



## ROYAL AIR FORCE OFFICERS' CLUB

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BRYANSTON 2021

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## RAFOC REMINISCENCES AND RAMBLINGS - WEEK 270 29<sup>th</sup> AUGUST 2025

### GREETINGS:

What a week it was... ANC looks into the abyss as turnaround flounders... Mashatile unmasked - GPF takes Mashatile's son-in-law to court for R12.6m housing loan... SA Department of Defence closes the door on Maphwanya Iran visit... Motshekga admits to "gaps and delays" in military veterans' healthcare... News24 MK Party presses Bheki Cele to answer for Mkhwanazi's claims... Bester heading to court (again)... Road to Cape Town Airport under fire after surge in robberies... DA MP Ian Cameron's fast reaction led to arrests after Philippi attack... Patricia de Lille lays waste SA Tourism Board... SAAF resurrecting the venerable Dakota?... SASSA introduces biometric verification to combat fraud... Eastern Cape attorney struck from roll after writing the judgment in her clients' case against the police (Always something new out of the Eastern Cape...) Springbok prop Asenathi Ntlabakanye denies doping violation after failed drug test... Springbok Women off to flying start at Rugby World Cup... South African runner Sibusiso Kubheka makes history, runs 100km in under 6 hours (Not DNA, just RSA)... Eden Park in Auckland – Springbok Nemesis?...

Trump can bully the Fed but he can't bully the bond markets... Starmer faces growing Labour backlash over ECHR... Farage unveils Reform UK's plans for the detention and mass deportation of all illegal migrants... Taliban: We're ready to work with Farage on migrants... Musk to fund legal cases against officials 'who failed over grooming gangs'... Journalist-sanctioning by Russia shows the Kremlin hates free societies... Tracy Edwards: Arguing with trans activists is like explaining Einstein to my dog... AI Chatbots pretend to be God – whatever next?...

## BBMF CHANGE OF COMMAND:



*Squadron Leader Mark Sugden, the outgoing Officer Commanding of the BBMF, told BFBS Forces News he loves the challenge of flying a Spitfire.*

Squadron Leader Mark Sugden, the outgoing Officer Commanding of the Battle of Britain Memorial Flight (BBMF), has been in a cockpit since the day he joined the Air Force. Now, as he prepares to hand over the historic role, he told BFBS Forces News that he relishes the challenge of flying a Spitfire. "I would take a Spitfire every day," Sqn Ldr Sugden said. "And it's not just the prestige of the airplane. I think most pilots, they crave the flying challenge, and these airplanes are a challenge to fly." Taking over his role is Squadron Leader Paul 'Ernie' Wise, whose multi-engine aircraft background led him to flying the Lancaster Bomber which forms part of the iconic flight. "The Battle of Britain Memorial Flight is steeped with privilege and honour," Sqn Ldr Wise told BFBS Forces News. "Of course, there are challenges, and I'm looking forward to that challenge. It's a very demanding role. But, one that I relish." *(RAF news)*

## FREEZING IN THE FALKLANDS:



*In order to keep the RAF's QRA Typhoons flying, the Voyager tankers need to be kept in a state of readiness too*  
*(Picture: MOD)*

While Europe is still enjoying the summer, it's winter in the South Atlantic, creating some icy obstacles to be overcome for the Armed Forces personnel deployed there. Within the British Forces South Atlantic Islands, Mount Pleasant Airfield on East Falkland is exposed to some dramatic and challenging conditions at this time of year. This climate, which can see temperatures fall well below zero, makes operational management of the RAF airfield critical. Members of 1312 Flight, which is part of 905 Expeditionary Air Wing, are responsible for maintaining and clearing the aircraft at MPA. Chief Technician Warren Burns offered a valuable insight into his Falklands deployment on 1312 Flt over the winter period last year. "Our main effort is to deliver Quick Reaction Alert air-to-air refuelling," he explained. "We also support search and rescue missions, maritime radar reconnaissance and medical evacuations. We are on call 24/7."

