the Dakota. The squadron was finally disbanded in October 1990.



27 Squadron

Protegimus (We Protect)

Formed at Eerste River, near Cape Town, on August 24, 1942, the squadron flew Lockheed Ventura Vs on convoy escort and anti-submarine duties on South Africa's west coast. In March 1944 the squadron left for North Africa, flying their Venturas in the Western Mediterranean and Spanish coastal areas.

While part of the squadron moved back to Swartkop in November 1944, the remainder began converting to the Vickers Warwick GR V in Egypt. At the end of the war, the squadron stayed in Egypt for air-sea rescue duties, but in November 1945 they returned to South Africa with their Warwicks, only to be disbanded.

In January 1951 the squadron was reformed at Ysterplaat as a part-time maritime patrol unit, once again equipped with Venturas, only to be disbanded in 1958. The squadron was reformed again in October 1962 at Ysterplaat, flying inshore maritime reconnaissance with Douglas DC3 Dakotas. The Piaggio P166 Albatross was received in 1969 and the squadron moved to Cape Town International Airport. In October 1990 the squadron was disbanded.



30 Squadron

Summa Agilitas (The highest agility / Unequaled Versatility)

The forerunner of 30 Squadron (SAAF), No 223 Squadron, RAF, was established in April 1944. No. 30 Squadron, SAAF, was established on July 10, 1944 by redesignating No. 223 Squadron, RAF, at Pescara, Italy.

Controlled by No. 3 Wing, SAAF, they relocated to Jesi in October 1944, concentrating on raids against communications and railway links in Yugoslavia and Northern Italy. The last operational flight occurred during April 1945 from Jesi, Italy and was withdrawn from operations on May 3, 1945. After the end of operations the squadron was utilized for transport duties and carried on doing exercises. It relocated at Biferno in June 1945 and disbanded July 15, 1945.

The squadron was re-established on December 8, 1980 at AFB Ysterplaat with the transfer and renumbering of 'A' Flight, 15 Squadron from Swartkop, operating the Super Frelon and Puma. The squadron was also responsible for Antarctic support missions, flying two SA 330J Puma's owned by the Department of Environmental Affairs. The Puma became the sole type operated when the Super Frelons were transferred to 15 Squadron in January 1986. The squadron was disbanded with effect from December 31, 1991 when the Pumas and personnel was transferred to 22 Squadron.



31 Squadron

Absque metu (Without fear)

Established as No. 31 (Coastal) Squadron by amalgamating No. 13 (B.R.) Squadron and No. 14 (B.R.) Squadron with effect from December 1, 1939. Allotted to Natal and Eastern Province Commands. No. 13 (B.R.) Squadron was redesignated "A" Flight, No. 31 (Coastal) Squadron at Durban and No. 14 (B.R.) Squadron was redesignated "B" Flight, No. 31 (Coastal) Squadron at Port Elizabeth. Joint HQ with No. 32 (Coastal) Squadron formed at Germiston and operated Junkers Ju 86's and a single Bristol Blenheim Mk 1. The Blenheim, allocated to "A" Flight at Durban was used to attack the Italian ship Timaryo, on June 10, 1940. The ship was run aground by her crew during the engagement. The Junkers were replaced by Avro Ansons and the squadron's two flights were formed into separated entities again on September 1, 1940 when "A" Flight was redesignated No. 31 Coastal Reconnaissance Flight at Durban and "B" Flight was redesignated No. 33 Coastal Reconnaissance Flight at Port Elizabeth.

In April 1941 No. 31 Coastal Flight came under control of No. 6 Wing, controlled by No. 5 Coastal Group. On July 1, 1942 No. 31 Coastal Reconnaissance Flight was disbanded and renamed No. 22 Torpedo Bomber Reconnaissance Squadron.

