
April 2025



The Sentinel

Newsletter of the Rhodesian Services Association

"Someday, I would like to go home. The exact location of this place, I don't know, but someday I would like to go. There would be a pleasing feeling of familiarity and a sense of welcome in everything I saw. People would greet me warmly. They would remind me of the length of my absence and the thousands of miles I had travelled in those restless years, but mostly, they would tell me that I had been missed, and that things were better now I had returned. Autumn would come to this place of welcome, this place I would know to be home. Autumn would come and the air would grow cool, dry and magic, as it does that time of the year. At night, I would walk the streets but not feel lonely, for these are the streets of my hometown. These are the streets that I had thought about while far away, and now I was back, and all was as it should be. The trees and the falling leaves would welcome me. I would look up at the moon and remember seeing it in countries all over the world as I had restlessly journeyed for decades, never remembering it looking the same as when viewed from my hometown."

~ Henry Rollins

FROM OUR INBOX:

CT4 Sanctions-Busting Aircraft

In the late 1970s, there was a rumour that Rhodesia had attempted to purchase 14 New Zealand-made agricultural (crop duster) aircraft, that the deal had been discovered and that an embargo was placed on the aircraft. In 1981, some migrants to New Zealand heard locally that the embargo had been lifted and the aircraft (thought to be Fletcher top dressing aircraft) were to be sent to Zimbabwe.

There the story ended until in December 2024 we learned more of the story from Kiwi, Owen Jones, who was Electrical Division Manager at NZAIL/PAC for several years. In this position, OJ (as he is known), gained intimate knowledge of the CT4 Avionics systems.

OJ writes:

In the late 1970s I worked for NZ Aerospace Industries in Hamilton (Rukuhia). We manufactured 14 CT4 Airtrainer aircraft for the Rhodesian Air Force. The client was officially the Breco Trading company in Switzerland. This was at a time that Rhodesia was under a trade embargo with all British Commonwealth countries as punishment for what Ian Smith did in declaring independence. Our NZ government of the day found out the ultimate destination, pulled rank and had the contract cancelled. The 14 aircraft were all packed in containers ready to go. They never left our premises. They sat in storage for about three years while we tried to find another buyer. In 1981, the Royal Australian Air Force purchased them to add to their existing fleet of CT4s. The 14 were extensively rewired and had equipment upgraded to the RAAF Spec.

The aircraft had been fitted with under-wing hard-points for the purpose of carrying some rudimentary ordinance (probably some small rocket-packs or something quite light). No other production client had requested that feature. When the upgrade to the RAAF Spec was done, the associated wiring and hard-points were left intact, but so far as I know the facility was never used by the RAAF. The CT4 was used for flying training, not weapons training.

<http://www.kiwiaircraftimages.com/atrainer.html>

In later emails, Owen continues:

I've spoken with the Senior Designer of the CT4 and he confirmed the CT4s destined for Rhodesia were rated to carry 250 pounds under each wing. The intention was to use nine-pod rocket packs. I think the brand was Matra. They make a huge range. We had no requirement to install or test. That would only have alerted people here that we had something clandestine going on.

[Editor: It is interesting to note that the Swiss were also involved with the other Rhodesian sanctions-busting aircraft deal – the purchase of three Boeing 720s, in the late 1970s. As referenced from page 126 of the book, *All For Nothing? My life Remembered*, by C. G. Tracey, the acquisition of these aircraft was engineered through the Rhodesian Tobacco Corporation, which was headed by Sam Whaley and Frank Butch. It would appear that payment for the aircraft was by way of exchange of some of Rhodesia's high-grade tobacco, which was not legally allowed to be sold on world markets].

