

You are excused and with that witness these proceedings are adjourned until half past nine tomorrow morning.

HEARING ADJOURNS

ON RESUMPTION ON 4 JUNE 1998 - DAY 2

CHAIRPERSON: Ladies and Gentlemen I am very, very sorry that we have to start this late. It's all my fault but I am here now. We - I am sure Miss Deborah Patta is now familiar with the process, what it is and what it is all about. She knows who the panel is, and everybody who is here, for your comfort, is a member of the Commission staff and therefore you do not have to entertain any fears that there are others other than people in the Commission or people who have a part to play here.

I must mention that I was approached by Troy Lund, of the Cape Times, who told me that she has got sources in the Commission which have been giving here information about what has been going on here and she wanted me to confirm or deny what has been led in evidence. I was very polite in telling her that I am not able to do so, and that if she has any sources then if they publish they will publish at their peril, because it will be in contravention of the Act. I do not know if I succeeded in saying that to her

Miss Terreblanche.

MS TERREBLANCHE: Thank you Mr Chairperson. We have seven witnesses today altogether. We will start with a

presentation by Deborah Patta and she said she won't be more than an hour.

Ms Patta welcome. I understand you have made a presentation. I think you can go ahead and then we can ask questions of clarification.

CHAIRPERSON: Before she does so I think she must be sworn in.

DEBORAH CATARINA PATTA: (sworn states)

MS TERREBLANCHE: You may go on.

MS PATTA: I put together a compilation of the stuff that I have investigated, including audio just to help illustrate the points because I think it's better that the primary sources speak rather than me in most cases. And then at the end I have some documentation, some intelligence reports that I will also submit to the TRC. And then I've got two additional things that I can give you on the Helderberg which hasn't been put on the record which may just be useful to include in the final analysis. But we'll start with Samora Machel.

I've been investigating this for about 10 months now, and you know obviously as each time we've run a broadcast I would

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~~put out my cellphone number on the radio and invite people to~~  
phone me if they had information. Through this process we managed to gather a lot of information. Obviously we had to verify it and check and double check and so on. So this is the

kind of results of what we have done so far. It's an investigation in process, it's not one hundred percent final but I think it does pretty much give the story.

I started by going to Mbuzini, which was the scene of the crash in 1986 and spoke to locals there and managed to find an eyewitness. His name is Mike. He does not want to give his full name because he's Mozambican and he's scared that he's going to get kicked out of the country.

He knew the area very well and after the crash heard there was this loud bang, and his employer, a Mrs Rose Leveish heard the plane, heard something crash, she didn't know what it was and then the next minute somebody came running down from the hillside screaming saying that there had been a terrible, terrible accident. They phoned the local hospital to try and get a nurse or somebody on the scene and she despatched her employee, Mike, to go and find out what was going on. He started to walk up the hill, and if you go to Mbuzini you'll see it's right on the border between Mozambique and South Africa.

As he started walking up, some security policemen came past and asked him to go with them to show them where the crash was, ~~because they weren't sure. This was not immediately after~~ the crash; this was about four hours after the accident. So we're looking at about 11 o'clock; 10:30, 11 o'clock at night.

When they got to the scene of the accident Mike was very surprised to find that they were not the first people there; that there were already people on the scene and this is what he said:

AUDIOTAPE IS PLAYED

"The injured were crying and moaning. The plane wreckage was scattered all over. I was the only one who was a civilian. The rest were soldiers and police officers."

MS PATTA: Now he says that he saw only police officers and security people on the scene. He talks about soldiers. I'm not so convinced that he saw soldiers, because when we pushed him on it, it was just that people were in sort of police uniforms and so forth and so on. There may have been soldiers, but there were definitely security police on the scene.

Mike insists that there was no medical assistance being given to the injured. There was no medical assistance whatsoever; they completely ignored the groaning people, and all they wanted to do was to find out where Samora Machel was.

TAPE IS PLAYED

"They wanted to know where they were flying from and where they were going. I don't know what he told them, ~~but they went back to the wreckage and came back with a~~ brown briefcase, and they put the case on top of one of the car's boots and started searching it. I knew if they found me I will be in big trouble, because what they were doing

was unlawful. They were not supposed to search the briefcase."

MS PATTA: And in fact Mike was then in big trouble, because the next day police and soldiers came looking for him, trying to find out where he was. He was forced to flee his home and actually go into hiding for several months after the crash. He was terrified that he was going to be killed because of what he'd actually seen.

So we know then that according to Mike's testimony at about 11 o'clock, 3½ hours after the crash occurred, police were already on the scene searching the wreckage. They claim that they were giving medical assistance, when in fact what Mike says was that they were confiscating documents.