### LAND CEPTOR MISSILE:



*British soldiers have carried out the first test-firing in the UK of the Army's new Land Ceptor missile system – an important part of the nation's air defences.*

When the vehicle appeared at the MOD's training ranges in the Outer Hebrides, it looked like an ordinary Army lorry trundling through the stark, yet beautiful landscape.

But in fact it was the launch platform for Land Ceptor - a surface-to-air missile system similar to the Sea Ceptor that's used by the Royal Navy's frigates.

When setting up the system, the first task is to lower the hydraulic stabilising arms, after which the Common Anti-Air Modular Missiles (CAMM) can then be loaded.

The Land Ceptor launcher can carry eight CAMMs at any one time. They're cold-launch missiles. That means the missile is expelled from its launch container by a gas generator and ignites its own rocket engine after clearing the container. This is in contrast to a hot launch where the engine ignites inside the container. A cold launch puts less stress on the missile launching container and means it can be reloaded more quickly because it stays cool. It also saves all the missile's own propulsion power for going after the target.

Another benefit of a cold launch is the fact that it reduces the chance of a missile malfunction causing lots of damage. That's because there's little risk of the missile being stuck in the launcher with a burning rocket motor, which could damage the launcher and its other missiles.

The Land Ceptor can be used on its own, but it's part of a wider system called Sky Sabre.

Sky Sabre comprises of three separate components.

- The Agile Multi-Beam surveillance radar – affectionately referred to as the Giraffe

- The Battle Management Command & Control Communications centre
- The Land Ceptor missile delivery vehicle

While all can be deployed together, on the battlefield, they could be expected to operate up to 15km apart. (*ForcesNet*)

## **PROTECTION OVER POLAND:**



*RAF Typhoon pilots working with their Polish and Swedish counterparts illustrate just how quickly potential adversaries can be intercepted, their commander has said.*

Operation Chessman, which has now drawn to a close, saw the Typhoons operate alongside Polish MiG-29UBs and Swedish JAS 39 Gripen to help safeguard the airspace over Poland and the broader Baltic region.

Flying regular sorties and maintaining constant readiness, these aircraft were part of NATO's enhanced Air Policing mission based out of Malbork Air Base.

One typical incident saw a Typhoon from II Army Cooperation (AC) Squadron intercept a Russian air force Ilyushin Il-20M.

The Il-20M, which has the NATO reporting name Coot-A, is a communications and electronic signals intelligence surveillance aircraft – a spy plane.

The mission fulfilled by the Typhoons, MiGs and Gripen was to deliver a rapid response to any potential airspace violations, deter aggression and demonstrate NATO's collective resolve to protect the skies across the Alliance. (*RAF News*)

## **OBITUARY JOHN BEECHING RNZAF:**

The Royal Air Force's (RAF) bombing offensive against Nazi Germany was one of the longest, most expensive and controversial of the Allied campaigns during the Second World War. Its aim was to severely weaken Germany's ability to fight, which was central to the Allies' strategy for winning the war. Almost six thousand New Zealanders served in Bomber Command during World War. All of them were volunteers. Sadly, more than 1800 did not return. They are among the 55,000 who lost their lives as the RAF took the war to Germany.



Many more airmen were injured on operations or shot down and became prisoners of war. Of those who did return to New Zealand, many suffered what we would now understand as PTSD.

Very sad news: John Beeching, one of the very last veterans from RAF Bomber Command in New Zealand has passed away, aged 101. John was a Mosquito pilot who flew special operations with 169 Sqn to disrupt Luftwaffe defences. John migrated to New Zealand after the war and was an active member of NZBCA. Remarkably he only fully retired a couple of years ago. Thank you for your brave service John. RIP