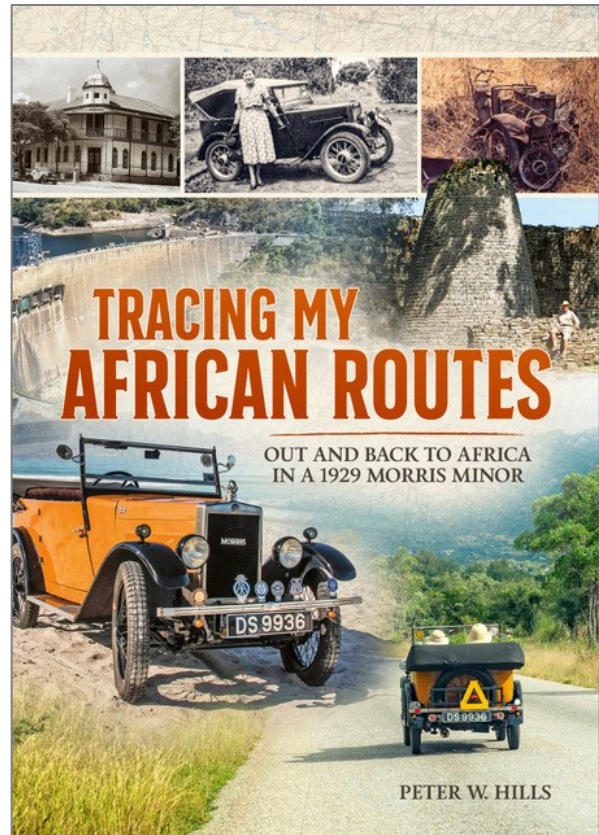
I worked with Tony Lea for many years in the aviation industry at Rukuhia. He was Rhodesian and emigrated to NZ, I think about 1975. Sadly, he is not alive today, but he was also intimately involved in the Airtrainer CT4 production at NZAIL/Pacific Aerospace Corp. As an aircraft engineer, Tony Lea built a car out of aluminium - this photo [below] was taken in 1986, outside Pacific Aerospace hangar at Rukuhia. In the background are several RNZAF CT4s, which had overnighted in our hangar, during some sort of deployment from their Wigram home base. The car was built in Northern Rhodesia and was somehow spirited out of the country by relatives, after the family left for New Zealand.



Tracing My African Routes - Out and Back to Africa in a 1929 Morris Minor, by Peter W. Hills

This book details a 1,509-mile journey around Central Africa in a 1929 Morris Minor that was originally exported to Umtali (Mutare), Zimbabwe. The journey, extensively illustrated, is likely to be of special interest to the Rhodesian diaspora as it covers many iconic sites and the countryside.

The team of four consisted of two former Rhodesian 'Boy Scouts' (ex-members of the Royal Rhodesia Regiment) and two South Africans. The objective was to visit the addresses of the car's previous 10 owners (four were RAF officers during WW2) and to return the car to the spot where it was abandoned outside Kitwe in 1954.



Peter Hills went to school in Kitwe, Northern Rhodesia (Zambia). He rescued the Morris from the bundu in 1970 and, after 22 years, it was restored in the UK to Concours condition. This means the highest level of restoration for a classic car, indicating that it has been restored to its original factory condition. Cars in Concours condition are usually only seen at auto shows, in the collections of private owners, or simply never driven.

In 2019, the car was shipped to Cape Town to fulfil a long-held dream to take it 'home'. Peter Hills' navigator and diarist, Graham Pringle, was born in Bulawayo, a Milton student. During the Bush War, he was active in all operational areas and fortunately survived two landmine blasts. By 1980, he moved with his family to Cape Town where, like Peter, he is an active ornithologist.

Despite many challenges the journey commenced in March 2023, but these continued: dodging potholes, roadblocks, police checks, and multiple haulage trucks charging along the highway. The baby car achieved its objective but this would not have been possible without the outstanding support of several local car clubs along the way. The tour also promoted Cecily's Fund, a charity to help educate AIDS orphans in Zambia, which has achieved a modest contribution to date.

Tracing My African Routes also includes a 12-part technical guide on the maintenance and overhaul of the Morris Minor, but it will apply to many vintage vehicles. It is hoped future custodians of these precious cars will find the guides helpful.

For every book purchased as a result of advertising by the Rhodesian Services Association, Peter Hills will donate £5 to the Association. Please indicate that you got your information from the Rhodesian Services Association by placing 'RhodiS' alongside with your name when you complete the order form and wherever applicable when you purchase.