Now we know that documents were confiscated from the scene, because a couple of days later Pik Botha gave a press conference and said that they had actually found top secret documents on the scene of the crash. And when I put this to Pik Botha, he admitted that the documents had been taken from the scene, but said he didn't know how they'd got there or who had been given the orders to take them.

TAPE IS PLAYED

"Yes, technically that would be a violation of diplomatic practice, certainly. But this was done, probably to find out what was being discussed. But that has nothing - with

respect - that has nothing to do with the crash or the causes of the crash."

MS PATTA: It may have nothing to do with the causes of the crash; I would beg to differ. But that certainly was never explored by the Margo Commission of Inquiry.

Now the other thing that visitors in the area said, that there was unusually heightened military activity in the area. They talk about seeing a landrover, a military landrover; they talk about seeing a tent.

Now I went to the area and the tent is still there. It's a military base camp that's set up. You just walk over the hill and the tent is actually still there. Maybe the tent was withdrawn for that particular night, but according to these villagers there was a landrover in the area; military landrover and we'll come to that later about the significance of that.

~~Another witness who came forward was a former national serviceman who was working at military headquarters at the time, at Spieskop. Now he was told on the night the Samora Machel plane crash occurred, he was told to work late that night because there was going to be very senior people coming up; the top brass were going to be in and out at some point.~~

Rick says that what usually occurred, whenever there was a big, secret operation all the generals would come; the special forces would have been briefed about three days earlier; they

would be despatched. He was the refreshments guy; he had to serve tea and do things like that. And he would be told to work late, and then they would only know what happened the next day.

And in this particular thing they were told to work late and then the next day they heard that Samora Machel's plane had crashed.

But he was working there, and he says that very late at night General Joep Joubert came back there and was joined by senior generals later that evening, long after the crash would have occurred.

TAPE IS PLAYED

"He was there; Kat Liebenberg arrived, Magnus Malan arrived and I believe that Pik Botha also was there. Now it was unusual because we had to work and we had to take stuff up to them, the refreshments. Now the guys had an appetite; they were hungry."

MS PATTA: Okay, so he was busy taking refreshments that evening. I think it would be important to get from Rick the exact timing to correspond with other witnesses' statements because it seems that according to other evidence that the generals may have been near Mbuzini and flown back to military headquarters later on that evening.

Now Mossie Basson who was head of electronic warfare at the time and will come and testify here later, finally after much urging did confirm to me that there was a secret operation that

night. But he claims it had nothing to do with the crash. Col Des Lynch has also said that there was a secret operation that night; in fact what he says was that it was a cross-border raid. But in all the experience of the military they would not be there for a minor cross-border raid which was pretty much you know a weekly occurrence in the army at that particular period.

So the question has to be asked what were the generals doing there that night? The military has refused to respond to that.

The second piece of information comes from the Renamo link. Now we know from Roland Hunter who was a national serviceman who gave information to the ANC, that Renamo in fact was continued to be supported by South Africa long after the Nkomathi accord had been signed, that in fact it was as if Samora Machel had made a pact with the devil. You know, because he just couldn't win on this particular one. The support continued long after 1994 and in August of '95 the famous Gorongosa documents were seized and it was exposed that in fact that support did continue.

Roland Hunter said that he was there to provide support to the renegade army, to the front-line states. He would pay Renamo members, provide logistical support. There were two Renamo bases, one in Phalaborwa - two Renamo bases that were both in Phalaborwa and there was also a Renamo office in Lisbon.



Now the Renamo office in Lisbon was set up to have communications with the South Africans. So that for example whenever the special forces would commit some kind of act, then they would phone the Renamo office in Lisbon and say X has occurred and you know, Renamo must now claim responsibility.

And this Roland Hunter says was the usual practice of the army at the time.

TAPE IS PLAYED

"It's difficult, military targets. The actual operation would be carried out by Recce's, South African forces on their own without any Renamo involvement, but then Renamo took the credit for that."

MS PATTA: Renamo's man in Lisbon at the time was a guy called Paulo D'Oliviera who eventually in 1988 actually defected from Renamo and joined Frelimo.

Now I managed to track down D'Oliviera. And he says that two or three days prior to the crash - two or three days prior to the crash he was sent an urgent message from Phalaborwa, the South African base that was supporting Renamo, and told to be on standby.

----- This is what he says he was told: -----

TAPE IS PLAYED

"(indistinct) asked me to pay attention to the news and be near the telephone and so on because something (indistinct)

is going to happen. That was two or three days before the crash."

MS PATTA: He wasn't given the details; he was just told something big was going to happen.

