

# 80 Years on the Leading Edge



Aero Club of East Africa

AERO NEWS  
THE PAPER AEROPLANE OF THE AERO CLUB OF EAST AFRICA

## AERO CLUB NEWS

Time flies inexorably, slower than airplanes, but more reliably. Not so long ago we celebrated the centenary of powered human flight, and here we are again. On 31 July 2007, the Aero Club of East Africa turned 80 and that, Dear Members, deserves a toast.

In April 1927, a Royal Air Force Flight, consisting of four Fairey III D's, stopped over in Nairobi on the way to Cape Town. This prompted three ex-air force officers with a vision, Jack Green, Hugo Dunkerley, and Freddie Briddle, to meet and discuss the best way to promote aviation in our country. They knew that Kenya was ready and on 31 July 1927 they called a public meeting at which the Aero Club of Kenya was formally constituted. The objects of the Club were "to promote, encourage and regulate aeronautics in Kenya, and to provide information and advice about aviation to all authorities and persons as might be required". Lofty goals indeed, but to this day, not too far fetched.

The Club has been going strong ever since, through war, peace and various governments. Its aims are still the same. Eighty years after its foundation it has 540 members, is solvent, and well-respected by the authorities. The infrastructure at the Club's Wilson Airport property is modern, its restaurant has gained a reputation for excellence, and its accommodation blocks are popular. Above all, whilst representing good value with its reasonable prices and modest subscription fees, the Aero Club of East Africa is at the leading edge of representing those who fly. That was the vision of its founding fathers and it has been achieved beyond all expanding horizons.

The Committee of the Club sometimes sees 'more tunnel and little light', and on occasion our members become impatient with the apparent lack of progress in private recreational aviation in Kenya. Yet, we can also point to some successes in the past few years, and especially in 2007. The recent Nairobi International Air Show, organized by the ACEA, was a great success, as was the 2007 ACEA NAVEX Air Rally that led competitors to the farthest corners of Kenya. Perhaps the most positive contribution to the facilitation of flying this year was the establishment of an 'Aviation Centre' at the Club, where a simulator has been installed, a free (for members) flight planning and clearance service has been established, and an aircraft cleaning and valet service been offered.

Other aviation-related efforts by the Committee on behalf of aviators in 2007 were exhaustive submissions to KCAA about their proposed 'fee and rate increases'; major reports to KCAA and representation at the highest level about the potentially damaging effects of the Draft Kenya Civil Aviation Regulations on recreational aviation; a substantial submission and representation to Kenya Airports Authority about 'Security' at Wilson Airport and a design review of the proposed new terminal; lobbying with the Kenya Association of Air Operators

about the proposed re-imposition of duty and tax on AVGAS by the Government; and dealing with various ad hoc issues on a day-to-day basis. The Club is also representing private flyers on the Wilson Runway Safety Committee, the Air Operators Committee and the Pilots/Air Traffic Controllers Committee. These committees have scored some impressive successes recently, making the lives of pilots easier. For example, the ban on photography at Wilson was recently lifted, as was the impending limitation of apron access through only five 'Gates'.

To further be at the forefront of lobby activity, the Aero Club in 2007 joined the International Aircraft Owners and Pilots Association, an organization of over six hundred thousand pilots in some sixty nations. Through that body, IAOPA-Kenya is now represented at the ICAO, FAI and other international associations and this has already resulted in some benefits in lobbying against the increasingly stringent requirements for expensive aircraft gadgets in even the smallest aircraft.

Some of our concerns are still in the hopper. We are optimistic that the Kenya Airports Authority will be sympathetic to our pleas to relocate the unsightly 'Generator Building' that blocks our view to the field. We also have reason to believe that our submission to KAA to regularize the to-and-fro of fuel trucks between the western and eastern apron on the dusty murrum track outside our Club House will fall on kind ears.

Of course, not our entire wish list has been fulfilled in 2007. For example, KCAA has dismissed outright our request to lift Air Navigation Fees on flights within Mombasa Control Zone. In that regard we are still hopeful that, eventually, both the KCAA and the KAA will agree that the most efficient and cost-effective way of collecting their income is through "commuted" fees and charges. Why not raise an annual fee to aircraft operators for KCAA Navigation Services? That is the fairest way as all operators who fly aircraft would fall into the net. Similarly, on top of the presently-used pay-as-you-go system, KAA could also introduce annual tickets for parking and landing fees for those who prefer it. At the end of the day, everybody would benefit by "commuted fees", because hassle is decreased and the KAA's and KCAA's collection costs would be reduced.