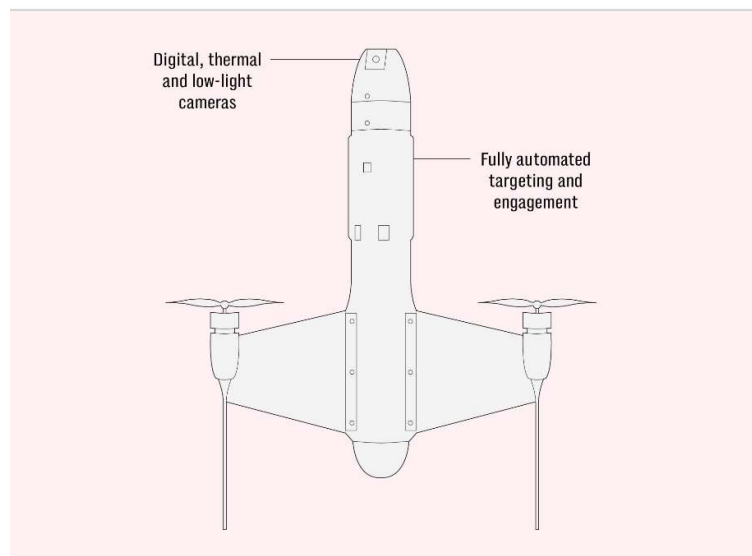
*(RNZBCA via Hanke Fourie)*

## UKRAINE'S ANSWER TO RUSSIA'S DRONE BLITZ:

Russia's "swarm" warfare, enabled by its ability to mass-produce low-cost, long-range attack drones, has exhausted and overwhelmed Ukraine's air defences. To counter this, Kyiv is ramping up its own production of interceptor drones – Unmanned Aerial Vehicles designed to take out Russia's deadly Shaheds. Volodymyr Zelensky has set a target of producing 1,000 such drones a month, in the hope of blunting Russia's relentless attacks and saving civilian lives.

Ukraine's Bagnet interceptor drone

Origin Ukraine	Range 15km	Max speed 250km/h
Cruise speed 140km/h	Warhead 1kg	Max flight time 20 minutes



Volodymyr Zelensky had set a target by the end of July for Ukraine to produce 1,000 interceptor drones a month and blunt Russia's relentless drone offensive. The Ukrainian president bet big, estimating it would cost £4.4bn to ramp up production and train more pilots. The maths makes sense. It costs £3m to fire an interceptor missile from a US-made Patriot system – or £400,000 for those from the European IRSI-T – to knock out a £50,000 Shahed or possibly even a cheap decoy. Ukraine's new anti-aircraft drones, however, cost as little as £1,000 to £4,000. Depending on the interceptor, they either smash into their target, blow up next to it or shoot it down. Those being

produced now have to be able to hunt the newer Shahed variants that are flying out of range of truck-mounted machine gun units, a core pillar of Ukraine's air defence. (*Yahoo*)

## **DRAKEN INTERNATIONAL SUES DENEL:**



State-owned defence conglomerate Denel is facing a \$7 million (R124 million) lawsuit from US company Draken International for failing to deliver nine of 12 Cheetah fighter jets ordered in 2017 for adversary air training. On 19 August, Draken International in the Florida Middle District Court sued Denel Aeronautics for breach of contract over an alleged failure to fulfill a \$35.2 million (R624 million) aircraft sale agreement.

The complaint, brought by Simpson Thacher & Bartlett and Stearns Weaver Miller Weissler Alhadeff & Sitterson, alleges that

Denel delivered only three of 12 contracted Cheetah aircraft over seven years, owing Draken \$7.1 million in advance payments plus damages. Draken apparently paid Denel \$12.7 million (R225 million) under the project.

Court records show the case was assigned to a judge on 20 August and a summons issued to Denel on 21 August.

In a statement on 27 August, Denel said it was aware of the legal proceedings in Florida, and will be opposing the matter. The company will shortly file with the court its legal notices.

"While the matter is before the courts, Denel will not provide any comments on the merits and demerits thereof. However, Denel wishes to assure all stakeholders that it remains committed to fulfilling its contractual obligations, strengthening its operational performance and ensure the long-term sustainability of the business. Denel continues to focus on enhancing its capabilities and restoring confidence with all its partners and clients, both locally and internationally," the statement concluded.

In December 2017, Denel reached an agreement for the sale of 12 ex-South African Air Force (SAAF) Cheetah fighter jets to Draken International. The contract included return to service and flight acceptance tests in South Africa and aircraft delivery to the United States.