Then, on the night the crash occurred - it was actually in the early hours of the next morning - he was phoned by his contact again and told to be on standby because then Renamo might have to claim responsibility for shooting down Samora Machel's plane.

TAPE IS PLAYED

"I asked them but how are we going to confirm that we may did this; it was our people that made (indistinct) the air plane or there was going to be any kind of confirmation from Renamo that Renamo has been involved with this.

And Ben Maree just told me you have to wait; don't know how we are going to handle the situation. I am waiting from further orders from Mr Van Niekerk."

MS PATTA: And Mr Van Niekerk was actually Gronds van Niekerk, Charles van Niekerk. He was actually the contact at Phalaborwa at the time for the South African military.

So that was actually the night of the crash. We'll come to the presence of the military a little bit later in the area.

What started to happen then was the investigation and prior to the crash there had been a disinformation campaign already. I

haven't spoken to this person, but there is evidence which I think can be gleaned from the Attorney General's office that there was a disinformation campaign; that they were capitalising on reports that there was some kind of descent in Frelimo. And that this was being built up and built up and built up.

Two weeks prior to the crash a landrover was blown up in Mbuzini; all black soldiers on that accident. And sources told me that that was actually a set-up. Because after that Magnus Malan started saying we're going to get you Samora Machel; we're going to pay you back for what actually happened in Mbuzini. That they sacrificed their own soldiers, South African soldiers; and in fact those land mines were planted actually by South Africa.

I don't have proof of that, but that was certainly the theory there.

Then prior to the crash or post crash the disinformation continued. And it was started by the presence of Pik Botha, the foreign affairs minister, who got news of the crash remarkably early; was on the scene holding a press conference to say that the crew had been drunk. Now I'm sure to this day you will hear allegations that the crew had been drunk, because first impressions stick.

There is no evidence, if you look at Margo's own report there is no evidence of alcohol in the blood of any of the crew on board the Machel plane.

Col Des Lynch was a South African Air Force colonel who was seconded to assist the investigation. And even he admits that there was interference with the investigation. He said that Pik Botha just kept on interfering, and this was a major, major problem in the investigation.

TAPE IS PLAYED

"Even the Minister of Foreign Affairs who called impromptu press conferences, who leaked information to the press, made allegations about drunken behaviour and unserviceable equipment; things that he knew very little or nothing about. And unfortunately everything he did thereafter only made Pik Botha look more compromised, and that's why he eventually had to end up in court and testify to Justice Margo as to what he'd been doing there."

MS PATTA: The interference in the investigation did not stop there. One of the first people to arrive on the scene was forensics experts, General Lothar Neethling. There is actually unedited police footage which I have, taken by the Police, which shows Lothar Neethling on the scene of the crash. What on earth he was doing there, is beyond my imagination.

But anyway, we do know that the black box was taken from the scene of the crash, entrusted to the Police for safekeeping, but landed up in General Lothar Neethling's office. And forensics will confirm this.

And I spoke to Col Des Lynch about this. And he said literally days before they were due to fly to Russia - this was six weeks after the crash; they had agreed that they would fly to Russia with the black box and that in the presence of the Russians, the Mozambicans and the South Africans, they would listen to the contents of the black box together, they agreed that they would do this - three days before they were due to fly to Russia, they still didn't have the black box. And eventually they had to threaten to sue their own Police Department - South Africa had to threaten to sue their own Police Department to get that black box back.

TAPE IS PLAYED

"We'd now got to the stage that we have to sue the Police to give us the boxes back. And I really and truly could not believe that and when I saw the documentation and realised this was generally happening between two government departments, I couldn't believe it. But it is a fact. Not until lawyer's letters were served on the Police did they release the boxes."

MS PATTA: So they actually had to go so far as to give lawyer's letters. And I think there needs to be an explanation. Lothar Neethling has refused to speak to me on that.

When they got the black boxes and they flew to Moscow it was obviously with great trepidation, because they didn't know

what they were going to find; if it had been tampered with in any way. And this is what Col Lynch said happened at the time.

TAPE IS PLAYED

"Certainly. I mean Piet de Klerk kept assuring them that we had the boxes and he described how he'd put them into black plastic bags and sealed them and they were muddy and dirty and whatever, and the day we arrived, here they were: spotless, and there's little holes and things that are plugged with wax and the wax was gone, and we did not know whether they'd been opened or whether they would work or whether they'd been X-rayed or what. And the more questions René van Zyl put to the Police, the more obtuse they became."

MS PATTA: That evidence wasn't even given and led in the Margo Inquiry. I mean this was an own crash investigator who testifies that the box - that wax had been removed, the at the box had been tampered with.