Meanwhile, the members of the Aero Club have recently agreed at the Annual General Meeting, to support the "Orly Initiative". By a wide margin, members voted in favor of the Committee's vision to build a Club House for our members at Orly Air Park. It is expected that tenders will be awarded in January 2008. This development will ensure the survival of the Aero Club for another eighty years or more.

On behalf of the Committee, I thank you for your continued support and wish you a Merry Christmas and a Very Happy and Successful New Year.

*Harro Trempenau, Chairman*

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# 2007 Air Show

The Aero Club of East Africa, with the participation of the Kenya Airports Authority and other Governmental bodies, put on a one-day air show at Wilson Airport, Nairobi on 7th October 2007.

Featuring both static and aerial displays, this hugely popular event, held roughly every two years, attracted some 7,000 spectators. A storm the night before caused the organisers a sleepless night, but fortunately the weather held off for most of the day of the event.

The major attraction on the static display was the MIL 17 helicopter of the Kenya Police Airwing, as well as the Piper Lance of the famous late Anne Spoerry, more popularly remembered as "Mama Daktari" for her many years of dedicated service with the African Medical Research Foundation. There were some interesting paint jobs on a Cessna 206 and a Dornier, adding colour to the show. The Dornier, owned by Alan Root, is to be featured in the film "Serengeti Shall Not Die" later in the year, recounting the life of Michael Grzimek.

The spectacular aerobatics of Dennis Spence and his team were once again the highlight of the aerial displays. Dennis has been coming to Kenya for many years now, despite the lengthy trip, which is the longest positioning flight in the world for the Pitts, and which was



made more complicated with fuel shortages. However, he is extremely popular in Kenya and his displays are always highly appreciated and so the effort of flying all the way up from South Africa is well worth while.

This year, local Mark Ross, owner of the only Pitts Special in Kenya and amateur aerobatic pilot, joined in. With only a day or two to practice, this was quite an achievement. His aerobatics were also complemented by a display by Joe O'Brien in a Decathlon by kind permission of the Kenya Wildlife Service. KWS also gave an impressive anti-poaching demonstration with their helicopters, C180 and Husky Aviat. With all the mock shooting, it certainly held the attention of the crowd.

Another attention grabber was the fire-fighting demonstration by the Kenya Airports Authority using Chris Hardisty's home-built RV7A. Other crowd-pleasers were the crop spraying demonstration by Toby Dunn of Farmland Aviation in a Turbo Thrush, and the antics of Christian Strebel in his Piper Cub when he 'stole' the aircraft and took off.

There were flypasts by Phoenix Aviation's Citation, normally used for medevacs throughout Africa, a King Air from Boskovic Air Charters, as well as one with a C152, a C172 and a C182 from Pegasus. The Kenya Police Airwing also performed a flypast in their C310 and



C410, as did Kenya Airways in their new Brazilian EMBRAER 170 aircraft.

Airkenya Aviation lent their Dash 8 for a flypast as well as a superb demonstration by Captain Eric Hallard of the STOL capabilities of their Dash 7, culminating in a high approach and steep descent when he effortlessly stopped and took first left off the runway, a distance of a mere 400 metres.

A gyrocopter and a microlight were flown by Bruce Field and Alexis Peltier respectively, and Eric Hallard brought along his radio controlled models. The Kenya Army's parachute team, the Green Eagles, were complemented by the Kenya Skydivers Club in a parachute drop from a Y12, and for the second time only, there was a jump made by Claudio Campori from an inverted Pitts at the top of a loop.

So few Kenyans have a chance to get into an aeroplane witness the long queues to see the inside of Aircraft Leasing Service's Beechcraft 1900C that any chance to have a joyride is always massively oversubscribed. Boskovic Air Charters and Kenya Aeronav generously



provided Caravans throughout the day and some 230 lucky people had the chance to experience a quick trip in the circuit, subsidized by Bluebird Aviation.