You can order the book via this link:

<https://www.helion.co.uk/military-history-books/tracing-my-african-routes-out-and-back-to-africa-in-a-1929-morris-minor.php>

Hardback – Size: A4 | ISBN 9781804517314 | Helion Book Code HEL1975– £39.95 (limited edition of 100 signed by the author)

Paperback – size A4 | ISBN 9781804517413 | Helion Book Code HEL1987 – £29.95

WAR AND REMEMBRANCE

Brothers-in-Arms: the man behind the striking monument

Brothers-in-Arms is perhaps the most moving monument on the Western Front. While the story about what the monument represents is relatively well-known, the story about the man who inspired it is less so.

In 2006, just outside Polygon Wood, a road construction crew uncovered human remains beneath a road. The construction manager called battlefield archaeologist and historian, Johan Vandewalle, and



asked for his help. Over the course of the three days, Johan and his team found and painstakingly exhumed five bodies. One set of well-preserved remains caught the team's attention – the soldier had been carefully wrapped in a groundsheet with his arms neatly folded across his chest. DNA sampling confirmed the soldier's identity as Jack Hunter. The Hunter family confirmed that Jack's younger brother, Jim, had buried him. In 1919, a grief-stricken Jim had returned to Belgium to properly re-bury Jack, but he couldn't find his makeshift grave. The story so deeply moved Johan and his friends that they decided to create a memorial park in Zonnebeke, to honour the brothers. The centrepiece would be a sculpture of Jim holding Jack in his arms.

The Brothers-in-Arms Memorial Project was established, and funding secured from an Australian philanthropist. An Australian sculptor created the life-size work, based upon family photos, that weighed 800kg and cost 160,000 Euros. On 25 September 2022, the sculpture was placed on the memorial's concrete pedestal — 105 years since the Battle of Polygon Wood and 16 years after Jack's body had been discovered.

The monument is adjacent to Johan's Cafe Taverne de Dreve. Johan's museum above his café is perhaps the most authentic I have ever seen. It reflects a lifetime of collecting relics - as a child he had played on the old battlefields and often stumbled upon bunkers, dugouts and remains of trenches. More recently, Johan has lovingly engineered two large interlocking brass rings from shell casings that symbolise the brothers forever as one. This work now complements the sculpture.

~ Scott Bennett

<https://scottbennettwriter.com>

Photo credit: *Photography to Remember WW One* (Facebook group)

ROLL OF HONOUR

Sergeant Donald Norman 'Buzz' Huntly DFM

Service number 777675

44 (Rhodesia) Squadron Royal Air Force Volunteer Reserve

Killed in action: 14 September 1942

Aged 20. Son of Hugh Norman Goldhawk Huntly and Myrtle Huntly of Salisbury, Southern Rhodesia. His name has been spelt Huntley and Huntly in records. Huntly is

the correct spelling. He was born in Salisbury, Southern Rhodesia on 26 September, 1921. He entered Milner House, Plumtree School, Southern Rhodesia in January 1935. Before leaving Plumtree School in October 1938, he passed the Junior Certificate examination and played rugby for the school 1st XV. At the time that he attested into the Air Force in July 1940, he was employed with the Shell Company, Salisbury, Southern Rhodesia. Sgt Huntly took part in the famous Augsburg raid as an Air Gunner on Squadron Leader John Nettleton's Lancaster KM-B. For that action, he was awarded the Distinguished Flying Medal and Nettleton was awarded the Victoria Cross. (*London Gazette* 28/04/1942 p1851/2.) He was one of the British Services representatives who toured America. Mr. H. Morgenthau, in a special message of condolence to Huntly's parents, said: "We at the [U.S.] Treasury are deeply sorry to hear of his death. He was a great help to us during his visit to the United States, and he at all times was a credit to the uniform he wore. I feel he gave his life not only for his country but for ours, in the fight against the common enemy." Unit: 44 (Rhodesia) Sqn. Crew Position: Wireless Operator/Air Gunner. Aircraft type: Lancaster W4169. Operational Theatre: Bremen, Germany.