Full article at: [Draken International sues Denel for R124 million over undelivered Cheetah jets - defenceWeb](#)

## **AARON VC:**

Arthur Louis Aaron (1922-1943) was born in Leeds, West Yorkshire on 5th March 1922, the son of Benjamin Aaron, and his Swiss born Scottish wife, whose father had been Rector of Aberdeen

University. From childhood, Arthur was fascinated with mountaineering and flying, and his first taste of flying came at one of Alan Cobham's travelling aerial "circuses" near Penrith.

Educated at Roundhay Secondary School, Leeds, Aaron won an art scholarship in 1939 and entered the Leeds College of Architecture as the start of his intended career. Still keen on flying, he joined the Leeds University Squadron of the Air Defence Cadet Corps (later retitled Air Training Corps), and eventually enlisted in the RAF for pilot training on 15th September 1941. In early December he was



sent to the USA and commenced flying instruction at No 1 (British) FTS, Terrell in Texas; graduating as a Sergeant pilot on 19th June 1942.

Returning to England, Aaron underwent further advanced instruction at No 6 (P) AFU and No 26 OTU, before being sent to No 1657 Conversion Unit (HCU) to acquire experience in handling the giant four-engined Short Stirling bomber. Finally, on 17th April 1943, Aaron joined his first operational unit, 218 "Gold Coast" Squadron based at RAF Downham Market in East Anglia. He was promoted to Flight Sergeant on 1st May 1943, and during the next three months, he and his crew completed 20 sorties over Europe, bombing a wide variety of targets in Germany and enemy-occupied territory. An early indication of his determination came on the night his Stirling was partly crippled by flak on its approach. Undeterred by the damage, he continued the attack, bombed the objective, and then brought his Stirling home. His action that night saw him awarded the DFM.

Citation "On the night of 12th August, 1943, Flight Sergeant Aaron was captain and pilot of a Stirling aircraft detailed to attack Turin. When approaching to attack, the bomber received devastating bursts of fire from an enemy fighter. Three engines were hit, the windscreen shattered, the front and rear turrets put out of action and the elevator control damaged, causing the aircraft to become unstable and difficult to control. The navigator was killed and other members of the crew were wounded. A bullet struck Flight Sergeant Aaron in the face, breaking his jaw and tearing away part of his face. He was also wounded in the lung and his right arm was rendered useless. As he fell forward over the control column, the aircraft dived several thousand feet. Control was regained by the flight engineer at 3,000 feet. Unable to speak, Flight Sergeant Aaron urged the bomb aimer by signs to take over the controls. Course was then set southwards in an endeavour to fly the crippled bomber, with one engine out of action, to Sicily or North Africa. Flight Sergeant Aaron was assisted to the rear of the aircraft and treated with morphia. After resting for some time he rallied and, mindful of his responsibility as captain of the aircraft, insisted on returning to the pilot's cockpit, where he was lifted into his seat and had his feet placed on the rudder bar. Twice he made determined attempts to take control and hold the aircraft to its course but his weakness was evident and with difficulty he was persuaded to desist. Though in great pain and suffering from exhaustion, he continued to help by writing directions with his left hand. Five hours after leaving the target the petrol began to run low, but soon afterwards the flare path at Bone airfield was sighted. Flight Sergeant Aaron summoned his failing strength to direct the bomb aimer in the hazardous task of landing the damaged aircraft in the darkness with the undercarriage retracted. Four attempts were made under his direction; at the fifth Flight Sergeant Aaron was so near to collapsing that he had to be restrained by the crew and the landing was completed by the bomb aimer. Nine hours after landing, Flight Sergeant Aaron died from exhaustion. Had he been content, when grievously wounded, to lie still and conserve his failing strength, he would probably have recovered, but he saw it as his duty to exert himself to the utmost, if necessary with his last breath, to ensure that his aircraft and crew did not fall into enemy hands. In appalling conditions he showed the greatest qualities of courage, determination and leadership and, though wounded and dying, he set an example of devotion to duty which has seldom been equalled and never surpassed."

## **CHEERS FOR NOW:**

Well, we certainly are living in interesting times in South Africa... For those who may be interested, see the article in the Tailpiece on the UAE air movements into SA recently...