The airshow at Wilson Airport is never an easy event to run as Wilson is very much a working airport and the event has to be organised around normal flights. The ATC did a remarkable job of juggling the airshow alongside commercial traffic. At the end of the day the rain came down but it did nothing to dampen the spirits of the crowds who thoroughly enjoyed an entertaining day and appreciated the world of aviation.

*Julie Gill, Aero Club of East Africa*



# Hazardous Pilot Attitudes

Jay Hopkins who writes a regular column on safety for Flying Magazine recently gave a talk on safety at the Aero Club and highlighted certain hazardous pilot attitudes as a particular risk to all us pilots.

Do you recognise any of the following attitudes in your self or in others?!

ANTI-AUTHORITY	"Don't tell me what to do!"
Antidote:	The rules are there for good reasons. Stop and ask yourself why you want to break them. Is the gain really worth the risk?
IMPULSIVENESS	"Do something now!"
Antidote:	Think before you act and deal with a problem carefully and deliberately.
INVULNERABILITY	"It won't happen to me!"
Antidote:	That's what they all said, just before it did! Factor in a safety margin for the uncertain.
MACHO-COMPLEX	"I can do it, especially if you think I can't". The need to impress others. Ties in with Anti-Authority & Impulsiveness.
Antidote:	A poor reason for doing anything. People are rarely impressed by Macho, they are impressed by good judgement and sound decision making.
RESIGNATION	"There's nothing I can do about it!"
Antidote:	What happened to your training? Apply your skills and stay in command.
COMPLACENCY	"I've done this a thousand times and it's always worked before, so it'll work this time!"
Antidote:	Assume nothing - check everything!

- ? There is a difference between skill and judgement and the second is more important to survival than the first.
- ? The less skilled, but conscientious and reasoning pilot will probably outlive the highly skilled pilot who pushes his or her skills to the limit.
- ? If you are not aware of your limits and leave no margin for error, your first serious mistake could be your last.

Finally, remember flying is not inherently dangerous, but can be terribly unforgiving of carelessness, incapacity and neglect.

## Skydiving Beach Bums Land at Diani

Some thirty skydivers assembled at Diani Beach in the last week of October for a week of fun on the beach. No, they did not go swimming. They came to "jump" as the annual Kenya Beach Boogie again delivered what has become an annual tradition for the past 18 years: great skydives, good fun, and serious parties.

The jumping started on Saturday 27 October when the engine of 5Y HVT roared into action, under the masterful control of Chris Hardisty who squeezed every foot out of its climb rate. He flew like a homesick angel and at 10000 feet booted out the jumpers for their one minute freefall over the beach. Various formations were flown, including stars, diamonds, caterpillars, meekers and Canadian T-s. Everybody seemed to remember that freefall is 'finite' because 'gravity sucks'. At 2500 feet ripcords were pulled and canopies opened.

The jumpers represented again a number of nations, including England, Russia, Switzerland, Germany, France, Belgium and, of course, Kenya. No mercy was shown by the thirsty skydivers to their livers and, although the Tusker Brewery had been alerted, Forty Thieves Beach Bar had trouble coping with demand. In an admirable display of decadence, every excuse was welcomed by the jumpers to raise a glass with the obligatory calls for "bottoms up". Owner George Barbour, who had misjudged completely the thirst of the de-hydrated skydivers, promised more beer supplies next year. His sea food also took a beating as the boats left early every morning to find more lobsters and prawns.

The aircraft flew over 80 loads, sometimes 15 a day. Pilot Hardisty had his hands full not only with the aircraft, but one evening also extinguished an engine fire, not in the plane but in a minibus that belongs to Club

Chairman, Harro Trempenau. On smelling something burning on the way to his cottage at Tiwi, Chris phoned Harro to enquire if the minibus "has a fire extinguisher". The answer in a heavily-accented and slurred voice was: "I don't know. See you tomorrow." Click! The minibus survived.