Sergeant Huntly was killed during air operations when his aircraft was shot down by a night-fighter by Oblt. Manfred Meurer, III/NJG I, and crashed at 03:26 in Emst, Gelderland, Holland, six and a half nautical miles north of Apeldoorn, Holland. He was in the same crew as FO Christopher Thomas Holland and Sgt Robert Ernest Williams who are also recorded on the Rhodesian Roll of Honour section of the Rhodesian Services Association Archives project. Another Rhodesian crew member Alex Goodyear was taken prisoner of war. Sergeant Huntly also served on 16 Operational Training Unit. He is buried Epe General Cemetery, Netherlands, Plot 2, Row 10, Grave 620. He is named on the Plumtree School Roll of Honour. His brother, Roland Campbell Huntly, also died in service with the KRRC and is commemorated on our Roll of Honour. Their younger brother, Jeff Huntly, was a renowned wildlife artist and resident of Marandellas (now Marondera), Rhodesia.

Lance Corporal Aleck Chingarande

Service number: 647750

3 Engineers Squadron

Killed on active service: 23 August, 1979

Killed during minefield maintenance on the *cordon sanitaire* near Penhalonga, by an exploded ploughshare mine.

Sapper Chingarande was on the A.S. Recruits Engineers/21 (2) Course, Infantry Phase at the School of Military Engineering (SME), in August 1977.



Sapper Chingarande is pictured on the left



THE LION & TUSK MUSEUM

~ Hugh Bomford

THE CQ STORE

The photo below shows some of the many lines of goods in the CQ Store and Reception area of The Lion and Tusk Museum. Trading through our CQ Store helps to fund The Lion and Tusk Museum because ALL profits from our CQ Store go to the museum.

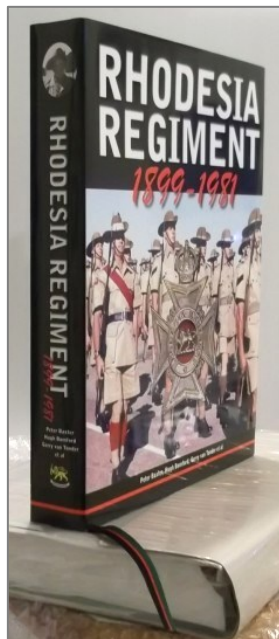


We predominantly sell goods that are made and sourced in New Zealand, Australia, and the USA. We supply unique quality goods and are always striving to produce new products. We recommend that you visit our website regularly, when looking for something for yourself or someone else.

This is the entry portal form, with links for browsing:

<https://www.rhodesianservices.org/cq-store.htm>

In this issue of *The Sentinel*, we are highlighting the book, ***Rhodesia Regiment 1899-1981***, by Baxter, Bomford, van Tonder, et al. We believe no Rhodesian book has been, or will be published, in which so many people combined to put in so much effort. Blood sweat and tears went into its production, over the course of about 14 years. We were honoured that Her Majesty Queen Elizabeth II, Colonel-in-Chief of the Royal Rhodesia Regiment, assisted with material and asked to be informed of the result. We were happy to provide her with a copy, which is in the library at Buckingham Palace. In this photo, taken in 2012, Queen Elizabeth wears the brooch of the Regiment.