When they listened to it, they say that there was no evidence of tampering. But the point is, the black box was in forensics laboratory for six weeks. Even if the South Africans were only taking it to listen to it, to actually hear if there was anything damning on it, I think that is major incriminating evidence and constitutes gross interference in the investigation.

Now the Russians and the Mozambicans then pulled out of the inquiry because they did not want to lend legitimacy to the South Africans when they could see the direction that it was going in.

The Russian finding is that there was a decoy beacon. It's included in the Margo Report, not as part of it, but as an addendum and sent to ICAO which has a copy of the Russian findings and you can ask me questions about that later.

But most significantly, they did interview the pilot of another plane that was flying kind of behind the Machel plane if you would, sort of few hours behind. And that pilot testifies that the Maputo beacon came on unusually early. And it seems as if his plane interacted with a false beacon. But they were not at the point where they were going to turn to land in Maputo yet, so that they didn't lock onto it. But they do testify that the Maputo beacon came on very early.

So the beacon theory started surfacing at this stage. South Africa had to do something to counter this. And so what they did; they resorted to tried and true and trusted tactics and produced a documentary that was broadcast on SABC, it was produced by Neels van Wyk who was seconded from Military Intelligence and it was actually produced as a Military Intelligence propaganda video. And that video is still there at SABC. Here's one or two - this is the way it was done. They got

a sophisticated American voice to basically discredit the decoy beacon theory.

TAPE IS PLAYED

"This dictated the terms of their decision to mount one of the boldest and most defective strategic deceptions yet to be documented in the Sub-Saharan region."

MS PATTA: And so it goes on. It uses facts sparingly and basically is saying that the decoy beacon theory is communist propaganda.

TAPE IS PLAYED

"Research has produced strong evidence that Moscow co-opted the assistance of Soviet agents of influence within the Mozambican government agencies. The Mozambican media in particular participated fully in the campaign and served to give momentum to the entire operation through the Mozambican News Agency, AIM and other quasi-governmental radio services."

MS PATTA: Now we can laugh now with the benefit of hindsight at this documentary, but at the time this was the only source of information South Africa was getting. It's an hour long documentary, I suggest - I can get a copy for you - a sophisticated, disinformation propaganda video. And then it was the same thing as the drunken pilot allegations; first impressions stick.



And so the decoy beacon theory became a Soviet propaganda campaign. And in fact when I asked René van Zyl, the head of Civil Aviation last year you know what he thinks of the decoy beacon theory, he actually started sprouting the same thing back at me.

TAPE IS PLAYED

"We really think that the beacon theory is probably a decoy used by the Russians to draw the attention away from the inefficiency or inability of the crew to have performed the flight."

MS PATTA: So he's saying it was a decoy by the Russians. So I think that disinformation campaign and meddling in the investigation is a very serious aspect of the Machel inquiry.

Let's look at the ~~decoy beacon theory~~. Okay, you've heard evidence from Rusty van Druten about an electronic device found in the area, and you will hear evidence from other witnesses later who will also testify to that.

One person who is not here today, and hopefully will come if you have another day on the 23rd of June, is Steven Hoepner who was a member of the South African Air Force at the time. And he will testify that prior to the accident there was a lot of secret buildings and goings-on at the air force base at Snake Valley.

And he went to one of the guys - and you need to ask him who this is; because he hasn't told me - and asked what was going on. He said I can't tell you, it's top secret. But basically he sort of sneaked a look into the lab and he saw an electronic device that was being built.

And basically this electronic device, it was powered by a Kawasaki engine; it was a small, white box that was on a trolley. It could basically be loaded onto the back of a landrover with a clerk mast attached to it. A clerk mast is able to intercept signals and transmit signals out as well. Steven Hoepfner needs to give you more details on it, but he can draw that diagram; he's drawn it for me and he will draw it for you as well.

And this does not correspond to Rusty van Druten's thing that was found, but I think that that could have been a jamming device that was on the plane that could have interacted with this beacon. But certainly this seemed to be something that was being built.

But the most important part of Steven Hoepfner's testimony is that on the week-end of the Machel crash this piece of equipment was taken out of the laboratory and was out for the whole week-end - because he was on duty that week-end - and then returned on the Monday or Tuesday after the crash actually occurred.

So what was this equipment, and what was it doing out of there?

I then went to see Mossie Basson of Electronic Warfare who said to me eventually after much discussion, he eventually showed me a picture of this instrument; that it could be loaded onto the back of a landrover. And he has a picture of this landrover with sophisticated intelligence and communications equipment in it. And he said to me yes, this landrover was in Mbuzini on the night of the crash under the command of Signal Intelligence Division which was the very sophisticated intelligence unit that was used for unscrambling signals, decoding frequencies - obviously it could transmit frequencies.