That was the only calamity. There were no parachute malfunctions, no injuries and only one unusual landing..... on a camel! Andy Valentin from Germany, whose wife happens to be a jockey, managed to stay on the poor beast! (See photo) It was all good clean (?) fun as Club Vice-Chairman Kim McKenzie covered himself with (ahem)...a kikoy, and he could not blame alcohol. To sum it all up, over 400 jumps were made, ATC Mombasa excelled, the hospitality of 40 Thieves and Diani Marine was formidable, and some 35 beginners were able to make tandem jumps. It does not get much better....until next March at the Kenya Skydivers Mini-Boogie.



# Is the Aero Club a Club or a Car Park?

The question may seem frivolous, but it is seriously occupying your Committee's time.

Have you ever noticed that car parking spaces are becoming scarce at the Aero Club? Many have mentioned that the car park is often fully occupied. Quips one member: "It's just like in downtown Nairobi. We now have to drive in circles a few times before finally finding a slot". One longtime member reported that, recently on a Sunday, he noticed that the Club itself was completely empty. Not a soul was at the bar, the lounge, the garden or the restaurant. Yet, the car park seemed full. He had nothing else to do and so counted cars. His findings? 55 cars were parked at the Aero Club, although nobody was there. What does that tell us?

The Club has 65 parking spaces in its well-maintained "Bamburiboxed" car park. The facility is used by at least nine groups, most of which have a legitimate right to be there:

1. Casual visitors, tour operators etc. dropping members and visitors.
2. Members using the Club,
3. Tenants of the six business offices rented out by the Club, including employees and visitors to these businesses,
4. Guests at the accommodation blocks,
5. Country members who keep a vehicle at the Club and use it when they fly in, to do their business in Nairobi.
6. Non-members using the Club's restaurant.
7. Non-members who work or have business elsewhere at Wilson and who park their vehicles at the Club because it is convenient and secure.
8. Members or non-members who live in Nairobi and park at the club when they fly away with their private aircraft.
9. Employees of the Club who drive to work.

These are the major groups and there are a few derivations thereof. Of course, casual parking is all part and parcel of a Club. However, to add to the volume, some members and tenants and their employees park two, three or even more cars in the lot. All this is well-documented by our askaris who keep a daily record of everybody who parks their cars at the Aero Club.

The most frequently heard complaint comes from "Full" members who pay the largest portion of the subs and who gleefully point out that "Country members, who pay only 50%, seem to occupy most of the car park and particularly the cooler spots under the shade nets". There is some truth to this as at least twenty country members keep vehicles at the Club, full time. Some members have even gone as far as covering their vehicles with plastic "car covers" during their absence, for weeks at a time. Some even leave their cars at the Club for a month or more, appointing some persons to wash their cars during their well-planned holiday in Europe. Perhaps the most memorable incident occurred when a member and his mechanics changed the entire transmission of his car in our car park, with all the tools, oil, clutter and other paraphernalia that go with such 'jua kali' repairs. Never mind calling a tow truck. It gets better! Wait for it! In a few cases, commercial aviation companies park their vehicles at the Club, for their employees to use. One such employee, a non-member, arrived by aircraft recently and wanted to use his company's vehicle parked at the Club for his convenience. Upon finding that he could no longer access the Club's car park through the "Members Only" biometric gate, he promptly climbed over the "secure" apron fence. He was intercepted by our askaris who explained to him that the Aero Club is a "Private Members Club" and that the Kenya Airports Authority Security Regulations leave no room for that sort of behavior. Of course, such thoughtless transgressions by non-members could backfire on all of us who are grateful that we still have at least one gate through which we can access our aircraft.

The Committee is now seriously exploring various options to resolve this simmering issue in a fair and equitable way, and Members' views

are being sought. Most options suggested so far rely on 'market forces' to control the problem. So far, Club Members have proposed the following solutions or combinations thereof, not necessarily in any order of preference:

1. Charging a fee to any car park users who park there for more than a given number of days and nights in a month. For example, the first 7 days/nights are 'free' but beyond that a daily fee of Kshs. 200 or more is charged. This may discourage some members (and strangers) to park at the Club. Delinquents who slide into arrears would have their parking rights curtailed.
2. Erecting a boom gate at the entrance and exit to the car park, that is accessible only to members registered to use the car park (i.e. with a "sticker"). Only two stickers per member would be issued. Extra stickers for additional vehicles would attract a fee. This would discourage also non-members from abusing our hospitality, but it may have a negative spin-off effect on patronage of our restaurant.
3. Charging a flat monthly parking fee to any country members (they are all known to us) who more or less permanently leave one or two cars (the wife also wants to go shopping) in the car park.
4. Increase the capacity of the car park, for example by turning the garden east of the old accommodation block into at-grade parking spaces.



