



ROYAL AIR FORCE OFFICERS' CLUB

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BRYANSTON 2021

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RAFOC REMINISCENCES AND RAMBLINGS - WEEK 281 14th NOVEMBER 2025

GREETINGS:

This week was dominated by Remembrance (Armistice) Day Parades and Services, including our Remembrance Day Lunch last Friday... questions over G20 summit legitimacy and cancellations arise... but Ramaphosa says US skipping G20 Leaders' Summit is 'their loss' (Oh, indeed?)... SA steadily climbing the world rankings – now in 7th place for organized crime... Taxi violence erupts again in Nyanga, Cape... SAPS in turmoil as more evidence emerges before the Madlanga and Ad-Hoc Parliamentary Commissions... Vodacom gets into bed with Elon Musk's Starlink... PSL club boss accuses Irvin Khoza of 'dictatorial' leadership (surely not?)... South Africa has become a graveyard for truth tellers... First leopard spotted in West Coast National Park in 170 years – a conservation triumph in the wreckage...

BBC throws its name away and blows its cover comprehensively – now in Trump's crosshairs for deliberately manipulating a Trump statement - facing USD 1 Billion lawsuit... Starmer ("worst Prime Minister ever") under massive pressure from "Civil War" within Labour... Rachel Reeves set to target pensioners with an income tax raid... 90 violent criminals or sex offenders have been mistakenly released from prison in the last year...

ARMISTICE (REMEMBRANCE) DAY:



Armistice Day, later known as Remembrance Day in the Commonwealth and Veterans Day in the United States, is commemorated every year on 11 November to mark the armistice signed between the Allies and Germany at Compiègne, France, at 5:45 am for the cessation of hostilities on the Western Front of World War I, which took effect at 11:00 am - the "eleventh hour of the eleventh day of the eleventh month" of 1918 - although, according to Thomas R. Gowenlock, an intelligence officer with the U.S. First Division, shelling from both sides continued for the rest of the day, ending only at nightfall.

The armistice initially expired after a period of 36 days and had to be extended several times. A formal peace agreement was reached only when the Treaty of Versailles was signed the following year.

The date is a national holiday in France, and it was declared a national holiday in many Allies of World War I nations, several of which have since changed the name of the holiday from Armistice Day to either Remembrance Day in the Commonwealth of Nations, or Veterans Day in the United States. Italy celebrates the Armistice with Austria on November 4 as National Unity and Armed Forces Day. In Poland, November 11 coincides with National Independence Day.

The first Armistice Day celebration was held at Buckingham Palace, commencing with King George V hosting a "Banquet in Honour of the President of the French Republic" (Raymond Poincaré) during the evening hours of 10 November 1919. The first official Armistice Day events were subsequently held in the grounds of Buckingham Palace on the morning of 11 November 1919, which included a two-minute silence as a mark of respect for those who died in the war and those left behind. Similar ceremonies developed in other countries during the inter-war period. In the UK, beginning in 1939, the two-minute silence was moved to the Sunday nearest to 11 November in order not to interfere with wartime production should 11 November fall on a weekday. This became Remembrance Sunday. In South Africa, for example, the MOTH (*Memorable Order of Tin Hats*) had by the late 1920s developed a ceremony whereby the toast of "Fallen Comrades" was observed not only in silence but darkness, all except for the "Light of Remembrance", with the ceremony ending with the Order's anthem "Old Soldiers Never Die". (*Wiki and others*)

ROYAL AIR FORCE HONOURS ALBANIAN FAMILY:

When twenty-one-year-old pilot Warrant Officer Tim Vernon Pigot climbed into his Spitfire on 24 June 1944, he could not have imagined that the mission ahead would change his life. It would indelibly link two nations in a story of courage and compassion that is remembered eight decades later. Flying from Brindisi Italy, as part of No. 1435 Squadron, Pigot was conducting low-level attacks on German transport near Kelcyre, southern Albania. His aircraft was struck by 20mm flak, forcing him to climb to 5,000 feet and bale out. The parachute failed to open fully, and he hit the ground at great speed, breaking his back, immobilising him completely. At that moment, two rural farmers from the hills above Sukë, Kapllan and Orhan Sulaj, risked their lives to save him. The Albanian brothers provided first aid, dragged the injured pilot to safety and hid him from a German search party combing the area. That act of bravery almost certainly saved his life. Later that night, the Sulaj brothers returned with partisan fighters, who transported Pigot by mule to a mobile hospital and alerted Major Shaw, a British liaison officer. From there, the pilot was moved to the coast and evacuated by Royal Navy Motor Torpedo Boat to Brindisi in July 1944. Back in the UK, Pigot spent nearly a year in hospital but went on to make a full recovery. He lived a long life, passing away in February 1992 aged sixty-nine.