I'm not a technical expert, but what was Signal Intelligence Division doing on the night of the crash? And this landrover that the villagers all say that they saw, was there according to Mossie Basson and hopefully he will confirm that when he comes to testify a little bit later again today.

I also spoke to a member of Special Forces who was somewhere else. He wasn't in Mbuzini, but they would monitor the movements of all troops on frequency hopping radio's. And he was listening in, and he got onto the frequency and he was able to determine from the latitude and longitude that there were troops in Mbuzini on the night of the crash. He actually spoke to them.

He asked for his voice to be distorted; he's terrified that he's going to get killed. But this is what he told me:

VIDEO IS PLAYED

"On the 19th of October 1986 I was a member of the Special Forces as a lieutenant which were actively busy with an operation and were using a C21 military radio at that stage. We heard pieces of messages coming through from one Recce which was also in the vicinity of the plane that went down with Samora Machel. We didn't connect them with the crash, but we know that they were in the vicinity."

MS PATTA: He said no mention was made of the operation they were involved in, and this always happened when it was a "black op". A "black op" was classified information which would only be known to the very, very, very top people.

But he says one Recce was in the area, was in Mbuzini on the night of the crash. Now through other information that we received anonymously on the radio - the person wouldn't give me their name - they also told me that one Reconnaissance was in the crash, and we managed to establish the names of a Klopper, a Potgieter and a Turbo Terblanche.

I phoned Turbo Terblanche and he refused to speak to me, slammed down the phone. And after that discovery people used to phone and sort of - you know, leave abusive messages on my

telephone, come into my home and all that kind of thing. But it seemed that we were getting really close because of the kind of abusive phone calls that were coming through, and you know, death threats and the usual kind of stupid things that people do when they get nervous and scared in those kinds of situations.

But we'll come to more of that. But it certainly seems to me - we have it now confirmed from Col Mossie Basson and the Special Forces guy that there were soldiers in Mbuzini on the night of the crash.

I asked the SANDF to give me details of this. And they said that they were aware that there was an investigation into the crash and the department would co-operate with such an investigation, but they felt it was inappropriate to make information available which could affect the outcome of this investigation.

Maybe the TRC will have better luck with the South African Defence Force, but they're not denying that there were military people actually in the area on the night of the crash.

Now we get to the really interesting part: Following on from this investigation I then went down to Maputo to investigate further. And there I came upon a guy called Humberto Fucerolli Casaday.

Humberto Casaday was a young Italian, when he was 16 years old he saw his father being murdered by the Fascists, by

Mussolini's Fascists in Bertanoro in the north of Italy. And this scarred him for life. He saw his father and his two uncles executed publicly. There's actually a monument to them where he comes from.

And he vowed then to hunt down what he calls Fascists anywhere in the world and fight on the side of liberation. And he fought with Nyerere, Musovene, and then he came across Samora Machel in Tanzania in 1975. He fought side by side with Machel in the war against the Portuguese colonialists and actually gave information about an ambush and saved Frelimo. And he became a sort of trusted agent of Samora Machel.

But he was quite an outspoken guy and at one point South African Military Intelligence tried to co-opt him to become an agent for them. So he went to Samora Machel and said "what should I do?" And Machel said no, continue to work with the South Africans and maybe you can get information from them.

He was paid R600 a month which went into Mozambican coffers. He's got the slips to prove it. And basically he kept up regular contact. And one of his main handlers was a woman called Maureen Rogers. This is a picture of her that he still actually has. And Maureen was one of his main handlers who would meet him regularly and he was supposed to give reports about what was happening in Mozambique. He would give you know, rubbish reports, make things up just to get to them.

And one time when he was meeting with Maureen, Maureen said to him that they had been meeting with two Mozambican generals: General Mobote and General Gobuza, Armando Gobuza. And this is what Maureen asked. It's difficult to hear, so I'll talk about what he says afterwards:

TAPE IS PLAYED

"She asked me, because two Mozambican generals were in contact with the (indistinct) sheriff of South Africa. And she asked me if they, the South Africans, could trust them or not, they asked them, the South African if Samora were killed, what they were able to do in order to allow who killed Samora to take power in Maputo."

MS PATTA: So essentially the generals were discussing - he had basically uncovered a plot to assassinate Machel. This was quite a while before the crash. That basically the generals were in collusion with the South Africans to murder Machel and that they were saying to the South Africans if we help you in this plot, will you then help us take power after Machel has actually been killed?

Of course he went straight to Samora Machel with this information, and he basically wanted Machel to give him permission to kill these two generals. This is the way Humberto talks:

TAPE IS PLAYED

"Samora, he knew who was plotting against him. And he refused me to kill them, the permit to kill them. And he give they time to kill him. This it was the big problem."