5. Build an underground parking garage (Cost: 15 Million Shillings).
6. Build an above-grade elevated parking garage. (Cost: 12 Million Shillings)
7. Tow unauthorized vehicles away, at owner's expense.
8. Compartmentalize the car park, reserving 30 slots to members, 20 slots to visitors and staff, and 15 slots for 'long term' parkers. After office hours, all slots except the long term spaces would be "open" to everybody.
9. Make a "deal" with the Mountain Club of Kenya and allow our Members to use that area as an "overflow" car park.
10. Etc., etc.,

As you can see, it is a complex issue and it is, of course, not new. When the Committee once tried to address the delicate problem seven years ago, suggesting to charge a monthly fee of Kshs. 500 per month per car to long term parkers, the reaction from a few country members was vituperative. Some wrote letters or vociferously agitated against the proposal. The matter reached a climax when one small group stormed into a Committee meeting, demanding in no uncertain terms that charging Members for parking at the Club was "not on". The Committee backed down. That notwithstanding, things have been overtaken by events as it is now undeniable that there is a problem as a majority of members is being inconvenienced. The question now is, how do members wish to see this resolved? A compromise must be reached, without polarizing the membership.

Please let us hear from you and give us your constructive suggestions, so that the Committee can make the fairest decision soon.

Harro Trempenau Chairman



# Orly Shareholders Endorse Aero Club of East Africa Club House



Location map



Elevation of the proposed Club House

17 Shareholders attended the Annual General Meeting of Orly Air Park Limited on 9 November 2007. At the meeting, the Board of Directors for 2007-2008 was elected as follows:

- Harro Trempenau (Chairman)
- Aslam Khan
- Johnny Baxendale
- Martin Ririani
- Kim McKenzie
- Terry Childs
- Col. E.K. Waithaka

Fraser Smith and Steve Perkin were co-opted to this Board. Guy Elms is Company Secretary and Legal Advisor and Joan Edwards was re-appointed Treasurer.

The Chairman reported that Orly Air Park was working well. All permits and clearances had been obtained from eleven different authorities, including NEMA, KCAA, Kajiado County Council, etc. There is good co-operation with KCAA's "Nairobi Radar" and even skydiving has recently been approved. As to physical improvements, an additional 2 acres of land had been purchased in 2007, an Irish Crossing been built over the riverbed, the access road maintained, and the apron been levelled. Meanwhile, five shareholders have completed construction of their cottages, and 7 hangars of 300 sq. m. each have been constructed. Use of the airfield was on the

increase, with 12 light aircraft based there. Microlights, gyrocopters and even model aircraft were using the field.

The main discussion at the meeting revolved around "the way forward". The consensus of shareholders was that Orly Air Park Limited should expand and continue to implement various physical improvements. It was agreed that land purchase was the top priority for the Company, not only as an investment, but also to accommodate expansion plans and eventually allow construction of a cross-runway.

An apron rest room, electrical supply, partial tarmacking of the runway, drainage culverts on the access road, and drainage on the apron were also desired items in the pipeline. In addition, environmental improvements (marshland area, tree-planting) were considered important. The 'Priorities Matrix' that had been distributed to shareholders prior to the AGM, will be evaluated in the next few weeks, to provide guidance to the Board in their decisions. The decision by the members of the Aero Club of East Africa at the recent AGM of the Club, was welcomed and endorsed. The feeling was unanimous that it is to the advantage of private and recreational pilots and aircraft operators to all be united and work together, especially since Wilson Airport is becoming busier and flying training is increasingly difficult in that aviation environment.



Orly Light Aircraft Apron



Orly Club House proposed site

# Simulator for Christmas

The long awaited Elite Flight Simulator is nearing completion after a delay in acquiring the appropriate replacement hardware and software upgrades. The simulator will be installed in an Aircraft flight deck type environment with a separate instructor station.

The elite, version 8.0, sim will be situated in the Aero Club Flight Center at Wilson Airport and will be operated by the Aero Club of East Africa in cooperation with Flight Standards Ltd.