RAF airmen and Yugoslav Partisans seated on the mainplane of a Spitfire at Vis airfield, Yugoslavia. WO TV Pigot of Northwich, Cheshire is second left; 1944. Warrant Officer Pigot's account was discovered in the UK National Archives: "I was flying a spitfire which took off from BRINDISI at approximately 08.30 hours on 24 June 1944. The target was KELCYRE (ALBANIA). I made a run over the target at about 20 feet when I was hit by machine gun fire from the ground. I got up to 5,000 feet and then bailed out.

On landing my back was broken and I could neither stand nor walk. Later two Albanian peasants came down the hillside into the field where I had landed and dragged me up for a distance of a mile or so and placed me behind a bush. A little time after, a German search party came up the hill, passed near me, one man even turning back, but I was not discovered.

Later in the day the peasants returned bringing back a group of partisans. I was then taken by mule-back, spending most of the night travelling, until finally I came to a Partisan mobile hospital. Here I was placed under the care of an Italian doctor. I stayed with this outfit for about 10 days, moving about every day until finally I was taken to Staravetsk where I met Major Shaw (Liaison Officer). He radioed Italy for me and sheltered me for a week. I met several RAF personnel with him. After the week with him, he supplied us with a guide and we made our way to the coast (a journey of eight days) finishing up at FTERA. We stayed here for about one week. After waiting we were picked up by a Motor Torpedo Boat which took us straight back to Brindisi."

This month, the Royal Air Force formally recognised the courage of Kapllan and Orhan Sulaj. Chief of the Air Staff, Air Chief Marshall Harv Smyth wrote to Mr Gezim Sulaj, son of Kapllan and nephew of Orhan, now 84, to express gratitude on behalf of the RAF and the United Kingdom. (*RAF News*)

HURRICANE PILOT AND BURMA VETERAN DIES AGED 106:

Squadron Leader Jim Ashworth, a Canadian Hurricane pilot who fought in the Burma Campaign in the 1940s as a member of 20 Squadron, died on Tuesday 23 September 2025 aged 106.



India 1943



Saskatchewan 1956

In a rich life, Jim was assigned to the Royal Air Force during the Second World War to finish his flying training and fight on an operational squadron. Born in Cranbrook, British Columbia on 13 April 1919 he grew up in Invermere before moving back to Cranbrook to complete his education. He volunteered for the Royal Canadian Air Force (RCAF) in 1939 before being called for pilot training January 1941. He gained his pilot's 'Wings' from Number 15 Service Flying Training School in Alberta in September 1941. Initially assigned for further training as a glider pilot and instructor at RAF Staverton in Gloucestershire, he was re-selected for fighter training at RAF Peterborough and the Advanced Flying Unit for pilots. He trained on Miles Masters before moving to Hawker Hurricanes and graduating from No 55 Operational Training Unit in Annan, Scotland in July 1942. On New Year's Eve, 1942 he was assigned to 20 Squadron to fly the Hurricane IID where they fought against ascendant Japanese enemy at Burma. The Fourteenth Army provided Jim and his Squadron with intelligence: "Much of our scramble action depended on the army liaison officer. He provided us with the targets, shown as coordinate pinpoints on maps. Many of these were unseen targets in thick

jungle. Others were tanks, gun emplacements, vehicles and [river] steamers," said Jim, in a 2015 interview.

In all Jim spent eighteen months in India and amassed fifty-four combat missions in Burma before being sent home to Canada via the UK and New York. Such was Jim's commitment to the Royal Canadian Air Force that he accepted a permanent commission after the war. He retired in 1966 after twenty-five years of service. His posts included Station Commander at the radar station at RCAF Tofino, CF-100 Canuck interceptor pilot at RCAF St Hubert, and staff officer roles in the North American Aerospace Defence Command (*NORAD*) in Colorado Springs and Air Force Headquarters in Ottawa.