MS PATTA: So we know what happened. On the 19th of October 1986 Samora Machel's Topolov 134 crashed into Mbuzini, 34 people died with him; there were 9 survivors including the Russian flight engineer who I have a statement from in St Petersburg, and the rest were Mozambicans.

Now Casaday was devastated. Machel was - I mean he adored Machel, he really did. So he dedicated the next literally seven years of his life to trying to uncover what happened.

He knew of the Mozambican involvement but basically his main belief was that it was basically a South African plot. Maybe one or two Mozambicans were involved, but he started to uncover a lot of information about irregularities not on the South African side only, but on the Mozambican side.

He discovered that the Maputo beacon had been switched off; he discovered that a very junior air traffic controller had been put on duty that night, in contravention of regulations who had been able to speak perfect English prior to the accident. But during the crash - and you'll see if you read the cockpit voice recording - sort of couldn't understand and his English was really wanting. And that the military radar, the Mozambican military



radar was not working at the time as well, which would have been able to track that the Mozambican plane had gone off course.

He then - you know, he's kind of Italian and very melodramatic Humberto - and he decided to go public with his findings; put them in a local newspaper. He was very strong and basically saying these Mozambican generals were involved.

The next day he's driving in his car and two people come by and fire two shots at him, straight into him. And they say this is a message from Mobote and from Gubuza because you spoke about the death of Samora Machel.

This happened twice. The second time they tried to pump two bullets into him; this is when they gave him the message, and amazingly he survived. I think they thought that he was going to die.



TAPE IS PLAYED

"And then Pinaca fired several shot with his Makarov pistol calibre 9 against me from his motorcycle while I was driving my landrover. This is was what he told me, believing to be able to kill me. He said I was able to (problem with tape) drive my car to the hospital. I was able to ride to the hospital, badly wounded."

MS PATTA: And he lived to tell his tale, but fled Mozambique.

Because Graca Machel advised him that it was too dangerous for him to stay there. And so he left Mozambique and is now back in

the north of Italy in Bertanoro. But happy and willing to tell his story. He's got 10 kg of documents proving what he says and so on.

Now it's not just left there. Because I then came into the possession of - these are translated, they were in Portuguese, okay? It's a summary translation of intelligence documents. These are very, very confidential documents that I would like to give to the TRC.

And even if you do make some of the findings public, I personally don't think that some of this information should - because it's still part of an investigation in process. Not just my investigation. But obviously with the Attorney General's office and even with the TRC, if they continue investigating it further.

And this guy's life is ~~seriously at risk.~~ It really, really is. He's not South African. He wants his identity protected. I suspect he's some kind of double agent.

But basically in summary - and you can read through it - this document exposes a plot between Malawi, South Africa and Mozambique to murder Samora Machel. It goes into quite a lot of detail about the Malawian side, because this guy has a lot of contacts with Malawian Intelligence.

Details about Magnus Malan actually flying to Malawi; where the meetings took place, at Limbo Leaf Tobacco where they discussed a plan to bring down Samora Machel's plane in

quite a lot of detail; about tampering with the aircraft, a Zambian pilot who tampered with the aircraft in Zambia.

And from the South African side it says that Craig Williamson was the agent who was put in contact with the Mozambican authorities and introduced to Mariano Matsinia who is a Mozambican, and later recruited a man in the control tower from the airport.

The man at the control tower was known as Roberto Santos Maquaqua, but his real name is Cornelio Vasco Combe. He was not the guy who was actually in the air tower. He was like a security - quite a senior official there - and according to this guy he was paid R1.5 M to assist the South Africans in providing details of what was going on and to switch off the Maputo beacon.

Now a lot of pilots believe that a beacon can't make a plane crash. It can divert you off course, but it can't make you crash. If the Maputo beacon was switched off, it makes it that much easier. Because then you don't have an interfering signal. You transmit a false signal, they believe it's the Maputo signal; they're flying, they think they're above sea level when in fact they're 3 000 feet above sea level and about to crash into hilly terrain. And you have this perfect plan.

But as you've heard from other people, even if they didn't crash they would have run out of fuel, so maybe they would have

been forced to make an emergency landing. We've heard from Renamo that they were on standby to claim responsibility for shooting down the plane. As with any military plan, there would have been A, B, C and so on.

These payments were made in two parts. The first at Standard Bank, the second one to a Nedbank account. And I have the dates that those payments were made. The first payment was actually on the 6th of March 1985 and the second payment was on the 10th of March in 1986 the second deposit was made.