Our next lunch will be the Battle of Britain Ladies Lunch on Friday 12 September 2025 12h30 for 13h00 at Wanderers Club. We have for many years been privileged to have a Flypast by the Flying Lions to commemorate the Battle of Britain – however, for a number of reasons this may not be

possible this year. Your Committee is exploring alternatives: signs are positive... Please book and pay to confirm if you've not already done so...

**TAILPIECE:**

“South Africa’s leadership – “the lanyard class” – is dangerously disconnected from domestic realities, prioritising international engagement over pressing local concerns. And it will affect the outcome of elections”: *Tony Leon.*

New Strapline: SACAA keeping SA Aviation safe in the sky by grounding all aircraft...



*'I suspect some peers pretend to be present in the Lords when they're actually at home'*



*'After the migrant deal, the Taliban are now offering to help us tackle shoplifting'*

**Insurance is like a voice note in Afrikaans.**  
**You don't fully understand it, but you feel it's important.**

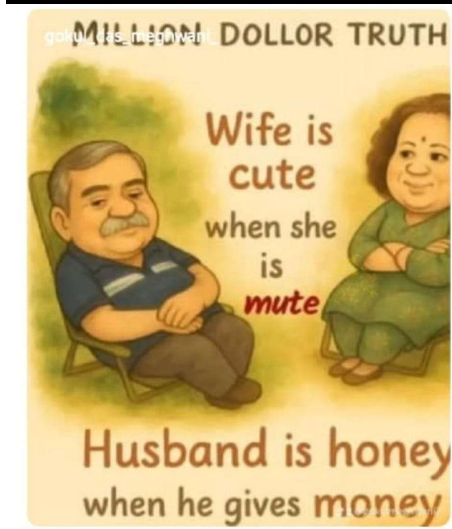
pineapple.co.za

Insurance? Pineapple.





"These are expensive, but they're guaranteed up to 140 words per minute."



Still trying to figure out how am I gonna get the Company's laptop back from Cash Crusaders 🙄🤔

I'm horrified to read that doctors are now advising not to drink alcohol two days running. So today I shall be walking instead 🧠



Closer to Home: **THE ARABS ARE COMING** (*You thought the Guptas were bad?*)

A number of Boeing C17 in unusual UAE national markings have been observed landing and taking off from Cape Town International in recent weeks... Here is the reason:

In mid-August 2025, a massive air bridge was set up from the United Arab Emirates to a small hunting reserve in South Africa's Eastern Cape province. This was all because the ruler of the UAE went hunting there.

In 2023, the president of the UAE and the royal family also visited this area for a holiday. News24 article link Sheik Mohamed bin Zayed al Nahyan, who is also the ruler of Abu Dhabi, owns an estate referred to as E-zulu. The game reserve is 24,000 hectares large and located between the towns of Bedford and Makhanda. Bedford, a small rural town, lies approximately 108 km northeast of Bulembu.

The exact location of the lodges is here. This permission to build more lodges in the game reserve gives an impression of the size and how many people it can accommodate.

The leaders of the UAE states like to travel. For example, they previously flew to Morocco to go bird hunting. They also travel every year to a region in Pakistan for hunting. The pattern is always the same: many cargo aircraft fly in with equipment, followed by a series of private jets.

Several C-17 transport aircraft of the UAE Air Force flew from airports in the UAE to Cape Town. From there, they continued to a small airport in the Eastern Cape called Bulembu Airport (previously Bisho Airport). This airport has no scheduled services. The runway was extended a few years ago, paid for by the UAE.

The stop in Cape Town was likely for customs/tax reasons. The aircraft transported, among other things, cars, helicopters, furniture and fitness equipment.

This is an incomplete overview of flights carried out by UAE Air Force C-17s between 13 August and 17 August:

\* 1224 made 2 flights

\* 1225 made 3 flights

\* 1226 made 1 flight

\* 1227 made 2 flights

\* 1228 made 3 flights (the sand-colored one). At least one from Cape Town to Bulembu and back. At August 17 it came from Abu Dhabi. Made a stop at Bulembu and then flew to Cape Town.