A second career beckoned after he left the RCAF where he moved back to Columbia Valley, British Columbia, and managed a resort with stores and a campground near Fairmont Hot Springs. In 2009 Jim and his wife moved back to Invermere, where he was a member of the Invermere Branch of the Royal Canadian Legion. In his later life, he believed he had a duty to help younger generations to understand what war was really like through recounting his own experiences, particularly to local schoolchildren. He was also a strong advocate of Remembrance, particularly of those who gave so much in war. At the grand old age of 100, Jim was still a proud attendee at Remembrance Day marches. In 2020 aged 101, he walked 101 street blocks in Invermere and raised Cdn\$40,000 for a local food bank.

LARGEST CARGO SAILING SHIP:



The Neoliner Origin, the world's largest cargo sailboat, completed its maiden transatlantic voyage on Thursday (October 30) despite sustaining damage to its aft sail during the crossing, forcing the crew to rely partially on its motor and remaining intact sail. The 136-meter-long (*446 feet*) vessel, equipped with two semi-rigid sails, first stopped in Saint Pierre and Miquelon, a French overseas territory near Canada, before continuing to Baltimore. The aft sail was damaged in a storm shortly after departure, requiring repairs and limiting the ship's ability to achieve full wind-powered performance. "It reminds us that this vessel is a pilot vessel. We are discovering how we can manage such a large surface of sails in a transatlantic crossing, especially in the North Atlantic. And we are

already late in the year, so getting to the winter storms," Jean Zanuttini, CEO of French shipowner Neoline, which commissioned the boat, said "it is a tough start for sure. But it shows also that the vessel is resilient because she was able to arrive with limited delay in Saint Pierre." The vessel, a "RoRo" cargo ship (*roll on/roll off*) rather than a container ship, is designed to reduce greenhouse gas emissions by 80 to 90% compared to traditional diesel-powered cargo ships, as international shipping accounts for approximately 3% of global greenhouse gas emissions, according to the United Nations Conference on Trade and Development (*UNCTAD*). "We need to get to an equilibrium with our ecosystem, but, at the same time, we must maintain industrial capacities, because we are more numerous on the Earth and we have a modern life that we need to maintain," Zanuttini told Reuters. "Wind propulsion is very interesting for that because it is free energy available everywhere, not always at the same amount, of course, but it is predictable and it is not impacting anywhere else."

Wind propulsion systems, such as those on the Neoliner Origin, have the potential to cut emissions by over 50% on newly designed vessels optimized for wind conditions, according to the UK National Clean Maritime Research Hub. Other systems, adding sails to existing vessels also exist. Such retrofitted vessels can achieve emissions reductions of 5 to 20% with no operational changes, and up to 30% when optimized for wind conditions. The ship's design, developed by French naval engineering firm Mauric, aims to balance economic viability with environmental innovation. "The challenge was to propose a ship that primarily uses wind propulsion while maintaining precise delivery schedules and operating with reduced crew," Vincent Seguin, CEO of Mauric, said. While the Neoliner Origin draws inspiration from historic sailboats, it differs significantly by incorporating modern innovations such as reduced crew requirements, precise delivery scheduling, and advanced anti-drift systems to meet contemporary regulatory and technological standards, according to Mauric.

The Neoliner Origin can carry up to 5,300 tonnes of cargo, including vehicles, containers, and specialized goods. It arrived in Baltimore loaded with Renault vehicles, machinery, French liqueurs and other merchandise.

With a commercial cruising speed of 11 knots, the ship will operate monthly rotations between Europe and North America. (*Reuters*)

THE FAKE NEWS FACTORY:



In today's digital age, we are constantly bombarded with information from countless sources. Distinguishing fact from fiction has become a crucial skill, as the proliferation of "fake news" poses a significant threat to informed decision-making and societal trust. Understanding the mechanics behind this deceptive machinery is the first step towards combating its influence. This "fake news factory" operates through a complex web of actors, motives, and technologies, churning out misleading narratives that can quickly go viral and shape public opinion. Let's delve into the inner workings of this deceptive ecosystem and examine how it impacts our world.