Now we managed to track down - I think I misunderstood you when you were asking about slips yesterday, because it suddenly came to me. We managed to track down the bank accounts. There is a bank account in the name of Roberto Santos Maquaqua. It was set up in Harare. And the money eventually landed up into a First National bank account.

We have that account and it shows that there is a large amount of money in that account which would be very surprising for a sundry Mozambican official to have amounts of that nature in his account.

We don't have which front company originally paid the money in, because I don't think Craig Williamson would have done it in his own name. But this guy says it would have been done through Giovanni with the Giomar Companies, Giovanni

Mario Ricci. So we've got those details and the dates that the payments were actually made into the account.

Williamson then continued to have a very good relationship with Mariano Matsinia. Mariano Matsinia helped him get an office and to set it up in Maputo and in fact that office is still there in Josena Machel Avenue no 276 on the second floor.

This guy, the intelligence guy has listed the Malawians who are involved. I don't need to go through them, you can read them there. I mean their names don't mean anything.

The South Africans who were involved were Magnus Malan, Craig Williamson, Eugene de Kock, Basson Wouter - which I presume would be Wouter Basson - and it gives details of what actually happened in Mbuzini on the night of the crash.

Now just because it's an intelligence document I don't think means that everything is necessarily 100% true and accurate. But it certainly corresponds in broad to the details that we were given by Humberto Casaday who named the Mozambicans who were involved as Mariano Matsinia, Armando Gobuza, Sergio Viera, Cornelia Vasco Combe and Juste Abel Jonassi.

The first three are senior Mozambican officials and interestingly Armando Gobuza became Transport Minister after the crash occurred and headed the inquiry into the Samora Machel plane accident.

Magnus Malan we obviously have details of that anyway. And Mariano Matsinia continues to be a major force in Mozambique to this actual very day. It was quite well-known that he was friendly with Craig Williamson. And Craig will say you know say probably that they were working on the Nkomathi accord agreement and so on.

The Mozambicans were a bit disturbed by Mariano Matsinia's friendship with Craig Williamson, and he said no, he was keeping a friendship with Craig to keep tabs on him and to monitor what he was doing.

So that is basically my evidence.

CHAIRPERSON: Thank you Ms Patta. Ms Terreblanche?

MS TERREBLANCHE: I actually don't have any questions of clarification at the moment. I think it was very well done. I don't know about the panel.

MS PATTA: ~~Sorry, if I could just add about these documents, if~~

Graca Machel comes to talk to you I think she will also be able to add some more details about this.

MR MAGADHLA: Were you able to talk to Craig Williamson himself?

MS PATTA: I was not able to track him down. I tried. I have not had a chance to speak to Craig, so I don't know what his response will be, but he is coming to talk to you.

MR MAGADHLA: Anyone of these, the Mozambicans, Mariano Matsinia, Armando Gobuza and the rest, there are five; were you able to interview any one of them?

MS PATTA: I interviewed Sergio Vierra and he - I interviewed Sergio Vierra prior to receiving these documents. I mean I should point out that these came sort of fairly recently and I've been working on the investigation, so it's an investigation in process. And I was reluctant to go and confront people until I had kind of done more work myself. Because I didn't want to reveal how much I knew.

But I did subsequently try and get hold of Mariano Matsinia and Armando Gobuza. Both refused to see me. They refused to actually talk to me. I said I need to talk to you about the Samora Machel crash; I have some information, I'd like to ask you some questions and to get your comments on that. Could I set up a meeting to come and see you? And they said no, they couldn't talk about it.

And there's a lot of fear in Mozambique, not with them, but with other people about talking about the Machel plane crash. Mozambique has basically done nothing to investigate the crash in the last 10 years. And in fact it was opened at the request of President Mandela after he had spoken to Graca Machel about the whole thing. So it was a South African initiative to re-open the investigation on the Attorney General's side.

MR MAGADHLA: Thank you. Thank you.

CHAIRPERSON: You indicated that you might be in a position to organise the copy of the documentary that debunks that decoy beacon theory. Could we rely on you to do that?

MS PATTA: The document that debunks....?

CHAIRPERSON: The documentary.

MS PATTA: Oh, the documentary. Yes.

CHAIRPERSON: That debunks this decoy beacon theory.

MS PATTA: Yes. The military intelligence one.

CHAIRPERSON: Ja.

MS PATTA: Yes, I've got it at home. I'll actually make a copy for you.

CHAIRPERSON: If you could do that. Then the landrover and the equipment, did this gentleman afford you an opportunity to have a copy of the pictures or was he not...?

~~MS PATTA: He just showed it to me, but he is coming to testify next.~~

CHAIRPERSON: I see.

MS PATTA: So I think you should ask him for the pictures.