\* 1229 made 1 flight

\* 1230 made 2 flights

On August 13, Boeing 777-200ER A6-ALN, which flies for the Presidential Flight but wears full Emirates livery, landed at Bulembu airport. It had departed Abu Dhabi. After a few hours the aircraft departed back to Abu Dhabi. This aircraft flew support staff. On August 17 the aircraft landed likely again in Bulembu airport, it came from London. On August 19 it departed to nearby Durban, likely for refueling. It then flew to Abu Dhabi. It then flew to Malaga. After that it returned to South Africa.

On August 15 B737BBJ A6-RJZ flew from Abu Dhabi to South Africa. It returned the same day.

An interesting aircraft is RubyStar IL76 EW-57TH. The aircraft departed Abu Dhabi on the 15th as RSB7672. Tracking was lost near Mthatha. Likely the aircraft landed at Port Elizabeth. On August 16 it left the airport in South Africa made a stop at Maputo. It then flew to Dubai.

At August 16 A300 EX-30002 of Gewan Airways as flight GWN4051 pops up on FR24 at around 08:00 UTC. It departed an unknown airport, likely Port Elizabeth. It landed Maputo at around 09:00 UTC. It made stops at Victoria Falls and Mombassa before landing at Abu Dhabi where it landed on Sunday Augusts 17, 01:30 UTC.

Also on August 16 IL76 EX-76023 flew as NU9102 to South Africa. It departed Al Ain airforce base. Where exactly it landed is unclear as the tracking was lost near Mthatha. Likely it went to Port Elizabeth. Later it made a fuel stop at Maputo. On August 17 the aircraft continued to Fujairah.

Around 17 August, UAE leaders flew directly from the UAE to Bulembu Airport. The government Boeing 787 A6-PFG arrived there at around 13:30 UTC. On the same day, it departed back to Abu Dhabi.

Also on 17 August, Royal Jet's Bombardier Global 5000 A6-RJD arrived at Port Elizabeth. Royal Jet's Boeing 737 A6-RJA flew from Abu Dhabi to Port Elizabeth. The next day it returned to Abu Dhabi. At the same time another B737BBJ landed at Bulembu Airport. Both came from Dar es Salaam. A helicopter using callsign UAF30 flew from Bisho (Bulembu Airport) to Port Elizabeth. Also Bombardier BD-700 A6-RJC was active as ROJ022. One of the B737's departed Bulembu Airport around 10:25 UTC and flew to Port Elizabeth. Probably for refueling.

Also on August 17, B787 A6-PFE, flying for the Presidential flight using flight number AUH05 but in full Etihad livery, landed at Bulembu Airport coming from Abu Dhabi.

On 19 August, the aircraft arrived again in Port Elizabeth. On the 21st, it made a round trip to Luanda. The aircraft was parked at Bulembu until August 24 when it departed for Luanda. The reason for this flight was a 24 hour state visit by Sheikh Mohamed bin Zayed Al Nahyan to Angola. On Monday August 25 the aircraft departed Luanda heading north-east, likely returning to Abu Dhabi.

On 19 August, the B787 A6-PFG also arrived again at Bulembu Airport, this time from Geneva. At the time of publishing this article, the aircraft is still there. The holiday is expected to last 14 days.

At August 21 an unknown B737BBJ which came from Nairobi landed at around 14:30 at Bulembu Airport. Could be A6-RJA. Also A6-RJK flew from Abu Dhabi towards South Africa. A6-RJK left SA on August 23. Due to minimal coverage of ADSBexchange in the area it is hard to determine exact destinations.

At August 22, IL76 EX-76023 of New Way Cargo landed at Bulembu Airport. It came from Abu Dhabi with a stop in Somalia. At the same day a helicopter with callsign UAF3031 was spotted on FR24. (at 08:10UTC). B737BBJ A6-RJK arrives at Port Elizabeth, it departed Bulembu Airport.

On Saturday August 23 UAF2031 lands at Port Elizabeth. This is an United Arab Emirates AW139 VIP helicopter with registration 2031. The heli was first noted in South Africa at August 15 using callsign LIWA31. The hex code of this heli is C6E896. Soon after the heli landed a Boeing 737 A6-RJA departed from Port Elizabeth. It lands at Bulembu Airport. It then departs for Luanda. Later that day A6-RJA arrived back at Port Elizabeth.