(See how BBC has recently been exposed for its role)

TALES FROM BBC LAND:

What is happening to the BBC? As of 2020, fewer people than ever trust the 'British' Broadcasting Corporation to tell the truth. Accusations of bias and fake news reverberate inside and outside of social media tarnishing the name of this once respected brand. Every minute of every day the BBC

production line is hard at work. A finely-tuned machine, Britain's publicly-funded state broadcaster pumps out an enormous amount of content much of which attempts to mislead, unnerve and inflame the audience. Encompassing its coverage of Trump, Brexit, climate change, Syria and everything in between, there is nothing spontaneous about BBC propaganda. It is constructed to achieve specific goals. The Fake News Factory promises to blow the lid off what has become a radical, political agenda. Unable to modify its playbook by a single degree however, the corporation faces an existential crisis. More hated than loved, the BBC unravels in front of our eyes. Audiences deserting in record numbers just how does the BBC manage to retain its pre-eminent position within the UK media landscape? Using myriad examples of unethical practice in this sequel to his acclaimed *BBC: Brainwashing Britain?* David Sedgwick takes the reader on a disturbing journey into the very heart of dishonesty. *The Fake News Factory: Tales from BBC-land Paperback – 27 Jan. 2020 ISBN-10 1999359135 by David Sedgwick (Author)*

AJAX AFV (ARMOURED FIGHTING VEHICLE):

The Ajax programme has managed to put its well-publicised troubles behind it, with the family of armoured vehicles passing the latest milestone. Ajax – which comprises six vehicle types based on the same chassis – has declared Initial Operating Capability, which means it can now be deployed as a squadron on operations. The Ministry of Defence calls it the most advanced medium-sized armoured fighting vehicle in the world, but the vehicle has had to travel a bumpy road to get where it has today.

It was originally expected to have been in service in 2017, but there have been delays, and as the National Audit Office pointed out, significant cost increases. Ajax, which is being built at the General Dynamics plant in Merthyr Tydfil in Mid Glamorgan, has also ballooned in weight, now coming in at 40 tonnes. But having met its initial operating capability, it's the first armoured fighting vehicle to enter service with the British Army since the Challenger 2 nearly 30 years ago. (*ForcesNet*)



The Ajax, mainly a reconnaissance vehicle is also multi-role. (Picture: MOD)

BBMF:

The RAF Battle of Britain Memorial Flight's iconic Avro Lancaster PA474 flew to IWM Duxford in Cambridgeshire on October 29, 2025, for servicing.



Class 91 electric locomotive No. 91110. On the side is a circular plaque with the Flight badge surmounting the nameplate. On the side are painted the BBMF Lancaster in flight and a much larger RAF Memorial Flight badge. The locomotive holds the national electric train speed record. *(Sent in by Karl Jensen)*

THIS BLOOMING CITY:



SPRINGBOKS:

SPRINGBOKS COACH RASSIE ERASMUS



ANNOUNCES HE WILL NOW, FOR THE FORESEEABLE FUTURE, BE HAVING 9 PLAYERS ON THE BENCH AND ONLY FIELDING 14 PLAYERS

Sometimes, covering greatness feels like chasing a ghost. You sit at your desk, staring at a blinking cursor, searching for a fresh way to describe what everyone already knows — that the Springboks have become more than a rugby team. They've become a standard, a symbol, a kind of moving monument to everything this sport can be when spirit and structure collide. But what happens when perfection becomes routine? When dominance no longer surprises but simply continues, steady as a heartbeat? That's the strange predicament anyone trying to write about Rassie Erasmus's men now faces — the story has stopped being about **if** they'll win, and turned into **how** they'll astonish us next.

Even on nights that should have broken them, they find ways to make the impossible look inevitable. Against France, in that feverish Parisian cauldron, every blade of grass seemed tilted against them. A red card early on, two tries down, the sound of eighty thousand throats roaring for their failure — yet there was not an ounce of panic in their eyes. You could

almost see the calm running through them, an invisible thread binding player to player, belief to belief. It wasn't arrogance. It was something deeper, the kind of self-assurance born only from shared pain, from years of building and breaking and rebuilding again.

Erasmus and Siya Kolisi spoke after the game with the kind of serenity that only comes from knowing you've been here before — not in this stadium, not in this exact battle, but in spirit. Kolisi's words about purpose and hunger have been heard countless times, yet when he says them, they don't feel like clichés. They feel like memories — reminders of where South African rugby came from and what it represents. You can sense it in the way he speaks about the jersey as both a burden and a

blessing, how he acknowledges the weight of millions behind him. And still, he was substituted at halftime, on the night of his 100th Test, without fuss or sentimentality. Only the Springboks could treat a living legend like just another soldier in service of something bigger.