This simulator is suitable for both single and multiengine training, with interchangeable throttle quadrants for each class. The device can be configured for: C-172, C-182, Piper Arrow, Tobago, Piper Seneca, Beech Baron, Beech King Air 200 and, for the more ambitious, a McDonald Douglas MD-11.

Apart from the very necessary African Continent navigation data base, the programming will include parts of Europe and the United States as well.

The Elite System is already approved for the logging of instrument training hours by the FAA and many European countries including Switzerland and Germany. It is also JAA compliant for many procedures. The manufacturers continue to seek more approvals with continued upgrades of the machines capabilities. We expect the machine to be ready by the last week of December, and becoming fully operational by the first week of January. We will then make formal application to the KCAA for similar logging approvals as presently exist overseas.



Cock pit cover of simulator to give a realistic feel. Cockpit cover will later be painted to represent aircraft livery 5Y ACE.



instructor sitting at the instructors station.



Student in the simulator with instructors screen in the right hand foreground.



# Say Again, Speak slower, Words Twice

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Earlier this year I was asked to ferry a Bonanza from Wilson to Lanseria. Route planning was based on fuel availability and Rugby fixtures so off we went. The first day we got as far as Dar and spent the afternoon watching Rugby, ensconced in the bar at the Holiday Inn. The next day saw us armed to the teeth with ONC charts, Jeppesen's en-route charts and a list of every frequency we could think of.

Approaching the Tanzania FIR I duly called up Beira Approach. Obviously there was no response, so after rechecking our clearance, we continued on. Northern Mozambique is miles and miles of nothing and one gets to feel a bit lonely and unwanted.

Suddenly the silence was shattered by a heavy South African accent talking to Pemba. Great excitement, I could now tell someone where I was and where I was going so I asked them to relay for me. Not only did he kindly relay for me but he interpreted for us as well. I could not understand a single word although I believe Pemba was speaking English but the Portugese accent was so strong he may as well have been speaking Swedish.

Pemba handed me over to Nampula where we were to clear customs and refuel. Nampula tower was in a bit of a panic. He had a 737 coming in and us in our little Bonanza. This was probably the first time he had more than one aircraft in his TMA at the same time. The 737 captain and I established that there was about 15 minutes between us and there was no conflict.

'Er, Nampula Tower, where would you like me to park?'

"Zulu Delta, anywhere on the apronsh."

Right next to the fuel bowser seemed a pretty good place to me.

"Zulu Delta, pleashe parksh closer to towersh we needs spashe for 737"

"Rog. How about here?"

"OK" ha! I understood that.

Refueled, spoke to immigration using sign language, missed the 737 by about 500 yards and twenty minutes then taxied out.

"Zulu Delta ready to capish?"

I turned to my co-pilot and asked if he had any idea what "Capish" meant. After some head scratching he guessed that it may mean "Copy". So I duly copied the IFR clearance for my VFR flight. Took off and called Beira for a met report when I had about fifty miles to run.

"Vishabil six mutter mutter crackle bash seven oh oh oh variablsh". Great, I'll just stay VFR and keep Quelemane in the GPS if I have to turn around.

Getting closer to Beira: "Zulu Delta capish visbilsh?" garnered "Negative sir, say again."

"Snap crackle pop!". This is wonderful, I just hope he can understand me as I called boundary inbound with cloud base around 1500 feet. Only 15miles to go so I can't see the cloud base getting much lower. When the cloud base was down to 600ft, I was about to turn around and go back to Quelemane when I spotted the runway. Not wanting to get into a prolonged discussion in Portugese I told him I was joining a left base for 30 with a very very short approach. Again I got the universal "OK" as a clearance to land.

Two days later, after spending time in the screaming metropolis of Beira, we climbed aboard for the last leg into Lanseria. I was really looking forward to being able to communicate with the controllers. What a disappointment! The South African controllers seem to think that the faster they talk the more professional they are. In my dim and distant past I used to speak Afrikaans, but the mixture of English with Afrikaans spoken at 300 words to the second had me baffled.

"Johannesburg Information, say again, speak slower."