CHAIRPERSON: Okay.

~~MS PATTA: Steven Hoepfner did do a diagram for me. I can give you a copy of that diagram.~~

CHAIRPERSON: If you could.



MS PATTA: And - but I hope that he will come and testify yourself because then you can ask him more technical questions which I am obviously not competent enough to answer.

CHAIRPERSON: Right. And Klopper and Turbo Terblanche? Did you say you never succeeded to talk to them?

MS PATTA: I spoke to Turbo Terblanche. I was told by another military intelligence source that the plane actually nearly fell on Turbo Terblanche's head when it crashed and he you know, got a big shock. I put this to Turbo Terblanche. He was incredibly abusive, incredibly abusive. Phoned me several time to sort of basically threaten to break every bone in my body, and said you know what was I doing with this kind of thing.

He didn't phone me himself after that, but after that I got serious death threats. ~~People came to my home one night and said that they'd seen me dressing, unchanging and that you know, if I played with fire what would happen is that I would eventually be burnt up altogether.~~ You know, sort of intimidation tactics after that. All in connection with Samora Machel.

People would phone and say you might as well put a gun to your head if you're going to continue investigating the Samora Machel plane crash. ~~And one takes those things fairly seriously.~~

I mean I personally think that if someone's going to make known that they're going to kill you they're not going to do anything.

But certainly the pressure stepped up after that once those names had been known actually to us. From a military intelligence source I was then given a list of another seven names. I did give those to you Christelle.

MS TERREBLANCHE: Ja. I just want to quickly say for the record that Kloppers and Potgieter, I have corresponded with our nodal point. He not only says that they can't be found, but that there was no such thing as a signal intelligence division. We will have somebody from that division now, so we can ask him about it. But I have had no such....

MS PATTA: I'm not sure that Kloppers and Potgieter were in Sigid. They were in the area as well, but they would have been the Recce's accompanying Sigid. I have the pictures of Klopper and Potgieter in their military uniform. So maybe it's a figment of my imagination, but those pictures actually do exist.

~~And then there's a list of another seven names which I have handed to yourself.~~

CHAIRPERSON: Are you able to let us have copies of those pictures?

MS PATTA: Yes, I will. Ja, I've got all that stuff.

~~CHAIRPERSON: Can we have the names of these people for the record? These people that you are talking about. Is it other names?~~

MS PATTA: Yes, yes I can. Let me find that. If you give me one second.

MS TERREBLANCHE: I also put before you the correspondence with the nodal point in terms of these names. I have them.

MS PATTA: Do you want to read them?

MS TERREBLANCHE: Ja. It's PS Cronjé, Brig Brandt Fouché, Capt Koos de Wet, Piet Wessels, Lt Dennis Combrinck and Lt Theo Pieterse from SAAF Hoedspruit Intelligence.

CHAIRPERSON: Are they still serving members of the South African Air Force?

MS TERREBLANCHE: In terms - we don't know, but I have not had an express answer from the nodal point yet.

CHAIRPERSON: Very interesting. Mr Magadhla?

MR MAGADHLA: I see where you have people involved then under that CIS, at the end of the list you have James Campingo who is in Kenya. Is he a Kenyan citizen?

MS PATTA: That's what was - I didn't write this document I should point out. This is a Portuguese Intelligence document that was also translated by the intelligence agent for me.

MR MAGADHLA: Oh, I see.

MS PATTA: So this is how he wrote it up. According to him James Campingo was living in Kenya. I'm not sure if he was a Kenyan person. James Campingo was elected by the Malawian

Intelligence to be a contact between them and the Israeli Secret Services which were connected to Mossad.

And Mossad together with - I forgot to mention this - a guy called Brian Brown of - I must just check the name of the holding company - bought in bits of the beacon. Because the way the South Africans would work was that they would buy bits of the beacon and take it to EMLC which is the technical lab and make it more sophisticated. And this James Campinga was one of the guys who was elected to be a go-between between the Mossad, the Israeli's who were assisting with the electronic equipment and the South Africans.

And you can ask Mossie Basson who was head of electronic warfare at the time in the military; the Israeli's are the masters at electronic warfare. They are known around the world to be one of the leading countries when it comes to electronic warfare.

~~MR MAGADHLA: Thank you.~~

MS TERREBLANCHE: Thank you very much. Mr Chairman, we can now call Col Mossie Basson. He's now Mr Mossie Basson from Signal Intelligence Division.

CHAIRPERSON: Ms Deborah Patta, you are now excused. But ~~I suppose you still retain your other function as consultant and~~ you will therefore remain and assist Ms Terreblanche.

MS PATTA: Thank you.

WITNESS IS EXCUSED