That's the beauty and the madness of this team. Handré Pollard, a man who's heard the final whistle of two World Cup victories, can't crack the starting lineup. Anywhere else, he'd be a saviour. Here, he's a luxury. It's almost absurd — a fly-half at the height of his powers relegated to the sidelines, smiling, supporting, embodying the humility that defines this squad. It's not normal. None of it is. But perhaps that's why they are where they are, and the rest are still catching up.

When the final whistle blew, there was no wild celebration, no collapse of emotion. Just nods, handshakes, quiet satisfaction. That's what scares the rest of the world: the Springboks no longer need to play the perfect game to dominate it. They win not because of chaos, but through it — thriving in turbulence, feeding on adversity. Malcolm Marx, Pieter-Steph du Toit, Jasper Wiese — these are men who treat collisions like conversations, who find poetry in pain. Then there's Sacha Feinberg-Mngomezulu, young, raw, electric — his mistakes just as thrilling as his brilliance. It's as if Erasmus has turned uncertainty itself into a tactic.

Writing about this side feels like describing the sunrise. You can marvel at it, but you'll never surprise anyone by saying it's beautiful. The Springboks are no longer a team you analyze; they're a phenomenon you witness. They've moved beyond rivalry, beyond hype, into a space where consistency itself feels revolutionary. They've made excellence ordinary — and in doing so, they've made the extraordinary their new baseline.

Maybe that's the real story. That we, the watchers and the writers, are running out of adjectives not because they're predictable, but because they've broken the scale we measure greatness by. In the end, there's nothing left to do but stand back and acknowledge it: this is not just rugby. It's evolution wearing green and gold.

Probably the finest piece of writing about our Springboks I've read - ever!!! (Sent in by John Houghton)

CHEERS FOR NOW:

The busy Remembrance Day weekend kicked off with our Remembrance Day Lunch, which was a gala event, and the best-attended for the year, with 57 Members and Guests attending. Proceedings began with the Wreath-laying at the wall of Remembrance, with wreaths laid by Col O'Hara on behalf of the BHC, the SA Legion, the SA Navy, Special Forces and RAFOC. Hank Fourie took some excellent photographs of the occasion which are all available to view at www.rafoc.org for you to view at your leisure.

Our caterers served an excellent lunch of Sirloin Steak with Seasonal Veg, followed by Crème Brulee and accompanied by the traditional wines. The Chairman gave a short introduction to Remembrance Day, followed by an excellent visual clip prepared by Karl Jensen. Col O'Hara gave an engrossing, humorous and sometimes emotional account of his Service career and the campaigns in which he served in His Majesty's Royal Marine Commandos. *(An interesting sidelight on history is that they have as one of their Regimental Marches "Sarie Marais", a tribute to the fighting qualities of the Boer Commandos in the Anglo-Boer War).*

There were many Remembrance Day Parades and Services throughout the weekend, with many members participating in one or more. Your Chairman had a busy time with The Rhodesian Forces Memorial Service and the 60th Celebration of UDI followed by the Pretoria Boys Armistice Day Parade and Service on Tuesday 11 November. *A transcript of the address is at the end of these Ramblings.*

TAILPIECE:

Cleopatra was closer in time to buying an iPhone than buying a pyramid. The Great Pyramids were built roughly 2,400 years before she was born...

The NHS has been spending your money on going green. Quite a lot of money, too: £1.4bn. From blue plates to electric vehicles, the health service's net zero drive has been extensive. The result? Its carbon footprint remains exactly the same as it was five years ago.



'When David Lammy says he's unaware of any plots against the PM, we'll know a challenge is imminent'



'Claims of bias were first reported in the Telegraph, which the BBC has named as a terrorist organisation'



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ARMISTICE DAY Pretoria Boys High November 2025:

(With acknowledgement to an Article by Allan Sinclair for Johannesburg Heritage Foundation)

Mr Hassenkamp and Staff, Honoured Old Boys of the School, young gentlemen of the School, Senior Officers, Distinguished Guests, Ladies and Gentlemen, thank you for the honour of addressing you today:

Armistice Day, Remembrance Day, or Poppy Day as it is sometimes known, is observed every year on 11 November. But how many people these days know what this date signifies? Over the years, many South Africans have lost sight of the significance of the term 'Remembrance' in the military sense.

In 1918, at the eleventh hour of the eleventh day of the eleventh month, the guns fell silent to end the First World War (1914-1918), the largest global man-made catastrophe known until that time. The 'war to end all wars' cost the lives of a total of 8 634 300 soldiers. Twenty years later, the Second World War (1939-1945) saw the loss of 24 517 000 combatants' lives. In addition to these statistics, millions of civilians died during both conflicts.