Re-established as No. 31 Heavy Bomber Squadron in January 1944 at Zwartkop Air Station. The squadron departed for North Africa from January 30, 1944 and started arriving at the SAAF Base Depot at Almaza from February 19, 1944. The aircrews were sent to No. 1675 Conversion Unit at Lydda, Palestine to be converted onto the Consolidated B-24 Liberator bomber. On April 19, 1944 an advanced party set off to establish a base camp forty kilometres north of Cairo. The camp was accordingly named Kilo 40. The first aircraft arrived at Kilo 40 on April 27, 1944. After the arrival of No. 34 Squadron at Kilo 40, both squadrons came under the control of the newly established No. 2 Wing, SAAF. The squadron flew its first operational sorties on May 27, 1944 against the German-occupied island of Crete. From June 16, 1944 the squadron started the migration process to Foggia in southern Italy. The bombers and a small detachment were immediately flown to Foggia and put on operations as part of No. 205 Group, RAF. 31 Squadron was temporary placed under control of No. 240 Wing, RAF until No. 2 Wing came into full operation. The squadron took part in a large-scale air offensive against the petroleum industry in Eastern Europe supporting Nazi Germany. From July 1, 1944 the squadron also became involved in occasional mine-laying sorties along the Danube River. No. 31 Squadron came under effective control of No. 2 Wing, SAAF during July 1944. First operations against the Ploesti oilfields of Rumania commenced on July 26, 1944.

The Squadron (with 34 Sqn) is most famous, along with the USAAF squadrons, and RAF 178 squadron, for flying to Warsaw with supplies during the uprising of the Polish resistance under General Bor Komorowski for which the squadrons suffered heavy losses in August 1944. The squadron also dropped supplies to the Yugoslav Partisans under Marshal Tito in the later part of the War.

Next came a move to Foggia and the dropping of supplies, attacks on marshalling yards and troop transport to Greece during the ELAS/EDES civil war from late 1944. After the end of the war in Europe the squadron was utilized in a trooping role and to repatriate POWs to England. Withdrawn from operations on December 5, 1945 and disbanded December 6, 1945.

Reformed as 31 Squadron with effect from January 4, 1982 at AFB Hoedspruit, operating Aerospatiale Puma and Aerospatiale Alouette III helicopters. The squadron later moved to AFB Louis Trichardt. The Pumas were replaced by the Denel Oryx on February 12, 1991. The squadron was disbanded at on December 4, 1992.



40 Squadron

Exercitui Oculus (Eyes of the Army)

40 Squadron was formed at Waterkloof Air Station in May 1940 as an Army Co-op Squadron under the

command of Major JT Durant, who was destined to become Air Chief of Staff in 1946.

One flight was equipped with Hawker Hartbees and left for Wadjir in Kenya in June 1940, their task being to support 1 SA Division against the Italians. The squadron returned to the Union in August 1941 to re-equip with Hawker Hurricane Mk1s. Thereafter, they commenced operations in the Middle East in February 1942.

From March 20, 1942 they began a long association with the 8th Army. On 20 October the squadron, now equipped with Hurricane MkIIs, moved up to Burg El Arab for the Battle of Alamein, and moved then on through the North African, Tunisian and Sicilian campaigns, never far from the 8th Army. In June 1943 they once again re-equipped, this time with Supermarine Spitfire Vs. On 18 October they received a signal from the 8th Army which read 'Your magnificent efforts greatly appreciated - many thanks!' This was after a particularly strenuous phase in the Italian campaign.

On the April 2, 1944 the Squadron's long and close association with the 8th Army came to an end when they moved to San Angelo to operate with the 5th Army for the remainder of the Italian campaign.

At 01h00 on May 9, 1945 the entire German Armies in Italy surrendered unconditionally. However, the squadron, the only one in the Desert Air Force, continued to operate throughout the ensuing mopping up operations in Northern Italy and Austria. When they moved to Moderndorf in Austria they became the first complete unit in the UDF to be stationed in pre-war German occupied territory. On October 20, 1945 the Squadron handed over all aircraft and equipment to 225 Squadron RAF. Thus, after five years and five months, a Squadron with a proud record of wonderful achievement was now but a name. 'The eyes of the Army' were closed.

In 1953 40 Squadron was re-established at Rand Airport, Germiston, as an Active Citizen Force squadron flying North American Harvards. A move was made to CFS Dunnottar in 1965. During August 1982 the squadron was re-equipped with Aermacchi Impala aircraft and returned to their original home ground, AFB Waterkloof. The Squadron was disbanded in the late 1980's.



42 Squadron
Per Spicimus (We Survey)

The only army aviation unit to serve in the South African forces during World War II, 42 AOP Flight was formed at Bari, Italy, on January 23, 1945, with an officer of the SA Artillery in command. Most of the pilots were drawn from the SAAF and were given special training for their artillery-spotting duties. Flying Austers, the squadron was kept busy until the end of the war in Europe, moving from one base to the next as the Germans retreated in Italy.