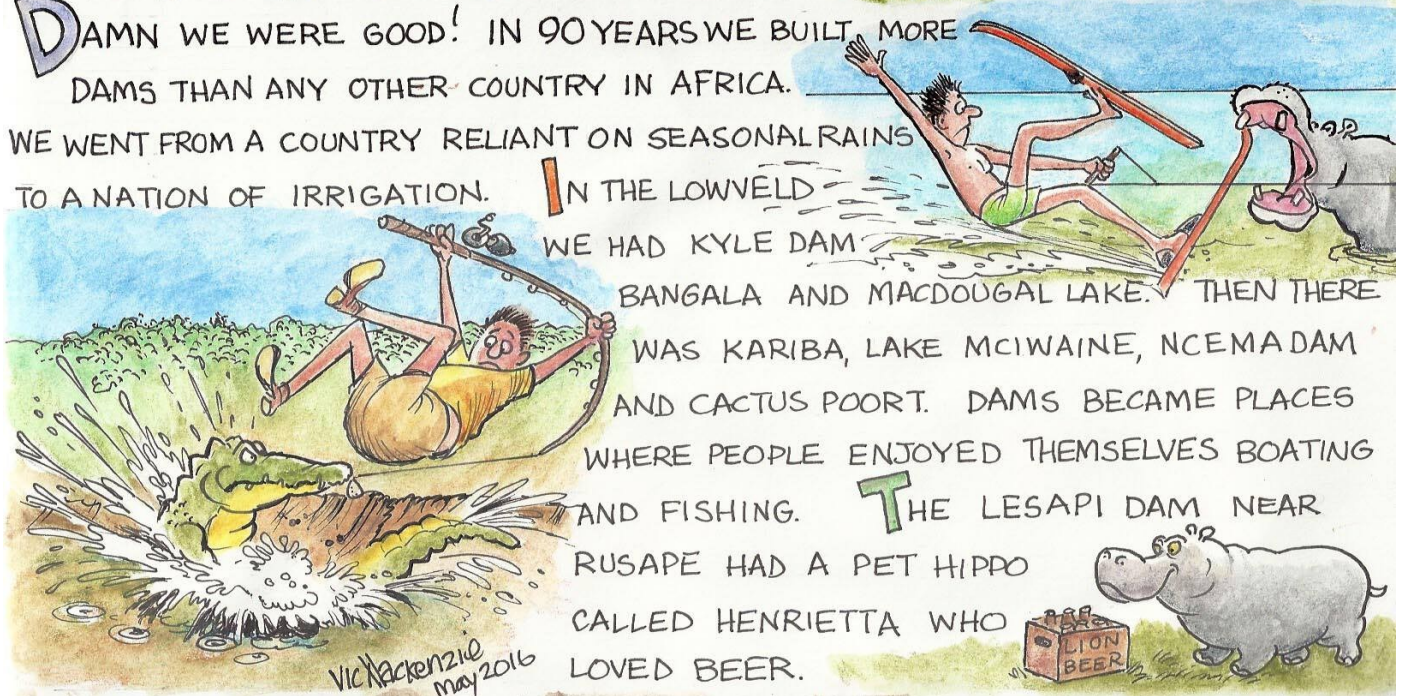
Rhodesian Dams

DAMN WE WERE GOOD! IN 90 YEARS WE BUILT MORE DAMS THAN ANY OTHER COUNTRY IN AFRICA.

WE WENT FROM A COUNTRY RELIANT ON SEASONAL RAINS TO A NATION OF IRRIGATION.

IN THE LOWVELD WE HAD KYLE DAM, BANGALA AND MACDOUGAL LAKE. THEN THERE WAS KARIBA, LAKE MCIWAINE, NCEMA DAM AND CACTUS POORT. DAMS BECAME PLACES WHERE PEOPLE ENJOYED THEMSELVES BOATING AND FISHING.

THE LESAPI DAM NEAR RUSAPE HAD A PET HIPPO CALLED HENRIETTA WHO LOVED BEER.



Vic Mackenzie
May 2016

This newsletter is compiled by Jackie Jackson for the Rhodesian Services Association,
jackie@rhodesianservices.org

To view previous newsletters, go to our [Archives](#)

Views, language, and information expressed in *The Sentinel* may not reflect current understanding, they are provided in a historical context.

The Lion and Tusk Museum is a collection of historical, cultural, artistic, and scientific information displays, videos, photos, and writings. These depict Rhodesia and Rhodesians of all races, from the late 19th century until the country's transition to Zimbabwe in 1980. Neither the museum management, nor its team of volunteers, have political, racial, or gender-specific agendas, and they unreservedly condemn any scandal-mongering misconceptions to the contrary.



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