After the tragic conflict called The Great War, Cemeteries sprang up all over the battlefields, but many of the dead literally vanished, as battlefields were churned up by artillery fire. Today, in these cemeteries the missing are recorded and remembered. Everywhere where soldiers came from, memorials were erected, in towns across Britain, South Africa, Canada, New Zealand, and Australia. The men who fought are long gone, and most of today's older generation have only fading memories of the Great War's heroes; yet, across the globe, the Great War is still very much a living entity, and our sense of loss endures and is kept alive worldwide. Our service here today is one of many taking place across South Africa and around the world

As a comparatively young country which permitted only a small segment of its population to bear arms, South Africa nevertheless made significant contributions to the Allied causes in both world wars and in the Korean War (1950-3). In the First World War, 245 419 South Africans of all races volunteered for military service; during the Second World War, 342 692 South African men and women of every race came forward; and in the Korean War, 826 men saw service with No 2 Squadron, South African Air Force while ten officers of the South African Armoured Corps served with the British Army. Will we remember them?

Ideas of silent remembrance for those who died for their country emerged around the world at the time of the First World War. The horrendous slaughter of that war and the grieving it caused sent shockwaves around the world. When the war took a turn for the worse in 1918, many areas in South Africa called for a halt of activity at midday to '...direct the minds of the people to the tremendous issues which are being fought out on the Western Front. The Mayor of Cape Town, Sir Harry Hands, declared this policy official on 14 May 1918 and, on 14 December 1918, following the signing of the armistice in November, an impressive public display of remembrance was observed in Cape Town. At the firing of the midday gun, traffic came to a halt, all hats were removed and the public stood in silence as the Last Post and Reveille sounded through the streets.

The implementation of the 'Two Minute Silence', traditionally held throughout the British Empire (now the Commonwealth of Nations), has its roots in South Africa. There were various people around the world who felt that an official period of silent remembrance would be appropriate. In Melbourne, Australia, a plaque commemorates Edward George Honey, who, it is believed, first promoted the idea. In a letter published in the London Evening News on 8 May 1919, Honey called for a five-minute silence to mark the first anniversary of the armistice, but no evidence exists to suggest that any official action was taken in this regard.

It was the proposal by Sir Percy Fitzpatrick, well known South African philanthropist, politician and author of “Jock of the Bushveld”, which was acted upon. Fitzpatrick had been deeply affected by the loss of his son, Nugent, in France in December 1917. In commemoration of the Armistice, he appealed to King George V for a two-minute pause to be observed annually throughout the then Empire at the eleventh hour of the eleventh day of the eleventh month: one minute in remembrance of the fallen in war; and one minute in gratitude for those who survived. Fitzpatrick (*via Lord Milner*) had access to the King, who was moved by the idea and acted to introduce the Two Minutes Silence.

After the end of the Second World War in 1945, the observance of Remembrance Day has also embraced silent remembrance of all those who have died in conflict since the First World War. As South Africans unite as one nation, we should use 11 November to remember the 12 452 South African casualties suffered in the First World War, the 38 208 casualties suffered in the Second World War, and the 34 pilots killed in the Korean War. Many war graves to South Africans lie far from home, in Namibia, in France and Belgium, in Tanzania, Ethiopia, the Middle East, Italy, Korea and elsewhere. Closer to home, we should remember the many South Africans who died in the conflicts on our borders and in the Liberation Struggle of the 1960s, 1970s and 1980s. As yet, there are no reliable figures for these casualties, but what is important is that they all contributed to building our country as we know it today.

The observance of 11 November is not about celebrating any victory, nor about boasting about our achievements in conflict. It is about showing respect for those who were willing to serve their country and, if need be, to make the ultimate sacrifice so that we who are here now can have the life that we know.

As the Kohima Epitaph, the soldier's prayer says,

And when you go home tell them of us and say: For your tomorrow we gave our today.

Our gift was great, but you must now give a greater gift, We died. Now you must nobly live to complete the plan, and make man brother unto man.

In conclusion, I quote the Remembrance Prayer by Laurence Binyon:

They shall not grow old

As we that are left grow old

Age shall not weary them

Nor shall the years condemn

At the going down of the sun

And in the morning

WE WILL REMEMBER THEM