"Contactlowveldtapproachononeonesixzeroninefourtwo"

OK, let's try and decipher that. Lowveld Approach? Where the heck is that and what is it. Quick out with the Jepps. No Lowveld approach anywhere. Right, ignore the last three digits and try that frequency and lets see if we hear anything. Yes, it's Lowvel approach so I call them up and they immediately hand me off to Hoedspruit air force base.

The most beautiful, clear female controller cleared me straight through her airspace saving me ten minutes of flying time. "Zulu Delta, call zone outbound, are you aware of our boundary, sir?"

"Negative m'am"

"Zulu Delta, it will be when crossing the 245 radial on your present track", she was so nice I really didn't want to tell her that I had no operational VOR, but needs must.

"Roger Zulu Delta, it's when you cross the main Nelspruit road but I'll call you when you are outbound", I could have kissed her there and then. So it was back to Lowveld Approach for the next hour. After repeated "Speak Slower", "Say Again" and even a "Words Twice" he left me alone. Getting close to Pretoria I changed over to the VFR frequency and was able to understand all the other pilots. I think that the controllers really don't like us pilots and consider us morons because we don't listen fast enough.

"Lanseria, this is Zulu Delta handed over to you by Wonderboom ETA Lanseria at four seven".

"Crackle mash potatoes and sausages eight avoid restricted areas". Got the last bit but my very recent 1:50000 showed me missing all the restricted areas. Asking for vectors would have just cluttered up the airwaves with more recipes so I just acknowledged his call.

"Lanseria, Zulu Delta has field in sight", "Pimple squeezing two four right matatu taxi bent Alfa Romeo". That's so nice of him to give me a road traffic report.

"Confirm that I am cleared to land two four right."

"Scratch scratch bottom crack helicopter turd left".

I just love the South African patter. Over to ground and then apron control.

"Eh Baas, sommer park in bay alpha eight en jys klaar". Now that I understood.

To all the guys in Wilson tower, I will gladly extend to Monastery or orbit as many times as you want me to, because I can understand you. "Asante Sana!"

Chris Hardisty



A very big thank you to the following supporters of our 2007 Christmas Draw

A.I. Records Ltd	Kenya Airways
African Sky Charters	Kikapu Coolers
Airkenya Aviation	Kikoy.com
Alfred Vienna	Long Bar - Karen
Alliance Hotels	Media Works
Aviazure Ltd	Mrs Joey Kennaway
Balloon Safaris	Nairobi Serena Hotels
Belle Epoque	Open House
BG's Leather & Glass Shop	Philip Galley
Blue Berries Salon	Rusty Nail
Desert Rose	Satao Camp
Dormans	Sekenani Camp
Driftwood Beach Club	Simon Jones
Fairview Hotel	Sopa Lodges
Farmers Choice	The Tamarind Group
Hemingways Resort	Tony Monkhouse
Jeni Stow - Quiltessentials	Ultimate Security
Julie Gill	TAD Watts & L. Nutter
Karen Camp	The Verandah Restaurant
Karen Quality Cuts	Windsor Golf & Country Club

## New Members

Welcome to the Club!

- Ann Milne
- Ashman Sapra
- Dawood Shah
- Dean Hardisty
- Evans Edward Michoma
- Kuldip Sapra
- Maj. (Rtd) James Thiongo Njuguna
- Mark Andrew Creane
- Norbert Koebke
- Reto L. Godly
- Richard Low
- Terence M. Davidson
- Tony Ketter
- Wellington P. Godo

## Reciprocating Clubs

- Blue Mango Club - Kampala
- Driftwood Beach Club - Malindi
- Eldoret Club
- Kampala Aero Club
- Kilimanjaro Aero Club - Moshi
- Malindi Deep Sea Fishing
- Mashonaland Flying Club - Zimbabwe
- Mombasa Club
- Mombasa Flying Club
- Nanyuki Sports Club
- Rift Valley Gliding Club
- Royal Commonwealth Society - London
- Ruiru Sports Club

## Membership

Subscription fee now due!

Annual subscription fees are as follows and due from 1st January 2008

Full Membership	-	14,000/-
Full Senior Membership	-	7,000/-
Country and Overseas Membership	-	7,000/-
Country Senior and Overseas Senior Membership	-	3,500/-



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