With the end of the war, 42 Flight and their Austers were shipped back to South Africa and were based at Potchefstroom, the home of the South African Artillery. Its first two purely Army pilots were trained at the SAAF's Central Flying School in 1949, with the flight flying various marks of Auster. For a while the Flight was placed under the control of the SAAF, but in 1953 it reverted back to the Army for a few years before being passed back to the SAAF as 42 Squadron. Auster AOP-6s and 9s entered service between 1953 and 1957.

In May 1962 the Austers were phased out by the Cessna 185, being joined by the Bosbok in 1974 and later by the Kudu. The Kudu was retired in 1991, followed by the Bosbok in 1992. In the last few months of service of the Bosbok, the squadron formed the 'Spikes' formation team to showcase the performance qualities of their much underrated aircraft. The squadron moved to AFB Swartkop in December 1992, flying the Cessna 185. A single Pilatus PC-6, formerly of the Bophuthatswana (homeland) Defence Force, joined the squadron following the 1994 elections. The squadron relocated to AFB Waterkloof in early 2000, whereafter it was disbanded.



86 Multi-Engine Flying School

Docemus Volatum (We Teach Flying)

After the end of WW II, multi-engine conversion training in the SAAF was initially conducted at the units operating multi-engine aircraft. In early 1950 it was reported that a conversion course onto Douglas Dakota and Lockheed Ventura-type aircraft was conducted at CFS. Multi-engine conversion was later conducted by 44 Squadron. The training was done at AFS Swartkop and AFS Ysterplaat. At the end of 1967 it was decided to centralize the training at AFS Swartkop in order to maintain an equal standard in multi-engine conversion. As a result a Multi-engine Conversion Flight was established as part of 44 Squadron at AFS Swartkop.

The Multi-engine Conversion Flight, 44 Sqn was redesignated Multi Engine Conversion Unit (MECU) in February 1968 at AFB Swartkop. In July 1968 the unit was relocated to AFB Bloemspruit in order to escape the dense air traffic in the Pretoria area. The first conversion course at AFB Bloemspruit was commenced in September 1968. Because of the proximity of Tempe, the unit became involved in the training of instructors in paratrooping techniques. The unit was redesignated 86 Advanced Flying School in January 1973, before finally being called 86 Multi-Engined Flying School (86 MEFS) in the mid-1980's.

In 1995, Casa 212 and Casa 235 aircraft were transferred from the TBVC-state air wings. After the phasing out of the Dakota C47-TP and the addition of the Casas 86 MEFS started functioning as a regular transport squadron.

86 MEFS was to cease operations on December 31, 1997 when the squadron was absorbed by 44 Squadron at Waterkloof.



88 Maritime Operational Training School

Custodes litorum doce (We teach the guardians of the shores)

Established as Maritime Operational Training Unit (MOTU) in February 1968 at AFB Ysterplaat. The name later changed its name to 88 Advanced Flying School.

The helicopter capabilities of Maritime Command was extended after the establishment of 30 Sqn in early 1981 and a need for maritime training for chopper crew became apparent. 88 AFS was asked to develop a maritime orientation course. In conjunction with 30 Squadron, the School developed the course, which was presented to members of 30 and 15 Squadron's Puma and Frelon crews.

Name later changed to 88 Maritime Operational Training School. In November 1985, 88 MOTS moved to DF Malan Airport. Flying operations of 88 Maritime Operational Flying School was ordered to cease and the unit was disbanded on 31st December 1990.



89 Combat Flying School

Exercitati delendo (We train to kill)

Established on July 1, 1986 from the Mirage Flight of 85 Combat Flying School at AFB Pietersburg, the role of the unit was to train aircrew on Mirage type aircraft, with a secondary air defence role. The first Cheetah D2 was delivered on 26 July 1986 and continued to provide the Cheetah Operational Conversion Course, Strike Navigator Course and Special Weapons⁵ Operator Course.

From November 6, 1992, 89 Combat Flying School started merging with 2 Squadron to become Training Flight, 2 Squadron. The Cheetah D aircraft, operated by 89 Combat Flying School was also transferred from AFB Pietersburg to 2 Squadron on November 6, 1992. Flying operations was conducted under command of 2 Squadron as from that date.

89 Combat Flying School was disbanded on 29th November 1992. All personnel were to be transferred to AFB Louis Trichardt by December 31, 1992 and in January 1993

⁵ Often a euphemism for nuclear weapons.

the remaining equipment of the unit was moved to AFB Louis Trichardt to be absorbed into 2 Squadron. The complete transition was ordered to be completed by February 28, 1993.