Bombardier A6-RJD left Durban airport for Port Elizabeth. It then took off from Port Elizabeth at around 08:53 UTC heading towards the UAE. So the AW139 is used to fly the ruler and his guests from airports to the game reserve and back. The Boeing 737 and Bombardier are used to fly people to and from UAE. The ruler himself flies on the Boeing 787.

Besides own UAE helicopters some other heli's were used as well (likely) Bell 430 ZT-RJA was spotted in the area.

On August 23 at around 15:30 UTC the IL76 EX-76023 departed again from Bulembu Airport heading north east. Likely returning to the UAE. Another UAF AW139 helicopter was noted. This is serial 2018. It flew between the game reserve and Port Elizabeth. Three Boeing 737s landed at Port Elizabeth airport on the 23th.

Also on Saturday August 23, B787 A6-PFC, in Etihad livery but flying for the Presidential Flight, departed Abu Dhabi and landed at Durban. On August 24 it left Durban, flew to Bulembu and then flew to Al Alamain airport in Egypt. Interesting destination. Close to Benghazi, where the HQ are of

the Haftar forces. These are backed by the UAE government. B737 A6-AIN departed Al Alamain airport in Egypt, made a stop at Dar es Salaam and landed at Port Elizabeth.

B737 A6-RJV departed Durban where it was parked for a couple of days to Bulembu.

On Sunday August 24, B787 A6-PFG departed as AUH06 from Bulembu. AW139 2020 (hex 896c59) was seen active. AW139 2020 was spotted with cs UAF2020. So at least three AW139 helicopters are active. Around 10:15 UTC two Boeing 737s departed Port Elizabeth. Also Bombardier A6-RJC left. One of the B737s was A6-RJZ as ROJ001. Other B737s on this day were A6-RJA, A6-AIN (left as RJO003 to Addis Ababa continued to Al Alamain airport in Egypt), and A6-RJV. A6-RJV departed Bulembu to Abu Dhabi.

On Monday August 25 IL76 EX-76026 departed Abu Dhabi heading towards South Africa. It was directly followed by Airbus A300F EX-30002. This aircraft left Fujjarah, was ferried to Abu Dhabi. Stayed there a couple of hours and then flew towards South Africa. It made stops at Bosaso and Maputo. It landed there at 16:08 UTC time. So likely bringing more cargo food the hunting holiday.

On Monday August 25 Aerostan A300F EX-30005 landed at Bulembu at around 08:10 UTC as BSC4040. The aircraft came from Abu Dhabi with a stop in Entebbe. Also on Monday C17 1230 landed as UAF1240 in Bulembu or Port Elizabeth. Not covered by FR24 but was seen on ADSBexchange. It later continued to Cape Town. The C-17 left Cape Town at August 26. Airbus A300F EX-30002 of Gewan Airways flew from Abu Dhabi via a stop in Bosaso (Somalia) to Maputo as GWN4050.

An interesting visitor on August 25 to Bulembu was Boeing 737-400 5Y-FQC. This passenger aircraft was leased by Daallo airlines. Not sure if the operator Fanjet Express was hired by the UAE. The aircraft flew Ras'sal Khaymah-Nairobi-Harare to Bulembu. After about an stop the aircraft took off again. Since July 6,2025 this aircraft has been flying from airports in the UAE to various remarkable destinations like El Arish near Gaza, N'djamena, Bebera (Puntland) and Bosaso (Puntland). These are all destination where UAE has an geopolitical interest in.

My guess is the aircraft brough staff for the guests like housekeeping, chefs etc. Based on the number of stops and the aircraft it certainly was not the transport of the royal family, ministers or other VIPs.

On Tuesday August 26, Airbus A300F EX-30002 of Gewan Airways continued after a nightstop at Maputo to Bulembu as GWN4051.

Also on the 26th UAF C-17 1227 landed at Cape Town. Also C-17 1224 landed at Cape Town. As many aircraft flew out of South Africa to various destinations, likely a second batch of VIPs guests are being flown the next days to the game reserve.